



CAPE COD
COMMISSION

Mashpee Rotary Corridor Study

FINAL REPORT

JUNE 2020

Prepared by Cape Cod Commission Staff.



Mashpee Rotary Study

FINAL REPORT | JUNE 2020

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CONTENTS

| | |
|--|----|
| Executive Summary..... | 6 |
| Short to Mid-Term Recommendations..... | 6 |
| Long-Term Recommendations..... | 7 |
| Next Steps..... | 7 |
| Introduction | 9 |
| Study Goals..... | 10 |
| Study Area..... | 10 |
| Previous and Ongoing Studies and Plans..... | 11 |
| Study Process..... | 12 |
| Outreach..... | 13 |
| Existing Conditions | 14 |
| Site Visits..... | 14 |
| Zoning and Land Use | 16 |
| Historic Areas, Wetland, and Open Space..... | 19 |
| Bicycle and Pedestrian Accommodations..... | 21 |
| Transit | 23 |
| Speed Limits | 24 |
| Crash History..... | 26 |
| Traffic Volumes..... | 29 |
| Alternative Development | 32 |
| Existing Traffic Operations | 32 |
| Future Traffic Volumes | 32 |
| Roadway Safety Audit Recommendations..... | 33 |
| Listening Session | 34 |
| Alternative Identification..... | 35 |
| Alternative Screening..... | 37 |
| Public Review of Alternatives | 38 |
| Summary of Alternatives..... | 40 |
| Alternative Refinement..... | 40 |
| Mashpee Rotary..... | 42 |
| Great Neck Road North at Old Barnstable Road | 48 |
| Great Neck Road South at Donna’s Lane..... | 51 |
| Route 28 at Job’s Fishing Road/Donna’s Lane..... | 54 |
| Route 28 At Meetinghouse Road..... | 57 |
| Route 28 at Quinaquisset Avenue..... | 59 |
| Pedestrian and Bicycle Accommodation Alternatives..... | 59 |
| Transit Alternatives | 61 |
| other Alternatives | 63 |

| | |
|--|----|
| Recommendations and Next Steps..... | 65 |
| Short to Mid-Term Recommendations..... | 65 |
| Long-Term Recommendations..... | 65 |
| Next Steps..... | 66 |

APPENDICES

| | |
|-----------------|-----|
| Appendix A..... | 68 |
| Appendix B..... | 198 |
| Appendix C..... | 219 |
| Appendix D..... | 326 |

FIGURES

| | |
|--|----|
| Figure 1: Study Area..... | 10 |
| Figure 2: Study Process..... | 12 |
| Figure 3: Outreach Materials for Public Meetings..... | 13 |
| Figure 4: Mashpee Site Visit..... | 15 |
| Figure 5: Existing Zoning..... | 16 |
| Figure 6: Existing Land Use..... | 17 |
| Figure 7: Open Space, Wetland, and Historic Sites..... | 20 |
| Figure 8: Pedestrian, Bike, and Transit Accommodations..... | 21 |
| Figure 9: Speed Limits..... | 24 |
| Figure 10: Crash Analysis I (2012-2016)..... | 26 |
| Figure 11: Crash Analysis II (2012-2016)..... | 27 |
| Figure 12: Mashpee Rotary crash analysis 2012-2016..... | 28 |
| Figure 13: 2018 Traffic Count Locations..... | 30 |
| Figure 14: Origin-Destination Patterns Around Mashpee Rotary..... | 31 |
| Figure 15: Rotary Retrofit Alternative and Anticipated Impacts..... | 43 |
| Figure 16: Two-Lane Roundabout Alternative and Anticipated Impacts..... | 44 |
| Figure 17: Route 28 Overpass Alternative and Anticipated Impacts..... | 45 |
| Figure 18: Figure 15: Traffic Signal Option A Alternative..... | 46 |
| Figure 19: Traffic Signal Option B Alternative..... | 47 |
| Figure 20: Traffic Signal Option C Alternative..... | 47 |
| Figure 21: Traffic Signal Alternative Options A-C Anticipated Impacts..... | 48 |
| Figure 22: Great Neck Road North Traffic Signal and Anticipated Impacts..... | 49 |
| Figure 23: Great Neck Road North Roundabout and Anticipated Impacts..... | 50 |
| Figure 24: Improved Directional signage..... | 51 |
| Figure 25: Donna's Lane Right Turn Lane Alternative..... | 52 |
| Figure 26: Donna's Lane Roundabout and Anticipated Impacts..... | 53 |
| Figure 27: Donna's Lane Traffic Signal and Anticipated Impacts..... | 54 |
| Figure 28: Turn Lane enhancements for Route 28 at Job's Fishing Road/Donna' Lane.. | 56 |
| Figure 29: Route 28 at Meeting-house Road Left Turn Lane Alternative..... | 58 |
| Figure 30: Future sidewalk and bicycle connections..... | 61 |

TABLES

| | |
|--|----|
| Table 1: Traffic Volumes..... | 29 |
| Table 2: Summary of Alternatives0..... | 41 |

Executive Summary

The Mashpee Rotary is a five-leg, major regional transportation node with the intersections of Route 28, Route 151, Great Neck Road North, and Great Neck Road South. The Massachusetts Department of Transportation (MassDOT) owns and maintains the rotary and Route 28, while the Town of Mashpee owns and maintains the remaining approach roadways, Route 151, Great Neck Road North and Great Neck Road South. The Mashpee Rotary and its approach roadways have been identified as a priority for investigation as due to existing congestion, safety and multi-modal issues. The purpose of this study is to develop alternatives that will improve safety, while reducing congestion and accommodating all users, including vehicles, pedestrians, bicyclists and transit riders.

A detailed review of existing conditions and a safety analysis was performed for the existing five approach roadways and eight study area intersections. Extensive data was collected, including traffic counts and a comprehensive inventory of the roadways and existing zoning and land uses of the surrounding area. In addition, a Roadway Safety Audit (RSA) was performed for the Mashpee Rotary in June 2019 to identify potential short- and long-term solutions improve safety at this high crash location.

A comprehensive public outreach plan was executed to solicit input on the existing issues in April 2019 and again in December 2019 to obtain feedback on potential alternatives. Public feedback on the alternatives placed an emphasis on maintaining the circular intersection with minor signage and striping improvements along with incorporating multi-modal accommodations, known as the Rotary Retrofit alternative.

Based on a technical review, in consultation with Town staff, and feedback from a public review of the alternatives, the improvements options were refined and organized into the following sets of key short- and long-term recommendations. Further details on timeframe, cost and potential benefits for each of the recommendations are listed on the following pages.

SHORT TO MID-TERM RECOMMENDATIONS

- **Install a shared use path around Mashpee Rotary (High Priority)**
- **Implement rotary retrofit improvements at Mashpee Rotary (High Priority)**
- **Install Route 28 directional signage on Donna's Lane for retail traffic (High Priority)**
- Implement signage and striping improvements at the intersection of Great Neck Road North and Old Barnstable Road
- Construct right-turn lane on Donna's Lane at the Great Neck Road South intersection
- Implement lane designation striping on Job's Fishing Road at the Route 28 intersection
- Implement signage and striping improvements at the intersection Route 28 and Quinaquisset Avenue

LONG-TERM RECOMMENDATIONS

- **Plan for multi-modal accommodations on Route 28 between Mashpee Rotary and Quinaquisset Avenue (High Priority)**
- Plan for transit service enhancements with the CCRTA
- Plan for a roundabout at Great Neck Road North and Old Barnstable Road
- Install eastbound left turn lane at Route 28 and Meetinghouse Road intersection
- Construct additional sidewalk and shared use paths to close network gaps
- Install pedestrian accommodations at Route 28 and Orchard Road traffic signal

Understanding that transportation and land use planning are inextricably linked, it may be appropriate to refine or revise long-term recommendations as additional information about redevelopment activities in the area becomes available. The Cape Commission is available to discuss long-term recommendations with MassDOT, the Town, and other stakeholders in the area including the business community. Ultimately, major transportation investments should both benefit the travelling public and serve to support and enhance the vitality of the community.

NEXT STEPS

The next steps would focus on collaboration between the Town of Mashpee and MassDOT to prioritize implementation of the short-term improvements to improve safety of the Mashpee Rotary and the other study area intersections. Plans for long-term improvements can also be initiated to begin the planning process. Staff of the Cape Cod Commission are available to assist in these efforts. A future meeting between MassDOT, the Town and Commission staff will be set up in the near future to discuss next steps for implementation and funding strategies for the recommendations from this study.



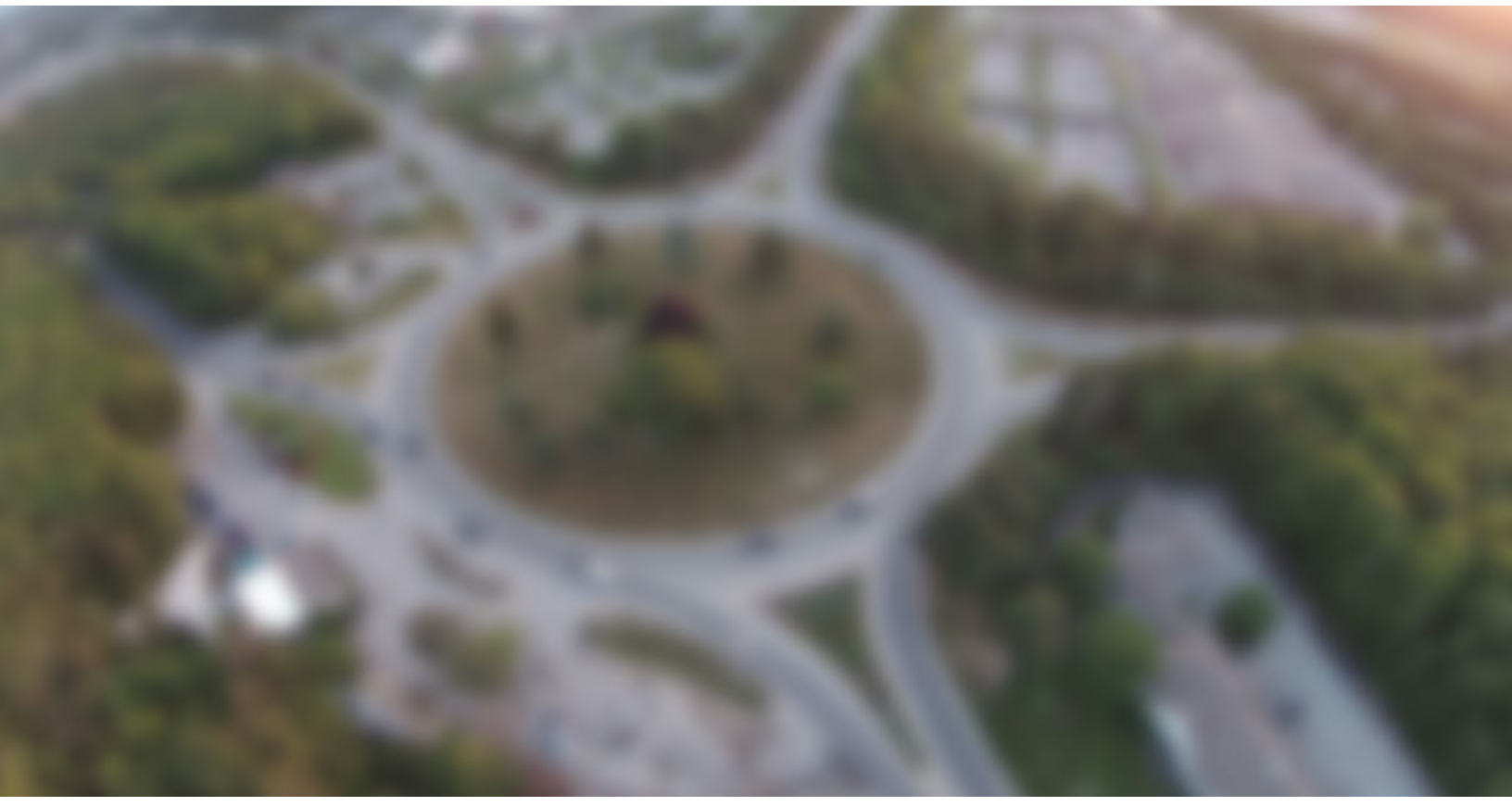
Summary of Alternatives

| | TIME FRAME | COST | ANTICIPATED IMPACT | | | | |
|--|--|--|---|-------------|---------------------|------------------|---------------------|
| | | | SAFETY | CONGESTION | BICYCLE/ PEDESTRIAN | PRIVATE PROPERTY | COMMUNITY CHARACTER |
| MASHPEE ROTARY | | | | | | | |
| Rotary Retrofit | Mid | \$ | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● |
| Two-Lane Roundabout | Long | \$\$ | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● |
| Route 28 Overpass | Long | \$\$\$\$ | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● |
| Traffic Signal | Long | \$\$\$ | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● |
| GREAT NECK ROAD NORTH AT OLD BARNSTABLE ROAD | | | | | | | |
| Installation of Traffic Signal | Long | \$\$ | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● |
| Installation of Roundabout | Long | \$\$ | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● |
| GREAT NECK ROAD SOUTH AT DONNA'S LANE | | | | | | | |
| Installation of Traffic Signal | Long | \$\$ | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● |
| Installation of Roundabout | Long | \$\$ | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● |
| ROUTE 28 AT JOB'S FISHING ROAD/DONNA'S LANE | | | | | | | |
| Turn Lane Enhancements | Mid | \$\$ | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● |
| ROUTE 28 AT MEETINGHOUSE ROAD | | | | | | | |
| Route 28 Left Turn Lane | Long | \$ | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● | ●●●● ●●●● |
| CORRIDOR CONCEPTS | | | | | | | |
| PEDESTRIAN CONCEPTS | BICYCLE CONCEPTS | TRANSIT CONCEPTS | OTHER CONCEPTS | | | | |
| <ul style="list-style-type: none"> • Close sidewalk and shared use path gaps within study area • Install shared use path around Mashpee Rotary | <ul style="list-style-type: none"> • Expanded shoulders where possible for bicycle accommodation • Prioritize Route 28 section towards Barnstable for bicycle accommodations | <ul style="list-style-type: none"> • Bus pull-outs • Local circulator route • Review existing routes/ stops to increase efficiency • Small transportation center | <ul style="list-style-type: none"> • Improved stormwater management and treatment • Improved vegetation management • Speed management on Route 151 | | | | |

Introduction

The Mashpee Rotary is a five-leg, major regional transportation node with the intersections of Route 28, Route 151, Great Neck Road North, and Great Neck Road South. The Massachusetts Department of Transportation (MassDOT) owns and maintains the rotary and Route 28, while the Town of Mashpee owns and maintains Route 151 and Great Neck Road North and Great Neck Road South. The Mashpee Rotary has been identified as a priority for investigation as part of UPWP 2019 due to existing congestion, safety and multi-modal issues. The rotary is often congested, particularly in the summer months and creates a barrier to reliable inter-regional access between the towns of Falmouth and Mashpee to Barnstable and other towns on the eastern portions of Cape Cod. Listed as a high-crash location by MassDOT and the Cape Cod Commission, the intersection presents challenges to users navigating this large, high-speed circular intersection. Finally, the rotary is a major barrier to regional pedestrian and bicycle access not only in the town of Mashpee, but within the overall regional roadway network. The study area is a heavily used corridor for non-motorized users looking to access jobs and retail destinations from their neighborhoods.

The Mashpee Rotary Corridor Study takes a comprehensive look at this major regional intersection and its surrounding roadways to develop alternatives that will provide safe and convenient access for all roadway users within the study. The study will serve as a continuation of the January 2018 Route 28 study in Eastern Mashpee that included the Route 130/Route 28 intersection through the Orchard Road/Route 28 intersection.



STUDY GOALS

The purpose of this study is to develop alternatives that will **improve safety**, while **reducing congestion and accommodating all users**, including vehicles, pedestrians, bicyclists and transit riders.

STUDY AREA

As shown in

Figure 1, the study area includes the Mashpee Rotary and each of its five approach roadways. The limits of the study area include the next major intersection. For analysis purposes, the following study area intersection were included:

- Mashpee Rotary
- Route 28 at Job's Fishing Road/Donna's Lane
- Route 151 at Market Street
- Great Neck Road South at Donna's Lane
- Route 151 at Job's Fishing Road
- Great Neck Road North at Old Barnstable Road
- Route 28 at Quinaquisset Avenue
- Route 28 at Meetinghouse Road

Figure 1: Study Area



PREVIOUS AND ONGOING STUDIES AND PLANS

A comprehensive look at previous and on-going studies was performed during the existing conditions review. As part of this review, the following studies and plans were reviewed:

- Mashpee Commons Job's and Whitings Neighborhood Traffic Impact and Access Study – November 2005
- Roadway Safety Audit (RSA): Great Neck Road North/Old Barnstable Road – June 2009
- Roadway Safety Audit (RSA): Route 151 at Job's Fishing Road/Frank E Hicks Drive – April 2018
- MassDOT Route 28 at Job's Fishing Road/Donna's Lane 100% Design Plans – October 2018
- MassDOT Route 151 25% Design Plans – March 2019

The MassDOT Route 151 Corridor Improvement Project, which is currently at the 75% design phase and funded for a potential construction start of Fall 2021, will address several safety and congestion issues at the Route 151 intersections of Job's Fishing Road/Frank E Hicks Drive and Market Street. New traffic signal systems and upgraded pedestrian and bicycle accommodations will be installed at these two intersections and along the corridor. In addition, a new eastbound right turn lane will be constructed on Route 151 to reduce congestion and improve efficiency. Therefore, alternatives for these two study area intersections were not developed.

STUDY PROCESS

The study began with the development of a project scope in the winter of 2017 for consideration of funding under the Cape Cod Unified Planning Work Program for Federal Fiscal Year 2019. The project scope and funding, from the Massachusetts Department of Transportation, was approved in May 2018. Following data collection and background research, the project kicked off with a meeting with Town of Mashpee staff in the winter of 2019. In addition, a public participation plan was developed for this study with goals of:

- Gathering input from community stakeholders and the public to establish a vision for the corridor
- Soliciting feedback of potential alternatives

As formalized in the public participation plan, the study process included two public meetings as shown in *Figure 2*.

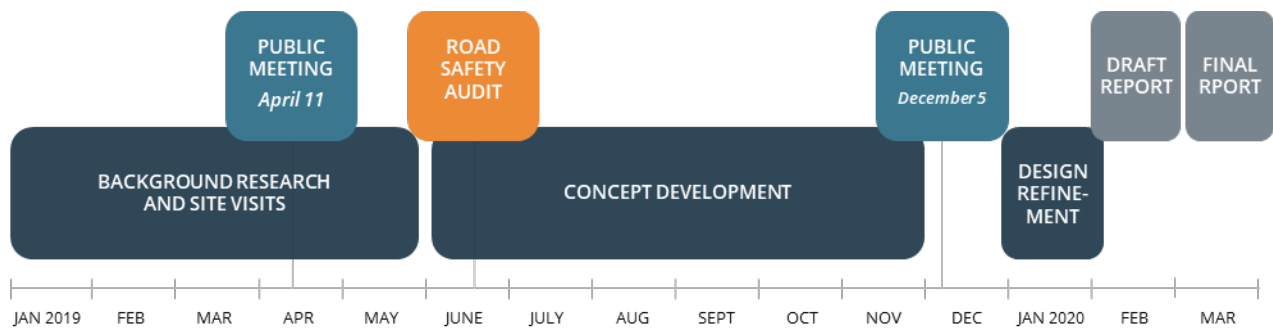


Figure 2: Study Process

OUTREACH

To solicit input and to alert stakeholders to the public meetings on the project, Commission staff conducted targeted outreach campaigns. These included press releases and posting flyers about the two listening sessions and two alternatives presentations, creation and maintenance of a webpage about the project, and email updates about the project. In addition, Commission staff attended the Board of Selectman meeting on March 11, 2019 to give a project update and announce the first public listening sessions scheduled for April 2019. Prior to the listening sessions, Commission staff offered a separate meeting opportunity for interested stakeholder groups to discuss their unique perspective on challenges or potential changes to the rotary. A separate advance meeting was requested in April 2019 and held with Mashpee Commons. For stakeholders that could not attend the public meetings, materials were made available on the website. Commission staff also spoke on the phone, in person, and via email with stakeholders that could not attend the meetings but wanted to provide comments and input on the project.

Figure 3 shows an example of the outreach materials.



MASHPEE ROTARY STUDY

FUTURE ALTERNATIVES

PUBLIC MEETING



Presentation of Alternatives - Thursday, December 5, 2019
2:00 PM AND 5:30 PM
Mashpee Public Library
64 Steeple Street, Mashpee

Learn about potential concepts, ranging from striping improvements to rotary replacement, that have been developed as part of the Mashpee Rotary Corridor Study. The Town of Mashpee and the Cape Cod Commission want your feedback on draft alternative concepts which aim to reduce congestion and improve pedestrian/bicyclist accommodations. Feedback from this meeting will be used to finalize the short and long term recommendations and the final report to improve this regional intersection.

For more information, please visit:
www.capecodcommission.org/MashpeeRotary or call 508.362.3828

This meeting is accessible to people with disabilities. The Cape Cod Metropolitan Planning Organization (MPO) provides reasonable accommodations and/or language assistance free of charge upon request (including, but not limited to interpreters in American Sign Language and languages other than English, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print, as available). For accommodations or language assistance please contact the Cape Cod MPO by phone at (508) 362-3828, fax (508) 362-3135, Telecommunications Relay Services (TRS), dial 711 or email frontdesk@capecodcommission.org. Title VI Notice of Nondiscrimination: The Cape Cod MPO complies with Title VI of the Civil Rights Act of 1964 and related federal and state statutes and regulations. It is the policy of the Cape Cod MPO to ensure that no person or group of persons shall on the grounds of Title VI protected categories, including race, color, national origin, or under additional federal and state protected categories including sex, age, disability, sexual orientation, gender identity or expression, religion, creed, ancestry, veteran's status (including Vietnam-era veterans), or background, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the Cape Cod MPO. To request additional information about this commitment, or to file a complaint under Title VI or a related nondiscrimination provision, please contact the MPO's Title VI Coordinator by phone at (508)362-3828, Telecommunications Relay Services (TRS), dial 711, fax (508) 362-3135 or by e-mail at mhvener@capecodcommission.org. If this information is needed in another language, please contact the MPO's Title VI Coordinator by phone at (508)362-3828. Caso estas informações sejam necessárias em outro idioma, por favor, contate o Coordenador de Título VI do MPO pelo telefone 308-344-1295.



Figure 3: Outreach Materials for Public Meetings

Existing Conditions

To begin this study, Commission staff conducted an existing conditions analysis for the study area. During this analysis, staff performed a site visit (see [Figure 4](#)), collected data, reviewed the zoning, land use, bicycle and pedestrian accommodations, transit connections, traffic volumes, speed limits, and crash history for the study area.

SITE VISITS

During the course of the study, Commission staff conducted several site visits to the study area. These site visits helped Commission staff better understand the area, observe how the traffic functions, and view the area's character, opportunities, and constraints. During these site visits, staff noted congestion and confusion at several intersections in the corridor, missing links in sidewalks, and the lack of bike accommodations. However, there were many positive aspects to the area, including a vibrant community activity Center, providing attractive walkable neighborhoods and retail plaza destinations and services.





Figure 4: Mashpee Site Visit

ZONING AND LAND USE

Zoning and land use through the corridor are shown in *Figure 5* and *Figure 6*, respectively. Surrounding the rotary and the five major roadway approaches, the area is primarily zoned commercial. Abutting the commercial parcels, there is a mix of residential, open space and conservation land uses.

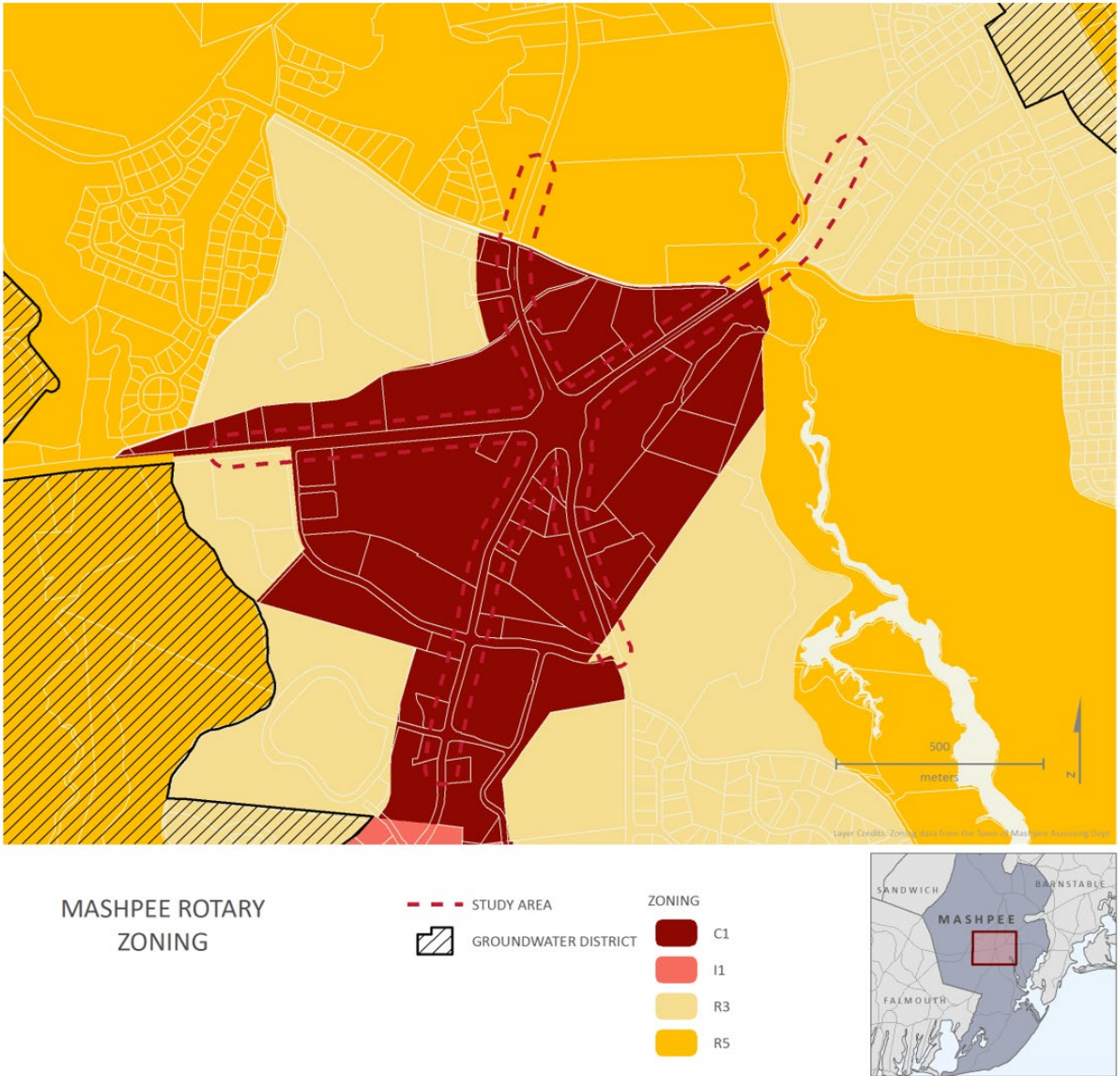


Figure 5: Existing Zoning

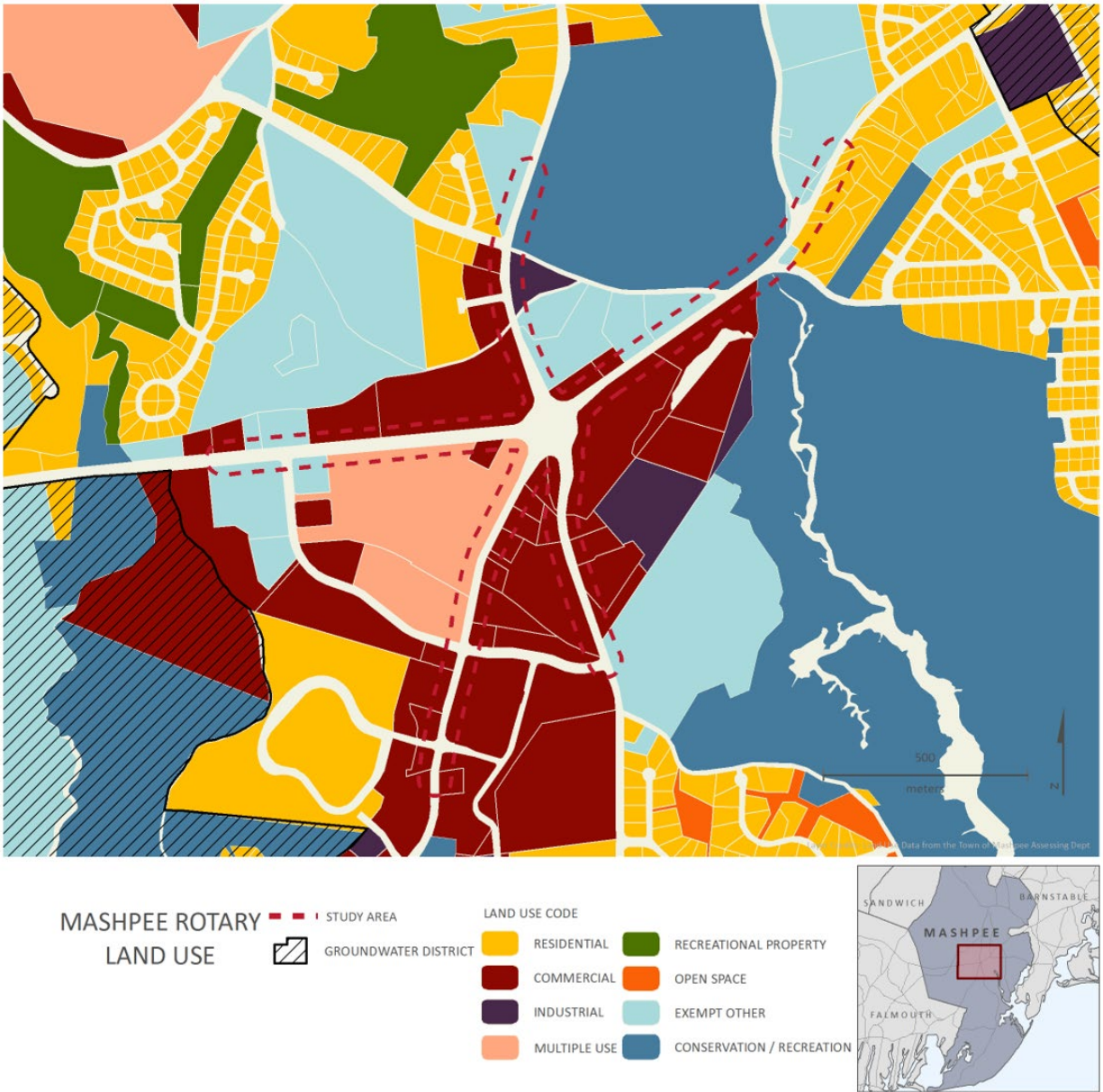


Figure 6: Existing Land Use

Regional Community Activity Center

Community Activity Centers are one of eight placetypes articulated in the 2018 Cape Cod Regional Policy Plan (RPP), which will help to provide context and a lens for the Cape Cod Commission’s planning and regulatory work. In total, there are 17 community activity centers identified across the Cape, including one in Mashpee surrounding the immediate area around the Mashpee Rotary. The area largely encompasses undeveloped and developed land owned by Mashpee Commons.

Community Activity Centers are areas with a concentration of business activity, community activity, and a compact built environment. A Community Activity Center is envisioned to accommodate mixed-use and multifamily residential development in a walkable, vibrant area, preserve historic buildings, and to provide diverse services, such as shopping, recreation, civic spaces, housing, and job opportunities at a scale of growth and development desired by the community, with adequate infrastructure and pedestrian amenities to support development. The selection of the Community Activity Centers was based on based a multi-step GIS analysis using a set of criteria that encompasses community activity, business activity, and physical form.

Community Activity Center Designation in Mashpee



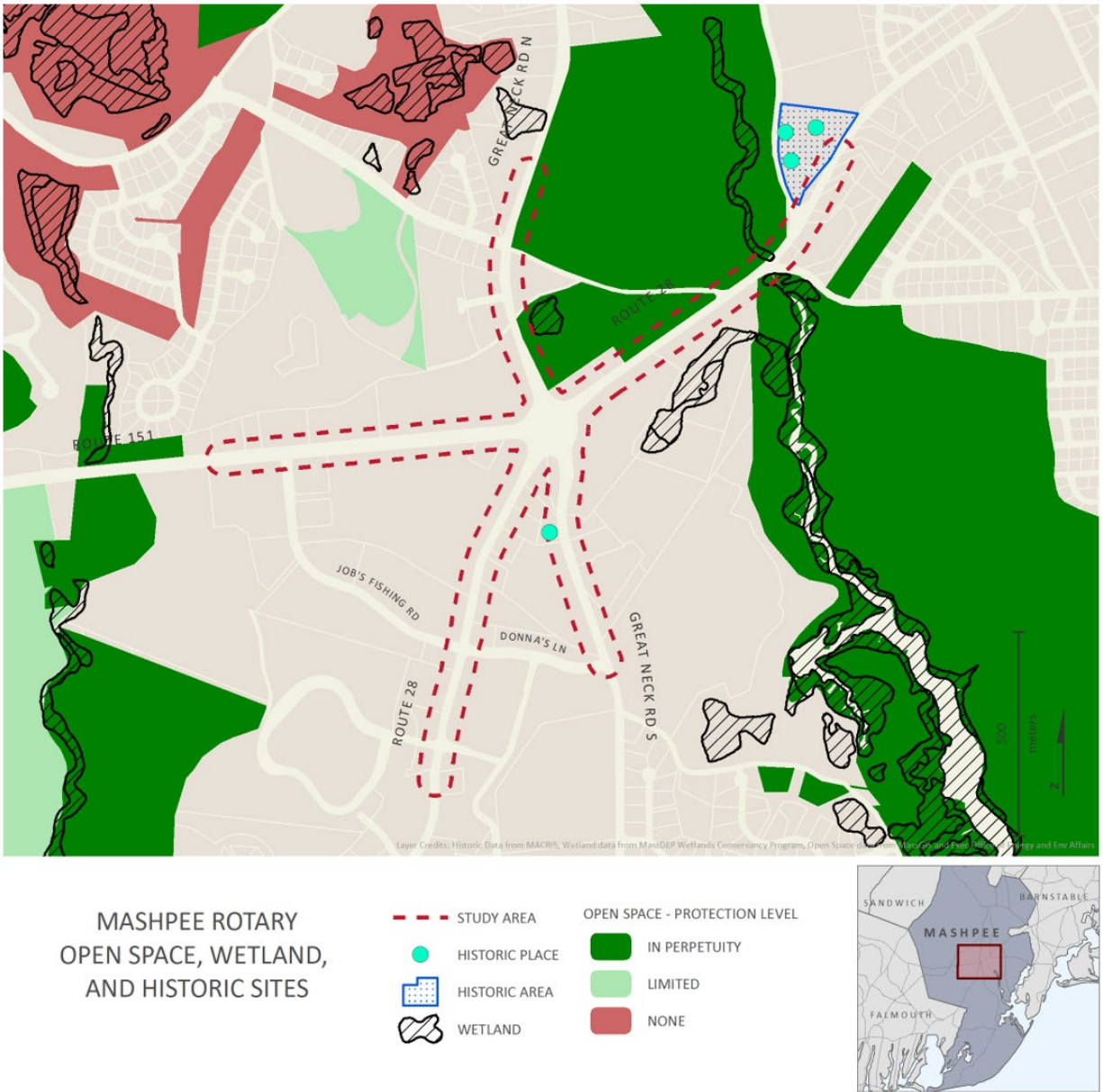
HISTORIC AREAS, WETLAND, AND OPEN SPACE

As shown in *Figure 7*, the area features two large areas of protected open space, the Mashpee River Reservation on Old Barnstable Road and Mashpee River Woodlands Conservation area on Quinaquisset Avenue.

There are a cluster of historic places to the east of Meetinghouse Road, which include the Old Indian Meeting House and burial ground and the South Mashpee School. Together these historic places are listed on the National Register of Historic Places. Also, there is one property on Great Neck Road South, where a historic inventory was conducted in 1969 on a contemporary-style office building. There is no special designation for this property.

There are no delineated wetlands within the study area, but the Mashpee River bisects Route 28 to the east with a culvert under Route 28.



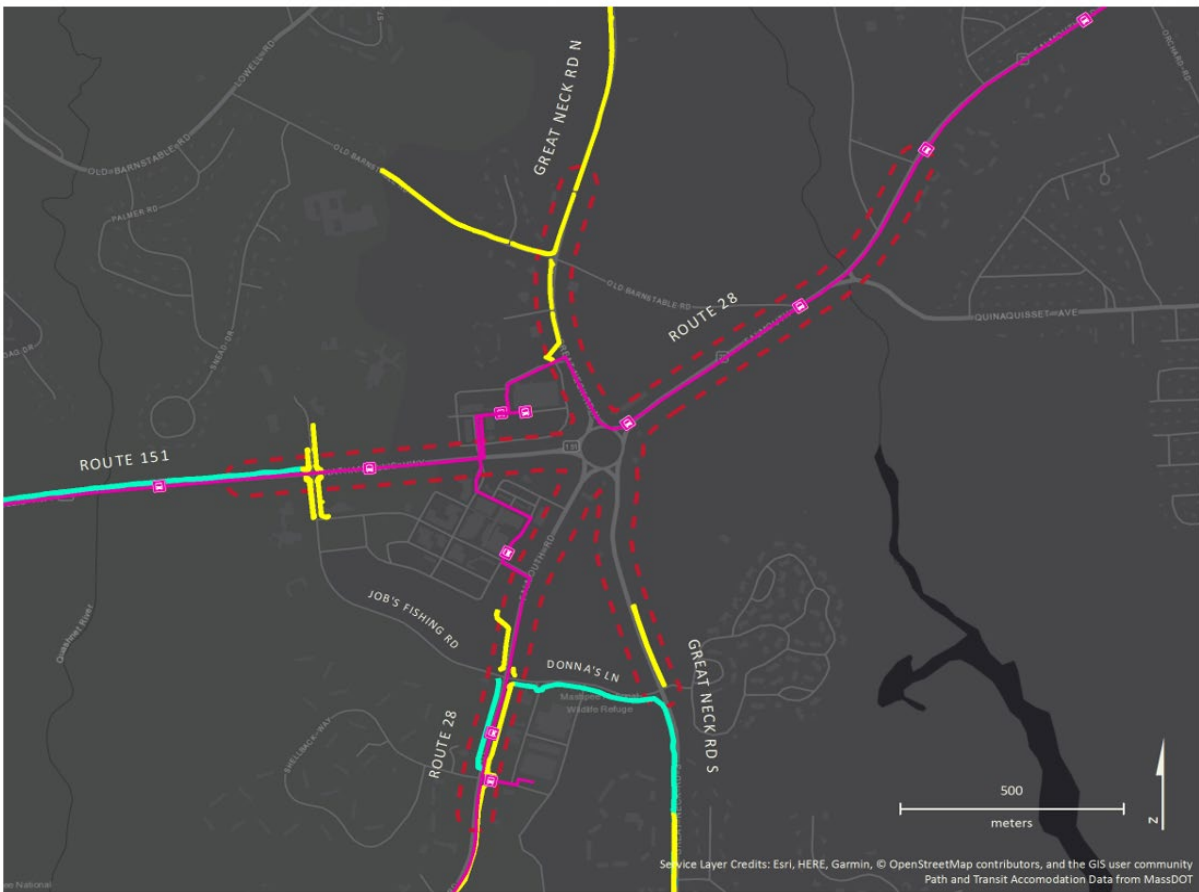


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Figure 7: Open Space, Wetland, and Historic Sites

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

Figure 8 shows existing bicycle and pedestrian accommodations within the study area. There are currently no pedestrian or bicycle accommodations surrounding the Mashpee Rotary or on Route 28 from the east. With no multi-modal accommodations from the east, a critical gap is created as there is no other viable connection for non-motorists connecting Barnstable and Mashpee in the vicinity of the Route 28 corridor due to the Mashpee River.



MASHPEE ROTARY BIKE, PEDESTRIAN, TRANSIT ACCOMODATIONS

- STUDY AREA
- SIDEWALK
- MULTI-USE PATH
- BUS ROUTE



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Figure 8: Pedestrian, Bike, and Transit Accommodations

Shared use paths exist to the west on Route 151 terminating at Frank E Hicks Drive and to the south on Great Neck Road South terminating at Donna’s Lane. As part of the MassDOT Route 151 improvement project currently under design, the shared use path on Route 151 will be extended further east to Market Street. Aside from the shared use paths, there are no dedicated bicycle accommodations in the vicinity of the project site. Furthermore, the shoulders on the study area roadways very narrow and not well-suited for bicycle use.

Sidewalks currently exist on the west side of Great Neck Road North, terminating at the Mashpee Commons driveway. Sidewalks also exist on the east side of Route 28 from Donna’s Lane southerly to the Falmouth town line. Also, on Route 28 in the south, there is a small section of a shared use path beginning within Mashpee Commons and traveling southerly to the intersection of Route 28 at Shellback Way.

Within the study area, there are signalized pedestrian crossings at the following study area intersections:

- Route 28 at Job’s Fishing Road/Donna’s Lane
- Route 151 at Job’s Fishing Road/Frank E Hicks Drive
- Route 151 at Market Street

Also, a rectangular rapid flashing beacon (RRFB) exists at a crosswalk on Great Neck Road South at its intersection with Donna’s Lane.



TRANSIT

The Cape Cod Regional Transit Authority (CCRTA) currently serves the Town of Mashpee with two bus routes – Bourne Run and Sea Line.

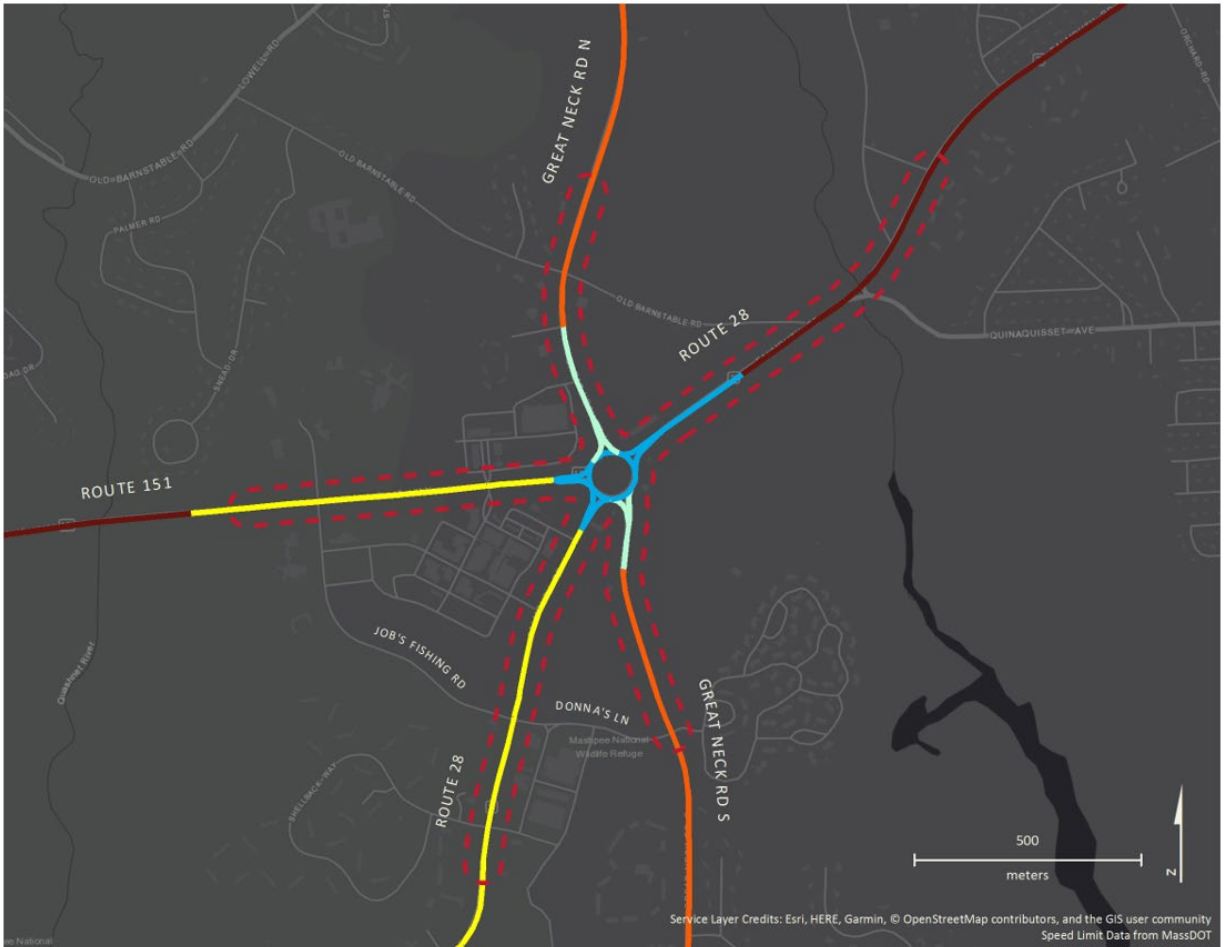
The Sealine is a fixed bus route providing daily service (Monday through Saturday) from approximately 8:00 AM and 6:00 PM along Route 28 between Hyannis and Falmouth. Within Mashpee, the Sealine has bus stops at the Community Health Center of Cape Cod, the South Cape Village and Mashpee Commons. Stops can also be requested to/from the Boys & Girls Club and Mashpee Medical Center. Passengers may also flag down the bus anywhere along the route. The Sealine connects to the Bourne Run at Mashpee Commons and connects with other local and regional bus service at the Hyannis Transportation Center.

The Bourne Run is a fixed bus route providing daily service (Monday through Friday) from approximately 7:00 AM and 6:30 PM along Route 151 and Route 28A connecting Mashpee to Bourne and Wareham. Within Mashpee, the Bourne Run has bus stops at Stop and Shop, Mashpee Village and Algonquin Avenue. Passengers may also flag down the bus anywhere along the route. The Bourne Run connects with GATRA bus service at the Wareham Cranberry Plaza.

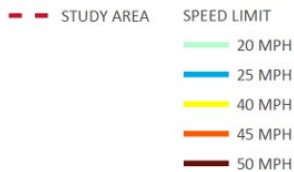
In addition to CCRTA service, there is also local bus service provided by the Council on Aging and the Mashpee Wampanoag Tribe.



SPEED LIMITS



MASHPEE ROTARY SPEED LIMITS



The information depicted on these maps is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. It should not be substitute for actual on-site survey, or supersede deed research.

Figure 9: Speed Limits

As seen in [Figure 9](#), the speed limit within the Mashpee Rotary is 25 miles per hour (mph). Approaching the rotary, each of the five roadways has varying speed limits, some more abrupt than others. Notably, Route 151 and Route 28 (from the south) both have a posted speed limit of 40 mph outside of the rotary. On both Great Neck Road approaches, the posted speed limit approaching the

rotary is 20 mph and then increases up to 25 mph within the rotary. This discrepancy may be due to varying roadway ownership. Outside of the rotary, both Great Neck Road approaches have a posted speed limit of 45 mph. On Route 28 (from the east), the posted speed limit immediately approaching and leaving the rotary is 25mph and then increases to 50 mph.



CRASH HISTORY

Crashes reported within the latest five years (2012-2016) are shown in *Figure 10* and *Figure 11*.

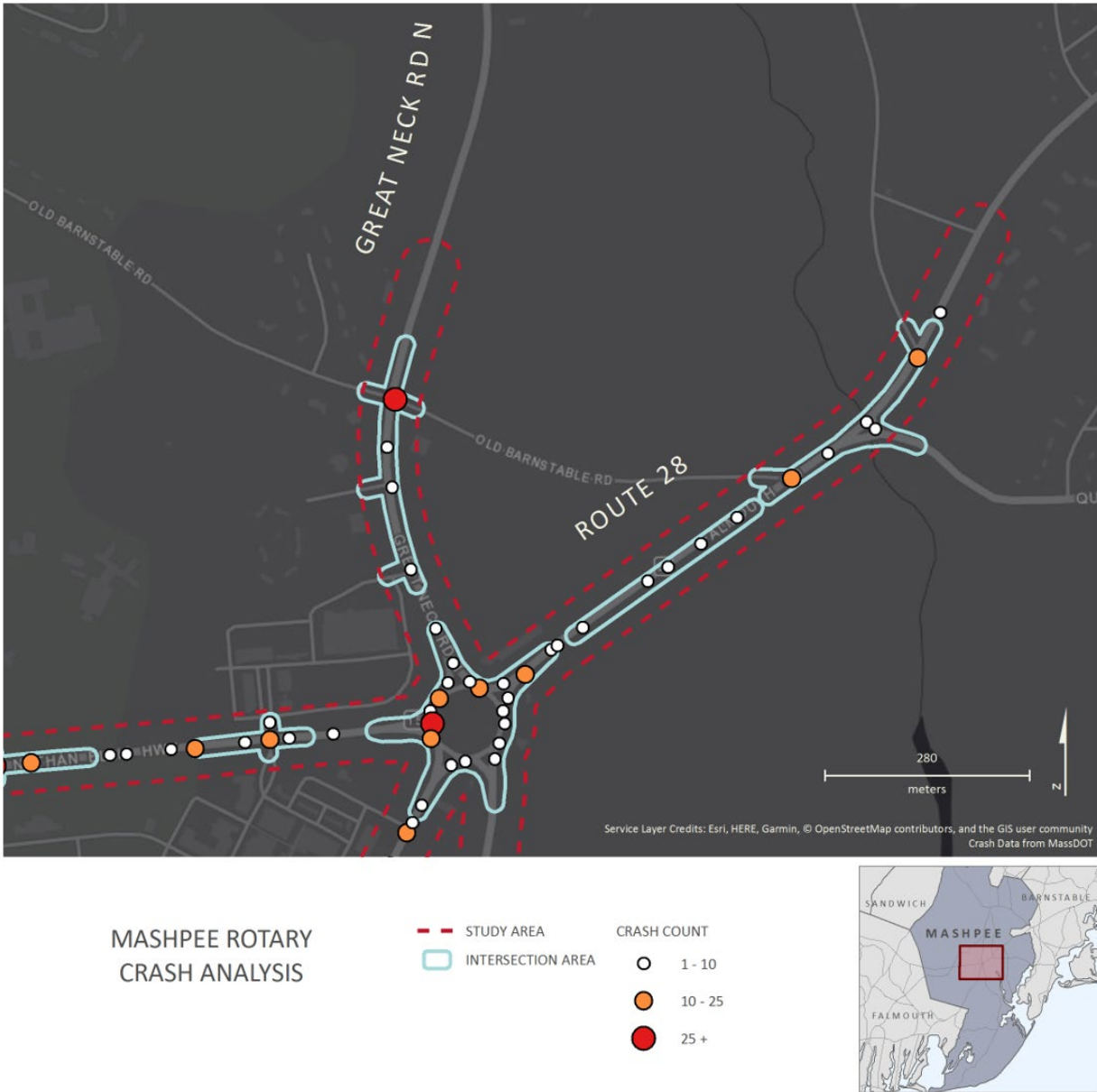


Figure 10: Crash Analysis I (2012-2016)



**MASHPEE ROTARY
CRASH ANALYSIS**



The information depicted on these maps is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. It should not be substitute for actual on-site survey, or supersede deed research.

Figure 11 Crash Analysis II (2012-2016)

As seen in these figures, the following intersections are shown to have the highest occurrence of crashes (over 25) during the five-year period.

- Mashpee Rotary
- Great Neck Road South at Old Barnstable
- Route 151 at Job's Fishing Road/Frank E Hicks Drive
- Route 28 at Job's Fishing Road/Donna's Lane

A detailed crash analysis was conducted for the Mashpee Rotary which included the preparation of a collision diagram and a Roadway Safety Audit (RSA). Based on the crash analysis, the Mashpee Rotary experienced approximately 128 crashes with 25 of the crashes resulting in an injury (see [Figure 12](#)). The majority of the crashes were classified as a rear-end collision (78%) and the common trend was a rear-end collision occurring at the rotary entrance points. The RSA performed analyzed crash trends and causes and then identified short-term, mid-term and long-term countermeasures ranging from low cost to high cost improvement recommendations. A final report was prepared, dated August 2019, and is uploaded to both the CCC and MassDOT Safety webpages. MassDOT will look to implement some of the short-term, low cost solutions, such as tree trimming and various signage upgrades. Additional details on the RSA are discussed later in this report under Alternative Development.

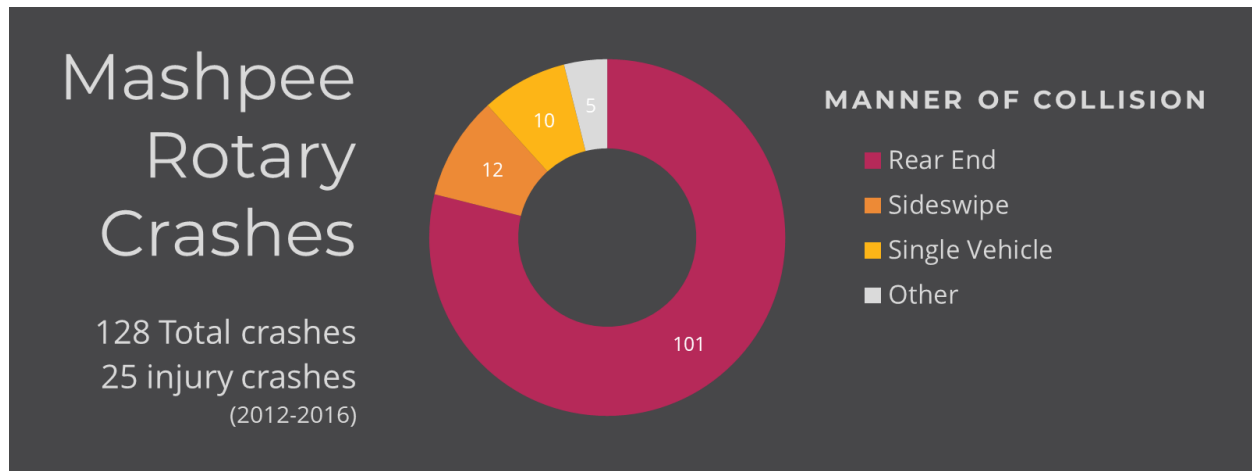
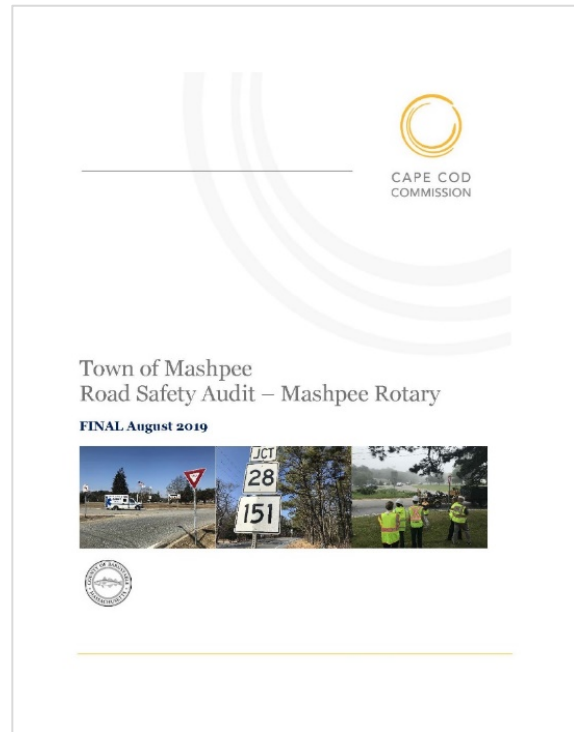


Figure 12 Mashpee Rotary crash analysis 2012-2016

The local intersection of Great Neck Road North at Old Barnstable Road has a long-standing crash history and is identified as a MassDOT Highway Safety Improvement Project (HSIP) crash cluster from 2014-2016 with an RSA performed in June 2009.

Less pronounced safety issues appear at the remaining study area intersections. However, the unsignalized intersections along Route 28 to the east (Meetinghouse Road and Quinaquisset Avenue) has known grades and horizontal curves issues, and experience reoccurring congestion due to Mashpee Rotary queues and the adjacent commercial land uses. In addition, the local intersection of Great Neck Road South at Donna’s Lane has seen an increase in both vehicular and pedestrian activity with recent new developments in the area. Local residents have voiced concerns about potential safety upgrades for this intersection.

TRAFFIC VOLUMES

As seen in *Figure 13*, Commission staff measured traffic volumes on major roads and at major intersections within the study area in the Summer of 2018 and 2019, including collecting volumes within the Mashpee Rotary. *Table 1* presents a summary of the volumes typically seen on the major roadways within the study area.

Table 1: Traffic Volumes

| ROADWAY | AADT ¹ | SUMMER ADT ² |
|-----------------------------------|-------------------|-------------------------|
| Route 28 (from East) ³ | 22,000-23,000 | 29,000-30,000 |
| Route 28 (from South) | 14,000-15,000 | 17,000-19,000 |
| Route 151 | 13,000-14,000 | 15,000-17,000 |
| Great Neck Road North | 10,000-12,000 | 13,000-14,000 |
| Great Neck Road South | 8,000-9,000 | 9,000-11,000 |

¹ Average Annual Daily Traffic (AADT)

² Summer Average Daily Traffic

³ Based on historical traffic count from MassDOT in August 2014



MASHPEE ROTARY
TRAFFIC COUNTS
SUMMER 2018

- STUDY AREA
- AVERAGE DAILY TRAFFIC COUNTS
- INTERSECTION COUNTS (4-6PM)
- ◆ SUMMER 2019 DATA

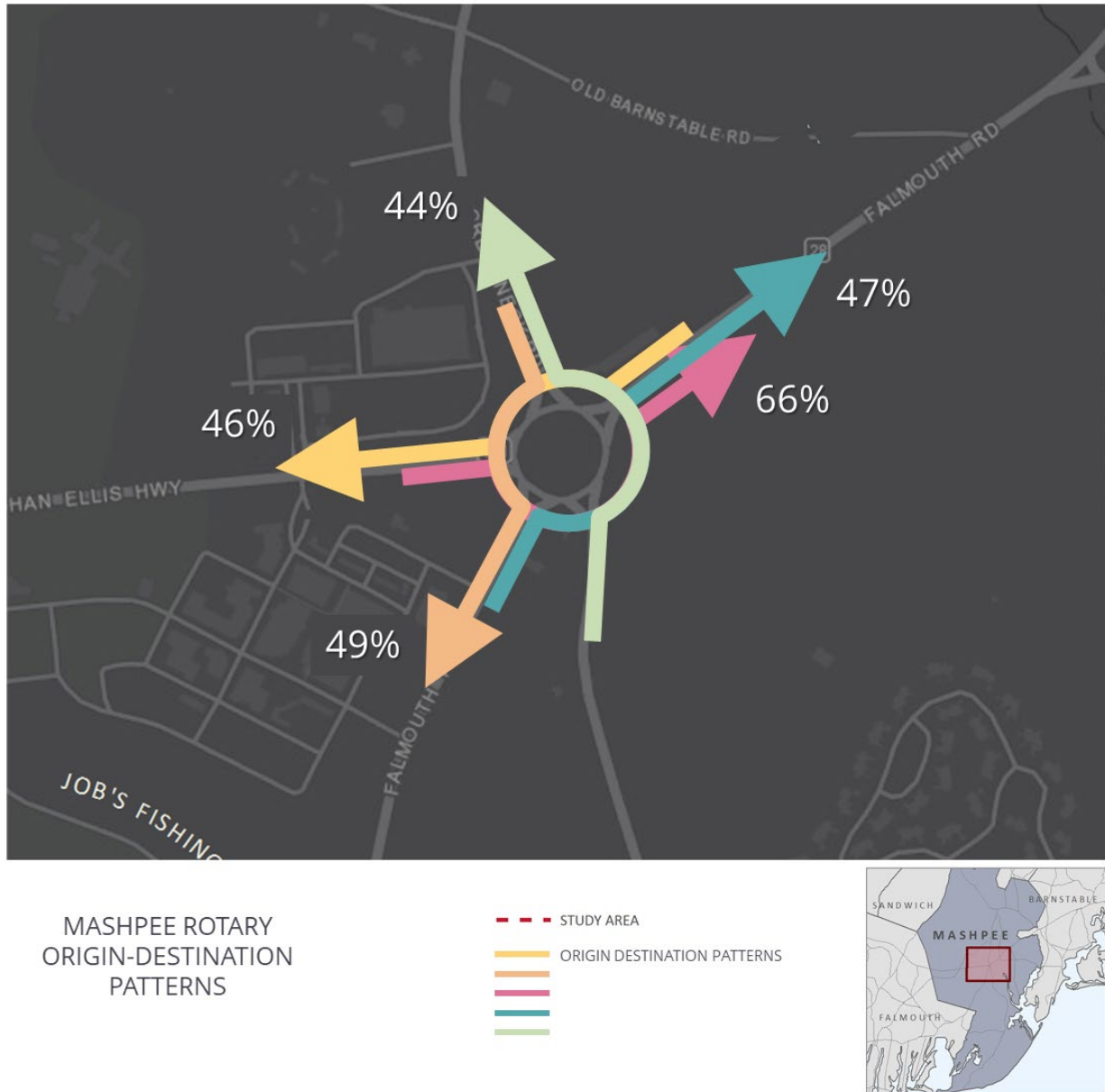


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Figure 13 2018 Traffic Count Locations

Annual Average Daily Traffic is the average number of vehicle trips per day on the roadway over the course of a full calendar year. Summer Average Daily Traffic represents the average number of vehicle trips per day on the roadway over the months of July and August. Traffic patterns vary day-to-day due to events, weather, and a host of other facts so the actual traffic on any given day can vary substantially. Detailed traffic volume data is included in **Appendix A**.

Figure 14 presents the results of the origin-destination conducted during the weekday afternoon peak period, which identifies the major movements through the rotary.



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Figure 14 Origin - Destination Patterns Around Mashpee Rotary

Alternative Development

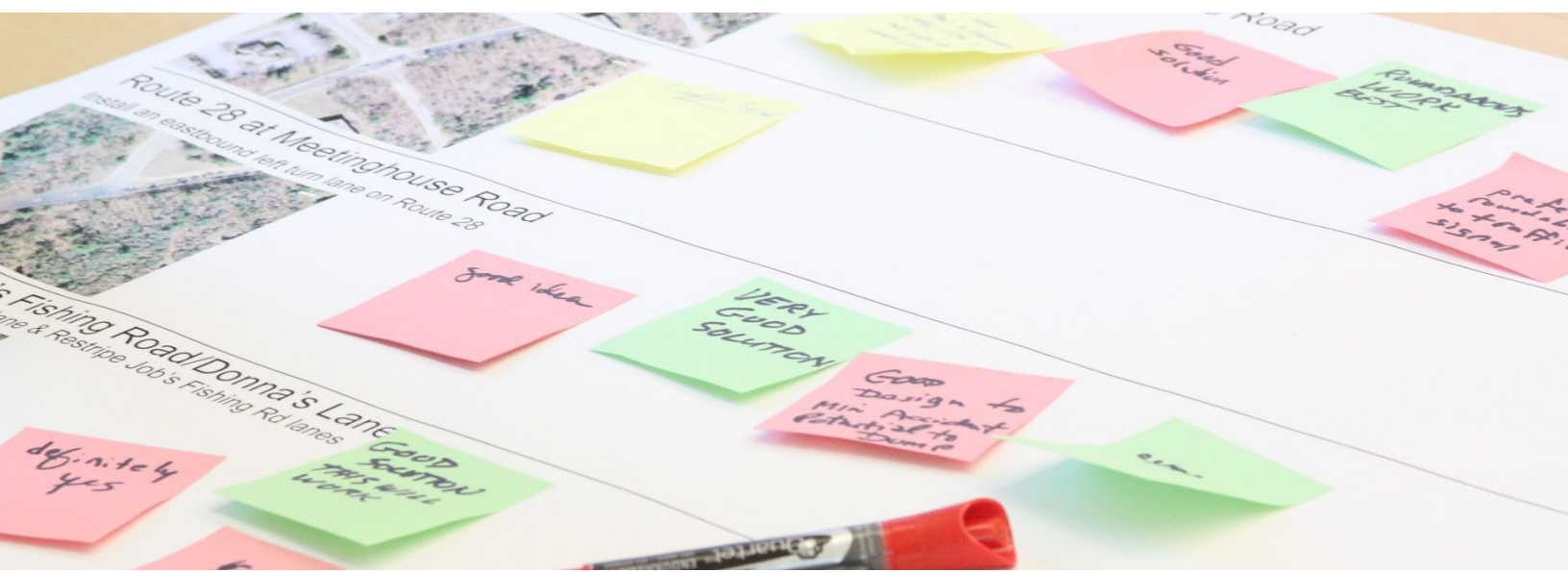
All of the work in analyzing existing conditions was used to support a community-driven alternative development process that began with a listening session. A full set of meeting notes, including a copy of the presentation, are included as **Appendix B**.

EXISTING TRAFFIC OPERATIONS

An existing traffic operations inventory for each study area intersection was conducted for the weekday afternoon peak hour. Capacity analyses were performed by CCC Staff for all stop controlled and signalized intersections using Synchro software. In cooperation with MassDOT, a capacity analysis model for the Mashpee Rotary intersection was prepared by Kittleson & Associates as part of a statewide contract for engineering support of roundabout projects. The capacity analysis model for the rotary was based on based on the Highway Capacity Manual 6th edition. Detailed capacity analysis worksheets for existing and future conditions are included in **Appendix C**.

FUTURE TRAFFIC VOLUMES

As part of the future analysis for the Mashpee Rotary project, a ten-year future design year (2028) was assumed. A ten-year design year is appropriate when conceptualizing a major roadway infrastructure project to ensure the potential alternatives will be designed adequately. In order to account for future growth, a background growth rate was assumed and applied to the existing traffic volume data. The background growth rate was determined based on a review of CCC historical count data based on a review of the entire region and a review of historical trends in the town of Mashpee. Based on our review, an annual background growth rate of 0.75% was selected and applied to develop the 2028 future traffic volumes. A second component of the 2028 future traffic volumes was to incorporate specific traffic volumes associated with developments that are currently permitted, but not yet built. According to the CCC Regulatory files, there is a future permitted phase



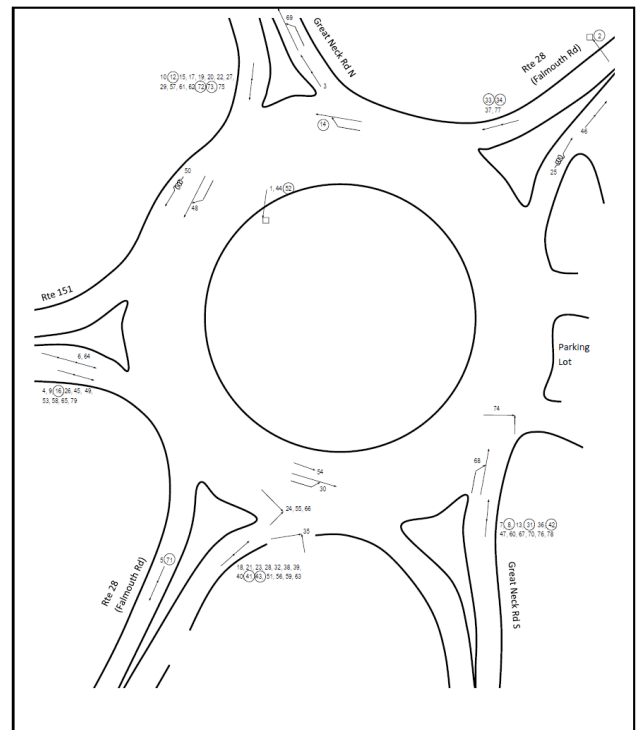
of the Mashpee Commons expansion that was originally approved by the CCC in 2006. The permitted expansion included a mixed-use development of the Jobs-Whiting Neighborhood and included approximately 40,900 square feet of new commercial space and approximately 382 residential units. The estimated future traffic volumes associated with this expansion were documented in the Traffic Impact Analysis Study dated December 12, 2005, prepared by Vanasse Associates. As of 2019, only three buildings along Market Street have been built and it is likely were not fully occupied during the 2018 data collection process. Therefore, to provide a conservative analysis we have incorporated all of the future estimated Mashpee Commons expansion volumes into the Mashpee Rotary study area in addition to future volumes associated with the background growth.

In 2019, Mashpee Commons began the process of entering into a Development Agreement with the Town of Mashpee and the Cape Cod Commission to allow for a future expansion "in a manner that will produce a model smart-growth community in conformance with the goals of the 2018 Regional Policy Plan." (Notice of Intent to File Development Agreement, December 2019). The future traffic volumes and analysis conducted as part of this corridor study do not account for this potential expansion, which is currently still in the early planning phase.

ROADWAY SAFETY AUDIT RECOMMENDATIONS

A Roadway Safety Audit (RSA) was conducted for the Mashpee Rotary on June 20, 2019 and was a key component of the alternatives development process. A RSA is a formal safety review of an existing road or intersection and includes an independent, multidisciplinary technical team of state, regional and local officials.

As part of the RSA a thorough crash analysis was conducted of the high-crash location to summarize the data and identify the trends. Crash data was provided by the Mashpee Police Department and was reviewed by the MassDOT Highway Safety Section. A collision diagram was prepared to locate and identify the types of crashes within the intersection. The majority of crashes were classified as rear-end crashes at the rotary entry points and did not result in any injuries.



CRASH DIAGRAM

Location: Mashpee Rotary
 Town: Mashpee
 Date of Crash Data: 1/1/16 - 12/31/18
 Total Crashes: 79 Injury Crashes: 15 Fatal Crashes: 0
 Note: 77 of 79 mapped. The exact location of crash #11 could not be determined.

| | |
|---------------------------------|----------------------------|
| SYMBOLS | MANNER OF COLLISION |
| → Moving Vehicle | ○ Single Vehicle Crash |
| ← Backing Vehicle | — Rear-end |
| ↔ Lane Change | — Angle |
| ↶ Turning Vehicle | — Sideswipe |
| — Out of Control | — Head on |
| — Indefinitely Involved Vehicle | — Rear to Rear |
| 🚲 Bicycle | ○ Injury Crash |
| 🚶 Pedestrian | ○ Fatal Crash |
| 🚗 Parked Vehicle | |
| 🚗 Parked Object | |

During the audit, the multi-disciplinary team discussed the crash data in detail, identified safety issues, observed traffic operations in the field and brainstormed potential countermeasures to improve safety for all users. The team included representatives from the MassDOT Safety section, MassDOT District 5 office, the Town of Mashpee Department of Public Works and Planning Department, Mashpee Wampanoag Tribe, Mashpee Police Department, Mashpee Fire Department and the Cape Cod Commission. Below is a list of the key recommendations from the RSA, which were further analyzed as part of the alternative screening process for the corridor study.

RSA Recommendations:

- Construct shared-use path with ADA compliant crossings around the rotary and its approaches
- Evaluate the existing splitter islands and consider re-designing to improve deflection
- Retrofit the rotary to include modern roundabout lane markings to provide a clearer sense of the rotary layout and provide traffic calming
- Investigate to see if curb cuts within the rotary can be modified or consolidated to provide safer access
- Investigate long-term improvements to improve overall operations of the rotary, including rotary replacement or consider redesigning the rotary into a one- or two-lane modern roundabout

LISTENING SESSION

The listening sessions, the first public meetings for this project, were held at two different time periods at the Mashpee Library on April 11, 2019. Following a presentation to the audience about the study area, goals, and existing conditions, attendees participated in a visioning exercise for the corridor. The visioning exercise



began with a brief group brainstorm of what stakeholders liked about the area. Attendees then split into groups to record on maps the strengths of the corridor, the issues they saw with the area, any suggestions for the corridor, and any other comments they had. Additionally, public comments were received via email for those who could not attend the meeting. While a variety of opinions and suggestions were shared, the majority of participants and emails suggested that a major design of the rotary was not necessary. Comments from the meeting and received via email are summarized below.

Strengths

- Shared use paths
- Bypass roads
- Open space
- Walking paths in Commons
- Holiday Lights
- How Rotary is always Moving
- Rotary Works Well Most of Year
- Rotary over traffic light, easy & efficient

Issues

- Challenging for peds/bikes
- Rotary too large/unsure if two lanes
- Additional turn lanes needed
- High speeds
- People don't know how to drive rotary
- Lane merges
- Rotary curb cuts problematic
- Rotary over traffic light, easy & efficient
- Lack of signage and pavement markings

Suggestions

- Smarter signals
- Bike connections & walking paths
- More lighting
- Grade separation
- Traffic signals
- Roundabouts
- More speed signage
- Remove one road from rotary
- Add lane lines in rotary
- Add/lengthen turn lanes at traffic signals

Email Comments

- "Don't change the rotary"
- "Focus on other areas to improve"
- "I can easily avoid the rotary if needed"
- "Add lane lines like Otis Rotary to slow cars down"
- "Do not support major reconfiguration of rotary or a traffic signal"

A meeting summary and a copy of the presentation materials from the Listening Session can be found in **Appendix B**.

ALTERNATIVE IDENTIFICATION

Potential improvements were identified from suggestions from the listening sessions and a technical review of the issues present at each location. Commission staff, in consultation with Town staff, reviewed these possible improvements and developed the following set of potential improvements for further investigation:

Mashpee Rotary

- Rotary Retrofit
- Two-Lane Roundabout
- Route 28 Overpass
- Traffic Signal (3 options)

Great Neck Road North at Old Barnstable Road

- Implement RSA short-term recommendations (i.e. signage & striping improvements)
- Install a traffic sign or a roundabout

Great Neck Road South at Donna's Lane

- Short-Term Install signage on Donna's Lane to encourage exiting retail traffic from South Cape Plaza (Roche Brothers) to use Route 28 instead of Great Neck Road South
- Mid-Term - Construct a right turn lane on Donna's Lane
- Long Term - Install a traffic signal or a roundabout

Route 28 at Job's Fishing Road/Donna's Lane

- Restripe Job's Fishing Road eastbound travel lanes
- Add a westbound right turn lane on Donna's Lane

Route 28 at Meetinghouse Road

- Restrict Meetinghouse Road to right turn out only
- Install a Route 28 eastbound left turn lane

Route 28 at Quinaquisset Avenue

- Upgrade signage and striping to enforce turn restrictions on Quinaquisset Avenue

Multi-Modal Accommodations

- Add shared use path around the Mashpee Rotary
- Connect existing sidewalk and shared use path gaps within the study area

Transit Accommodations

- Review CCRTA routing for regional efficiency
- Identify areas for bus pull-offs on Route 28 and Route 151
- Consideration of a small local circulator route (i.e. trolley)
- Consideration of a small multi-modal transportation center

Other

- Stormwater management
- Improved vegetation management
- Speed management on Route 151

Photos from Route 28 at Meetinghouse Road(left) and Route 28 at Quinaquisset Avenue (right)



ALTERNATIVE SCREENING

While all alternatives identified through the above described process appeared to provide some benefit, a number were eliminated from consideration based on the feasibility analysis. It may be appropriate to reconsider some of these eliminated alternatives in the future if there are significant changes in traffic characteristics or other demands on roadway. Significant changes to adjacent land uses may also present an opportunity to reevaluate the best solutions to meet the needs of all roadway users including regional travelers and those accessing local destinations. More detail on alternatives that were not further developed can be found in **Appendix D**. Eliminated alternatives included the following:

Mashpee Rotary

- Signalized Intersection with 5 legs
- Signalize existing rotary
- Tunnel

Great Neck Road North at Old Barnstable Road

- Restrict turning movements on Old Barnstable Road approaches
- Closure of one-way section of Old Barnstable Road

Route 28 at Meetinghouse Road

- Install a traffic signal or roundabout

Route 28 at Quinaquisset Avenue

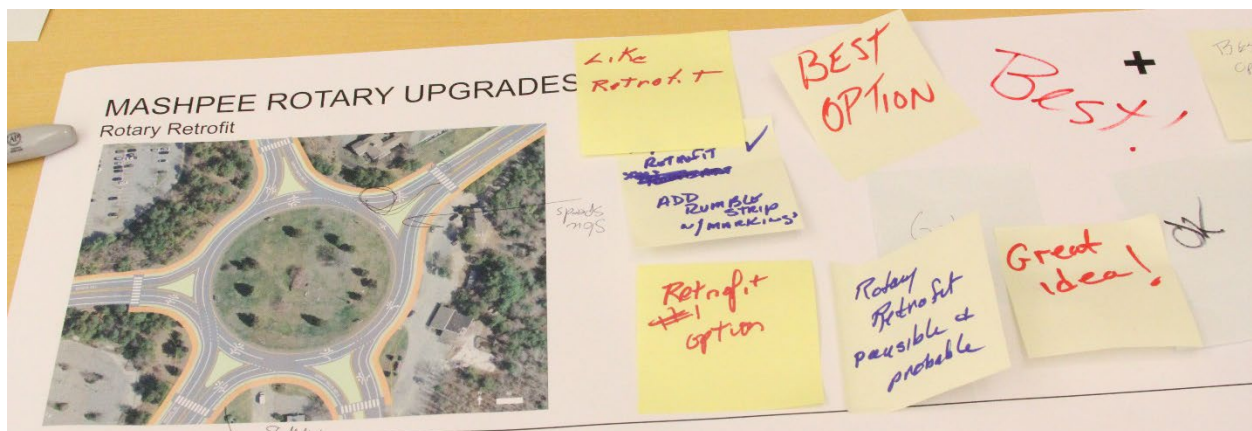
- Realign Quinaquisset Avenue to intersect Route 28 at its intersection with Meetinghouse Road to form a new 4-way intersection.

PUBLIC REVIEW OF ALTERNATIVES

The public review of alternatives took place at the second public meeting for this project, held during two different time periods at the Mashpee Library on December 5, 2019. The presentation provided a brief overview of the project, a summary of the issues and suggestions provided at the April public meetings, and then walked through the potential alternatives for each intersection as well as some corridor-wide improvement alternatives.

Following the overview of the alternatives, attendees provided comments and feedback on each alternative by visiting five tables throughout the room. Each table had a different intersection or issue area for the corridor broken out as follows: Mashpee Rotary Upgrades (i.e. maintain circular intersection), Mashpee Rotary Replacement, Local Intersections, Multi-Modal Accommodations, and Transit Accommodations. At each table, attendees wrote down feedback and comments for each alternative and put their feedback in a + or - column to show whether they generally supported the idea or not. Attendees circulated to each table they were interested in.

Based on the public feedback provided, there was strong support for the rotary retrofit alternative and minimal support for the rotary reconfiguration options, such as the traffic signals. There was also support for improved multi-modal accommodations, transit improvements and support for



local intersection upgrades. Additionally, public comments were received via email for those who could not attend the meeting. The majority of the comments received voiced opposition to a major change at the Mashpee Rotary or stated that only minor short-term changes, such as signage and striping should be implemented. Additionally, there were several email comments supporting improved facilities for pedestrians and bicyclists throughout the study area. A full set of meeting notes, including a copy of the presentation, are included in **Appendix D**.



Summary of Alternatives

ALTERNATIVE REFINEMENT

The opinions expressed and comments made on the alternatives presented at the December public meeting were used to refine the alternatives. The following section presents the alternatives developed as part of this study along with a discussion of relative time frame and cost, and expected impacts in terms of safety, congestion, bicycle and pedestrian accommodation, and property of each alternative. [Table 2](#) summarizes the alternatives.



Table 2: Summary of Alternatives

| INTERSECTION ALTERNATIVES | TIME FRAME | COST | ANTICIPATED IMPACT | | | | |
|--|--|--|---|------------|---------------------|------------------|---------------------|
| | | | SAFETY | CONGESTION | BICYCLE/ PEDESTRIAN | PRIVATE PROPERTY | COMMUNITY CHARACTER |
| MASHPEE ROTARY | | | | | | | |
| Rotary Retrofit | Mid | \$ | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● |
| Two-Lane Roundabout | Long | \$\$ | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● |
| Route 28 Overpass | Long | \$\$\$\$ | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● |
| Traffic Signal | Long | \$\$\$ | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● |
| GREAT NECK ROAD NORTH AT OLD BARNSTABLE ROAD | | | | | | | |
| Installation of Traffic Signal | Long | \$\$ | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● |
| Installation of Roundabout | Long | \$\$ | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● |
| GREAT NECK ROAD SOUTH AT DONNA'S LANE | | | | | | | |
| Installation of Traffic Signal | Long | \$\$ | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● |
| Installation of Roundabout | Long | \$\$ | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● |
| ROUTE 28 AT JOB'S FISHING ROAD/DONNA'S LANE | | | | | | | |
| Turn Lane Enhancements | Mid | \$\$ | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● |
| ROUTE 28 AT MEETINGHOUSE ROAD | | | | | | | |
| Route 28 Left Turn Lane | Long | \$ | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● | ●●● ●●● |
| CORRIDOR CONCEPTS | | | | | | | |
| PEDESTRIAN CONCEPTS | BICYCLE CONCEPTS | TRANSIT CONCEPTS | OTHER CONCEPTS | | | | |
| <ul style="list-style-type: none"> • Close sidewalk and shared use path gaps within study area • Install shared use path around Mashpee Rotary | <ul style="list-style-type: none"> • Expanded shoulders where possible for bicycle accommodation • Prioritize Route 28 section towards Barnstable for bicycle accommodations | <ul style="list-style-type: none"> • Bus pull-outs • Local circulator route • Review existing routes/ stops to increase efficiency • Small transportation center | <ul style="list-style-type: none"> • Improved stormwater management and treatment • Improved vegetation management • Speed management on Route 151 | | | | |

MASHPEE ROTARY

The Mashpee Rotary is the convergence of five roadways into one large circular intersection. The rotary has one 35-foot wide general use circulating lane and handles both regional and local traffic. The five roadways include Route 28 (Falmouth Road), Route 151 (Nathan Ellis Highway), Great Neck Road North and Great Neck Road South. There are no pavement markings within the rotary except for edge lines and there are no sidewalks or crosswalks provided around the rotary. All approaches operate under yield control and provide one wide lane entering the rotary. Within the rotary, three curb cuts exist for private business driveways (Picnic Box, Mocean/Smitty's Ice Cream and Sotheby's Real Estate office). It should be noted that each of the businesses have a second curb cut on their adjacent street.

Key issues at this location include congestion, a known crash history with a high occurrence of rear-end collisions at the entry points, and lack of bicycle and pedestrian accommodations. Given the safety issues at this intersection consideration should be given to the short- and long-term potential improvement alternatives detailed on the following pages as well as in the RSA report.

Rotary Retrofit

Similar to a recent successful rotary retrofit project in Middleborough, MA, this alternative seeks to keep the original rotary design and upgrade the layout with roundabout features, such as signage and striping, to better arrange and inform circulating traffic. In addition, multi-modal accommodations via a shared-use path would be incorporated to provide connections to pedestrians and bicyclists. It is important to note that the Mashpee Rotary handles approximately 30% less traffic volumes during the summer months when compared to the similar Middleborough Rotary Retrofit project. Minor geometric improvements are recommended to improve the angle of deflection at the rotary entry points to reduce rear-end collisions. To improve safety with this alternative, there would be a recommendation to consolidate and/or remove some of the existing curb cuts within the rotary. Most of the businesses have a secondary means of access/egress on an approach roadway, such as Great Neck Road South, which would provide a safer means of access/egress than within the rotary.



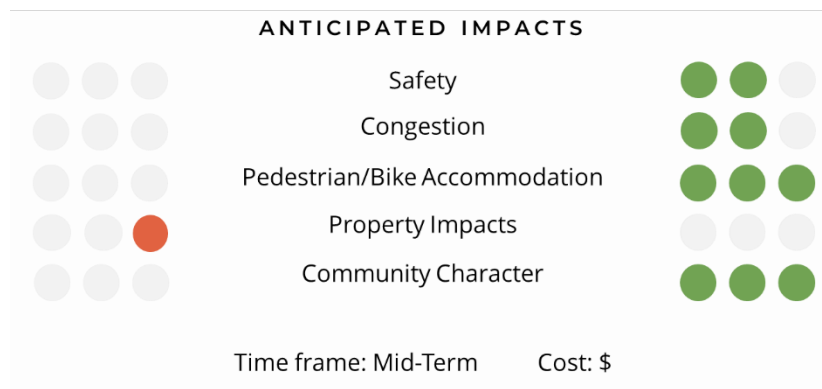
Middleborough Rotary retrofit example

Based on a future capacity analysis to accommodate future traffic growth, it is recommended to widen and stripe the approach roadways to accommodate two entering lanes. There may be the

opportunity to modify the retrofit design to include one entering lane on the two local approaches on Great Neck Road (North and South), however, this modification would result in longer vehicle delays on these approaches, most notably during the summer peak. *Figure 15* presents a schematic layout of a potential rotary retrofit for this location.



Figure 15 Rotary Retrofit Alternative and Anticipated Impacts



Roundabout – Two Lane

The two-lane roundabout alternative builds upon the rotary retrofit alternative and reduces the size of the inside circle to improve safety by slowing vehicular speeds. The roundabout will impact a smaller footprint inside the circle and would open up additional open space on the outside of the circle. This design shows only one lane approaches on each leg of Great Neck Road, which may have operational issues during peak summer months. The curb cuts within the rotary would be closed and access/egress likely relocated to the adjacent roadways. The two-lane roundabout alternative is shown in *Figure 16*.

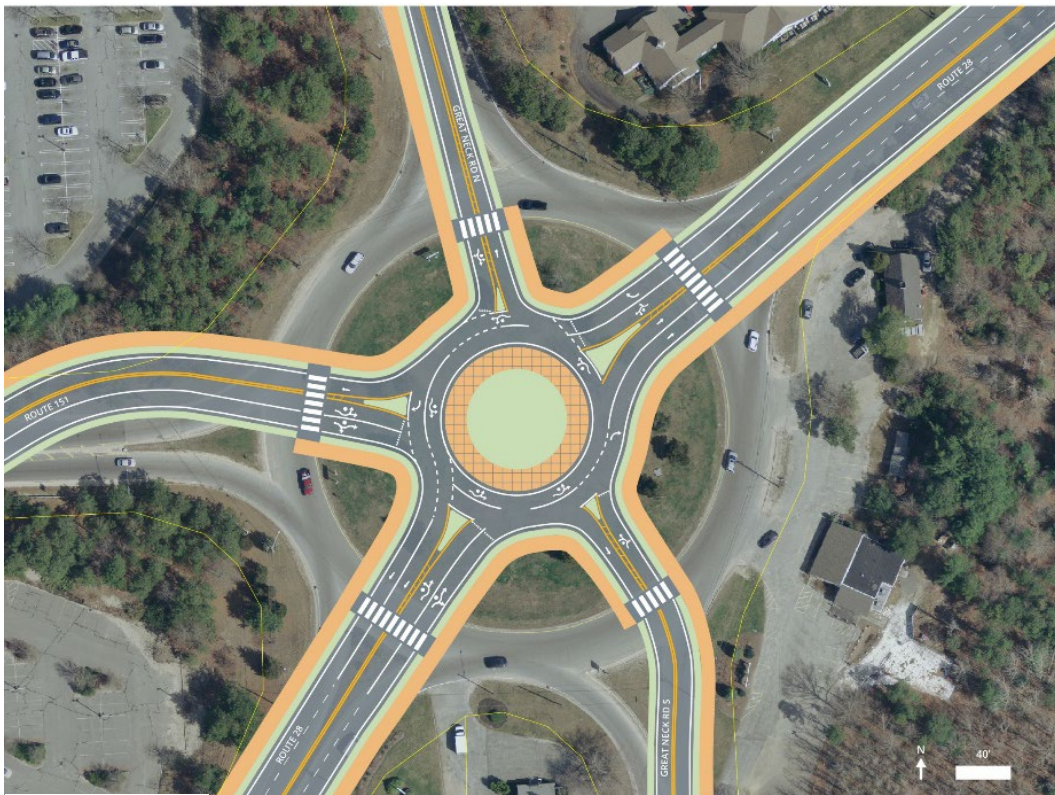
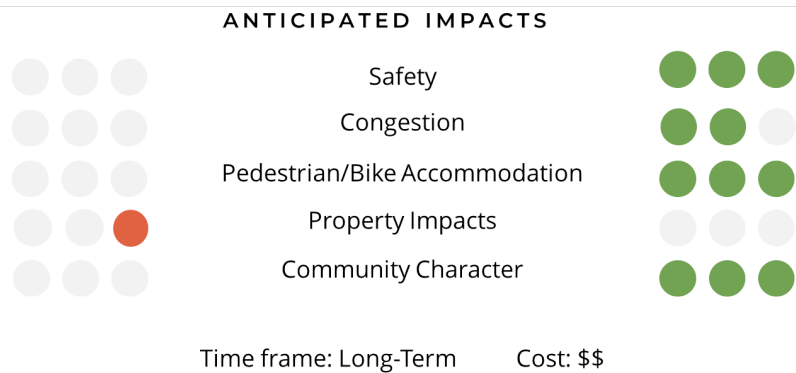


Figure 16 Two-Lane Roundabout Alternative and Anticipated Impacts



Route 28 Overpass

The overpass alternative would prioritize regional traffic by allowing Route 28 through traffic to bypass the rotary. Since Route 28 carries a significant amount of traffic, safety within the rotary for the remaining roadways would be improved by reducing congestion and conflict points within the rotary. The other three intersecting roadways (Great Neck Road North, Great Neck Road South & Route 151, as well as Route 28 turning movements, would all continue to use the rotary. On and off-ramps would have to be constructed on Route 28 and would likely impact abutting properties due to the construction of retaining walls and topography changes. However, an overpass may have a negative impact on the community by prioritizing Route 28 regional traffic and motorists may no longer view Mashpee as a destination or a stopping point. In addition, the construction of an overpass creates a physical barrier and is not as inviting for pedestrians and bicyclists. A schematic footprint layout of a potential Route 28 Overpass concept is shown in *Figure 17*.

Figure 17. Route 28 Overpass Alternative and Anticipated Impacts



ANTICIPATED IMPACTS



Time frame: Long Term Cost: \$\$\$

Traffic Signal

A long-term solution would be to create a conventional 4-legged signalized intersection. Three (3) traffic signal concepts were developed for the Mashpee Rotary. Under all three traffic signal options, pedestrians and bicyclists would be accommodated with new sidewalks, bicycle lanes and/or shared-use paths with protected phases at the traffic signals. In order to provide acceptable traffic operations all approach roadways would have to be widened as they approach the new traffic signal(s) to accommodate new turn lanes and the projected vehicle queues. Most notably, Route 28 from the east has the potential to be widened to a six-lane cross section (4 approach lanes; 2 receiving lanes).

Traffic Signal Option A

would involve relocating Route 151 through Mashpee Commons land. A new traffic signal would also be installed at the newly created intersection of Route 151 and Route 28. Option A allows local access on Great Neck Road to remain unchanged. Under this option, it is recommended to widen Route 28 to two through lanes in each direction in order to provide acceptable traffic operations. *Figure 18* presents the Traffic Signal Option A.



Figure 18 Traffic Signal Option A Alternative

Traffic Signal Option B

would relocate Great Neck Road South (which is a lower volume roadway compared to Route 151 under Option A) to create a conventional 4-legged traffic signal to replace the rotary. Route 28 from the south would need to be realigned through private property to create a traditional intersection layout. In addition, Great Neck Road South would terminate at the intersection of Donna’s Lane with the construction of a roundabout. All vehicles on



Figure 19 Traffic Signal Option B Alternative

Great Neck Road South would have to relocate to the Route 28 and Job’s Fishing Road/Donna’s Lane signalized intersection, which would require a major intersection upgrade to accommodate the additional traffic volumes. In addition, the intersection of Route 28 at Shellback Way would also likely need to be upgraded to relieve congestion on Route 28 due to its close proximity and shared connections to South Cape Village shopping center. Traffic Signal Option B is presented in *Figure 19*.

Traffic Signal Option C builds upon Option B, but does not terminate Great Neck Road South. Great Neck Road South would be relocated to intersect Route 28 as a new unsignalized intersection through private property south of the existing Mobil gas station. A southbound left turn lane would be provided on Route 28 South for the large volume of left turning vehicles. To enhance safety, left turns

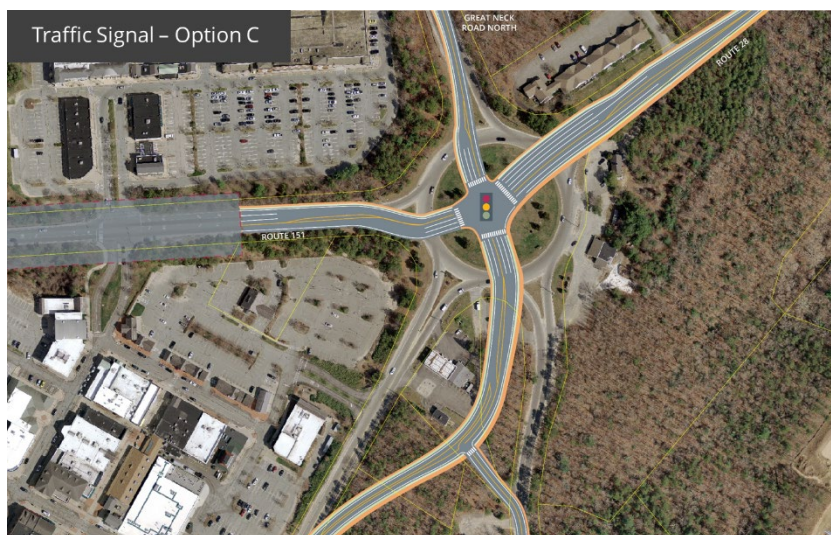


Figure 20: Traffic Signal Option C Alternative

exiting Great Neck Road South would be prohibited as they would likely have made their connections via the Donna's Lane intersection to the south. Traffic Signal Option C is presented in *Figure 20*.

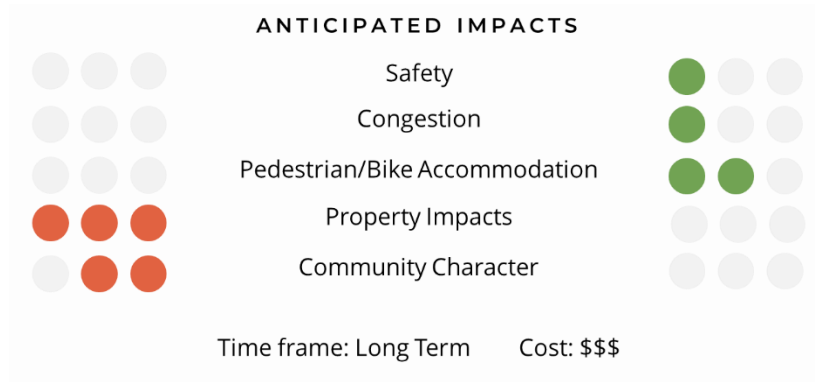


Figure 21: Traffic Signal Alternative Options A - C Anticipated Impacts

GREAT NECK ROAD NORTH AT OLD BARNSTABLE ROAD

Old Barnstable Road intersects Great Neck Road North to form a four-way unsignalized intersection. Each of the four approaches consists of a single travel lane shared to all movements. Old Barnstable Road from the east is a one-way roadway in the westbound direction, which limits the movements at the intersection. However, the one-way approach on Old Barnstable Road is wide enough to accommodate two travel lanes, but no lane designation or striping currently exists. Sidewalks currently exist on the western side of Great Neck Road North and the northern side of the western approach of Old Barnstable Road. Only one crosswalk is present at the intersection on the western approach. It should be noted that this intersection provides access to the Town's two elementary schools.

Key issues are the alignment of the two stop-controlled approaches on Old Barnstable Road are slightly offset from one another due to the large width of the westbound approach which complicates operations. Sight distance is also an issue for motorists on Old Barnstable Road due to a horizontal curve and vegetation.

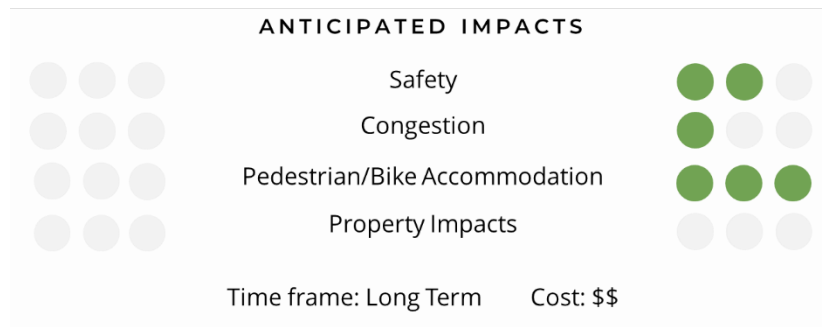
Installation of a roundabout or traffic signal

An RSA was conducted by the CCC at this intersection in June 2009. Short term improvements included signage and striping recommendations while long term recommendations included

realignment of the Old Barnstable Road approaches. Based on a preliminary traffic signal warrant analysis, a traffic signal would meet the eight-hour, four-hour and peak hour volume warrants. A traffic signal would likely operate adequately with a single lane approach for all four legs. Pedestrian and bicycle accommodations are recommended to be included as well with the installation of a pedestrian phase and improved multi-modal accommodations. *Figure 22* shows the potential for a traffic signal installation at this intersection.



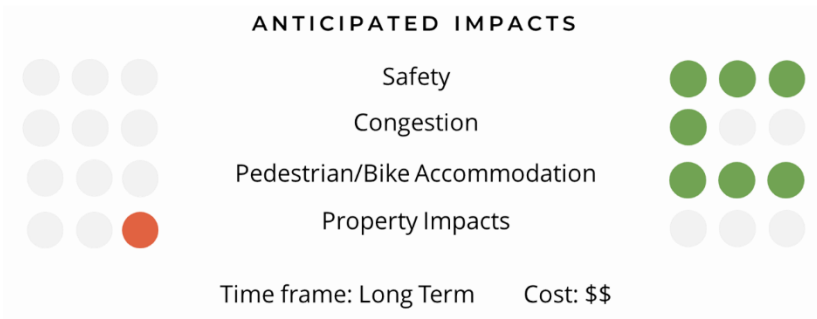
Figure 22: Great Neck Road North Traffic Signal and Anticipated Impacts



Conversely, a roundabout would also be an ideal candidate for this intersection and is the preferred intersection treatment recommended by the CCC as roundabouts have been found to be safer alternative to a traffic signal. Based on a preliminary analysis, a single-lane roundabout would provide adequate traffic operations during both the weekday morning and weekday afternoon peak hours during the peak summer season. As seen in *Figure 23*, a single lane roundabout could likely be constructed at this location, however, it may require small pieces of permanent land takings on the intersection corners.



Figure 23: Great Neck Road North Roundabout and Anticipated Impacts



GREAT NECK ROAD SOUTH AT DONNA’S LANE

The unsignalized intersection of Great Neck Road South and Donna’s Lane consists of four approaches with the two minor roadway approaches of Donna’s Lane and Blue Spruce Way operating under stop control. Each approach consists of a single travel lane. To the north of the intersection on Great Neck Road South, sidewalks currently exist on the east side of the roadway, while south of the intersection a shared use path exists on the west side of Great Neck Road South. Sidewalks also exist on the south side of Donna’s Lane providing a connection to Route 28 and the South Cape shopping center. Crosswalks exist on the southern and eastern approaches of the intersection. A rectangular rapid flashing beacon (RRFB) was recently installed at the Great Neck Road South mid-block crosswalk.

This local intersection has some key issues for residents which were heard during the public process. The issues include difficulty crossing Great Neck Road South as a pedestrian even with the RRFB and difficulty for vehicles exiting from the minor side streets due to heavy traffic volumes, high speeds and sight line challenges.

Short Term – Install new Route 28 directional signage across from Commercial Street

Based on the traffic count data at the intersection of Great Neck Road South and Donna’s Lane, approximately 65% of the eastbound volume consists of right-turns, while the remaining 35% are left-turning vehicles likely originating from the nearby shopping center on Commercial Street with a desire line back to the Mashpee Rotary. To improve the safety of these left-turning vehicles who have difficulty

making this movement in the short-term, it is recommended that new directional signage be installed across from the Commercial Street exit on Donna’s Lane to encourage those vehicles to return to the Mashpee Rotary via Route 28 instead. Additional short-term recommendations also



Figure 24: Recommended installation of new Route 28 directional guide signage on Donna’s Lane for motorists exiting Commercial Street

included installation of intersection warning ahead signage and installation of a stop sign on Blue Spruce Way. A rendering of the recommended signage installation is shown in Figure 24.

Mid Term – Construct Right Turn Lane on Donna’s Lane

To accommodate the heavy demand for right turns on Donna’s Lane to Great Neck Road South, it is recommended that a new right turn lane be constructed to separate the turning movements on the eastbound approach. Only minor roadway widening would be required in the northwest quadrant to accommodate the new turn lane. Vehicle delays and queues would be reduced with a dedicated right-turn only lane. In addition, with the construction of the right-turn lane on Donna’s Lane, a traffic signal may no longer meet the warrant requirements due to the high right-turning volume. Figure 25 shows the potential addition of a right-turn only lane on Donna’s Lane.



Figure 25: Donna’s Lane Right Turn Lane Alternative

Long Term – Installation of a roundabout or traffic signal

After the potential short-term and mid-term alternatives have been considered, a long-term solution may still be needed to improve intersection safety and operations. Based on traffic volume data obtained in 2018, a traffic signal has the potential to satisfy warrant criteria. However, the effect of the heavy right-turn volumes on Donna’s Lane need careful consideration as part of the traffic signal warrant analysis. Therefore, the ideal long-term solution may be the construction of a roundabout at this intersection.

ROUNDAABOUT

Based on a preliminary analysis and as shown in [Figure 26](#), a single-lane roundabout would be expected to provide adequate traffic operations and would likely fit within the available right-of-way. A roundabout solution would improve safety and operations for the turning movements and would assist in slowing vehicles down on Great Neck Road South. The multi-modal environment would also be improved with the introduction of a roundabout to slow traffic.

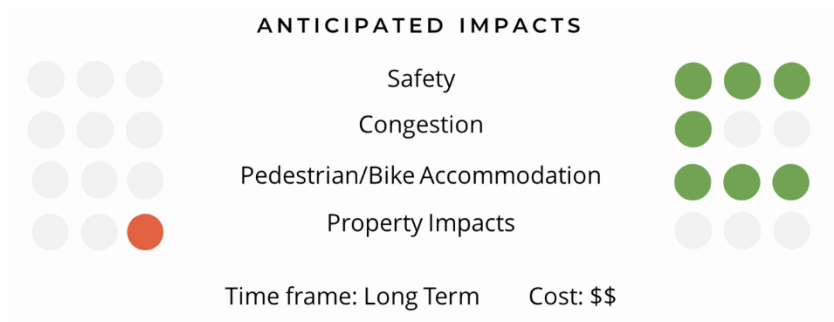


Figure 26: Donna's Lane Roundabout and Anticipated Impacts

TRAFFIC SIGNAL

Conversely, a traffic signal could also achieve the same long-term benefits as a roundabout, if the traffic volume data meets the applicable warrants. Based on a preliminary analysis and layout and as shown in *Figure 27*, a traffic signal could operate adequately with one lane approaches for each leg. The multi-modal environment would also be improved with the introduction of a pedestrian phase within the traffic signal.

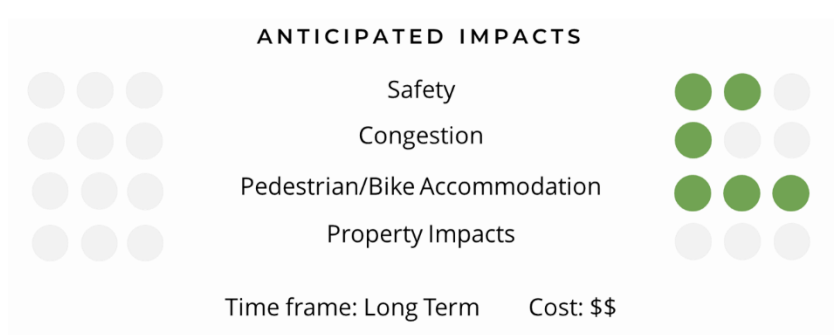


Figure 27: Donna's Lane Traffic Signal and Anticipated Impacts

ROUTE 28 AT JOB'S FISHING ROAD/DONNA'S LANE

Job's Fishing Road and Donna's Lane intersect Route 28 to form a four-way signalized intersection. In both directions, Route 28 consists of a left-turn lane, one through lane and one shared through/right-turn lane. Job's Fishing Road consists of two shared-use lanes, while a left turn lane and a shared through/right turn lane exist on Donna's Lane. At the intersection, sidewalks exist on the south side of Job's Fishing Road and Donna's Lane, the west side of Route 28 (from the north) and on both sides of Route 28 (from the south). Crosswalks with pedestrian push buttons exist on all four approaches. The traffic signal operates as a four-phase actuated coordinated signal including a lead protected phase for northbound and southbound Route 28 left turns, a phase for northbound and southbound Route 28 through traffic, a lead protected phase for westbound Donna's Lane through traffic and protected left turns and a phase for the eastbound and westbound through traffic with permissive left turns on both

Job's Fishing Road and Donna's Lane. There is an exclusive pedestrian phase as well that operates when actuated.

Currently, this traffic signal is under construction by MassDOT to install a flashing yellow arrow on Donna's Lane to improve safety, as well as, American with Disabilities Act (ADA) upgrades for all of the pedestrian crossings and handicapped access ramps. New pedestrian signal heads with countdown timers will also be installed.

Key issues that exist include the lack of lane assignments and striping on Job's Fishing Road and the potential need for a right turn lane on Donna's Lane to divert motorists who currently using the Donna's Lane and Great Neck Road South unsignalized intersection.

Short Term - Restripe Job's Fishing Road lanes

This alternative involves installing lane designation striping on the two general purpose travel lanes on Job's Fishing Road. There are two options; 1) designate a left turn lane and a shared through/right-turn lane; or 2) designate a shared left-turn/through lane and a dedicated right-turn lane. Both lane assignment options have benefits and detriments that need to be weighed as additional delay is added to the shared-use lane. Currently the eastbound Job's Fishing Road approach operates with acceptable traffic operations and minimal queuing during the weekday afternoon peak hour. This short-term recommendation seeks to enhance safety as it would likely result in less efficient traffic operations with reassignment of two general purpose lanes.

Option 1 – Under Option 1, the inside lane on Job's Fishing Road would be designated for left-turn movements only while the outside lane would be designated and shared for through and right-turn movements, similar to what exists on the opposite approach on Donna's Lane. It is recommended that a leading protected left-turn signal phase be installed to coincide with the new eastbound left turn lane, similar to what exists on the westbound approach. Operationally during the weekday afternoon peak hour, a dedicated left-turn lane would be expected to operate with average delays while the shared through/right-turn lane would be expected to experience additional vehicle delay, but operate at acceptable operations.

Option 2 – Under Option 2, the inside lane on Job's Fishing Road would be designated as a shared left-turn/through lane, while the outside lane would be designated for right turns only. It is recommended to install an overlap phase for this right-turn lane to coincide with the protected left-turn signal phases on Route 28. Operationally, the shared through/right-turn movements would be expected to operate with similar vehicle delays as under existing conditions, while the dedicated right-turn lane would be expected to improve and operate with minimal delay during the weekday evening peak hour. Public support for this option was heard at the Presentation of Alternatives public meetings as it is a desirable movement for people to avoid the Mashpee Rotary via Route 151 and will assist in making this movement more attractive.

To fully understand the impacts associated with the lane designating, additional data collection and analysis should be performed to assess the lane change impacts during other critical peak periods including, the weekday morning and Saturday midday peak periods.

Long Term - Add westbound right turn lane on Donna’s Lane and install a directional guide sign to direct retail traffic back to Route 28

As shown in *Figure 28*, this alternative involves the construction of a new right-turn lane on Donna’s Lane to alleviate congestion and concerns previously identified at the Donna’s Lane and Great Neck Road South unsignalized intersection to the east. Based on the short-term signage recommendation discussed under the Great Neck Road South and Donna’s Lane intersection, a new westbound right-turn lane is desired at the intersection of Donna’s Lane and Route 28 to promote a safer turning movement for vehicles headed

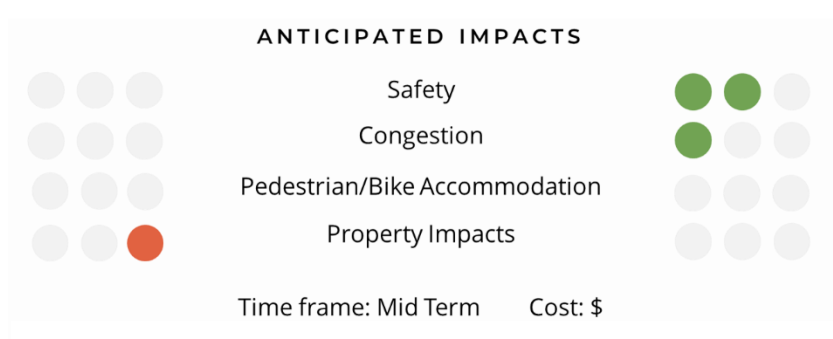


Figure 28: Turn Lane enhancements for Route 28 at Job’s Fishing Road/Donna’ Lane

to the Mashpee Rotary. Based on the count data, vehicles are currently turning right out of the shopping center onto Donna’s Lane then turning left onto Great Neck Road South to return to the Mashpee Rotary. With the recommendation to install new guide signage and this new westbound right turn lane at the Route 28 intersection with Donna’s Lane, safety and traffic operations should be improved at the both of the intersections with Donna’s Lane.

ROUTE 28 AT MEETINGHOUSE ROAD

Meetinghouse Road intersects Route 28 from the north to form an unsignalized T-intersection. All approaches consist of one shared travel lane with Meetinghouse Road under stop control. The intersection lies within a vertical curve and to the west there is a horizontal curve, both which present challenges for the side street movements. Meetinghouse Road provides a connection for residents and trucks to access the Mashpee Transfer Station and Recycling Center. In addition, the Mashpee Department of Public Works (DPW) is also located on Meetinghouse Road contributing to frequent truck traffic. Sidewalks do not currently exist and the shoulders on Route 28 are very narrow and are not bicycle tolerant.

Key issues at this location include difficulty for all turning movements in and out of Meetinghouse Road. Vehicle speeds on Route 28 and limited sight distance present hazards to vehicles approaching the intersection. Frequent queueing on Route 28 coupled with geometric horizontal and vertical curves is also a key issue for eastbound left turning vehicles onto Meetinghouse Road.

Restrict Turning Movements

A short-term alternative that could be further investigated would involve restricting left turn movements out of Meetinghouse Road as there is the alternative connection from Meetinghouse Road to Route 28 via Asher's Path. It should be noted that left turn volumes during the weekday evening peak hour were found to be low. Prior to proceeding with this alternative, additional data collection with consideration of the peak periods of activity at the Transfer Station and Recycling Center should be considered to ensure no adverse impacts.

Install Route 28 Left Turn Lane

To enhance safety on Route 28, an alternative would be to construct a left turn lane in the eastbound direction to accommodate the desire line connection for residents and truck traffic to the transfer station. The left turn lane would aim to reduce rear-end collision and keep traffic moving on Route 28. *Figure 29* depicts a conceptual eastbound left turn lane on Route 28.

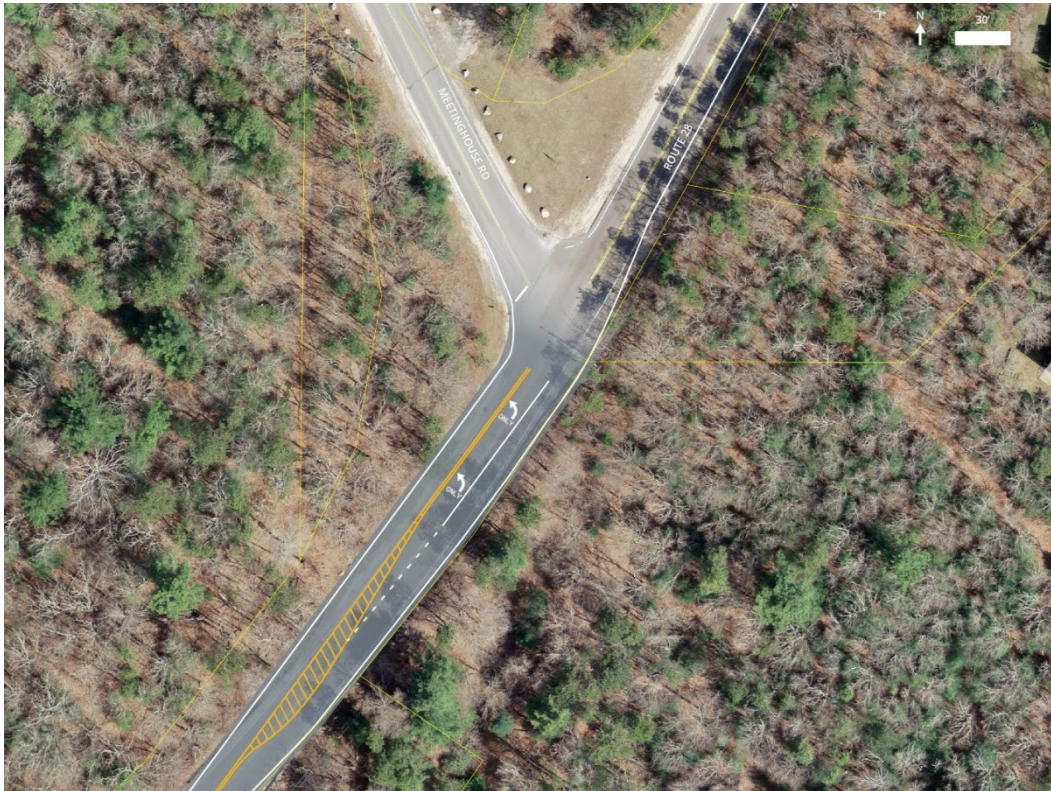
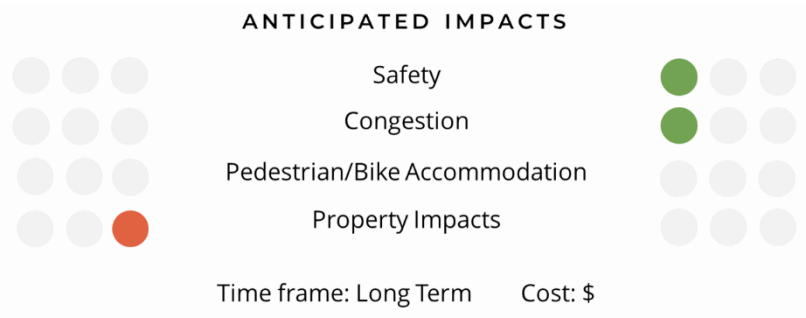


Figure 29: Route 28 at Meeting-house Road Left Turn Lane Alternative



ROUTE 28 AT QUINAQUISSET AVENUE

Quinaquisset Avenue intersects Route 28 from the south to form an unsignalized T-intersection. Due to significant horizontal and vertical curvature on Route 28, the configuration of a large channelized traffic island on Quinaquisset Avenue allows for right turns only to/from Route 28. Left turns to/from Route 28 must occur at the adjacent intersection of Route 28 and Orchard Road to the east. Both approaches on Route 28 consist of a single travel lane and there are no sidewalks or bicycle accommodations provided at the intersection, although several comments were received about the need for bicycle connections at this critical point. Public comments also noted that a few motorists from Quinaquisset Avenue have been observed turning right onto Route 28 and then making a u-turn movement at Route 28 at Meetinghouse Road to head west on Route 28. In addition, there was an observation of a motorist on Quinaquisset Avenue who drove into the receiving lane on the left side of the traffic island to connect to Route 28 via an illegal left turn movement.

Key issues at this location include the lack of multi-modal accommodations at this intersection and the occurrence of illegal and dangerous movements of vehicles who do not obey the turn restrictions.

As stated earlier, the potential for an intersection upgrade project of the Route 28 intersections of Meetinghouse Road and Quinaquisset Avenue was not further evaluated due to right-of-way restrictions and open space requirements. In addition, the traffic volumes from the minor approaches do not warrant major infrastructure upgrades, such as a traffic signal. It is recommended that this intersection be evaluated for a further review for short-term improvements, including signage and striping to further enforce the turn restrictions at this intersection. Long term multi-modal accommodations should be planned for at this location on Route 28.

PEDESTRIAN AND BICYCLE ACCOMMODATION ALTERNATIVES

Install shared use path around Mashpee Rotary

Mashpee is fortunate to have a good foundation of existing shared use path networks and sidewalks in the greater vicinity of the Mashpee Rotary, however, there is a large gap created with the presence of the Mashpee Rotary, which creates a barrier to multi-modal connectivity within the town. The Mashpee Rotary presents a challenging environment for pedestrians and bicyclists to navigate and cross with no accommodations. During our field visit, pedestrians and bicyclists were present on all roadways as well as within the Mashpee Rotary area. As part of the rotary retrofit alternative, it is recommended that a shared use path be constructed around the rotary with crossing treatments at every approach.

Close the sidewalk gaps

The second step is to entirely close the gaps in the sidewalk and shared use path network by extending multi-modal accommodations on all five legs of the Mashpee Rotary approach roadways to connect to the existing network.

On Route 28 towards Barnstable, there is currently no multi-modal network to connect to. The existing shoulder on Route 28 is narrow and ill-suited for most bicyclists. During the public meetings, bicyclists informed staff that they currently use local roads such as Old Barnstable Road to avoid Route 28 and the Mashpee Rotary, however, there is the small section of Route 28 between Old Barnstable Road and Quinaquisset Avenue that they cannot avoid. A priority area for multi-modal improvements on Route 28 would be for this section between the Mashpee Rotary and Quinaquisset Avenue as there is no alternative road for bicyclists to connect to. Multi-modal accommodations could include bicycle lanes or bicycle-tolerant shoulders, a sidewalk or a shared use path on the south side of Route 28. The shared use path could exist next to the roadway with appropriate buffers or could be constructed along the old alignment of Route 28 where an old roadbed still exists today. Once on Quinaquisset Avenue, bicyclists can continue on the local roadways to bypass Route 28 until a long-term regional solution is developed.

Additionally, pedestrian accommodations, including push buttons, curb ramps and crosswalks, should be prioritized and installed at the Route 28 and Orchard Road signal to provide a safe alternative for bicyclists to make a left turn onto Route 28 to head west towards the Mashpee Rotary. *Figure 30* shows the areas for future connections for pedestrians and bicycles to complete the network.





Figure 30: Future sidewalk and bicycle connections

TRANSIT ALTERNATIVES

The Cape Cod Regional Transit Authority (CCRTA) provides transit service to Mashpee via the Sealine (Falmouth-Mashpee-Hyannis) along Route 28 and via the Bourne Route (Wareham-Bourne-Falmouth-Mashpee) along Route 151. Within the study area, there are formal bus stops within the Mashpee Commons (both routes) and South Cape shopping center (Sealine). In addition, transit riders can also flag down the bus along all of the routes as well. A short-term recommendation would be to review these two transit routes to see if there is an opportunity to increase regional efficiency. As the buses currently have formal bus stops within the retail shopping plazas, there may be an opportunity to provide an Express service during peak times where the buses would stop along Route 151 or Route 28 instead. Adequate multi-modal infrastructure must first be in place to provide the pedestrian and bicycle connections before implementation. The following additional recommendations could assist in achieving this effort.

Identify areas for bus pull-offs

If CCRTA buses could stop on the major roadways instead of within the shopping plazas, an additional recommendation would be to install formal bus pull-offs with bus shelters. By constructing a bus pull-off, disruption to the traffic flow would be minimized while safety would be increased for the bus and the transit rider. A properly signed bus stop would add to the visibility of the service. Furthermore, a properly sited stop will ensure the transit user waits in a safe location that is easily visible to the bus driver.



Consideration of small local circulator route

With the recommendation to improve regional efficiency for CCRTA service with bus pull-outs and express service, there may be the need and/or the desire to create a small local circulator transit route to enhance the local connections from the regional service. The service could be in cooperation with the major commercial developments and municipal buildings in the nearby area for Mashpee residents and visitors. An example of a local circulator route is the Woods Hole (WHOOSH) trolley service in Falmouth.



Consideration of small transportation center

Additionally, the consideration for a small transportation center to compliment a potential local Mashpee circulator transit route may be desirable by the community in cooperation with the CCRTA. A small transportation center could provide a visible transfer point where the regional and local service intersects.



OTHER ALTERNATIVES

Improved stormwater management and treatment

Effective stormwater management has both road safety and environmental benefits. Removing water from the roadway surface is critical in reducing hazards such as hydroplaning, while the elimination of untreated stormwater discharge into groundwater and surface water sources is critical to the health of the area's natural environment. Stormwater BMPs should be implemented as standalone projects or whenever major upgrades to the roadway are planned. Given the location within a nitrogen-sensitive watershed in Popponesset Bay, stormwater improvements should utilize BMPs with the ability to remove nitrogen.

Improved vegetation management

While only relatively minor issues were noted in the field, it is important that vegetation near the roadway continue to be well maintained to avoid obstructing the sightlines of motorists. Tree limbs that extend towards the roadways, and hedges and shrubs near intersections, need to be periodically trimmed. This is particularly important in locations where obstructions may compromise drivers' ability to see pedestrians and bicyclists.



Speed management on Route 151

Vehicle speeds on Route 151 were consistently noted as an issue by members of the public. It has been consistently shown that simply changing the speed limit on a roadway does little to change vehicle speeds. The best way to reduce vehicle speeds is to change the character of the roadway. Features such as sidewalks and streets trees that visually narrow the roadways encourage lower speeds. Within the study area, it needs to be apparent to drivers they are entering a stretch of Route 151 distinctly different than the relatively high-speed sections to the west. The proposed improvements to the Route 151 corridor will assist in redefining the corridor with enhanced intersection treatments and additional multi-modal accommodations.



Recommendations and Next Steps

With the benefit of active participation by members of the community, a host of potential improvement options were developed for the corridor. Based on a technical review and feedback from a public review of the alternatives, these improvements options were refined and organized into the following sets of key short- and long-term recommendations. Four recommendations were prioritized as high-priority and are denoted in bold below. These recommendations relatively provide the greatest benefit for the Mashpee Rotary in relation to potential cost. In addition, these recommendations received strong community support during the public process.

SHORT TO MID-TERM RECOMMENDATIONS

- **Install shared use path around Mashpee Rotary (High Priority)**
- **Implement rotary retrofit improvements at Mashpee Rotary (High Priority)**
- **Install Route 28 directional signage on Donna's Lane for retail traffic (High Priority)**
- Construct right-turn lane on Donna's Lane at the Great Neck Road South intersection
- Implement lane designation striping on Job's Fishing Road at the Route 28 intersection
- Implement signage and striping improvements at the intersection Route 28 and Quinaquisset Avenue
- Implement signage and striping improvements at the intersection of Great Neck Road North and Old Barnstable Road

LONG-TERM RECOMMENDATIONS

- **Plan for multi-modal accommodations on Route 28 between Mashpee Rotary and Quinaquisset Avenue (High Priority)**
- Plan for a roundabout at Great Neck Road North and Old Barnstable Road
- Install eastbound left turn lane at Route 28 and Meetinghouse Road intersection
- Construct additional sidewalk and shared use paths to close network gaps
- Install pedestrian accommodations at Route 28 and Orchard Road traffic signal
- Plan for transit service enhancements with the CCRTA



Understanding that transportation and land use planning are inextricably linked, it may appropriate to refine or revise long-term recommendations as additional information about redevelopment activities in the area becomes available. The Cape Commission is available to discuss long-term recommendations with MassDOT, the Town, and other stakeholders in the area including the business community. Ultimately, major transportation investments should both benefit the travelling public and serve to support and enhance the vitality of the community.

NEXT STEPS

The next steps would focus on collaboration between the Town of Mashpee and MassDOT to prioritize implementation of the short-term improvements to improve safety of the Mashpee Rotary and the other study area intersections. Plans for long-term improvements can also be initiated to begin the planning process. Staff of the Cape Cod Commission are available to assist in these efforts. A future meeting between MassDOT, the Town and Commission staff will be set up in the near future to discuss next steps for implementation and funding strategies for the recommendations from this study.





Appendices



APPENDIX A: TRAFFIC DATA

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 4/5
 Counted By: DN/BF
 Location: Rt 151 @ Mash. Comm./Market St
 Town: Mashpee

File Name : 1010_08212018
 Site Code : 00001010
 Start Date : 8/21/2018
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Mashpee Commons From North | | | | | Rt 151 From East | | | | | Mashpee Commons From South | | | | | Rt 151 From West | | | | | Int. Total |
|--------------|----------------------------|------|-------|------|------------|------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 11 | 16 | 32 | 0 | 59 | 19 | 91 | 15 | 0 | 125 | 14 | 21 | 35 | 0 | 70 | 33 | 93 | 7 | 5 | 138 | 392 |
| 04:15 PM | 17 | 13 | 42 | 0 | 72 | 14 | 88 | 11 | 0 | 113 | 20 | 12 | 27 | 0 | 59 | 20 | 110 | 6 | 1 | 137 | 381 |
| 04:30 PM | 13 | 17 | 43 | 0 | 73 | 14 | 96 | 15 | 0 | 125 | 22 | 24 | 26 | 0 | 72 | 30 | 101 | 6 | 2 | 139 | 409 |
| 04:45 PM | 10 | 12 | 22 | 0 | 44 | 17 | 95 | 9 | 0 | 121 | 4 | 13 | 37 | 0 | 54 | 33 | 112 | 5 | 3 | 153 | 372 |
| Total | 51 | 58 | 139 | 0 | 248 | 64 | 370 | 50 | 0 | 484 | 60 | 70 | 125 | 0 | 255 | 116 | 416 | 24 | 11 | 567 | 1554 |
| 05:00 PM | 17 | 9 | 30 | 0 | 56 | 11 | 95 | 9 | 0 | 115 | 15 | 24 | 24 | 0 | 63 | 32 | 109 | 9 | 5 | 155 | 389 |
| 05:15 PM | 11 | 9 | 23 | 0 | 43 | 14 | 86 | 7 | 0 | 107 | 9 | 21 | 24 | 0 | 54 | 28 | 119 | 12 | 0 | 159 | 363 |
| 05:30 PM | 9 | 14 | 23 | 0 | 46 | 11 | 104 | 13 | 0 | 128 | 11 | 17 | 17 | 0 | 45 | 34 | 111 | 10 | 1 | 156 | 375 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 28 | 0 | 47 | 26 | 95 | 14 | 1 | 136 | 183 |
| Total | 37 | 32 | 76 | 0 | 145 | 36 | 285 | 29 | 0 | 350 | 44 | 72 | 93 | 0 | 209 | 120 | 434 | 45 | 7 | 606 | 1310 |
| Grand Total | 88 | 90 | 215 | 0 | 393 | 100 | 655 | 79 | 0 | 834 | 104 | 142 | 218 | 0 | 464 | 236 | 850 | 69 | 18 | 1173 | 2864 |
| Apprch % | 22.4 | 22.9 | 54.7 | 0 | | 12 | 78.5 | 9.5 | 0 | | 22.4 | 30.6 | 47 | 0 | | 20.1 | 72.5 | 5.9 | 1.5 | | |
| Total % | 3.1 | 3.1 | 7.5 | 0 | 13.7 | 3.5 | 22.9 | 2.8 | 0 | 29.1 | 3.6 | 5 | 7.6 | 0 | 16.2 | 8.2 | 29.7 | 2.4 | 0.6 | 41 | |
| Cars | 88 | 88 | 215 | 0 | 391 | 100 | 637 | 79 | 0 | 816 | 104 | 141 | 218 | 0 | 463 | 236 | 839 | 68 | 18 | 1161 | 2831 |
| % Cars | 100 | 97.8 | 100 | 0 | 99.5 | 100 | 97.3 | 100 | 0 | 97.8 | 100 | 99.3 | 100 | 0 | 99.8 | 100 | 98.7 | 98.6 | 100 | 99 | 98.8 |
| Trucks | 0 | 2 | 0 | 0 | 2 | 0 | 18 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 1 | 0 | 12 | 33 |
| % Trucks | 0 | 2.2 | 0 | 0 | 0.5 | 0 | 2.7 | 0 | 0 | 2.2 | 0 | 0.7 | 0 | 0 | 0.2 | 0 | 1.3 | 1.4 | 0 | 1 | 1.2 |

407
1543

| Start Time | Mashpee Commons From North | | | | | Rt 151 From East | | | | | Mashpee Commons From South | | | | | Rt 151 From West | | | | | Int. Total |
|--|----------------------------|------|-------|------|------------|------------------|-------|------|------------|------|----------------------------|------|------------|------|-------|------------------|------------|------|------|------|------------|
| | Left | Thru | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Thru | Right | Peds | App. Total | | | | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM ← | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 11 | 16 | 32 | 0 | 59 | 19 | 91 | 15 | 0 | 125 | 14 | 21 | 35 | 0 | 70 | 33 | 93 | 7 | 5 | 138 | 392 |
| 04:15 PM | 17 | 13 | 42 | 0 | 72 | 14 | 88 | 11 | 0 | 113 | 20 | 12 | 27 | 0 | 59 | 20 | 110 | 6 | 1 | 137 | 381 |
| 04:30 PM | 13 | 17 | 43 | 0 | 73 | 14 | 96 | 15 | 0 | 125 | 22 | 24 | 26 | 0 | 72 | 30 | 101 | 6 | 2 | 139 | 409 |
| 04:45 PM | 10 | 12 | 22 | 0 | 44 | 17 | 95 | 9 | 0 | 121 | 4 | 13 | 37 | 0 | 54 | 33 | 112 | 5 | 3 | 153 | 372 |
| Total Volume | 51 | 58 | 139 | 0 | 248 | 64 | 370 | 50 | 0 | 484 | 60 | 70 | 125 | 0 | 255 | 116 | 416 | 24 | 11 | 567 | 1554 |
| % App. Total | 20.6 | 23.4 | 56 | 0 | | 13.2 | 76.4 | 10.3 | 0 | | 23.5 | 27.5 | 49 | 0 | | 20.5 | 73.4 | 4.2 | 1.9 | | |
| PHF | .750 | .853 | .808 | .000 | .849 | .842 | .964 | .833 | .000 | .968 | .682 | .729 | .845 | .000 | .885 | .879 | .929 | .857 | .550 | .926 | .950 |
| Cars | 51 | 57 | 139 | 0 | 247 | 64 | 357 | 50 | 0 | 471 | 60 | 70 | 125 | 0 | 255 | 116 | 410 | 24 | 11 | 561 | 1534 |
| % Cars | 100 | 98.3 | 100 | 0 | 99.6 | 100 | 96.5 | 100 | 0 | 97.3 | 100 | 100 | 100 | 0 | 100 | 100 | 98.6 | 100 | 100 | 98.9 | 98.7 |
| Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 20 |
| % Trucks | 0 | 1.7 | 0 | 0 | 0.4 | 0 | 3.5 | 0 | 0 | 2.7 | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 | 0 | 0 | 1.1 | 1.3 |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 4/5

Counted By: DN/BF

Location: Rt 151 @ Mash. Comm./Market St

Town: Mashpee

File Name : 1010_08212018

Site Code : 00001010

Start Date : 8/21/2018

Page No : 1

Groups Printed- Cars

| Start Time | Mashpee Commons From North | | | | | Rt 151 From East | | | | | Mashpee Commons From South | | | | | Rt 151 From West | | | | | Int. Total |
|-------------|----------------------------|------|-------|------|------------|------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 11 | 16 | 32 | 0 | 59 | 19 | 89 | 15 | 0 | 123 | 14 | 21 | 35 | 0 | 70 | 33 | 92 | 7 | 5 | 137 | 389 |
| 04:15 PM | 17 | 12 | 42 | 0 | 71 | 14 | 81 | 11 | 0 | 106 | 20 | 12 | 27 | 0 | 59 | 20 | 108 | 6 | 1 | 135 | 371 |
| 04:30 PM | 13 | 17 | 43 | 0 | 73 | 14 | 95 | 15 | 0 | 124 | 22 | 24 | 26 | 0 | 72 | 30 | 100 | 6 | 2 | 138 | 407 |
| 04:45 PM | 10 | 12 | 22 | 0 | 44 | 17 | 92 | 9 | 0 | 118 | 4 | 13 | 37 | 0 | 54 | 33 | 110 | 5 | 3 | 151 | 367 |
| Total | 51 | 57 | 139 | 0 | 247 | 64 | 357 | 50 | 0 | 471 | 60 | 70 | 125 | 0 | 255 | 116 | 410 | 24 | 11 | 561 | 1534 |
| 05:00 PM | 17 | 9 | 30 | 0 | 56 | 11 | 94 | 9 | 0 | 114 | 15 | 24 | 24 | 0 | 63 | 32 | 108 | 9 | 5 | 154 | 387 |
| 05:15 PM | 11 | 9 | 23 | 0 | 43 | 14 | 84 | 7 | 0 | 105 | 9 | 20 | 24 | 0 | 53 | 28 | 119 | 12 | 0 | 159 | 360 |
| 05:30 PM | 9 | 13 | 23 | 0 | 45 | 11 | 102 | 13 | 0 | 126 | 11 | 17 | 17 | 0 | 45 | 34 | 111 | 9 | 1 | 155 | 371 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 28 | 0 | 47 | 26 | 91 | 14 | 1 | 132 | 179 |
| Total | 37 | 31 | 76 | 0 | 144 | 36 | 280 | 29 | 0 | 345 | 44 | 71 | 93 | 0 | 208 | 120 | 429 | 44 | 7 | 600 | 1297 |
| Grand Total | 88 | 88 | 215 | 0 | 391 | 100 | 637 | 79 | 0 | 816 | 104 | 141 | 218 | 0 | 463 | 236 | 839 | 68 | 18 | 1161 | 2831 |
| Apprch % | 22.5 | 22.5 | 55 | 0 | | 12.3 | 78.1 | 9.7 | 0 | | 22.5 | 30.5 | 47.1 | 0 | | 20.3 | 72.3 | 5.9 | 1.6 | | |
| Total % | 3.1 | 3.1 | 7.6 | 0 | 13.8 | 3.5 | 22.5 | 2.8 | 0 | 28.8 | 3.7 | 5 | 7.7 | 0 | 16.4 | 8.3 | 29.6 | 2.4 | 0.6 | 41 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 4/5

Counted By: DN/BF

Location: Rt 151 @ Mash. Comm./Market St

Town: Mashpee

File Name : 1010_08212018

Site Code : 00001010

Start Date : 8/21/2018

Page No : 1

Groups Printed- Trucks

| Start Time | Mashpee Commons From North | | | | | Rt 151 From East | | | | | Mashpee Commons From South | | | | | Rt 151 From West | | | | | Int. Total |
|-------------|-------------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 04:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 10 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 20 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 6 | 13 |
| Grand Total | 0 | 2 | 0 | 0 | 2 | 0 | 18 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 1 | 0 | 12 | 33 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 91.7 | 8.3 | 0 | | |
| Total % | 0 | 6.1 | 0 | 0 | 6.1 | 0 | 54.5 | 0 | 0 | 54.5 | 0 | 3 | 0 | 0 | 3 | 0 | 33.3 | 3 | 0 | 36.4 | |

Cape Cod Commission

3225 Main Street
 Barnstable, Massachusetts 02630
www.capecodcommission.org

Counter: 4/5
 Counted By: DN/BF
 Location: Rt 151 @ Mash. Comm./Market St
 Town: Mashpee

File Name : 1010_08212018
 Site Code : 00001010
 Start Date : 8/21/2018
 Page No : 1

Groups Printed- Bicycles

| Start Time | Mashpee Commons From North | | | | | Rt 151 From East | | | | | Mashpee Commons From South | | | | | Rt 151 From West | | | | | Int. Total |
|---------------|-------------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 50 | 50 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | | 0 | 33.3 | 33.3 | 0 | 66.7 | 0 | 33.3 | 0 | 0 | 33.3 | 0 | 0 | 0 | 0 | | |

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts 02630
<www.capecodcommission.org>

Counter: 5
Counted By: BF
Town: Mashpee
Location: Rt.28 @ Mash.Comm. Site dr#1 E

File Name : 1012_060718
Site Code : 00001012
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Mashpee Commons From North | | | | | Rt. 28 From East | | | | | N/A From South | | | | | Rt. 28 From West | | | | | Int. Total |
|--------------------|-------------------------------|----------|-----------|----------|------------|---------------------|-------------|------------|----------|-------------|-------------------|----------|----------|----------|------------|---------------------|-------------|----------|----------|-------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 1 | 0 | 11 | 0 | 12 | 0 | 153 | 21 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 4 | 164 | 0 | 0 | 168 | 354 |
| 04:15 PM | 0 | 0 | 3 | 0 | 3 | 0 | 169 | 27 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 2 | 184 | 0 | 0 | 186 | 385 |
| 04:30 PM | 0 | 0 | 7 | 0 | 7 | 0 | 150 | 24 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 2 | 170 | 0 | 0 | 172 | 353 |
| 04:45 PM | 1 | 0 | 9 | 0 | 10 | 0 | 153 | 23 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 1 | 194 | 0 | 0 | 195 | 381 |
| Total | 2 | 0 | 30 | 0 | 32 | 0 | 625 | 95 | 0 | 720 | 0 | 0 | 0 | 0 | 0 | 9 | 712 | 0 | 0 | 721 | 1473 |
| 05:00 PM | 0 | 0 | 5 | 0 | 5 | 0 | 164 | 19 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 2 | 165 | 0 | 0 | 167 | 355 |
| 05:15 PM | 0 | 0 | 7 | 0 | 7 | 0 | 152 | 12 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 1 | 173 | 0 | 0 | 174 | 345 |
| 05:30 PM | 1 | 0 | 5 | 0 | 6 | 0 | 176 | 30 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 6 | 169 | 0 | 0 | 175 | 387 |
| 05:45 PM | 1 | 0 | 9 | 0 | 10 | 0 | 167 | 25 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 2 | 140 | 0 | 0 | 142 | 344 |
| Total | 2 | 0 | 26 | 0 | 28 | 0 | 659 | 86 | 0 | 745 | 0 | 0 | 0 | 0 | 0 | 11 | 647 | 0 | 0 | 658 | 1431 |
| Grand Total | 4 | 0 | 56 | 0 | 60 | 0 | 1284 | 181 | 0 | 1465 | 0 | 0 | 0 | 0 | 0 | 20 | 1359 | 0 | 0 | 1379 | 2904 |
| Approch % | 6.7 | 0 | 93.3 | 0 | | 0 | 87.6 | 12.4 | 0 | | 0 | 0 | 0 | 0 | | 1.5 | 98.5 | 0 | 0 | | |
| Total % | 0.1 | 0 | 1.9 | 0 | 2.1 | 0 | 44.2 | 6.2 | 0 | 50.4 | 0 | 0 | 0 | 0 | 0 | 0.7 | 46.8 | 0 | 0 | 47.5 | |
| Cars | 4 | 0 | 56 | 0 | 60 | 0 | 1267 | | | | | | | | | 1326 | | | | | |
| % Cars | 100 | 0 | 100 | 0 | 100 | 0 | 98.7 | 100 | 0 | 98.8 | 0 | 0 | 0 | 0 | 0 | 100 | 97.6 | 0 | 0 | 97.6 | 98.3 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 33 | 50 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.4 | 0 | 0 | 2.4 | 1.7 |

| Start Time | Mashpee Commons From North | | | | | Rt. 28 From East | | | | | N/A From South | | | | | Rt. 28 From West | | | | | Int. Total |
|--|-------------------------------|------|-------|------|------------|---------------------|-------|------|------------|------|-------------------|------|------------|------|-------|---------------------|------------|------|------|------|------------|
| | Left | Thru | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Thru | Right | Peds | App. Total | | | | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 3 | 0 | 3 | 0 | 169 | 27 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 2 | 184 | 0 | 0 | 186 | 385 |
| 04:30 PM | 0 | 0 | 7 | 0 | 7 | 0 | 150 | 24 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 2 | 170 | 0 | 0 | 172 | 353 |
| 04:45 PM | 1 | 0 | 9 | 0 | 10 | 0 | 153 | 23 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 1 | 194 | 0 | 0 | 195 | 381 |
| 05:00 PM | 0 | 0 | 5 | 0 | 5 | 0 | 164 | 19 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 2 | 165 | 0 | 0 | 167 | 355 |
| Total Volume | 1 | 0 | 24 | 0 | 25 | 0 | 636 | 93 | 0 | 729 | 0 | 0 | 0 | 0 | 0 | 7 | 713 | 0 | 0 | 720 | 1474 |
| % App. Total | 4 | 0 | 96 | 0 | | 0 | 87.2 | 12.8 | 0 | | 0 | 0 | 0 | 0 | | 1 | 99 | 0 | 0 | | |
| PHF | .250 | .000 | .667 | .000 | .625 | .000 | .941 | .861 | .000 | .930 | .000 | .000 | .000 | .000 | .000 | .875 | .919 | .000 | .000 | .923 | .957 |
| Cars | 1 | 0 | 24 | 0 | 25 | 0 | 627 | 93 | 0 | 720 | 0 | 0 | 0 | 0 | 0 | 7 | 700 | 0 | 0 | 707 | 1452 |
| % Cars | 100 | 0 | 100 | 0 | 100 | 0 | 98.6 | 100 | 0 | 98.8 | 0 | 0 | 0 | 0 | 0 | 100 | 98.2 | 0 | 0 | 98.2 | 98.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 22 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0 | 0 | 1.8 | 1.5 |

Cape Cod Commission

3225 Main Street
 Barnstable, Massachusetts 02630
www.capecodcommission.org

Counter: 5
 Counted By: BF
 Town: Mashpee
 Location: Rt.28 @ Mash.Comm. Site dr#1 E

File Name : 1012_060718
 Site Code : 00001012
 Start Date : 6/7/2018
 Page No : 1

Groups Printed- Cars

| Start Time | Mashpee Commons From North | | | | | Rt. 28 From East | | | | | N/A From South | | | | | Rt. 28 From West | | | | | Int. Total |
|-------------|-------------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 1 | 0 | 11 | 0 | 12 | 0 | 149 | 21 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 4 | 159 | 0 | 0 | 163 | 345 |
| 04:15 PM | 0 | 0 | 3 | 0 | 3 | 0 | 166 | 27 | 0 | 193 | 0 | 0 | 0 | 0 | 0 | 2 | 182 | 0 | 0 | 184 | 380 |
| 04:30 PM | 0 | 0 | 7 | 0 | 7 | 0 | 149 | 24 | 0 | 173 | 0 | 0 | 0 | 0 | 0 | 2 | 166 | 0 | 0 | 168 | 348 |
| 04:45 PM | 1 | 0 | 9 | 0 | 10 | 0 | 151 | 23 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 1 | 189 | 0 | 0 | 190 | 374 |
| Total | 2 | 0 | 30 | 0 | 32 | 0 | 615 | 95 | 0 | 710 | 0 | 0 | 0 | 0 | 0 | 9 | 696 | 0 | 0 | 705 | 1447 |
| 05:00 PM | 0 | 0 | 5 | 0 | 5 | 0 | 161 | 19 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 2 | 163 | 0 | 0 | 165 | 350 |
| 05:15 PM | 0 | 0 | 7 | 0 | 7 | 0 | 151 | 12 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 1 | 168 | 0 | 0 | 169 | 339 |
| 05:30 PM | 1 | 0 | 5 | 0 | 6 | 0 | 175 | 30 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 6 | 162 | 0 | 0 | 168 | 379 |
| 05:45 PM | 1 | 0 | 9 | 0 | 10 | 0 | 165 | 25 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 2 | 137 | 0 | 0 | 139 | 339 |
| Total | 2 | 0 | 26 | 0 | 28 | 0 | 652 | 86 | 0 | 738 | 0 | 0 | 0 | 0 | 0 | 11 | 630 | 0 | 0 | 641 | 1407 |
| Grand Total | 4 | 0 | 56 | 0 | 60 | 0 | 1267 | 181 | 0 | 1448 | 0 | 0 | 0 | 0 | 0 | 20 | 1326 | 0 | 0 | 1346 | 2854 |
| Apprch % | 6.7 | 0 | 93.3 | 0 | | 0 | 87.5 | 12.5 | 0 | | 0 | 0 | 0 | 0 | | 1.5 | 98.5 | 0 | 0 | | |
| Total % | 0.1 | 0 | 2 | 0 | 2.1 | 0 | 44.4 | 6.3 | 0 | 50.7 | 0 | 0 | 0 | 0 | 0 | 0.7 | 46.5 | 0 | 0 | 47.2 | |

Cape Cod Commission

3225 Main Street
 Barnstable, Massachusetts 02630
www.capecodcommission.org

Counter: 5
 Counted By: BF
 Town: Mashpee
 Location: Rt.28 @ Mash.Comm. Site dr#1 E

File Name : 1012_060718
 Site Code : 00001012
 Start Date : 6/7/2018
 Page No : 1

Groups Printed- Trucks

| Start Time | Mashpee Commons From North | | | | | Rt. 28 From East | | | | | N/A From South | | | | | Rt. 28 From West | | | | | Int. Total |
|-------------|-------------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 9 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 26 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 6 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 8 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 24 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 33 | 50 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 66 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Location: Rt 28 @ MashComm Site Dr 2
 Town: Mashpee
 Counted By: BF
 Counter: AP-5

File Name : 1013_06202018
 Site Code : 00001013
 Start Date : 6/20/2018
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|--------------|------------|----------|-----------|----------|------------|-----------|------------|-----------|----------|------------|------------|----------|----------|----------|------------|------------|------------|----------|----------|------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 21 | 0 | 34 | 0 | 55 | 0 | 155 | 12 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 19 | 180 | 0 | 0 | 199 | 421 |
| 04:15 PM | 17 | 0 | 10 | 0 | 27 | 0 | 139 | 14 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 18 | 157 | 0 | 0 | 175 | 355 |
| 04:30 PM | 8 | 0 | 17 | 0 | 25 | 0 | 179 | 22 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 19 | 166 | 0 | 0 | 185 | 411 |
| 04:45 PM | 21 | 0 | 15 | 0 | 36 | 0 | 183 | 9 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 24 | 175 | 0 | 0 | 199 | 427 |
| Total | 67 | 0 | 76 | 0 | 143 | 0 | 656 | 57 | 0 | 713 | 0 | 0 | 0 | 0 | 0 | 80 | 678 | 0 | 0 | 758 | 1614 |
| 05:00 PM | 9 | 0 | 22 | 0 | 31 | 0 | 145 | 13 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 20 | 148 | 0 | 0 | 168 | 357 |
| 05:15 PM | 13 | 0 | 14 | 0 | 27 | 0 | 145 | 19 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 31 | 156 | 0 | 0 | 187 | 378 |
| 05:30 PM | 11 | 0 | 30 | 0 | 41 | 0 | 144 | 22 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 24 | 136 | 0 | 0 | 160 | 367 |
| 05:45 PM | 14 | 0 | 12 | 0 | 26 | 0 | 153 | 12 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 26 | 142 | 0 | 0 | 168 | 359 |
| Total | 47 | 0 | 78 | 0 | 125 | 0 | 587 | 66 | 0 | 653 | 0 | 0 | 0 | 0 | 0 | 101 | 582 | 0 | 0 | 683 | 1461 |
| Grand Total | 114 | 0 | 154 | 0 | 268 | 0 | 1243 | 123 | 0 | 1366 | 0 | 0 | 0 | 0 | 0 | 181 | 1260 | 0 | 0 | 1441 | 3075 |
| Apprch % | 42.5 | 0 | 57.5 | 0 | | 0 | 91 | 9 | 0 | | 0 | 0 | 0 | 0 | 0 | 12.6 | 87.4 | 0 | 0 | | |
| Total % | 3.7 | 0 | 5 | 0 | 8.7 | 0 | 40.4 | 4 | 0 | 44.4 | 0 | 0 | 0 | 0 | 0 | 5.9 | 41 | 0 | 0 | 46.9 | |
| Cars | 112 | 0 | 154 | 0 | 266 | 0 | 1228 | | | | | | | | | 1233 | | | | | |
| % Cars | 98.2 | 0 | 100 | 0 | 99.3 | 0 | 98.8 | 99.2 | 0 | 98.8 | 0 | 0 | 0 | 0 | 0 | 100 | 97.9 | 0 | 0 | 98.1 | 98.5 |
| Trucks | 2 | 0 | 0 | 0 | 2 | 0 | 15 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 45 |
| % Trucks | 1.8 | 0 | 0 | 0 | 0.7 | 0 | 1.2 | 0.8 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 2.1 | 0 | 0 | 1.9 | 1.5 |

| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|--|------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 21 | 0 | 34 | 0 | 55 | 0 | 155 | 12 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 19 | 180 | 0 | 0 | 199 | 421 |
| 04:15 PM | 17 | 0 | 10 | 0 | 27 | 0 | 139 | 14 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 18 | 157 | 0 | 0 | 175 | 355 |
| 04:30 PM | 8 | 0 | 17 | 0 | 25 | 0 | 179 | 22 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 19 | 166 | 0 | 0 | 185 | 411 |
| 04:45 PM | 21 | 0 | 15 | 0 | 36 | 0 | 183 | 9 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 24 | 175 | 0 | 0 | 199 | 427 |
| Total Volume | 67 | 0 | 76 | 0 | 143 | 0 | 656 | 57 | 0 | 713 | 0 | 0 | 0 | 0 | 0 | 80 | 678 | 0 | 0 | 758 | 1614 |
| % App. Total | 46.9 | 0 | 53.1 | 0 | | 0 | 92 | 8 | 0 | | 0 | 0 | 0 | 0 | 0 | 10.6 | 89.4 | 0 | 0 | | |
| PHF | .798 | .000 | .559 | .000 | .650 | .000 | .896 | .648 | .000 | .887 | .000 | .000 | .000 | .000 | .000 | .833 | .942 | .000 | .000 | .952 | .945 |
| Cars | 67 | 0 | 76 | 0 | 143 | 0 | 649 | 57 | 0 | 706 | 0 | 0 | 0 | 0 | 0 | 80 | 666 | 0 | 0 | 746 | 1595 |
| % Cars | 100 | 0 | 100 | 0 | 100 | 0 | 98.9 | 100 | 0 | 99.0 | 0 | 0 | 0 | 0 | 0 | 100 | 98.2 | 0 | 0 | 98.4 | 98.8 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 19 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 0 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0 | 0 | 1.6 | 1.2 |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Location: Rt 28 @ MashComm Site Dr 2

Town: Mashpee

Counted By: BF

Counter: AP-5

File Name : 1013_06202018

Site Code : 00001013

Start Date : 6/20/2018

Page No : 1

Groups Printed- Cars

| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|-------------|------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 21 | 0 | 34 | 0 | 55 | 0 | 155 | 12 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 19 | 179 | 0 | 0 | 198 | 420 |
| 04:15 PM | 17 | 0 | 10 | 0 | 27 | 0 | 134 | 14 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 18 | 153 | 0 | 0 | 171 | 346 |
| 04:30 PM | 8 | 0 | 17 | 0 | 25 | 0 | 177 | 22 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 19 | 161 | 0 | 0 | 180 | 404 |
| 04:45 PM | 21 | 0 | 15 | 0 | 36 | 0 | 183 | 9 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 24 | 173 | 0 | 0 | 197 | 425 |
| Total | 67 | 0 | 76 | 0 | 143 | 0 | 649 | 57 | 0 | 706 | 0 | 0 | 0 | 0 | 0 | 80 | 666 | 0 | 0 | 746 | 1595 |
| 05:00 PM | 9 | 0 | 22 | 0 | 31 | 0 | 144 | 13 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 20 | 147 | 0 | 0 | 167 | 355 |
| 05:15 PM | 12 | 0 | 14 | 0 | 26 | 0 | 143 | 19 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 31 | 147 | 0 | 0 | 178 | 366 |
| 05:30 PM | 11 | 0 | 30 | 0 | 41 | 0 | 142 | 21 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 24 | 133 | 0 | 0 | 157 | 361 |
| 05:45 PM | 13 | 0 | 12 | 0 | 25 | 0 | 150 | 12 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 26 | 140 | 0 | 0 | 166 | 353 |
| Total | 45 | 0 | 78 | 0 | 123 | 0 | 579 | 65 | 0 | 644 | 0 | 0 | 0 | 0 | 0 | 101 | 567 | 0 | 0 | 668 | 1435 |
| Grand Total | 112 | 0 | 154 | 0 | 266 | 0 | 1228 | 122 | 0 | 1350 | 0 | 0 | 0 | 0 | 0 | 181 | 1233 | 0 | 0 | 1414 | 3030 |
| Approch % | 42.1 | 0 | 57.9 | 0 | | 0 | 91 | 9 | 0 | | 0 | 0 | 0 | 0 | | 12.8 | 87.2 | 0 | 0 | | |
| Total % | 3.7 | 0 | 5.1 | 0 | 8.8 | 0 | 40.5 | 4 | 0 | 44.6 | 0 | 0 | 0 | 0 | 0 | 6 | 40.7 | 0 | 0 | 46.7 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Location: Rt 28 @ MashComm Site Dr 2

Town: Mashpee

Counted By: BF

Counter: AP-5

File Name : 1013_06202018

Site Code : 00001013

Start Date : 6/20/2018

Page No : 1

Groups Printed- Trucks

| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total | |
|-------------|------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|----|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 9 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 7 |
| 04:45 PM | 0 | 0 | 0 | 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 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 19 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 05:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 12 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 6 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 6 |
| Total | 2 | 0 | 0 | 0 | 2 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 26 |
| Grand Total | 2 | 0 | 0 | 0 | 2 | 0 | 15 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 27 | 45 |
| Apprch % | 100 | 0 | 0 | 0 | | 0 | 93.8 | 6.2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | | |
| Total % | 4.4 | 0 | 0 | 0 | 4.4 | 0 | 33.3 | 2.2 | 0 | 35.6 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 60 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Location: Rt 28 @ MashComm Site Dr 2
 Town: Mashpee
 Counted By: BF
 Counter: AP-5

File Name : 1013_06202018
 Site Code : 00001013
 Start Date : 6/20/2018
 Page No : 1

Groups Printed- Bikes

| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|---------------|------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter:5
 Counted By:LM
 Location: Rt 28 @ Shellback Way
 Town: Mashpee

File Name : 1014_10092018
 Site Code : 00001014
 Start Date : 10/9/2018
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Shellback Way From North | | | | | Rt 28 From East | | | | | Charles St From South | | | | | Rt 28 From West | | | | | Int. Total |
|--------------------|--------------------------|------|-------|------|------------|-----------------|------|-------|------|------------|-----------------------|------|-------|------|------------|-----------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 17 | 10 | 5 | 0 | 32 | 21 | 139 | 20 | 0 | 180 | 23 | 4 | 37 | 0 | 64 | 2 | 140 | 24 | 0 | 166 | 442 ✓ |
| 04:15 PM | 14 | 3 | 6 | 0 | 23 | 19 | 133 | 17 | 0 | 169 | 20 | 6 | 38 | 0 | 64 | 5 | 155 | 15 | 0 | 175 | 431 |
| 04:30 PM | 22 | 6 | 6 | 0 | 34 | 14 | 125 | 12 | 0 | 151 | 28 | 6 | 30 | 0 | 64 | 3 | 145 | 15 | 0 | 163 | 412 |
| 04:45 PM | 16 | 0 | 4 | 1 | 21 | 22 | 134 | 16 | 0 | 172 | 19 | 3 | 28 | 0 | 50 | 1 | 130 | 11 | 0 | 142 | 385 |
| Total | 69 | 19 | 21 | 1 | 110 | 76 | 531 | 65 | 0 | 672 | 90 | 19 | 133 | 0 | 242 | 11 | 570 | 65 | 0 | 646 | 1670 1669 |
| 05:00 PM | 14 | 7 | 5 | 1 | 27 | 14 | 135 | 17 | 0 | 166 | 19 | 2 | 31 | 0 | 52 | 3 | 137 | 19 | 0 | 159 | 404 |
| 05:15 PM | 14 | 8 | 2 | 0 | 24 | 18 | 132 | 17 | 0 | 167 | 15 | 2 | 29 | 0 | 46 | 0 | 144 | 17 | 0 | 161 | 398 |
| 05:30 PM | 16 | 6 | 3 | 0 | 25 | 14 | 146 | 6 | 0 | 166 | 19 | 3 | 36 | 0 | 58 | 1 | 121 | 18 | 0 | 140 | 389 |
| 05:45 PM | 12 | 2 | 2 | 0 | 16 | 10 | 131 | 17 | 0 | 158 | 13 | 2 | 16 | 0 | 31 | 4 | 97 | 11 | 0 | 112 | 317 |
| Total | 56 | 23 | 12 | 1 | 92 | 56 | 544 | 57 | 0 | 657 | 66 | 9 | 112 | 0 | 187 | 8 | 499 | 65 | 0 | 572 | 1508 |
| Grand Total | 125 | 42 | 33 | 2 | 202 | 132 | 1075 | 122 | 0 | 1329 | 156 | 28 | 245 | 0 | 429 | 19 | 1089 | 130 | 0 | 1218 | 3178 |
| Approch % | 61.9 | 20.8 | 16.3 | 1 | | 9.9 | 80.9 | 9.2 | 0 | | 36.4 | 6.5 | 57.1 | 0 | | 1.6 | 87.8 | 10.7 | 0 | | |
| Total % | 3.9 | 1.3 | 1 | 0.1 | 6.4 | 4.2 | 33.8 | 3.8 | 0 | 41.8 | 4.9 | 0.9 | 7.7 | 0 | 13.5 | 0.6 | 33.6 | 4.1 | 0 | 38.3 | |
| Cars | 122 | 42 | 33 | 2 | 199 | 131 | 1052 | | | | | | | | | 1040 | | | | | |
| % Cars | 97.6 | 100 | 100 | 100 | 98.5 | 99.2 | 97.9 | 100 | 0 | 98.2 | 98.7 | 96.4 | 99.2 | 0 | 98.8 | 100 | 97.3 | 97.7 | 0 | 97.4 | 98 |
| Trucks | 3 | 0 | 0 | 0 | 3 | 1 | 23 | 0 | 0 | 24 | 2 | 1 | 2 | 0 | 5 | 0 | 29 | 3 | 0 | 32 | 64 |
| % Trucks | 2.4 | 0 | 0 | 0 | 1.5 | 0.8 | 2.1 | 0 | 0 | 1.8 | 1.3 | 3.6 | 0.8 | 0 | 1.2 | 0 | 2.7 | 2.3 | 0 | 2.6 | 2 |

| Start Time | Shellback Way From North | | | | | Rt 28 From East | | | | | Charles St From South | | | | | Rt 28 From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|-----------------|-------|------|------------|------|-----------------------|------|------------|------|-------|-----------------|------------|------|------|------|------------|
| | Left | Thru | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Thru | Right | Peds | App. Total | | | | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 17 | 10 | 5 | 0 | 32 | 21 | 139 | 20 | 0 | 180 | 23 | 4 | 37 | 0 | 64 | 2 | 140 | 24 | 0 | 166 | 442 |
| 04:15 PM | 14 | 3 | 6 | 0 | 23 | 19 | 133 | 17 | 0 | 169 | 20 | 6 | 38 | 0 | 64 | 5 | 155 | 15 | 0 | 175 | 431 |
| 04:30 PM | 22 | 6 | 6 | 0 | 34 | 14 | 125 | 12 | 0 | 151 | 28 | 6 | 30 | 0 | 64 | 3 | 145 | 15 | 0 | 163 | 412 |
| 04:45 PM | 16 | 0 | 4 | 1 | 21 | 22 | 134 | 16 | 0 | 172 | 19 | 3 | 28 | 0 | 50 | 1 | 130 | 11 | 0 | 142 | 385 |
| Total Volume | 69 | 19 | 21 | 1 | 110 | 76 | 531 | 65 | 0 | 672 | 90 | 19 | 133 | 0 | 242 | 11 | 570 | 65 | 0 | 646 | 1670 |
| % App. Total | 62.7 | 17.3 | 19.1 | 0.9 | | 11.3 | 79 | 9.7 | 0 | | 37.2 | 7.9 | 55 | 0 | | 1.7 | 88.2 | 10.1 | 0 | | |
| PHF | .784 | .475 | .875 | .250 | .809 | .864 | .955 | .813 | .000 | .933 | .804 | .792 | .875 | .000 | .945 | .550 | .919 | .677 | .000 | .923 | .945 |
| Cars | 67 | 19 | 21 | 1 | 108 | 75 | 519 | 65 | 0 | 659 | 89 | 19 | 133 | 0 | 241 | 11 | 555 | 63 | 0 | 629 | 1637 |
| % Cars | 97.1 | 100 | 100 | 100 | 98.2 | 98.7 | 97.7 | 100 | 0 | 98.1 | 98.9 | 100 | 100 | 0 | 99.6 | 100 | 97.4 | 96.9 | 0 | 97.4 | 98.0 |
| Trucks | 2 | 0 | 0 | 0 | 2 | 1 | 12 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 15 | 2 | 0 | 17 | 33 |
| % Trucks | 2.9 | 0 | 0 | 0 | 1.8 | 1.3 | 2.3 | 0 | 0 | 1.9 | 1.1 | 0 | 0 | 0 | 0.4 | 0 | 2.6 | 3.1 | 0 | 2.6 | 2.0 |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter:5

Counted By:LM

Location: Rt 28 @ Shellback Way

Town: Mashpee

File Name : 1014_10092018

Site Code : 00001014

Start Date : 10/9/2018

Page No : 1

Groups Printed- Cars

| Start Time | Shellback Way From North | | | | | Rt 28 From East | | | | | Charles St From South | | | | | Rt 28 From West | | | | | Int. Total |
|-------------|--------------------------|------|-------|------|------------|-----------------|------|-------|------|------------|-----------------------|------|-------|------|------------|-----------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 17 | 10 | 5 | 0 | 32 | 21 | 136 | 20 | 0 | 177 | 23 | 4 | 37 | 0 | 64 | 2 | 136 | 23 | 0 | 161 | 434 |
| 04:15 PM | 14 | 3 | 6 | 0 | 23 | 19 | 129 | 17 | 0 | 165 | 20 | 6 | 38 | 0 | 64 | 5 | 150 | 15 | 0 | 170 | 422 |
| 04:30 PM | 20 | 6 | 6 | 0 | 32 | 14 | 122 | 12 | 0 | 148 | 27 | 6 | 30 | 0 | 63 | 3 | 140 | 15 | 0 | 158 | 401 |
| 04:45 PM | 16 | 0 | 4 | 1 | 21 | 21 | 132 | 16 | 0 | 169 | 19 | 3 | 28 | 0 | 50 | 1 | 129 | 10 | 0 | 140 | 380 |
| Total | 67 | 19 | 21 | 1 | 108 | 75 | 519 | 65 | 0 | 659 | 89 | 19 | 133 | 0 | 241 | 11 | 555 | 63 | 0 | 629 | 1637 |
| 05:00 PM | 13 | 7 | 5 | 1 | 26 | 14 | 133 | 17 | 0 | 164 | 19 | 1 | 30 | 0 | 50 | 3 | 133 | 18 | 0 | 154 | 394 |
| 05:15 PM | 14 | 8 | 2 | 0 | 24 | 18 | 129 | 17 | 0 | 164 | 14 | 2 | 28 | 0 | 44 | 0 | 138 | 17 | 0 | 155 | 387 |
| 05:30 PM | 16 | 6 | 3 | 0 | 25 | 14 | 142 | 6 | 0 | 162 | 19 | 3 | 36 | 0 | 58 | 1 | 119 | 18 | 0 | 138 | 383 |
| 05:45 PM | 12 | 2 | 2 | 0 | 16 | 10 | 129 | 17 | 0 | 156 | 13 | 2 | 16 | 0 | 31 | 4 | 95 | 11 | 0 | 110 | 313 |
| Total | 55 | 23 | 12 | 1 | 91 | 56 | 533 | 57 | 0 | 646 | 65 | 8 | 110 | 0 | 183 | 8 | 485 | 64 | 0 | 557 | 1477 |
| Grand Total | 122 | 42 | 33 | 2 | 199 | 131 | 1052 | 122 | 0 | 1305 | 154 | 27 | 243 | 0 | 424 | 19 | 1040 | 127 | 0 | 1186 | 3114 |
| Apprch % | 61.3 | 21.1 | 16.6 | 1 | | 10 | 80.6 | 9.3 | 0 | | 36.3 | 6.4 | 57.3 | 0 | | 1.6 | 87.7 | 10.7 | 0 | | |
| Total % | 3.9 | 1.3 | 1.1 | 0.1 | 6.4 | 4.2 | 33.8 | 3.9 | 0 | 41.9 | 4.9 | 0.9 | 7.8 | 0 | 13.6 | 0.6 | 33.4 | 4.1 | 0 | 38.1 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter:5

Counted By:LM

Location: Rt 28 @ Shellback Way

Town: Mashpee

File Name : 1014_10092018

Site Code : 00001014

Start Date : 10/9/2018

Page No : 1

Groups Printed- Trucks

| Start Time | Shellback Way From North | | | | | Rt 28 From East | | | | | Charles St From South | | | | | Rt 28 From West | | | | | Int. Total |
|-------------|-----------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 8 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 9 |
| 04:30 PM | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 11 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 5 |
| Total | 2 | 0 | 0 | 0 | 2 | 1 | 12 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 15 | 2 | 0 | 17 | 33 |
| 05:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 10 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 11 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 1 | 1 | 2 | 0 | 4 | 0 | 14 | 1 | 0 | 15 | 31 |
| Grand Total | 3 | 0 | 0 | 0 | 3 | 1 | 23 | 0 | 0 | 24 | 2 | 1 | 2 | 0 | 5 | 0 | 29 | 3 | 0 | 32 | 64 |
| Apprch % | 100 | 0 | 0 | 0 | | 4.2 | 95.8 | 0 | 0 | | 40 | 20 | 40 | 0 | | 0 | 90.6 | 9.4 | 0 | | |
| Total % | 4.7 | 0 | 0 | 0 | 4.7 | 1.6 | 35.9 | 0 | 0 | 37.5 | 3.1 | 1.6 | 3.1 | 0 | 7.8 | 0 | 45.3 | 4.7 | 0 | 50 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter:5
 Counted By:LM
 Location: Rt 28 @ Shellback Way
 Town: Mashpee

File Name : 1014_10092018
 Site Code : 00001014
 Start Date : 10/9/2018
 Page No : 1

Groups Printed- Bikes

| Start Time | Shellback Way From North | | | | | Rt 28 From East | | | | | Charles St From South | | | | | Rt 28 From West | | | | | Int. Total |
|--------------------|-----------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Approch % | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 4/5

Counted By: CC/BF

Town: Mashpee

Location: Rt 28@ Job's Fishing/Donna's

File Name : 1216_06212018

Site Code : 00001216

Start Date : 6/21/2018

Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Job's Fishing Rd From North | | | | | Rt 28 From East | | | | | Donna's Ln From South | | | | | Rt 28 From West | | | | | Int. Total |
|--------------|--------------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 2 | 26 | 38 | 0 | 66 | 50 | 167 | 4 | 1 | 222 | 8 | 24 | 19 | 1 | 52 | 37 | 159 | 3 | 0 | 199 | 539 |
| 04:15 PM | 3 | 33 | 23 | 7 | 66 | 47 | 165 | 2 | 5 | 219 | 6 | 34 | 29 | 5 | 74 | 33 | 170 | 2 | 2 | 207 | 566 |
| 04:30 PM | 4 | 37 | 34 | 1 | 76 | 39 | 182 | 3 | 0 | 224 | 11 | 24 | 22 | 0 | 57 | 29 | 157 | 3 | 0 | 189 | 546 |
| 04:45 PM | 7 | 28 | 20 | 1 | 56 | 62 | 219 | 7 | 0 | 288 | 10 | 29 | 17 | 0 | 56 | 26 | 179 | 8 | 2 | 215 | 615 |
| Total | 16 | 124 | 115 | 9 | 264 | 198 | 733 | 16 | 6 | 953 | 35 | 111 | 87 | 6 | 239 | 125 | 665 | 16 | 4 | 810 | 2266 |
| 05:00 PM | 4 | 20 | 18 | 0 | 42 | 68 | 198 | 0 | 2 | 268 | 4 | 21 | 12 | 2 | 39 | 48 | 184 | 1 | 0 | 233 | 582 |
| 05:15 PM | 1 | 34 | 13 | 1 | 49 | 75 | 161 | 1 | 5 | 242 | 2 | 30 | 23 | 6 | 61 | 34 | 159 | 3 | 0 | 196 | 548 |
| 05:30 PM | 0 | 32 | 14 | 0 | 46 | 49 | 161 | 0 | 1 | 211 | 2 | 17 | 23 | 0 | 42 | 17 | 136 | 1 | 0 | 154 | 453 |
| 05:45 PM | 3 | 31 | 22 | 0 | 56 | 51 | 106 | 4 | 0 | 161 | 5 | 23 | 25 | 0 | 53 | 25 | 187 | 2 | 0 | 214 | 484 |
| Total | 8 | 117 | 67 | 1 | 193 | 243 | 626 | 5 | 8 | 882 | 13 | 91 | 83 | 8 | 195 | 124 | 666 | 7 | 0 | 797 | 2067 |
| Grand Total | 24 | 241 | 182 | 10 | 457 | 441 | 1359 | 21 | 14 | 1835 | 48 | 202 | 170 | 14 | 434 | 249 | 1331 | 23 | 4 | 1607 | 4333 |
| Approch % | 5.3 | 52.7 | 39.8 | 2.2 | | 24 | 74.1 | 1.1 | 0.8 | | 11.1 | 46.5 | 39.2 | 3.2 | | 15.5 | 82.8 | 1.4 | 0.2 | | |
| Total % | 0.6 | 5.6 | 4.2 | 0.2 | 10.5 | 10.2 | 31.4 | 0.5 | 0.3 | 42.3 | 1.1 | 4.7 | 3.9 | 0.3 | 10 | 5.7 | 30.7 | 0.5 | 0.1 | 37.1 | |
| Cars | 23 | 238 | 176 | 10 | 447 | 439 | 1346 | | | | | | | | | 1300 | | | | | |
| % Cars | 95.8 | 98.8 | 96.7 | 100 | 97.8 | 99.5 | 99 | 100 | 100 | 99.2 | 97.9 | 99.5 | 97.6 | 100 | 98.6 | 98.8 | 97.7 | 100 | 100 | 97.9 | 98.5 |
| Trucks | 1 | 3 | 6 | 0 | 10 | 2 | 13 | 0 | 0 | 15 | 1 | 1 | 4 | 0 | 6 | 3 | 31 | 0 | 0 | 34 | 65 |
| % Trucks | 4.2 | 1.2 | 3.3 | 0 | 2.2 | 0.5 | 1 | 0 | 0 | 0.8 | 2.1 | 0.5 | 2.4 | 0 | 1.4 | 1.2 | 2.3 | 0 | 0 | 2.1 | 1.5 |

612
2241

| Start Time | Job's Fishing Rd From North | | | | | Rt 28 From East | | | | | Donna's Ln From South | | | | | Rt 28 From West | | | | | Int. Total |
|--|--------------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 3 | 33 | 23 | 7 | 66 | 47 | 165 | 2 | 5 | 219 | 6 | 34 | 29 | 5 | 74 | 33 | 170 | 2 | 2 | 207 | 566 |
| 04:30 PM | 4 | 37 | 34 | 1 | 76 | 39 | 182 | 3 | 0 | 224 | 11 | 24 | 22 | 0 | 57 | 29 | 157 | 3 | 0 | 189 | 546 |
| 04:45 PM | 7 | 28 | 20 | 1 | 56 | 62 | 219 | 7 | 0 | 288 | 10 | 29 | 17 | 0 | 56 | 26 | 179 | 8 | 2 | 215 | 615 |
| 05:00 PM | 4 | 20 | 18 | 0 | 42 | 68 | 198 | 0 | 2 | 268 | 4 | 21 | 12 | 2 | 39 | 48 | 184 | 1 | 0 | 233 | 582 |
| Total Volume | 18 | 118 | 95 | 9 | 240 | 216 | 764 | 12 | 7 | 999 | 31 | 108 | 80 | 7 | 226 | 136 | 690 | 14 | 4 | 844 | 2309 |
| % App. Total | 7.5 | 49.2 | 39.6 | 3.8 | | 21.6 | 76.5 | 1.2 | 0.7 | | 13.7 | 47.8 | 35.4 | 3.1 | | 16.1 | 81.8 | 1.7 | 0.5 | | |
| PHF | .643 | .797 | .699 | .321 | .789 | .794 | .872 | .429 | .350 | .867 | .705 | .794 | .690 | .350 | .764 | .708 | .938 | .438 | .500 | .906 | .939 |
| Cars | 17 | 116 | 90 | 9 | 232 | 216 | 756 | 12 | 7 | 991 | 30 | 107 | 78 | 7 | 222 | 133 | 669 | 14 | 4 | 820 | 2265 |
| % Cars | 94.4 | 98.3 | 94.7 | 100 | 96.7 | 100 | 99.0 | 100 | 100 | 99.2 | 96.8 | 99.1 | 97.5 | 100 | 98.2 | 97.8 | 97.0 | 100 | 100 | 97.2 | 98.1 |
| Trucks | 1 | 2 | 5 | 0 | 8 | 0 | 8 | 0 | 0 | 8 | 1 | 1 | 2 | 0 | 4 | 3 | 21 | 0 | 0 | 24 | 44 |
| % Trucks | 5.6 | 1.7 | 5.3 | 0 | 3.3 | 0 | 1.0 | 0 | 0 | 0.8 | 3.2 | 0.9 | 2.5 | 0 | 1.8 | 2.2 | 3.0 | 0 | 0 | 2.8 | 1.9 |

*

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 4/5

Counted By: CC/BF

Town: Mashpee

Location: Rt 28@ Job's Fishing/Donna's

File Name : 1216_06212018

Site Code : 00001216

Start Date : 6/21/2018

Page No : 1

Groups Printed- Cars

| Start Time | Job's Fishing Rd From North | | | | | Rt 28 From East | | | | | Donna's Ln From South | | | | | Rt 28 From West | | | | | Int. Total |
|-------------|--------------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 2 | 26 | 38 | 0 | 66 | 48 | 163 | 4 | 1 | 216 | 8 | 24 | 19 | 1 | 52 | 37 | 156 | 3 | 0 | 196 | 530 |
| 04:15 PM | 3 | 32 | 23 | 7 | 65 | 47 | 164 | 2 | 5 | 218 | 6 | 34 | 29 | 5 | 74 | 33 | 165 | 2 | 2 | 202 | 559 |
| 04:30 PM | 4 | 36 | 30 | 1 | 71 | 39 | 178 | 3 | 0 | 220 | 11 | 24 | 22 | 0 | 57 | 29 | 148 | 3 | 0 | 180 | 528 |
| 04:45 PM | 7 | 28 | 19 | 1 | 55 | 62 | 218 | 7 | 0 | 287 | 9 | 29 | 15 | 0 | 53 | 24 | 172 | 8 | 2 | 206 | 601 |
| Total | 16 | 122 | 110 | 9 | 257 | 196 | 723 | 16 | 6 | 941 | 34 | 111 | 85 | 6 | 236 | 123 | 641 | 16 | 4 | 784 | 2218 |
| 05:00 PM | 3 | 20 | 18 | 0 | 41 | 68 | 196 | 0 | 2 | 266 | 4 | 20 | 12 | 2 | 38 | 47 | 184 | 1 | 0 | 232 | 577 |
| 05:15 PM | 1 | 34 | 13 | 1 | 49 | 75 | 161 | 1 | 5 | 242 | 2 | 30 | 22 | 6 | 60 | 34 | 156 | 3 | 0 | 193 | 544 |
| 05:30 PM | 0 | 31 | 13 | 0 | 44 | 49 | 160 | 0 | 1 | 210 | 2 | 17 | 22 | 0 | 41 | 17 | 132 | 1 | 0 | 150 | 445 |
| 05:45 PM | 3 | 31 | 22 | 0 | 56 | 51 | 106 | 4 | 0 | 161 | 5 | 23 | 25 | 0 | 53 | 25 | 187 | 2 | 0 | 214 | 484 |
| Total | 7 | 116 | 66 | 1 | 190 | 243 | 623 | 5 | 8 | 879 | 13 | 90 | 81 | 8 | 192 | 123 | 659 | 7 | 0 | 789 | 2050 |
| Grand Total | 23 | 238 | 176 | 10 | 447 | 439 | 1346 | 21 | 14 | 1820 | 47 | 201 | 166 | 14 | 428 | 246 | 1300 | 23 | 4 | 1573 | 4268 |
| Apprch % | 5.1 | 53.2 | 39.4 | 2.2 | | 24.1 | 74 | 1.2 | 0.8 | | 11 | 47 | 38.8 | 3.3 | | 15.6 | 82.6 | 1.5 | 0.3 | | |
| Total % | 0.5 | 5.6 | 4.1 | 0.2 | 10.5 | 10.3 | 31.5 | 0.5 | 0.3 | 42.6 | 1.1 | 4.7 | 3.9 | 0.3 | 10 | 5.8 | 30.5 | 0.5 | 0.1 | 36.9 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 4/5

Counted By: CC/BF

Town: Mashpee

Location: Rt 28@ Job's Fishing/Donna's

File Name : 1216_06212018

Site Code : 00001216

Start Date : 6/21/2018

Page No : 1

Groups Printed- Trucks

| Start Time | Job's Fishing Rd From North | | | | | Rt 28 From East | | | | | Donna's Ln From South | | | | | Rt 28 From West | | | | | Int. Total | |
|---------------|--------------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|----|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 9 |
| 04:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 7 |
| 04:30 PM | 0 | 1 | 4 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 18 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 2 | 7 | 0 | 0 | 0 | 9 | 14 |
| Total | 0 | 2 | 5 | 0 | 7 | 2 | 10 | 0 | 0 | 12 | 1 | 0 | 2 | 0 | 3 | 2 | 24 | 0 | 0 | 0 | 26 | 48 |
| 05:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 4 |
| 05:30 PM | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 4 | 8 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | | |
| Total | 1 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 1 | 7 | 0 | 0 | 0 | 8 | 17 |
| Grand Total | 1 | 3 | 6 | 0 | 10 | 2 | 13 | 0 | 0 | 15 | 1 | 1 | 4 | 0 | 6 | 3 | 31 | 0 | 0 | 0 | 34 | 65 |
| Apprch % | 10 | 30 | 60 | 0 | | 13.3 | 86.7 | 0 | 0 | | 16.7 | 16.7 | 66.7 | 0 | | 8.8 | 91.2 | 0 | 0 | | | |
| Total % | 1.5 | 4.6 | 9.2 | 0 | 15.4 | 3.1 | 20 | 0 | 0 | 23.1 | 1.5 | 1.5 | 6.2 | 0 | 9.2 | 4.6 | 47.7 | 0 | 0 | 0 | 52.3 | |

Cape Cod Commission

3225 Main Street
 Barnstable, Massachusetts 02630
www.capecodcommission.org

Counter: 4/5
 Counted By: CC/BF
 Town: Mashpee
 Location: Rt 28@ Job's Fishing/Donna's

File Name : 1216_06212018
 Site Code : 00001216
 Start Date : 6/21/2018
 Page No : 1

Groups Printed- Bikes

| Start Time | Job's Fishing Rd From North | | | | | Rt 28 From East | | | | | Donna's Ln From South | | | | | Rt 28 From West | | | | | Int. Total |
|---------------|--------------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 0 | 1 | 0 | 0 | 1 | 8 |
| Grand Total | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 2 | 5 | 0 | 2 | 0 | 0 | 2 | 12 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 60 | 0 | 40 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 25 | 0 | 0 | 25 | 0 | 16.7 | 0 | 0 | 16.7 | 0 | 25 | 0 | 16.7 | 41.7 | 0 | 16.7 | 0 | 0 | 16.7 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Location: Rt 28 @ Meetinghouse Rd
 Town: Mashpee
 Counter: 5
 Counted By: BF

File Name : 3122_08152018
 Site Code : 00003122
 Start Date : 8/15/2018
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Meetinghouse Rd From North | | | | | Rt 28 From East | | | | | Rt 28 From West | | | | | Int. Total |
|--------------------|----------------------------|----------|-----------|----------|------------|-----------------|-------------|----------|----------|-------------|-----------------|-------------|----------|----------|-------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 9 | 0 | 9 | 0 | 229 | 1 | 0 | 230 | 9 | 205 | 0 | 0 | 214 | 453 |
| 04:15 PM | 1 | 0 | 3 | 0 | 4 | 0 | 227 | 3 | 0 | 230 | 4 | 207 | 0 | 0 | 211 | 445 |
| 04:30 PM | 0 | 0 | 4 | 0 | 4 | 0 | 244 | 0 | 0 | 244 | 8 | 211 | 0 | 0 | 219 | 467 |
| 04:45 PM | 2 | 0 | 6 | 0 | 8 | 0 | 264 | 0 | 0 | 264 | 3 | 209 | 0 | 0 | 212 | 484 |
| Total | 3 | 0 | 22 | 0 | 25 | 0 | 964 | 4 | 0 | 968 | 24 | 832 | 0 | 0 | 856 | 1849 |
| 05:00 PM | 0 | 0 | 6 | 0 | 6 | 0 | 229 | 1 | 0 | 230 | 5 | 244 | 0 | 0 | 249 | 485 |
| 05:15 PM | 0 | 0 | 5 | 0 | 5 | 0 | 266 | 0 | 0 | 266 | 8 | 232 | 0 | 0 | 240 | 511 |
| 05:30 PM | 0 | 0 | 6 | 0 | 6 | 0 | 238 | 1 | 0 | 239 | 7 | 196 | 0 | 1 | 204 | 449 |
| 05:45 PM | 1 | 0 | 3 | 0 | 4 | 0 | 256 | 1 | 0 | 257 | 6 | 188 | 0 | 0 | 194 | 455 |
| Total | 1 | 0 | 20 | 0 | 21 | 0 | 989 | 3 | 0 | 992 | 26 | 860 | 0 | 1 | 887 | 1900 |
| Grand Total | 4 | 0 | 42 | 0 | 46 | 0 | 1953 | 7 | 0 | 1960 | 50 | 1692 | 0 | 1 | 1743 | 3749 |
| Apprch % | 8.7 | 0 | 91.3 | 0 | | 0 | 99.6 | 0.4 | 0 | | 2.9 | 97.1 | 0 | 0.1 | | |
| Total % | 0.1 | 0 | 1.1 | 0 | 1.2 | 0 | 52.1 | 0.2 | 0 | 52.3 | 1.3 | 45.1 | 0 | 0 | 46.5 | |
| Cars | 4 | 0 | 41 | 0 | 45 | 0 | 1923 | 7 | 0 | 1930 | 50 | 1661 | 0 | 1 | 1712 | 3687 |
| % Cars | 100 | 0 | 97.6 | 0 | 97.8 | 0 | 98.5 | 100 | 0 | 98.5 | 100 | 98.2 | 0 | 100 | 98.2 | 98.3 |
| Trucks | 0 | 0 | 1 | 0 | 1 | 0 | 30 | 0 | 0 | 30 | 0 | 31 | 0 | 0 | 31 | 62 |
| % Trucks | 0 | 0 | 2.4 | 0 | 2.2 | 0 | 1.5 | 0 | 0 | 1.5 | 0 | 1.8 | 0 | 0 | 1.8 | 1.7 |

484
1849

| Start Time | Meetinghouse Rd From North | | | | | Rt 28 From East | | | | | Rt 28 From West | | | | | Int. Total |
|--|----------------------------|----------|-----------|----------|------------|-----------------|-------------|----------|----------|-------------|-----------------|------------|----------|----------|------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 4 | 0 | 4 | 0 | 244 | 0 | 0 | 244 | 8 | 211 | 0 | 0 | 219 | 467 |
| 04:45 PM | 2 | 0 | 6 | 0 | 8 | 0 | 264 | 0 | 0 | 264 | 3 | 209 | 0 | 0 | 212 | 484 |
| 05:00 PM | 0 | 0 | 6 | 0 | 6 | 0 | 229 | 1 | 0 | 230 | 5 | 244 | 0 | 0 | 249 | 485 |
| 05:15 PM | 0 | 0 | 5 | 0 | 5 | 0 | 266 | 0 | 0 | 266 | 8 | 232 | 0 | 0 | 240 | 511 |
| Total Volume | 2 | 0 | 21 | 0 | 23 | 0 | 1003 | 1 | 0 | 1004 | 24 | 896 | 0 | 0 | 920 | 1947 |
| % App. Total | 8.7 | 0 | 91.3 | 0 | | 0 | 99.9 | 0.1 | 0 | | 2.6 | 97.4 | 0 | 0 | | |
| PHF | .250 | .000 | .875 | .000 | .719 | .000 | .943 | .250 | .000 | .944 | .750 | .918 | .000 | .000 | .924 | .953 |
| Cars | 2 | 0 | 20 | 0 | 22 | 0 | 983 | 1 | 0 | 984 | 24 | 885 | 0 | 0 | 909 | 1915 |
| % Cars | 100 | 0 | 95.2 | 0 | 95.7 | 0 | 98.0 | 100 | 0 | 98.0 | 100 | 98.8 | 0 | 0 | 98.8 | 98.4 |
| Trucks | 0 | 0 | 1 | 0 | 1 | 0 | 20 | 0 | 0 | 20 | 0 | 11 | 0 | 0 | 11 | 32 |
| % Trucks | 0 | 0 | 4.8 | 0 | 4.3 | 0 | 2.0 | 0 | 0 | 2.0 | 0 | 1.2 | 0 | 0 | 1.2 | 1.6 |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Location: Rt 28 @ Meetinghouse Rd

Town: Mashpee

Counter: 5

Counted By: BF

File Name : 3122_08152018

Site Code : 00003122

Start Date : 8/15/2018

Page No : 1

Groups Printed- Cars

| Start Time | Meetinghouse Rd From North | | | | | Rt 28 From East | | | | | Rt 28 From West | | | | | Int. Total |
|-------------|-------------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 9 | 0 | 9 | 0 | 228 | 1 | 0 | 229 | 9 | 197 | 0 | 0 | 206 | 444 |
| 04:15 PM | 1 | 0 | 3 | 0 | 4 | 0 | 220 | 3 | 0 | 223 | 4 | 203 | 0 | 0 | 207 | 434 |
| 04:30 PM | 0 | 0 | 4 | 0 | 4 | 0 | 236 | 0 | 0 | 236 | 8 | 210 | 0 | 0 | 218 | 458 |
| 04:45 PM | 2 | 0 | 5 | 0 | 7 | 0 | 259 | 0 | 0 | 259 | 3 | 206 | 0 | 0 | 209 | 475 |
| Total | 3 | 0 | 21 | 0 | 24 | 0 | 943 | 4 | 0 | 947 | 24 | 816 | 0 | 0 | 840 | 1811 |
| 05:00 PM | 0 | 0 | 6 | 0 | 6 | 0 | 227 | 1 | 0 | 228 | 5 | 241 | 0 | 0 | 246 | 480 |
| 05:15 PM | 0 | 0 | 5 | 0 | 5 | 0 | 261 | 0 | 0 | 261 | 8 | 228 | 0 | 0 | 236 | 502 |
| 05:30 PM | 0 | 0 | 6 | 0 | 6 | 0 | 236 | 1 | 0 | 237 | 7 | 190 | 0 | 1 | 198 | 441 |
| 05:45 PM | 1 | 0 | 3 | 0 | 4 | 0 | 256 | 1 | 0 | 257 | 6 | 186 | 0 | 0 | 192 | 453 |
| Total | 1 | 0 | 20 | 0 | 21 | 0 | 980 | 3 | 0 | 983 | 26 | 845 | 0 | 1 | 872 | 1876 |
| Grand Total | 4 | 0 | 41 | 0 | 45 | 0 | 1923 | 7 | 0 | 1930 | 50 | 1661 | 0 | 1 | 1712 | 3687 |
| Apprch % | 8.9 | 0 | 91.1 | 0 | | 0 | 99.6 | 0.4 | 0 | | 2.9 | 97 | 0 | 0.1 | | |
| Total % | 0.1 | 0 | 1.1 | 0 | 1.2 | 0 | 52.2 | 0.2 | 0 | 52.3 | 1.4 | 45.1 | 0 | 0 | 46.4 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Location: Rt 28 @ Meetinghouse Rd

Town: Mashpee

Counter: 5

Counted By: BF

File Name : 3122_08152018

Site Code : 00003122

Start Date : 8/15/2018

Page No : 1

Groups Printed- Trucks

| Start Time | Meetinghouse Rd From North | | | | | Rt 28 From East | | | | | Rt 28 From West | | | | | Int. Total |
|--------------------|-------------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 9 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 11 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 9 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 9 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 21 | 0 | 0 | 21 | 0 | 16 | 0 | 0 | 16 | 38 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 9 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 8 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 15 | 0 | 0 | 15 | 24 |
| Grand Total | 0 | 0 | 1 | 0 | 1 | 0 | 30 | 0 | 0 | 30 | 0 | 31 | 0 | 0 | 31 | 62 |
| Apprch % | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 1.6 | 0 | 1.6 | 0 | 48.4 | 0 | 0 | 48.4 | 0 | 50 | 0 | 0 | 50 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Location: Rt 28 @ Meetinghouse Rd

Town: Mashpee

Counter: 5

Counted By: BF

File Name : 3122_08152018

Site Code : 00003122

Start Date : 8/15/2018

Page No : 1

Groups Printed- Bicycles

| Start Time | Meetinghouse Rd From North | | | | | Rt 28 From East | | | | | Rt 28 From West | | | | | Int. Total |
|---------------|-------------------------------|------|-------|------|------------|--------------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| .Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 5
 Counted By: BF
 Town: Mashpee
 Location: Great Neck @ Old Barnstable

File Name : 3807_06132018
 Site Code : 00003807
 Start Date : 6/13/2018
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Great Neck Rd From North | | | | | Old Barnstable Rd From East | | | | | Great Neck Rd From South | | | | | Old Barnstable Rd From West | | | | | Int. Total |
|--------------|--------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 87 | 4 | 0 | 91 | 5 | 20 | 2 | 0 | 27 | 8 | 89 | 0 | 0 | 97 | 4 | 0 | 17 | 0 | 21 | 236 |
| 04:15 PM | 0 | 116 | 5 | 0 | 121 | 5 | 13 | 5 | 0 | 23 | 20 | 115 | 0 | 0 | 135 | 8 | 0 | 14 | 1 | 23 | 302 |
| 04:30 PM | 0 | 96 | 3 | 0 | 99 | 8 | 19 | 5 | 0 | 32 | 13 | 125 | 0 | 0 | 138 | 7 | 0 | 18 | 0 | 25 | 294 |
| 04:45 PM | 0 | 103 | 6 | 0 | 109 | 5 | 13 | 0 | 0 | 18 | 9 | 115 | 0 | 0 | 124 | 8 | 0 | 15 | 0 | 23 | 274 |
| Total | 0 | 402 | 18 | 0 | 420 | 23 | 65 | 12 | 0 | 100 | 50 | 444 | 0 | 0 | 494 | 27 | 0 | 64 | 1 | 92 | 1106 |
| 05:00 PM | 0 | 100 | 4 | 0 | 104 | 5 | 10 | 1 | 0 | 16 | 24 | 141 | 0 | 0 | 165 | 8 | 0 | 18 | 1 | 27 | 312 |
| 05:15 PM | 0 | 105 | 6 | 0 | 111 | 6 | 8 | 3 | 0 | 17 | 13 | 110 | 0 | 0 | 123 | 5 | 0 | 17 | 1 | 23 | 274 |
| 05:30 PM | 0 | 93 | 3 | 0 | 96 | 3 | 6 | 0 | 0 | 9 | 10 | 137 | 0 | 0 | 147 | 6 | 0 | 13 | 1 | 20 | 272 |
| 05:45 PM | 0 | 102 | 1 | 0 | 103 | 2 | 3 | 1 | 0 | 6 | 17 | 100 | 0 | 0 | 117 | 0 | 0 | 11 | 0 | 11 | 237 |
| Total | 0 | 400 | 14 | 0 | 414 | 16 | 27 | 5 | 0 | 48 | 64 | 488 | 0 | 0 | 552 | 19 | 0 | 59 | 3 | 81 | 1095 |
| Grand Total | 0 | 802 | 32 | 0 | 834 | 39 | 92 | 17 | 0 | 148 | 114 | 932 | 0 | 0 | 1046 | 46 | 0 | 123 | 4 | 173 | 2201 |
| Apprch % | 0 | 96.2 | 3.8 | 0 | | 26.4 | 62.2 | 11.5 | 0 | | 10.9 | 89.1 | 0 | 0 | | 26.6 | 0 | 71.1 | 2.3 | | |
| Total % | 0 | 36.4 | 1.5 | 0 | 37.9 | 1.8 | 4.2 | 0.8 | 0 | 6.7 | 5.2 | 42.3 | 0 | 0 | 47.5 | 2.1 | 0 | 5.6 | 0.2 | 7.9 | |
| Cars | 0 | 796 | 32 | 0 | 828 | 39 | 91 | 17 | 0 | 147 | 111 | 916 | 0 | 0 | 1027 | 46 | 0 | 122 | 4 | 172 | 2174 |
| % Cars | 0 | 99.3 | 100 | 0 | 99.3 | 100 | 98.9 | 100 | 0 | 99.3 | 97.4 | 98.3 | 0 | 0 | 98.2 | 100 | 0 | 99.2 | 100 | 99.4 | 98.8 |
| Trucks | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 3 | 16 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 1 | 27 |
| % Trucks | 0 | 0.7 | 0 | 0 | 0.7 | 0 | 1.1 | 0 | 0 | 0.7 | 2.6 | 1.7 | 0 | 0 | 1.8 | 0 | 0 | 0.8 | 0 | 0.6 | 1.2 |

301
1105

| Start Time | Great Neck Rd From North | | | | | Old Barnstable Rd From East | | | | | Great Neck Rd From South | | | | | Old Barnstable Rd From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 116 | 5 | 0 | 121 | 5 | 13 | 5 | 0 | 23 | 20 | 115 | 0 | 0 | 135 | 8 | 0 | 14 | 1 | 23 | 302 |
| 04:30 PM | 0 | 96 | 3 | 0 | 99 | 8 | 19 | 5 | 0 | 32 | 13 | 125 | 0 | 0 | 138 | 7 | 0 | 18 | 0 | 25 | 294 |
| 04:45 PM | 0 | 103 | 6 | 0 | 109 | 5 | 13 | 0 | 0 | 18 | 9 | 115 | 0 | 0 | 124 | 8 | 0 | 15 | 0 | 23 | 274 |
| 05:00 PM | 0 | 100 | 4 | 0 | 104 | 5 | 10 | 1 | 0 | 16 | 24 | 141 | 0 | 0 | 165 | 8 | 0 | 18 | 1 | 27 | 312 |
| Total Volume | 0 | 415 | 18 | 0 | 433 | 23 | 55 | 11 | 0 | 89 | 66 | 496 | 0 | 0 | 562 | 31 | 0 | 65 | 2 | 98 | 1182 |
| % App. Total | 0 | 95.8 | 4.2 | 0 | | 25.8 | 61.8 | 12.4 | 0 | | 11.7 | 88.3 | 0 | 0 | | 31.6 | 0 | 66.3 | 2 | | |
| PHF | .000 | .894 | .750 | .000 | .895 | .719 | .724 | .550 | .000 | .695 | .688 | .879 | .000 | .000 | .852 | .969 | .000 | .903 | .500 | .907 | .947 |
| Cars | 0 | 412 | 18 | 0 | 430 | 23 | 55 | 11 | 0 | 89 | 65 | 485 | 0 | 0 | 550 | 31 | 0 | 65 | 2 | 98 | 1167 |
| % Cars | 0 | 99.3 | 100 | 0 | 99.3 | 100 | 100 | 100 | 0 | 100 | 98.5 | 97.8 | 0 | 0 | 97.9 | 100 | 0 | 100 | 100 | 100 | 98.7 |
| Trucks | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 15 |
| % Trucks | 0 | 0.7 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 1.5 | 2.2 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 1.3 |

→

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 5
 Counted By: BF
 Town: Mashpee
 Location: Great Neck @ Old Barnstable

File Name : 3807_06132018
 Site Code : 00003807
 Start Date : 6/13/2018
 Page No : 1

Groups Printed- Cars

| Start Time | Great Neck Rd From North | | | | | Old Barnstable Rd From East | | | | | Great Neck Rd From South | | | | | Old Barnstable Rd From West | | | | | Int. Total |
|-------------|--------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 87 | 4 | 0 | 91 | 5 | 20 | 2 | 0 | 27 | 8 | 87 | 0 | 0 | 95 | 4 | 0 | 17 | 0 | 21 | 234 |
| 04:15 PM | 0 | 116 | 5 | 0 | 121 | 5 | 13 | 5 | 0 | 23 | 20 | 114 | 0 | 0 | 134 | 8 | 0 | 14 | 1 | 23 | 301 |
| 04:30 PM | 0 | 94 | 3 | 0 | 97 | 8 | 19 | 5 | 0 | 32 | 12 | 122 | 0 | 0 | 134 | 7 | 0 | 18 | 0 | 25 | 288 |
| 04:45 PM | 0 | 102 | 6 | 0 | 108 | 5 | 13 | 0 | 0 | 18 | 9 | 111 | 0 | 0 | 120 | 8 | 0 | 15 | 0 | 23 | 269 |
| Total | 0 | 399 | 18 | 0 | 417 | 23 | 65 | 12 | 0 | 100 | 49 | 434 | 0 | 0 | 483 | 27 | 0 | 64 | 1 | 92 | 1092 |
| 05:00 PM | 0 | 100 | 4 | 0 | 104 | 5 | 10 | 1 | 0 | 16 | 24 | 138 | 0 | 0 | 162 | 8 | 0 | 18 | 1 | 27 | 309 |
| 05:15 PM | 0 | 105 | 6 | 0 | 111 | 6 | 7 | 3 | 0 | 16 | 12 | 110 | 0 | 0 | 122 | 5 | 0 | 17 | 1 | 23 | 272 |
| 05:30 PM | 0 | 92 | 3 | 0 | 95 | 3 | 6 | 0 | 0 | 9 | 10 | 135 | 0 | 0 | 145 | 6 | 0 | 13 | 1 | 20 | 269 |
| 05:45 PM | 0 | 100 | 1 | 0 | 101 | 2 | 3 | 1 | 0 | 6 | 16 | 99 | 0 | 0 | 115 | 0 | 0 | 10 | 0 | 10 | 232 |
| Total | 0 | 397 | 14 | 0 | 411 | 16 | 26 | 5 | 0 | 47 | 62 | 482 | 0 | 0 | 544 | 19 | 0 | 58 | 3 | 80 | 1082 |
| Grand Total | 0 | 796 | 32 | 0 | 828 | 39 | 91 | 17 | 0 | 147 | 111 | 916 | 0 | 0 | 1027 | 46 | 0 | 122 | 4 | 172 | 2174 |
| Apprch % | 0 | 96.1 | 3.9 | 0 | | 26.5 | 61.9 | 11.6 | 0 | | 10.8 | 89.2 | 0 | 0 | | 26.7 | 0 | 70.9 | 2.3 | | |
| Total % | 0 | 36.6 | 1.5 | 0 | 38.1 | 1.8 | 4.2 | 0.8 | 0 | 6.8 | 5.1 | 42.1 | 0 | 0 | 47.2 | 2.1 | 0 | 5.6 | 0.2 | 7.9 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 5
 Counted By: BF
 Town: Mashpee
 Location: Great Neck @ Old Barnstable

File Name : 3807_06132018
 Site Code : 00003807
 Start Date : 6/13/2018
 Page No : 1

Groups Printed- Trucks

| Start Time | Great Neck Rd From North | | | | | Old Barnstable Rd From East | | | | | Great Neck Rd From South | | | | | Old Barnstable Rd From West | | | | | Int. Total |
|--------------------|--------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 6 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 13 |
| Grand Total | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 3 | 16 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 1 | 27 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 15.8 | 84.2 | 0 | 0 | | 0 | 0 | 100 | 0 | | |
| Total % | 0 | 22.2 | 0 | 0 | 22.2 | 0 | 3.7 | 0 | 0 | 3.7 | 11.1 | 59.3 | 0 | 0 | 70.4 | 0 | 0 | 3.7 | 0 | 3.7 | |

14

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 5
 Counted By: BF
 Town: Mashpee
 Location: Great Neck @ Old Barnstable

File Name : 3807_06132018
 Site Code : 00003807
 Start Date : 6/13/2018
 Page No : 1

Groups Printed- Bikes

| Start Time | Great Neck Rd From North | | | | | Old Barnstable Rd From East | | | | | Great Neck Rd From South | | | | | Old Barnstable Rd From West | | | | | Int. Total |
|---------------|-----------------------------|------|-------|------|------------|--------------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|--------------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 5
 Counted By: BF
 Town: Mashpee
 Location: Rt 151@ Jobs Fish./Frank Hicks

File Name : 3847_06142018
 Site Code : 00003847
 Start Date : 6/14/2018
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Frank Hicks Dr From North | | | | | Rt. 151 From East | | | | | Jobs Fishing Rd From South | | | | | Rt. 151 From West | | | | | Int. Total |
|--------------------|------------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 1 | 1 | 3 | 0 | 5 | 4 | 128 | 2 | 2 | 136 | 58 | 0 | 4 | 0 | 62 | 1 | 160 | 56 | 0 | 217 | 420 |
| 04:15 PM | 2 | 2 | 3 | 0 | 7 | 7 | 139 | 2 | 0 | 148 | 66 | 1 | 7 | 0 | 74 | 0 | 148 | 59 | 0 | 207 | 436 |
| 04:30 PM | 3 | 1 | 0 | 0 | 4 | 4 | 141 | 1 | 0 | 146 | 67 | 2 | 9 | 0 | 78 | 2 | 149 | 42 | 0 | 193 | 421 |
| 04:45 PM | 4 | 1 | 2 | 0 | 7 | 4 | 115 | 0 | 3 | 122 | 56 | 2 | 5 | 0 | 63 | 0 | 142 | 59 | 0 | 201 | 393 |
| Total | 10 | 5 | 8 | 0 | 23 | 19 | 523 | 5 | 5 | 552 | 247 | 5 | 25 | 0 | 277 | 3 | 599 | 216 | 0 | 818 | 1670 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 138 | 3 | 0 | 150 | 76 | 0 | 4 | 0 | 80 | 2 | 165 | 69 | 0 | 236 | 466 |
| 05:15 PM | 2 | 0 | 1 | 1 | 4 | 7 | 128 | 2 | 0 | 137 | 61 | 1 | 2 | 0 | 64 | 1 | 155 | 48 | 0 | 204 | 409 |
| 05:30 PM | 1 | 0 | 0 | 0 | 1 | 5 | 126 | 3 | 1 | 135 | 51 | 0 | 2 | 0 | 53 | 1 | 174 | 46 | 0 | 221 | 410 |
| 05:45 PM | 1 | 0 | 3 | 0 | 4 | 2 | 127 | 0 | 0 | 129 | 39 | 1 | 7 | 0 | 47 | 0 | 154 | 43 | 0 | 197 | 377 |
| Total | 4 | 0 | 4 | 1 | 9 | 23 | 519 | 8 | 1 | 551 | 227 | 2 | 15 | 0 | 244 | 4 | 648 | 206 | 0 | 858 | 1662 |
| Grand Total | 14 | 5 | 12 | 1 | 32 | 42 | 1042 | 13 | 6 | 1103 | 474 | 7 | 40 | 0 | 521 | 7 | 1247 | 422 | 0 | 1676 | 3332 |
| Apprch % | 43.8 | 15.6 | 37.5 | 3.1 | | 3.8 | 94.5 | 1.2 | 0.5 | | 91 | 1.3 | 7.7 | 0 | | 0.4 | 74.4 | 25.2 | 0 | | |
| Total % | 0.4 | 0.2 | 0.4 | 0 | 1 | 1.3 | 31.3 | 0.4 | 0.2 | 33.1 | 14.2 | 0.2 | 1.2 | 0 | 15.6 | 0.2 | 37.4 | 12.7 | 0 | 50.3 | |
| Cars | 14 | 5 | 12 | 1 | 32 | 42 | 1009 | | | 97 | 98.9 | 100 | 100 | 0 | 99 | 100 | 97 | 98.1 | 0 | 97.3 | 97.5 |
| % Cars | 100 | 100 | 100 | 100 | 100 | 100 | 96.8 | 100 | 100 | 97 | 98.9 | 100 | 100 | 0 | 99 | 100 | 97 | 98.1 | 0 | 97.3 | 97.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 33 | 5 | 0 | 0 | 0 | 5 | 0 | 37 | 8 | 0 | 45 | 83 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 3.2 | 0 | 0 | 3 | 1.1 | 0 | 0 | 0 | 1 | 0 | 3 | 1.9 | 0 | 2.7 | 2.5 |

| Start Time | Frank Hicks Dr From North | | | | | Rt. 151 From East | | | | | Jobs Fishing Rd From South | | | | | Rt. 151 From West | | | | | Int. Total |
|--|------------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 2 | 2 | 3 | 0 | 7 | 7 | 139 | 2 | 0 | 148 | 66 | 1 | 7 | 0 | 74 | 0 | 148 | 59 | 0 | 207 | 436 |
| 04:30 PM | 3 | 1 | 0 | 0 | 4 | 4 | 141 | 1 | 0 | 146 | 67 | 2 | 9 | 0 | 78 | 2 | 149 | 42 | 0 | 193 | 421 |
| 04:45 PM | 4 | 1 | 2 | 0 | 7 | 4 | 115 | 0 | 3 | 122 | 56 | 2 | 5 | 0 | 63 | 0 | 142 | 59 | 0 | 201 | 393 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 138 | 3 | 0 | 150 | 76 | 0 | 4 | 0 | 80 | 2 | 165 | 69 | 0 | 236 | 466 |
| Total Volume | 9 | 4 | 5 | 0 | 18 | 24 | 533 | 6 | 3 | 566 | 265 | 5 | 25 | 0 | 295 | 4 | 604 | 229 | 0 | 837 | 1716 |
| % App. Total | 50 | 22.2 | 27.8 | 0 | | 4.2 | 94.2 | 1.1 | 0.5 | | 89.8 | 1.7 | 8.5 | 0 | | 0.5 | 72.2 | 27.4 | 0 | | |
| PHF | .563 | .500 | .417 | .000 | .643 | .667 | .945 | .500 | .250 | .943 | .872 | .625 | .694 | .000 | .922 | .500 | .915 | .830 | .000 | .887 | .921 |
| Cars | 9 | 4 | 5 | 0 | 18 | 24 | 520 | 6 | 3 | 553 | 262 | 5 | 25 | 0 | 292 | 4 | 582 | 227 | 0 | 813 | 1676 |
| % Cars | 100 | 100 | 100 | 0 | 100 | 100 | 97.6 | 100 | 100 | 97.7 | 98.9 | 100 | 100 | 0 | 99.0 | 100 | 96.4 | 99.1 | 0 | 97.1 | 97.7 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 3 | 0 | 22 | 2 | 0 | 24 | 40 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.4 | 0 | 0 | 2.3 | 1.1 | 0 | 0 | 0 | 1.0 | 0 | 3.6 | 0.9 | 0 | 2.9 | 2.3 |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 5
 Counted By: BF
 Town: Mashpee
 Location: Rt 151@ Jobs Fish./Frank Hicks

File Name : 3847_06142018
 Site Code : 00003847
 Start Date : 6/14/2018
 Page No : 1

Groups Printed- Cars

| Start Time | Frank Hicks Dr From North | | | | | Rt. 151 From East | | | | | Jobs Fishing Rd From South | | | | | Rt. 151 From West | | | | | Int. Total |
|-------------|------------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 1 | 1 | 3 | 0 | 5 | 4 | 119 | 2 | 2 | 127 | 57 | 0 | 4 | 0 | 61 | 1 | 159 | 53 | 0 | 213 | 406 |
| 04:15 PM | 2 | 2 | 3 | 0 | 7 | 7 | 134 | 2 | 0 | 143 | 66 | 1 | 7 | 0 | 74 | 0 | 146 | 59 | 0 | 205 | 429 |
| 04:30 PM | 3 | 1 | 0 | 0 | 4 | 4 | 140 | 1 | 0 | 145 | 65 | 2 | 9 | 0 | 76 | 2 | 145 | 41 | 0 | 188 | 413 |
| 04:45 PM | 4 | 1 | 2 | 0 | 7 | 4 | 112 | 0 | 3 | 119 | 55 | 2 | 5 | 0 | 62 | 0 | 137 | 58 | 0 | 195 | 383 |
| Total | 10 | 5 | 8 | 0 | 23 | 19 | 505 | 5 | 5 | 534 | 243 | 5 | 25 | 0 | 273 | 3 | 587 | 211 | 0 | 801 | 1631 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 134 | 3 | 0 | 146 | 76 | 0 | 4 | 0 | 80 | 2 | 154 | 69 | 0 | 225 | 451 |
| 05:15 PM | 2 | 0 | 1 | 1 | 4 | 7 | 124 | 2 | 0 | 133 | 60 | 1 | 2 | 0 | 63 | 1 | 149 | 47 | 0 | 197 | 397 |
| 05:30 PM | 1 | 0 | 0 | 0 | 1 | 5 | 122 | 3 | 1 | 131 | 51 | 0 | 2 | 0 | 53 | 1 | 171 | 46 | 0 | 218 | 403 |
| 05:45 PM | 1 | 0 | 3 | 0 | 4 | 2 | 124 | 0 | 0 | 126 | 39 | 1 | 7 | 0 | 47 | 0 | 149 | 41 | 0 | 190 | 367 |
| Total | 4 | 0 | 4 | 1 | 9 | 23 | 504 | 8 | 1 | 536 | 226 | 2 | 15 | 0 | 243 | 4 | 623 | 203 | 0 | 830 | 1618 |
| Grand Total | 14 | 5 | 12 | 1 | 32 | 42 | 1009 | 13 | 6 | 1070 | 469 | 7 | 40 | 0 | 516 | 7 | 1210 | 414 | 0 | 1631 | 3249 |
| Apprch % | 43.8 | 15.6 | 37.5 | 3.1 | | 3.9 | 94.3 | 1.2 | 0.6 | | 90.9 | 1.4 | 7.8 | 0 | | 0.4 | 74.2 | 25.4 | 0 | | |
| Total % | 0.4 | 0.2 | 0.4 | 0 | 1 | 1.3 | 31.1 | 0.4 | 0.2 | 32.9 | 14.4 | 0.2 | 1.2 | 0 | 15.9 | 0.2 | 37.2 | 12.7 | 0 | 50.2 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 5
 Counted By: BF
 Town: Mashpee
 Location: Rt 151@ Jobs Fish./Frank Hicks

File Name : 3847_06142018
 Site Code : 00003847
 Start Date : 6/14/2018
 Page No : 1

Groups Printed- Trucks

| Start Time | Frank Hicks Dr From North | | | | | Rt. 151 From East | | | | | Jobs Fishing Rd From South | | | | | Rt. 151 From West | | | | | Int. Total |
|--------------------|------------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 4 | 14 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 8 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 6 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 4 | 0 | 0 | 0 | 4 | 0 | 12 | 5 | 0 | 17 | 39 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 15 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 7 | 12 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 25 | 3 | 0 | 28 | 44 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 33 | 5 | 0 | 0 | 0 | 5 | 0 | 37 | 8 | 0 | 45 | 83 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 100 | 0 | 82.2 | 17.8 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 39.8 | 0 | 0 | 39.8 | 6 | 0 | 0 | 0 | 6 | 0 | 44.6 | 9.6 | 0 | 54.2 | |

Cape Cod Commission

3225 Main Street
 Barnstable, Massachusetts 02630
www.capecodcommission.org

Counter: 5
 Counted By: BF
 Town: Mashpee
 Location: Rt 151@ Jobs Fish./Frank Hicks

File Name : 3847_06142018
 Site Code : 00003847
 Start Date : 6/14/2018
 Page No : 1

Groups Printed- Bikes

| Start Time | Frank Hicks Dr From North | | | | | Rt. 151 From East | | | | | Jobs Fishing Rd From South | | | | | Rt. 151 From West | | | | | Int. Total |
|---------------|------------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Grand Total | 0 | 7 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 10 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 70 | 0 | 0 | 70 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 5
 Counted By: BF
 Location: Great Neck Rd S @ Donna's Ln
 Town: Mashpee

File Name : 3864_06272018
 Site Code : 00003864
 Start Date : 6/27/2018
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Great Neck Rd From North | | | | | Donna's Ln From East | | | | | Great Neck Rd From South | | | | | Donna's Ln From West | | | | | Int. Total |
|--------------|--------------------------|------------|-----------|----------|------------|----------------------|-----------|----------|----------|------------|--------------------------|------------|----------|----------|------------|----------------------|-----------|------------|----------|------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 82 | 10 | 0 | 92 | 0 | 6 | 2 | 0 | 8 | 36 | 99 | 2 | 0 | 137 | 31 | 4 | 41 | 0 | 76 | 313 |
| 04:15 PM | 1 | 70 | 12 | 0 | 83 | 1 | 4 | 3 | 0 | 8 | 24 | 104 | 0 | 0 | 128 | 19 | 6 | 43 | 0 | 68 | 287 |
| 04:30 PM | 3 | 66 | 13 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 35 | 108 | 0 | 2 | 145 | 26 | 1 | 36 | 0 | 63 | 290 |
| 04:45 PM | 4 | 62 | 10 | 1 | 77 | 0 | 4 | 2 | 0 | 6 | 27 | 91 | 1 | 4 | 123 | 18 | 2 | 37 | 0 | 57 | 263 |
| Total | 8 | 280 | 45 | 1 | 334 | 1 | 14 | 7 | 0 | 22 | 122 | 402 | 3 | 6 | 533 | 94 | 13 | 157 | 0 | 264 | 1153 |
| 05:00 PM | 3 | 69 | 8 | 0 | 80 | 1 | 1 | 5 | 0 | 7 | 42 | 92 | 0 | 4 | 138 | 13 | 5 | 37 | 0 | 55 | 280 |
| 05:15 PM | 2 | 65 | 7 | 0 | 74 | 1 | 1 | 1 | 0 | 3 | 25 | 91 | 1 | 1 | 118 | 19 | 4 | 32 | 0 | 55 | 250 |
| 05:30 PM | 2 | 63 | 14 | 0 | 79 | 2 | 2 | 3 | 0 | 7 | 12 | 77 | 1 | 0 | 90 | 21 | 4 | 40 | 0 | 65 | 241 |
| 05:45 PM | 2 | 68 | 9 | 0 | 79 | 0 | 1 | 0 | 0 | 1 | 33 | 67 | 0 | 1 | 101 | 16 | 3 | 36 | 0 | 55 | 236 |
| Total | 9 | 265 | 38 | 0 | 312 | 4 | 5 | 9 | 0 | 18 | 112 | 327 | 2 | 6 | 447 | 69 | 16 | 145 | 0 | 230 | 1007 |
| Grand Total | 17 | 545 | 83 | 1 | 646 | 5 | 19 | 16 | 0 | 40 | 234 | 729 | 5 | 12 | 980 | 163 | 29 | 302 | 0 | 494 | 2160 |
| Approch % | 2.6 | 84.4 | 12.8 | 0.2 | | 12.5 | 47.5 | 40 | 0 | | 23.9 | 74.4 | 0.5 | 1.2 | | 33 | 5.9 | 61.1 | 0 | | |
| Total % | 0.8 | 25.2 | 3.8 | 0 | 29.9 | 0.2 | 0.9 | 0.7 | 0 | 1.9 | 10.8 | 33.8 | 0.2 | 0.6 | 45.4 | 7.5 | 1.3 | 14 | 0 | 22.9 | |
| Cars | 16 | 534 | 83 | 1 | 634 | 5 | 19 | 15 | 0 | 39 | 232 | 701 | 5 | 12 | 950 | 161 | 29 | 299 | 0 | 489 | 2112 |
| % Cars | 94.1 | 98 | 100 | 100 | 98.1 | 100 | 100 | 93.8 | 0 | 97.5 | 99.1 | 96.2 | 100 | 100 | 96.9 | 98.8 | 100 | 99 | 0 | 99 | 97.8 |
| Trucks | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 2 | 28 | 0 | 0 | 30 | 2 | 0 | 3 | 0 | 5 | 48 |
| % Trucks | 5.9 | 2 | 0 | 0 | 1.9 | 0 | 0 | 6.2 | 0 | 2.5 | 0.9 | 3.8 | 0 | 0 | 3.1 | 1.2 | 0 | 1 | 0 | 1 | 2.2 |

| Start Time | Great Neck Rd From North | | | | | Donna's Ln From East | | | | | Great Neck Rd From South | | | | | Donna's Ln From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 82 | 10 | 0 | 92 | 0 | 6 | 2 | 0 | 8 | 36 | 99 | 2 | 0 | 137 | 31 | 4 | 41 | 0 | 76 | 313 |
| 04:15 PM | 1 | 70 | 12 | 0 | 83 | 1 | 4 | 3 | 0 | 8 | 24 | 104 | 0 | 0 | 128 | 19 | 6 | 43 | 0 | 68 | 287 |
| 04:30 PM | 3 | 66 | 13 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 35 | 108 | 0 | 2 | 145 | 26 | 1 | 36 | 0 | 63 | 290 |
| 04:45 PM | 4 | 62 | 10 | 1 | 77 | 0 | 4 | 2 | 0 | 6 | 27 | 91 | 1 | 4 | 123 | 18 | 2 | 37 | 0 | 57 | 263 |
| Total Volume | 8 | 280 | 45 | 1 | 334 | 1 | 14 | 7 | 0 | 22 | 122 | 402 | 3 | 6 | 533 | 94 | 13 | 157 | 0 | 264 | 1153 |
| % App. Total | 2.4 | 83.8 | 13.5 | 0.3 | | 4.5 | 63.6 | 31.8 | 0 | | 22.9 | 75.4 | 0.6 | 1.1 | | 35.6 | 4.9 | 59.5 | 0 | | |
| PHF | .500 | .854 | .865 | .250 | .908 | .250 | .583 | .583 | .000 | .688 | .847 | .931 | .375 | .375 | .919 | .758 | .542 | .913 | .000 | .868 | .921 |
| Cars | 7 | 276 | 45 | 1 | 329 | 1 | 14 | 7 | 0 | 22 | 120 | 383 | 3 | 6 | 512 | 92 | 13 | 154 | 0 | 259 | 1122 |
| % Cars | 87.5 | 98.6 | 100 | 100 | 98.5 | 100 | 100 | 100 | 0 | 100 | 98.4 | 95.3 | 100 | 100 | 96.1 | 97.9 | 100 | 98.1 | 0 | 98.1 | 97.3 |
| Trucks | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 0 | 0 | 21 | 2 | 0 | 3 | 0 | 5 | 31 |
| % Trucks | 12.5 | 1.4 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 1.6 | 4.7 | 0 | 0 | 3.9 | 2.1 | 0 | 1.9 | 0 | 1.9 | 2.7 |

Cape Cod Commission

3225 Main Street
 Barnstable, Massachusetts 02630
www.capecodcommission.org

Counter: 5
 Counted By: BF
 Location: Great Neck Rd S @ Donna's Ln
 Town: Mashpee

File Name : 3864_06272018
 Site Code : 00003864
 Start Date : 6/27/2018
 Page No : 1

Groups Printed- Cars

| Start Time | Great Neck Rd From North | | | | | Donna's Ln From East | | | | | Great Neck Rd From South | | | | | Donna's Ln From West | | | | | Int. Total |
|-------------|--------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 80 | 10 | 0 | 90 | 0 | 6 | 2 | 0 | 8 | 36 | 92 | 2 | 0 | 130 | 30 | 4 | 41 | 0 | 75 | 303 |
| 04:15 PM | 1 | 69 | 12 | 0 | 82 | 1 | 4 | 3 | 0 | 8 | 23 | 100 | 0 | 0 | 123 | 18 | 6 | 42 | 0 | 66 | 279 |
| 04:30 PM | 3 | 65 | 13 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 34 | 105 | 0 | 2 | 141 | 26 | 1 | 35 | 0 | 62 | 284 |
| 04:45 PM | 3 | 62 | 10 | 1 | 76 | 0 | 4 | 2 | 0 | 6 | 27 | 86 | 1 | 4 | 118 | 18 | 2 | 36 | 0 | 56 | 256 |
| Total | 7 | 276 | 45 | 1 | 329 | 1 | 14 | 7 | 0 | 22 | 120 | 383 | 3 | 6 | 512 | 92 | 13 | 154 | 0 | 259 | 1122 |
| 05:00 PM | 3 | 68 | 8 | 0 | 79 | 1 | 1 | 4 | 0 | 6 | 42 | 89 | 0 | 4 | 135 | 13 | 5 | 37 | 0 | 55 | 275 |
| 05:15 PM | 2 | 65 | 7 | 0 | 74 | 1 | 1 | 1 | 0 | 3 | 25 | 87 | 1 | 1 | 114 | 19 | 4 | 32 | 0 | 55 | 246 |
| 05:30 PM | 2 | 62 | 14 | 0 | 78 | 2 | 2 | 3 | 0 | 7 | 12 | 77 | 1 | 0 | 90 | 21 | 4 | 40 | 0 | 65 | 240 |
| 05:45 PM | 2 | 63 | 9 | 0 | 74 | 0 | 1 | 0 | 0 | 1 | 33 | 65 | 0 | 1 | 99 | 16 | 3 | 36 | 0 | 55 | 229 |
| Total | 9 | 258 | 38 | 0 | 305 | 4 | 5 | 8 | 0 | 17 | 112 | 318 | 2 | 6 | 438 | 69 | 16 | 145 | 0 | 230 | 990 |
| Grand Total | 16 | 534 | 83 | 1 | 634 | 5 | 19 | 15 | 0 | 39 | 232 | 701 | 5 | 12 | 950 | 161 | 29 | 299 | 0 | 489 | 2112 |
| Apprch % | 2.5 | 84.2 | 13.1 | 0.2 | | 12.8 | 48.7 | 38.5 | 0 | | 24.4 | 73.8 | 0.5 | 1.3 | | 32.9 | 5.9 | 61.1 | 0 | | |
| Total % | 0.8 | 25.3 | 3.9 | 0 | 30 | 0.2 | 0.9 | 0.7 | 0 | 1.8 | 11 | 33.2 | 0.2 | 0.6 | 45 | 7.6 | 1.4 | 14.2 | 0 | 23.2 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 5
 Counted By: BF
 Location: Great Neck Rd S @ Donna's Ln
 Town: Mashpee

File Name : 3864_06272018
 Site Code : 00003864
 Start Date : 6/27/2018
 Page No : 1

Groups Printed- Trucks

| Start Time | Great Neck Rd From North | | | | | Donna's Ln From East | | | | | Great Neck Rd From South | | | | | Donna's Ln From West | | | | | Int. Total |
|-------------|--------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 10 |
| 04:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 8 |
| 04:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 6 |
| 04:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 7 |
| Total | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 0 | 0 | 21 | 2 | 0 | 3 | 0 | 5 | 31 |
| 05:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 17 |
| Grand Total | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 2 | 28 | 0 | 0 | 30 | 2 | 0 | 3 | 0 | 5 | 48 |
| Apprch % | 8.3 | 91.7 | 0 | 0 | | 0 | 0 | 100 | 0 | | 6.7 | 93.3 | 0 | 0 | | 40 | 0 | 60 | 0 | | |
| Total % | 2.1 | 22.9 | 0 | 0 | 25 | 0 | 0 | 2.1 | 0 | 2.1 | 4.2 | 58.3 | 0 | 0 | 62.5 | 4.2 | 0 | 6.2 | 0 | 10.4 | |

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts 02630

www.capecodcommission.org

Counter: 5
 Counted By: BF
 Location: Great Neck Rd S @ Donna's Ln
 Town: Mashpee

File Name : 3864_06272018
 Site Code : 00003864
 Start Date : 6/27/2018
 Page No : 1

Groups Printed- Bikes

| Start Time | Great Neck Rd From North | | | | | Donna's Ln From East | | | | | Great Neck Rd From South | | | | | Donna's Ln From West | | | | | Int. Total |
|---------------|--------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 04:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 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 | 0 | 1 | 0 | 0 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 33.3 | 66.7 | 0 | 0 | | 0 | 50 | 50 | 0 | | |
| Total % | 0 | 25 | 0 | 0 | 25 | 0 | 12.5 | 0 | 0 | 12.5 | 12.5 | 25 | 0 | 0 | 37.5 | 0 | 12.5 | 12.5 | 0 | 25 | |

Cape Cod Commission

Site: 21434
 Location: Donna's Ln W of Great Neck Road S
 Town: Masphee
 Counter: AP-8

3225 Main Street
 Barnstable, Mass. 02630
 www.capecodcommission.org

Site Code: 21434
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 18-Jun-18 Mon | 19-Jun-18 Tue | 20-Jun-18 Wed | 21-Jun-18 Thu | 22-Jun-18 Fri | 23-Jun-18 Sat | 24-Jun-18 Sun | Week Average | Weekday Average |
|------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|
| 12:00 AM | * | * | 8 | 4 | * | * | * | 6 | 6 |
| 01:00 | * | * | 3 | 2 | * | * | * | 2 | 2 |
| 02:00 | * | * | 1 | 0 | * | * | * | 0 | 0 |
| 03:00 | * | * | 2 | 1 | * | * | * | 2 | 2 |
| 04:00 | * | * | 5 | 8 | * | * | * | 6 | 6 |
| 05:00 | * | * | 17 | 17 | * | * | * | 17 | 17 |
| 06:00 | * | * | 71 | 62 | * | * | * | 66 | 66 |
| 07:00 | * | * | 146 | 137 | * | * | * | 142 | 142 |
| 08:00 | * | * | 219 | 200 | * | * | * | 210 | 210 |
| 09:00 | * | * | 240 | 257 | * | * | * | 248 | 248 |
| 10:00 | * | * | 285 | 300 | * | * | * | 292 | 292 |
| 11:00 | * | 304 | 315 | * | * | * | * | 310 | 310 |
| 12:00 PM | * | 310 | 356 | * | * | * | * | 333 | 333 |
| 01:00 | * | 307 | 350 | * | * | * | * | 328 | 328 |
| 02:00 | * | 320 | 336 | * | * | * | * | 328 | 328 |
| 03:00 | * | 333 | 337 | * | * | * | * | 335 | 335 |
| 04:00 | * | 371 | (375) | * | * | * | * | 373 | (373) |
| 05:00 | * | 290 | 375 | * | * | * | * | 332 | 332 |
| 06:00 | * | 309 | 262 | * | * | * | * | 286 | 286 |
| 07:00 | * | 231 | 178 | * | * | * | * | 204 | 204 |
| 08:00 | * | 165 | 151 | * | * | * | * | 158 | 158 |
| 09:00 | * | 74 | 81 | * | * | * | * | 78 | 78 |
| 10:00 | * | 31 | 41 | * | * | * | * | 36 | 36 |
| 11:00 | * | 11 | 12 | * | * | * | * | 12 | 12 |
| Total | 0 | 3056 | (4166) | 988 | 0 | 0 | 0 | | |
| Percentage | 0.0% | 74.5% | 101.5% | 24.1% | 0.0% | 0.0% | 0.0% | | |
| AM Peak | - | 11:00 | 11:00 | 10:00 | - | - | - | - | - |
| Vol. | - | 304 | 315 | 300 | - | - | - | - | - |
| PM Peak | - | 16:00 | 16:00 | - | - | - | - | - | - |
| Vol. | - | 371 | 375 | - | - | - | - | - | - |
| Total | | | | | | | | 4104 | (4104) |

Cape Cod Commission

Site: 21434
 Location: Donna's Ln W of Great Neck Road S
 Town: Masphee
 Counter: AP-8

3225 Main Street
 Barnstable, Mass. 02630
 www.capecodcommission.org

Site Code: 21434
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 18-Jun-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | |
|--------------|-----------|----|-------|-------|-------|-------|-------|-------|-----|----|-----|----|-----|----|-------------|--------|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | * | * | * | * | 0 | 8 | 0 | 4 | * | * | * | * | * | * | 0 | 6 |
| 01:00 | * | * | * | * | 2 | 1 | 2 | 0 | * | * | * | * | * | * | 2 | 0 |
| 02:00 | * | * | * | * | 1 | 0 | 0 | 0 | * | * | * | * | * | * | 0 | 0 |
| 03:00 | * | * | * | * | 1 | 1 | 0 | 1 | * | * | * | * | * | * | 0 | 1 |
| 04:00 | * | * | * | * | 4 | 1 | 4 | 4 | * | * | * | * | * | * | 4 | 2 |
| 05:00 | * | * | * | * | 14 | 3 | 13 | 4 | * | * | * | * | * | * | 14 | 4 |
| 06:00 | * | * | * | * | 42 | 29 | 34 | 28 | * | * | * | * | * | * | 38 | 28 |
| 07:00 | * | * | * | * | 78 | 68 | 77 | 60 | * | * | * | * | * | * | 78 | 64 |
| 08:00 | * | * | * | * | 127 | 92 | 122 | 78 | * | * | * | * | * | * | 124 | 85 |
| 09:00 | * | * | * | * | 129 | 111 | 134 | 123 | * | * | * | * | * | * | 132 | 117 |
| 10:00 | * | * | * | * | 136 | 149 | 149 | 151 | * | * | * | * | * | * | 142 | 150 |
| 11:00 | * | * | 138 | 166 | 150 | 165 | * | * | * | * | * | * | * | * | 144 | 166 |
| 12:00 PM | * | * | 137 | 173 | 159 | 197 | * | * | * | * | * | * | * | * | 148 | 185 |
| 01:00 | * | * | 136 | 171 | 159 | 191 | * | * | * | * | * | * | * | * | 148 | 181 |
| 02:00 | * | * | 155 | 165 | 147 | 189 | * | * | * | * | * | * | * | * | 151 | 177 |
| 03:00 | * | * | 155 | 178 | 149 | 188 | * | * | * | * | * | * | * | * | 152 | 183 |
| 04:00 | * | * | 138 | 233 | (150) | (225) | * | * | * | * | * | * | * | * | (144) | (229) |
| 05:00 | * | * | 122 | 168 | 148 | 227 | * | * | * | * | * | * | * | * | 135 | 198 |
| 06:00 | * | * | 145 | 164 | 115 | 147 | * | * | * | * | * | * | * | * | 130 | 156 |
| 07:00 | * | * | 93 | 138 | 62 | 116 | * | * | * | * | * | * | * | * | 78 | 127 |
| 08:00 | * | * | 45 | 120 | 46 | 105 | * | * | * | * | * | * | * | * | 46 | 112 |
| 09:00 | * | * | 18 | 56 | 25 | 56 | * | * | * | * | * | * | * | * | 22 | 56 |
| 10:00 | * | * | 7 | 24 | 5 | 36 | * | * | * | * | * | * | * | * | 6 | 30 |
| 11:00 | * | * | 1 | 10 | 1 | 11 | * | * | * | * | * | * | * | * | 1 | 10 |
| Total | 0 | 0 | 1290 | 1766 | 1850 | 2316 | 535 | 453 | 0 | 0 | 0 | 0 | 0 | 0 | (1839) | (2267) |
| Day | 0 | | 3056 | | 4166 | | 988 | | 0 | | 0 | | 0 | | 4106 | |
| AM Peak | - | - | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 10:00 | - | - | - | - | - | - | 11:00 | 11:00 |
| Vol. | - | - | 138 | 166 | 150 | 165 | 149 | 151 | - | - | - | - | - | - | 144 | 166 |
| PM Peak | - | - | 14:00 | 16:00 | 12:00 | 17:00 | - | - | - | - | - | - | - | - | 15:00 | 16:00 |
| Vol. | - | - | 155 | 233 | 159 | 227 | - | - | - | - | - | - | - | - | 152 | 229 |

Comb. Total 0 3056 4166 988 0 0 0 4106

ADT ADT 4,105 AADT 4,105

Cape Cod Commission

3225 Main Street
Barnstable, Mass. 02630

www.capecodcommission.org

Site: 21434
Location: Donna's Ln W of Great Neck Road S
Town: Masphee
Counter: AP-8

Site Code: 21434
Station ID:

Latitude: 0' 0.0000 Undefined

| WB, EB | | | | | | | | | | | | | | | |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
| 06/19/18 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | 1 | 251 | 33 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 304 |
| 12 PM | 3 | 242 | 48 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 310 |
| 13:00 | 1 | 242 | 53 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 307 |
| 14:00 | 0 | 261 | 46 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 320 |
| 15:00 | 1 | 278 | 41 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 333 |
| 16:00 | 3 | 309 | 44 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 371 |
| 17:00 | 2 | 246 | 29 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 290 |
| 18:00 | 1 | 256 | 38 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 309 |
| 19:00 | 0 | 190 | 33 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 231 |
| 20:00 | 0 | 146 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 21:00 | 0 | 67 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 74 |
| 22:00 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 23:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 12 | 2527 | 392 | 3 | 45 | 6 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 64 | 3056 |
| Percent | 0.4% | 82.7% | 12.8% | 0.1% | 1.5% | 0.2% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | |
| AM Peak | 11:00 | 11:00 | 11:00 | | 11:00 | 11:00 | | 11:00 | | | | | | 11:00 | |
| Vol. | 1 | 251 | 33 | | 7 | 2 | | 2 | | | | | | 8 | |
| PM Peak | 12:00 | 16:00 | 13:00 | 14:00 | 12:00 | 15:00 | | 12:00 | 16:00 | | | | | 12:00 | |
| Vol. | 3 | 309 | 53 | 2 | 6 | 1 | | 1 | 1 | | | | | 9 | |

Cape Cod Commission

3225 Main Street
Barnstable, Mass. 02630

www.capecodcommission.org

Site: 21434
Location: Donna's Ln W of Great Neck Road S
Town: Masphee
Counter: AP-8

Site Code: 21434
Station ID:

Latitude: 0' 0.0000 Undefined

| WB, EB | | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|----------|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 06/20/18 | Start Time | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 01:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 03:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 04:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 05:00 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 06:00 | 0 | 58 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| | 07:00 | 0 | 103 | 37 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 146 |
| | 08:00 | 1 | 172 | 31 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 219 |
| | 09:00 | 2 | 188 | 42 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 240 |
| | 10:00 | 0 | 234 | 35 | 3 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 285 |
| | 11:00 | 0 | 259 | 43 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 315 |
| | 12 PM | 1 | 275 | 58 | 1 | 9 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 356 |
| | 13:00 | 1 | 280 | 54 | 3 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 350 |
| | 14:00 | 1 | 281 | 32 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 336 |
| | 15:00 | 1 | 268 | 54 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 337 |
| | 16:00 | 2 | 287 | 63 | 0 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 14 | 375 |
| | 17:00 | 3 | 306 | 45 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 375 |
| | 18:00 | 3 | 227 | 18 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 262 |
| | 19:00 | 0 | 152 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 178 |
| | 20:00 | 0 | 130 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| | 21:00 | 0 | 69 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| | 22:00 | 0 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| | 23:00 | 0 | 10 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Total | 17 | 3358 | 585 | 13 | 83 | 8 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 89 | 4166 |
| | Percent | 0.4% | 80.6% | 14.0% | 0.3% | 2.0% | 0.2% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | |
| | AM Peak | 00:00 | 11:00 | 11:00 | 06:00 | 08:00 | 10:00 | | 08:00 | | | | | | 08:00 | |
| | Vol. | 2 | 259 | 43 | 3 | 7 | 2 | | 1 | | | | | | 7 | |
| | PM Peak | 17:00 | 17:00 | 16:00 | 13:00 | 17:00 | 15:00 | 13:00 | 12:00 | 16:00 | | | | | 16:00 | |
| | Vol. | 3 | 306 | 63 | 3 | 11 | 1 | 1 | 4 | 1 | | | | | 14 | |

Cape Cod Commission

3225 Main Street

Barnstable, Mass. 02630

www.capecodcommission.org

Site: 21434
 Location: Donna's Ln W of Great Neck Road S
 Town: Masphee
 Counter: AP-8

Site Code: 21434
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB | Start Time | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|--------------|------------|----------------|
| | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 44 | 999 | | | |
| 06/19/18 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | 10 | 14 | 25 | 19 | 36 | 17 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 138 | 21-30 | 111 | |
| 12 PM | 9 | 8 | 21 | 29 | 27 | 24 | 13 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 137 | 23-32 | 114 | |
| 13:00 | 8 | 14 | 16 | 29 | 32 | 23 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 136 | 21-30 | 114 | |
| 14:00 | 9 | 12 | 14 | 27 | 34 | 31 | 17 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 155 | 23-32 | 123 | |
| 15:00 | 7 | 10 | 25 | 30 | 29 | 30 | 14 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 155 | 23-32 | 128 | |
| 16:00 | 8 | 13 | 14 | 29 | 36 | 20 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 138 | 23-32 | 114 | |
| 17:00 | 5 | 6 | 15 | 26 | 21 | 34 | 10 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 122 | 23-32 | 106 | |
| 18:00 | 11 | 11 | 18 | 23 | 41 | 25 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 145 | 21-30 | 118 | |
| 19:00 | 4 | 6 | 18 | 19 | 24 | 14 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 21-30 | 81 | |
| 20:00 | 3 | 1 | 7 | 10 | 8 | 8 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 45 | 23-32 | 38 | |
| 21:00 | 0 | 2 | 1 | 6 | 4 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 20-29 | 14 | |
| 22:00 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 21-30 | 5 | |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 27-36 | 1 | |
| Total | 74 | 97 | 175 | 249 | 293 | 228 | 108 | 41 | 21 | 4 | 0 | 0 | 0 | 0 | 1290 | | | |
| Percent | 5.7% | 7.5% | 13.6% | 19.3% | 22.7% | 17.7% | 8.4% | 3.2% | 1.6% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | | | | | | 11:00 | | |
| Vol. | 10 | 14 | 25 | 19 | 36 | 17 | 10 | 6 | 1 | | | | | | | 138 | | |
| PM Peak | 18:00 | 13:00 | 15:00 | 15:00 | 18:00 | 17:00 | 14:00 | 15:00 | 14:00 | 12:00 | | | | | | 14:00 | | |
| Vol. | 11 | 14 | 25 | 30 | 41 | 34 | 17 | 7 | 7 | 1 | | | | | | 155 | | |

Cape Cod Commission

3225 Main Street
Barnstable, Mass. 02630

www.capecodcommission.org

Site: 21434
Location: Donna's Ln W of Great Neck Road S
Town: Masphee
Counter: AP-8

Site Code: 21434
Station ID:

Latitude: 0' 0.0000 Undefined

| WB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|--------------|-------|---------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | Speed | in Pace |
| 06/20/18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22-31 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 04:00 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19-28 | 4 |
| 05:00 | 0 | 1 | 1 | 1 | 3 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 23-32 | 12 |
| 06:00 | 1 | 2 | 5 | 6 | 8 | 7 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 24-33 | 34 |
| 07:00 | 7 | 3 | 9 | 11 | 18 | 14 | 10 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 78 | 23-32 | 62 |
| 08:00 | 3 | 8 | 14 | 17 | 28 | 24 | 15 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 127 | 23-32 | 98 |
| 09:00 | 5 | 4 | 15 | 25 | 34 | 18 | 11 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 129 | 23-32 | 103 |
| 10:00 | 6 | 7 | 19 | 26 | 27 | 23 | 24 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 136 | 23-32 | 119 |
| 11:00 | 9 | 14 | 23 | 33 | 30 | 22 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 21-30 | 122 |
| 12 PM | 7 | 13 | 17 | 32 | 31 | 29 | 20 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 159 | 23-32 | 129 |
| 13:00 | 9 | 12 | 20 | 35 | 41 | 27 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 159 | 21-30 | 135 |
| 14:00 | 10 | 19 | 25 | 30 | 23 | 17 | 14 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 147 | 21-30 | 114 |
| 15:00 | 10 | 18 | 17 | 31 | 30 | 22 | 12 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 149 | 21-30 | 118 |
| 16:00 | 11 | 12 | 27 | 32 | 25 | 34 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 150 | 21-30 | 130 |
| 17:00 | 6 | 14 | 25 | 27 | 37 | 20 | 7 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 148 | 21-30 | 123 |
| 18:00 | 9 | 8 | 15 | 24 | 29 | 13 | 7 | 6 | 2 | 1 | 0 | 1 | 0 | 0 | 115 | 21-30 | 89 |
| 19:00 | 3 | 8 | 5 | 13 | 12 | 9 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 62 | 21-30 | 47 |
| 20:00 | 2 | 4 | 10 | 9 | 7 | 8 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 46 | 21-30 | 38 |
| 21:00 | 0 | 0 | 4 | 4 | 7 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 23-32 | 24 |
| 22:00 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19-28 | 3 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19-28 | 1 |
| Total | 98 | 148 | 252 | 358 | 395 | 298 | 172 | 91 | 25 | 10 | 2 | 1 | 0 | 0 | 1850 | | |
| Percent | 5.3% | 8.0% | 13.6% | 19.4% | 21.4% | 16.1% | 9.3% | 4.9% | 1.4% | 0.5% | 0.1% | 0.1% | 0.0% | 0.0% | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 09:00 | 08:00 | 10:00 | 08:00 | 09:00 | 08:00 | 07:00 | | | | 11:00 | | |
| Vol. | 9 | 14 | 23 | 33 | 34 | 24 | 24 | 12 | 5 | 2 | 1 | | | | 150 | | |
| PM Peak | 16:00 | 14:00 | 16:00 | 13:00 | 13:00 | 16:00 | 12:00 | 17:00 | 12:00 | 12:00 | | 18:00 | | | 12:00 | | |
| Vol. | 11 | 19 | 27 | 35 | 41 | 34 | 20 | 10 | 2 | 1 | | 1 | | | 159 | | |

Cape Cod Commission

3225 Main Street
Barnstable, Mass. 02630

www.capecodcommission.org

Site: 21434
Location: Donna's Ln W of Great Neck Road S
Town: Masphee
Counter: AP-8

Site Code: 21434
Station ID:

Latitude: 0' 0.0000 Undefined

| EB | Start Time | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|------------|----------------|
| | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 44 | 999 | | | |
| 06/19/18 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | 39 | 26 | 20 | 26 | 28 | 15 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 166 | 21-30 | 115 | |
| 12 PM | 33 | 26 | 29 | 32 | 19 | 11 | 14 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 173 | 21-30 | 117 | |
| 13:00 | 29 | 20 | 24 | 32 | 32 | 21 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 171 | 21-30 | 129 | |
| 14:00 | 17 | 24 | 24 | 27 | 31 | 18 | 17 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 165 | 21-30 | 124 | |
| 15:00 | 21 | 25 | 33 | 28 | 29 | 24 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 21-30 | 139 | |
| 16:00 | 24 | 23 | 31 | 37 | 42 | 27 | 23 | 17 | 5 | 3 | 1 | 0 | 0 | 0 | 233 | 21-30 | 160 | |
| 17:00 | 17 | 23 | 22 | 34 | 23 | 21 | 16 | 8 | 3 | 0 | 0 | 0 | 0 | 1 | 168 | 21-30 | 123 | |
| 18:00 | 31 | 17 | 30 | 35 | 17 | 15 | 10 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 164 | 21-30 | 114 | |
| 19:00 | 24 | 18 | 26 | 28 | 21 | 10 | 6 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 138 | 21-30 | 103 | |
| 20:00 | 19 | 20 | 22 | 20 | 22 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 21-30 | 97 | |
| 21:00 | 9 | 13 | 8 | 6 | 11 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 56 | 21-30 | 42 | |
| 22:00 | 3 | 5 | 4 | 1 | 6 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 24 | 20-29 | 17 | |
| 23:00 | 1 | 1 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 21-30 | 9 | |
| Total | 267 | 241 | 276 | 308 | 282 | 182 | 127 | 53 | 17 | 6 | 3 | 1 | 2 | 1 | 1766 | | | |
| Percent | 15.1% | 13.6% | 15.6% | 17.4% | 16.0% | 10.3% | 7.2% | 3.0% | 1.0% | 0.3% | 0.2% | 0.1% | 0.1% | 0.1% | | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | | | | | 11:00 | | | 11:00 | | |
| Vol. | 39 | 26 | 20 | 26 | 28 | 15 | 10 | 1 | | | | | 1 | | 166 | | | |
| PM Peak | 12:00 | 12:00 | 15:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 18:00 | 19:00 | 17:00 | | 16:00 | | |
| Vol. | 33 | 26 | 33 | 37 | 42 | 27 | 23 | 17 | 5 | 3 | 1 | 1 | 1 | 1 | 233 | | | |

Cape Cod Commission

Site: 21434
 Location: Donna's Ln W of Great Neck Road S
 Town: Masphee
 Counter: AP-8

3225 Main Street
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Site Code: 21434
 Station ID:

Latitude: 0' 0.0000 Undefined

EB

| Start Time | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|----------------|
| | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | | |
| 06/20/18 | 5 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 15-24 | 4 |
| 01:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | * |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 1 |
| 04:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13-22 | 1 |
| 05:00 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20-29 | 2 |
| 06:00 | 2 | 4 | 5 | 1 | 6 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 21-30 | 24 |
| 07:00 | 11 | 4 | 12 | 13 | 10 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 23-32 | 53 |
| 08:00 | 22 | 10 | 12 | 6 | 19 | 9 | 9 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 92 | 21-30 | 56 |
| 09:00 | 18 | 19 | 31 | 20 | 8 | 5 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 111 | 21-30 | 83 |
| 10:00 | 38 | 19 | 24 | 25 | 17 | 16 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 21-30 | 101 |
| 11:00 | 31 | 24 | 36 | 27 | 17 | 15 | 9 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 165 | 21-30 | 119 |
| 12 PM | 32 | 42 | 32 | 39 | 22 | 16 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 197 | 21-30 | 151 |
| 13:00 | 30 | 30 | 39 | 31 | 27 | 22 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 191 | 21-30 | 149 |
| 14:00 | 35 | 20 | 28 | 37 | 34 | 14 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 189 | 21-30 | 133 |
| 15:00 | 34 | 18 | 21 | 51 | 29 | 16 | 9 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 188 | 21-30 | 135 |
| 16:00 | 46 | 27 | 34 | 44 | 35 | 22 | 7 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 225 | 21-30 | 162 |
| 17:00 | 32 | 38 | 39 | 47 | 28 | 20 | 15 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 227 | 21-30 | 172 |
| 18:00 | 23 | 17 | 32 | 22 | 26 | 15 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 147 | 21-30 | 112 |
| 19:00 | 17 | 20 | 15 | 12 | 22 | 10 | 12 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 116 | 21-30 | 79 |
| 20:00 | 19 | 14 | 26 | 18 | 12 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 21-30 | 78 |
| 21:00 | 12 | 8 | 5 | 11 | 12 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 21-30 | 40 |
| 22:00 | 7 | 4 | 5 | 9 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 21-30 | 29 |
| 23:00 | 0 | 0 | 3 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 21-30 | 11 |
| Total | 415 | 320 | 404 | 420 | 332 | 218 | 127 | 56 | 14 | 9 | 0 | 1 | 0 | 0 | 2316 | | |
| Percent | 17.9% | 13.8% | 17.4% | 18.1% | 14.3% | 9.4% | 5.5% | 2.4% | 0.6% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 10:00 | 11:00 | 11:00 | 11:00 | 08:00 | 10:00 | 08:00 | 09:00 | 08:00 | 11:00 | | | | | 11:00 | | |
| Vol. | 38 | 24 | 36 | 27 | 19 | 16 | 9 | 3 | 2 | 2 | | | | | 165 | | |
| PM Peak | 16:00 | 12:00 | 13:00 | 15:00 | 16:00 | 13:00 | 14:00 | 15:00 | 16:00 | 12:00 | | 17:00 | | | 17:00 | | |
| Vol. | 46 | 42 | 39 | 51 | 35 | 22 | 15 | 9 | 3 | 1 | | 1 | | | 227 | | |

Cape Cod Commission
 3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 21435
 Location: Jobs Fishing Rd N of Market St
 Town: Mashpee
 Counter: AP-13

Site Code: 21435
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | Mon 23-Jul-18 | Tue 24-Jul-18 | Wed 25-Jul-18 | Thu 26-Jul-18 | Fri 27-Jul-18 | Average Day | Sat 28-Jul-18 | Sun 29-Jul-18 | Week Average |
|--------------|------------------|------------------|------------------|------------------|------------------|----------------|------------------|------------------|-----------------|
| 12:00 AM | * | * | * | * | * | * | 23 | 26 | 24 |
| 01:00 | * | * | * | * | * | * | 17 | 16 | 16 |
| 02:00 | * | * | * | * | * | * | 10 | 8 | 9 |
| 03:00 | * | * | * | * | * | * | 10 | 8 | 9 |
| 04:00 | * | * | * | * | * | * | 10 | 3 | 6 |
| 05:00 | * | * | * | * | * | * | 24 | 17 | 20 |
| 06:00 | * | * | * | * | * | * | 62 | 63 | 62 |
| 07:00 | * | * | * | * | * | * | 150 | 111 | 130 |
| 08:00 | * | * | * | * | * | * | 228 | 243 | 236 |
| 09:00 | * | * | * | * | * | * | 328 | 314 | 321 |
| 10:00 | * | * | * | * | * | * | 437 | 388 | 412 |
| 11:00 | * | * | * | * | * | 517 | (487) | (405) | 470 |
| 12:00 PM | * | * | * | * | * | 505 | 431 | 325 | 420 |
| 01:00 | * | * | * | * | * | 456 | 399 | 286 | 380 |
| 02:00 | * | * | * | * | * | 454 | 373 | 260 | 362 |
| 03:00 | * | * | * | * | * | 439 | 455 | 276 | 390 |
| 04:00 | * | * | * | * | * | 407 | 378 | 253 | 346 |
| 05:00 | * | * | * | * | * | 336 | 260 | 312 | 303 |
| 06:00 | * | * | * | * | * | 291 | 242 | 265 | 266 |
| 07:00 | * | * | * | * | * | 214 | 182 | 205 | 200 |
| 08:00 | * | * | * | * | * | 224 | 138 | 166 | 176 |
| 09:00 | * | * | * | * | * | 175 | 106 | 117 | 133 |
| 10:00 | * | * | * | * | * | 93 | 83 | 51 | 76 |
| 11:00 | * | * | * | * | * | 43 | 43 | 13 | 33 |
| Day Total | 0 | 0 | 0 | 0 | 4154 | 4154 | (4876) | (4131) | 4800 |
| % Avg. WkDay | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% | | | | |
| % Avg. Week | 0.0% | 0.0% | 0.0% | 0.0% | 86.5% | 86.5% | 101.6% | 86.1% | |
| AM Peak Vol. | - | - | - | - | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 |
| PM Peak Vol. | - | - | - | - | 12:00 | 12:00 | 15:00 | 12:00 | 12:00 |
| | - | - | - | - | 505 | 505 | 455 | 325 | 420 |

Cape Cod Commission

3225 Main Street | PO Box 226
Barnstable, MA 02630
capedcodcommission.org

Site: 21435
Location: Jobs Fishing Rd N of Market St
Town: Mashpee
Counter: AP-13

Site Code: 21435
Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | Mon 30-Jul-18 | Tue 31-Jul-18 | Wed 01-Aug-18 | Thu 02-Aug-18 | Fri 03-Aug-18 | Average Day | Sat 04-Aug-18 | Sun 05-Aug-18 | Week Average |
|--------------|------------------|------------------|------------------|------------------|------------------|-------------|------------------|------------------|--------------|
| 12:00 AM | 14 | 9 | 2 | 6 | * | 8 | * | * | 8 |
| 01:00 | 1 | 9 | 6 | 11 | * | 7 | * | * | 7 |
| 02:00 | 6 | 3 | 3 | 7 | * | 5 | * | * | 5 |
| 03:00 | 6 | 8 | 8 | 6 | * | 7 | * | * | 7 |
| 04:00 | 13 | 6 | 10 | 9 | * | 10 | * | * | 10 |
| 05:00 | 39 | 45 | 33 | 38 | * | 39 | * | * | 39 |
| 06:00 | 122 | 109 | 99 | 99 | * | 107 | * | * | 107 |
| 07:00 | 200 | 207 | 205 | 199 | * | 203 | * | * | 203 |
| 08:00 | 337 | 345 | 383 | 358 | * | 356 | * | * | 356 |
| 09:00 | 375 | 376 | 382 | 378 | * | 378 | * | * | 378 |
| 10:00 | 382 | 366 | 408 | 517 | * | 418 | * | * | 418 |
| 11:00 | 434 | 368 | 389 | * | * | 397 | * | * | 397 |
| 12:00 PM | 430 | 404 | 486 | * | * | 440 | * | * | 440 |
| 01:00 | 423 | 396 | 429 | * | * | 416 | * | * | 416 |
| 02:00 | 443 | 430 | 492 | * | * | 455 | * | * | 455 |
| 03:00 | 422 | 459 | 458 | * | * | 446 | * | * | 446 |
| 04:00 | 432 | 391 | 470 | * | * | 431 | * | * | 431 |
| 05:00 | 376 | 349 | 404 | * | * | 376 | * | * | 376 |
| 06:00 | 272 | 282 | 282 | * | * | 279 | * | * | 279 |
| 07:00 | 174 | 212 | 204 | * | * | 197 | * | * | 197 |
| 08:00 | 119 | 161 | 160 | * | * | 147 | * | * | 147 |
| 09:00 | 81 | 80 | 94 | * | * | 85 | * | * | 85 |
| 10:00 | 44 | 43 | 47 | * | * | 45 | * | * | 45 |
| 11:00 | 11 | 20 | 18 | * | * | 16 | * | * | 16 |
| Day Total | 5156 | 5078 | 5472 | 1628 | 0 | 5268 | 0 | 0 | 5268 |
| % Avg. WkDay | 97.9% | 96.4% | 103.9% | 30.9% | 0.0% | | | | |
| % Avg. Week | 97.9% | 96.4% | 103.9% | 30.9% | 0.0% | 100.0% | 0.0% | 0.0% | |
| AM Peak | 11:00 | 09:00 | 10:00 | 10:00 | - | 10:00 | - | - | 10:00 |
| Vol. | 434 | 376 | 408 | 517 | - | 418 | - | - | 418 |
| PM Peak | 14:00 | 15:00 | 14:00 | - | - | 14:00 | - | - | 14:00 |
| Vol. | 443 | 459 | 492 | - | - | 455 | - | - | 455 |

| | | | | | | | | | |
|----------------|------|-----------|------|------------|------|------|------|------|-------|
| Grand Total | 5156 | 5078 | 5472 | 1628 | 4154 | 9422 | 4876 | 4131 | 10068 |
| ADT | | ADT 5,067 | | AAAT 5,067 | | | | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 21168
 Location: Rt 151 W of Market St
 Town: Mashpee
 Counter: AP-15

Site Code: 20267
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 23-Jul-18 Mon | 24-Jul-18 Tue | 25-Jul-18 Wed | 26-Jul-18 Thu | 27-Jul-18 Fri | 28-Jul-18 Sat | 29-Jul-18 Sun | Week Average | Weekday Average |
|------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|
| 12:00 AM | * | * | 85 | 82 | 88 | 129 | 165 | 110 | 85 |
| 01:00 | * | * | 38 | 48 | 65 | 71 | 85 | 61 | 50 |
| 02:00 | * | * | 26 | 19 | 35 | 47 | 44 | 34 | 27 |
| 03:00 | * | * | 29 | 22 | 28 | 55 | 25 | 32 | 26 |
| 04:00 | * | * | 73 | 76 | 76 | 48 | 45 | 64 | 75 |
| 05:00 | * | * | 244 | 215 | 205 | 120 | 93 | 175 | 221 |
| 06:00 | * | * | 596 | 508 | 558 | 265 | 221 | 430 | 554 |
| 07:00 | * | * | 999 | 930 | 974 | 500 | 388 | 758 | 968 |
| 08:00 | * | * | 1073 | 1065 | (1118) | 756 | 716 | 946 | 1085 |
| 09:00 | * | * | 1060 | 975 | 1092 | 1034 | 934 | 1019 | 1042 |
| 10:00 | * | * | 1070 | 1050 | 1089 | 1112 | 1090 | 1082 | 1070 |
| 11:00 | * | * | 1088 | 1091 | 1095 | 1140 | (1209) | 1125 | 1091 |
| 12:00 PM | * | 1110 | 1102 | 1050 | 1088 | 1135 | 1134 | 1103 | 1088 |
| 01:00 | * | 1003 | 1013 | 1120 | 1026 | 1061 | 1030 | 1042 | 1040 |
| 02:00 | * | 1034 | 1082 | 1088 | 1034 | (1156) | 1047 | 1074 | 1060 |
| 03:00 | * | 1070 | 1134 | 1108 | 1084 | 1121 | 1105 | 1104 | 1099 |
| 04:00 | * | 1103 | 1118 | 1119 | 1087 | 1061 | 1060 | 1091 | (1107) |
| 05:00 | * | 1008 | 1093 | 1088 | 1077 | 955 | 999 | 1037 | 1066 |
| 06:00 | * | 995 | 962 | 911 | 1082 | 918 | 999 | 978 | 988 |
| 07:00 | * | 798 | 749 | 794 | 925 | 697 | 943 | 818 | 816 |
| 08:00 | * | 800 | 834 | 722 | 832 | 671 | 861 | 787 | 797 |
| 09:00 | * | 655 | 803 | 757 | 914 | 672 | 838 | 773 | 782 |
| 10:00 | * | 481 | 559 | 655 | 927 | 589 | 644 | 642 | 656 |
| 11:00 | * | 188 | 191 | 317 | 615 | 278 | 167 | 293 | 328 |
| Total | 0 | 10245 | 17021 | 16810 | (18114) | (15591) | (15842) | | |
| Percentage | 0.0% | 61.8% | 102.7% | 101.4% | 109.3% | 94.0% | 95.6% | | |
| AM Peak | - | - | 11:00 | 11:00 | 08:00 | 11:00 | 11:00 | - | - |
| Vol. | - | - | 1088 | 1091 | 1118 | 1140 | 1209 | - | - |
| PM Peak | - | 12:00 | 15:00 | 13:00 | 12:00 | 14:00 | 12:00 | - | - |
| Vol. | - | 1110 | 1134 | 1120 | 1088 | 1156 | 1134 | - | - |
| Total | | | | | | | | 16578 | (17121) |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 21168
 Location: Rt 151 W of Market St
 Town: Mashpee
 Counter: AP-15

Site Code: 20267
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 30-Jul-18 Mon | 31-Jul-18 Tue | 01-Aug-18 Wed | 02-Aug-18 Thu | 03-Aug-18 Fri | 04-Aug-18 Sat | 05-Aug-18 Sun | Week Average | Weekday Average |
|------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|
| 12:00 AM | 75 | 78 | 65 | * | * | * | * | 73 | 73 |
| 01:00 | 44 | 45 | 36 | * | * | * | * | 42 | 42 |
| 02:00 | 35 | 35 | 36 | * | * | * | * | 35 | 35 |
| 03:00 | 34 | 32 | 35 | * | * | * | * | 34 | 34 |
| 04:00 | 97 | 82 | 72 | * | * | * | * | 84 | 84 |
| 05:00 | 277 | 236 | 220 | * | * | * | * | 244 | 244 |
| 06:00 | 612 | 545 | 636 | * | * | * | * | 598 | 598 |
| 07:00 | 967 | 1038 | 1022 | * | * | * | * | 1009 | 1009 |
| 08:00 | 1071 | 1127 | * | * | * | * | * | 1099 | 1099 |
| 09:00 | 1045 | 1098 | * | * | * | * | * | 1072 | 1072 |
| 10:00 | 1027 | 1033 | * | * | * | * | * | 1030 | 1030 |
| 11:00 | 1109 | 1065 | * | * | * | * | * | 1087 | 1087 |
| 12:00 PM | 1093 | 1069 | * | * | * | * | * | 1081 | 1081 |
| 01:00 | 1062 | 1029 | * | * | * | * | * | 1046 | 1046 |
| 02:00 | 1086 | 1069 | * | * | * | * | * | 1078 | 1078 |
| 03:00 | 1092 | 1127 | * | * | * | * | * | 1110 | 1110 |
| 04:00 | 1134 | 1193 | * | * | * | * | * | 1164 | 1164 |
| 05:00 | 1119 | 1177 | * | * | * | * | * | 1148 | 1148 |
| 06:00 | 821 | 946 | * | * | * | * | * | 884 | 884 |
| 07:00 | 692 | 771 | * | * | * | * | * | 732 | 732 |
| 08:00 | 578 | 695 | * | * | * | * | * | 636 | 636 |
| 09:00 | 388 | 474 | * | * | * | * | * | 431 | 431 |
| 10:00 | 240 | 284 | * | * | * | * | * | 262 | 262 |
| 11:00 | 137 | 132 | * | * | * | * | * | 134 | 134 |
| Total | 15835 | 16380 | 2122 | 0 | 0 | 0 | 0 | | |
| Percentage | 98.3% | 101.7% | 13.2% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| AM Peak | 11:00 | 08:00 | 07:00 | - | - | - | - | - | - |
| Vol. | 1109 | 1127 | 1022 | - | - | - | - | - | - |
| PM Peak | 16:00 | 16:00 | - | - | - | - | - | - | - |
| Vol. | 1134 | 1193 | - | - | - | - | - | - | - |
| Total | | | | | | | | 16113 | 16113 |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 21168
 Location: Rt 151 W of Market St
 Town: Mashpee
 Counter: AP-15

Site Code: 20267
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 23-Jul-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | |
|------------|-----------|----|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|-------------|--------|
| | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB |
| 12:00 AM | * | * | * | * | 46 | 39 | 40 | 42 | 47 | 41 | 79 | 50 | 72 | 93 | 44 | 41 |
| 01:00 | * | * | * | * | 17 | 21 | 25 | 23 | 39 | 26 | 36 | 35 | 34 | 51 | 27 | 23 |
| 02:00 | * | * | * | * | 15 | 11 | 9 | 10 | 12 | 23 | 27 | 20 | 18 | 26 | 12 | 15 |
| 03:00 | * | * | * | * | 11 | 18 | 7 | 15 | 15 | 13 | 30 | 25 | 8 | 17 | 11 | 15 |
| 04:00 | * | * | * | * | 37 | 36 | 43 | 33 | 46 | 30 | 33 | 15 | 26 | 19 | 42 | 33 |
| 05:00 | * | * | * | * | 142 | 102 | 108 | 107 | 113 | 92 | 70 | 50 | 46 | 47 | 121 | 100 |
| 06:00 | * | * | * | * | 304 | 292 | 247 | 261 | 277 | 281 | 160 | 105 | 108 | 113 | 276 | 278 |
| 07:00 | * | * | * | * | 493 | 506 | 424 | 506 | 486 | 488 | 326 | 174 | 201 | 187 | 468 | 500 |
| 08:00 | * | * | * | * | 520 | 553 | 537 | 528 | (551) | (567) | 415 | 341 | 286 | 430 | 536 | 549 |
| 09:00 | * | * | * | * | 546 | 514 | 489 | 486 | 566 | 526 | 543 | 491 | 498 | 436 | 534 | 509 |
| 10:00 | * | * | * | * | 521 | 549 | 522 | 528 | 568 | 521 | 565 | 547 | 480 | 610 | 537 | 533 |
| 11:00 | * | * | * | * | 566 | 522 | 555 | 536 | 556 | 539 | 572 | 568 | (545) | (664) | 559 | 532 |
| 12:00 PM | * | * | 541 | 569 | 559 | 543 | 562 | 488 | 546 | 542 | 556 | (579) | 486 | 648 | 552 | 536 |
| 01:00 | * | * | 496 | 507 | 472 | 541 | 530 | 590 | 477 | 549 | 504 | 557 | 439 | 591 | 494 | 547 |
| 02:00 | * | * | 525 | 509 | 540 | 542 | 535 | 553 | 496 | 538 | (614) | 542 | 454 | 593 | 524 | 536 |
| 03:00 | * | * | 527 | 543 | 539 | 595 | 519 | 589 | 574 | 510 | 560 | 561 | 445 | 660 | 540 | 559 |
| 04:00 | * | * | 551 | 552 | 550 | 568 | 557 | 562 | 540 | 547 | 587 | 474 | 502 | 558 | (550) | (557) |
| 05:00 | * | * | 551 | 457 | 526 | 567 | 564 | 524 | 556 | 521 | 512 | 443 | 466 | 533 | 549 | 517 |
| 06:00 | * | * | 454 | 541 | 417 | 545 | 448 | 463 | 495 | 587 | 443 | 475 | 472 | 527 | 454 | 534 |
| 07:00 | * | * | 400 | 398 | 380 | 369 | 363 | 431 | 464 | 461 | 378 | 319 | 489 | 454 | 402 | 415 |
| 08:00 | * | * | 443 | 357 | 550 | 284 | 383 | 339 | 498 | 334 | 336 | 335 | 456 | 405 | 468 | 328 |
| 09:00 | * | * | 398 | 257 | 555 | 248 | 481 | 276 | 596 | 318 | 376 | 296 | 437 | 401 | 508 | 275 |
| 10:00 | * | * | 318 | 163 | 369 | 190 | 449 | 206 | 669 | 258 | 340 | 249 | 361 | 283 | 451 | 204 |
| 11:00 | * | * | 94 | 94 | 91 | 100 | 216 | 101 | 479 | 136 | 143 | 135 | 89 | 78 | 220 | 108 |
| Total | 0 | 0 | 5298 | 4947 | 8766 | 8255 | 8613 | 8197 | 9666 | 8448 | (8205) | (7386) | (7418) | (8424) | (8879) | (8244) |
| Day | 0 | 0 | 10245 | 17021 | 16810 | 18114 | 15591 | 15842 | 17123 | | | | | | | |
| AM Peak | - | - | - | - | 11:00 | 08:00 | 11:00 | 11:00 | 10:00 | 08:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 08:00 |
| Vol. | - | - | - | - | 566 | 553 | 555 | 536 | 568 | 567 | 572 | 568 | 545 | 664 | 559 | 549 |
| PM Peak | - | - | 16:00 | 12:00 | 12:00 | 15:00 | 17:00 | 13:00 | 22:00 | 18:00 | 14:00 | 12:00 | 16:00 | 15:00 | 12:00 | 15:00 |
| Vol. | - | - | 551 | 569 | 559 | 595 | 564 | 590 | 669 | 587 | 614 | 579 | 502 | 660 | 552 | 559 |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 21168
 Location: Rt 151 W of Market St
 Town: Mashpee
 Counter: AP-15

Site Code: 20267
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 30-Jul-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | |
|------------|-----------|-------|-------|-------|-------|-------|-----|----|-----|----|-----|----|-----|----|-------------|-------|
| | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB |
| 12:00 AM | 35 | 40 | 38 | 40 | 31 | 34 | * | * | * | * | * | * | * | * | 35 | 38 |
| 01:00 | 22 | 22 | 25 | 20 | 24 | 12 | * | * | * | * | * | * | * | * | 24 | 18 |
| 02:00 | 17 | 18 | 12 | 23 | 12 | 24 | * | * | * | * | * | * | * | * | 14 | 22 |
| 03:00 | 15 | 19 | 17 | 15 | 15 | 20 | * | * | * | * | * | * | * | * | 16 | 18 |
| 04:00 | 50 | 47 | 46 | 36 | 41 | 31 | * | * | * | * | * | * | * | * | 46 | 38 |
| 05:00 | 131 | 146 | 115 | 121 | 114 | 106 | * | * | * | * | * | * | * | * | 120 | 124 |
| 06:00 | 281 | 331 | 274 | 271 | 295 | 341 | * | * | * | * | * | * | * | * | 283 | 314 |
| 07:00 | 453 | 514 | 476 | 562 | 487 | 535 | * | * | * | * | * | * | * | * | 472 | 537 |
| 08:00 | 567 | 504 | 550 | 577 | * | * | * | * | * | * | * | * | * | * | 558 | 540 |
| 09:00 | 527 | 518 | 533 | 565 | * | * | * | * | * | * | * | * | * | * | 530 | 542 |
| 10:00 | 488 | 539 | 491 | 542 | * | * | * | * | * | * | * | * | * | * | 490 | 540 |
| 11:00 | 572 | 537 | 527 | 538 | * | * | * | * | * | * | * | * | * | * | 550 | 538 |
| 12:00 PM | 544 | 549 | 518 | 551 | * | * | * | * | * | * | * | * | * | * | 531 | 550 |
| 01:00 | 516 | 546 | 476 | 553 | * | * | * | * | * | * | * | * | * | * | 496 | 550 |
| 02:00 | 556 | 530 | 541 | 528 | * | * | * | * | * | * | * | * | * | * | 548 | 529 |
| 03:00 | 574 | 518 | 586 | 541 | * | * | * | * | * | * | * | * | * | * | 580 | 530 |
| 04:00 | 585 | 549 | 600 | 593 | * | * | * | * | * | * | * | * | * | * | 592 | 571 |
| 05:00 | 581 | 538 | 616 | 561 | * | * | * | * | * | * | * | * | * | * | 598 | 550 |
| 06:00 | 458 | 363 | 463 | 483 | * | * | * | * | * | * | * | * | * | * | 460 | 423 |
| 07:00 | 324 | 368 | 359 | 412 | * | * | * | * | * | * | * | * | * | * | 342 | 390 |
| 08:00 | 244 | 334 | 327 | 368 | * | * | * | * | * | * | * | * | * | * | 286 | 351 |
| 09:00 | 177 | 211 | 202 | 272 | * | * | * | * | * | * | * | * | * | * | 190 | 242 |
| 10:00 | 117 | 123 | 131 | 153 | * | * | * | * | * | * | * | * | * | * | 124 | 138 |
| 11:00 | 53 | 84 | 61 | 71 | * | * | * | * | * | * | * | * | * | * | 57 | 78 |
| Total | 7887 | 7948 | 7984 | 8396 | 1019 | 1103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7942 | 8171 |
| Day | 15835 | | 16380 | | 2122 | | 0 | | 0 | | 0 | | 0 | | 16113 | |
| AM Peak | 11:00 | 10:00 | 08:00 | 08:00 | 07:00 | 07:00 | - | - | - | - | - | - | - | - | 08:00 | 09:00 |
| Vol. | 572 | 539 | 550 | 577 | 487 | 535 | - | - | - | - | - | - | - | - | 558 | 542 |
| PM Peak | 16:00 | 12:00 | 17:00 | 16:00 | - | - | - | - | - | - | - | - | - | - | 17:00 | 16:00 |
| Vol. | 585 | 549 | 616 | 593 | - | - | - | - | - | - | - | - | - | - | 598 | 571 |

Comb. Total 15835 26625 19143 16810 18114 15591 15842 33236

ADT ADT 16,497 AADT 16,497

Cape Cod Commission

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 23-Jul-18 Mon | 24-Jul-18 Tue | 25-Jul-18 Wed | 26-Jul-18 Thu | 27-Jul-18 Fri | 28-Jul-18 Sat | 29-Jul-18 Sun | Week Average | Weekday Average |
|------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|
| 12:00 AM | * | * | 83 | 72 | 88 | 185 | 161 | 118 | 81 |
| 01:00 | * | * | 40 | 44 | 52 | 92 | 118 | 69 | 45 |
| 02:00 | * | * | 38 | 22 | 24 | 41 | 46 | 34 | 28 |
| 03:00 | * | * | 36 | 19 | 30 | 40 | 16 | 28 | 28 |
| 04:00 | * | * | 59 | 51 | 59 | 34 | 49 | 50 | 56 |
| 05:00 | * | * | 193 | 152 | 188 | 128 | 93 | 151 | 178 |
| 06:00 | * | * | 557 | 532 | 529 | 324 | 209 | 430 | 539 |
| 07:00 | * | * | 991 | 917 | 943 | 574 | 413 | 768 | 950 |
| 08:00 | * | * | 1084 | 1119 | 1112 | 883 | 620 | 964 | 1105 |
| 09:00 | * | * | 1217 | 1178 | 1127 | 1052 | 946 | 1104 | 1174 |
| 10:00 | * | * | 1202 | 1197 | 1248 | 1301 | 1053 | 1200 | 1216 |
| 11:00 | * | * | 1215 | 1275 | 1340 | 1300 | 1132 | 1252 | 1277 |
| 12:00 PM | * | * | 1353 | 1270 | (1394) | (1352) | (1134) | 1301 | 1339 |
| 01:00 | * | 1208 | 1275 | 1294 | 1296 | 1305 | 1114 | 1249 | 1268 |
| 02:00 | * | 1270 | 1238 | 1383 | 1351 | 1299 | 1104 | 1274 | 1310 |
| 03:00 | * | 1308 | 1327 | 1352 | 1324 | 1199 | 1092 | 1267 | 1328 |
| 04:00 | * | 1317 | 1301 | 1372 | 1313 | 1243 | 1115 | 1277 | (1326) |
| 05:00 | * | 1347 | 1451 | 1417 | 1371 | 1125 | 999 | 1285 | 1396 |
| 06:00 | * | 1171 | 1293 | 1176 | 1181 | 1095 | 910 | 1138 | 1205 |
| 07:00 | * | 822 | 855 | 947 | 902 | 868 | 732 | 854 | 882 |
| 08:00 | * | 767 | 710 | 718 | 736 | 737 | 685 | 726 | 733 |
| 09:00 | * | 529 | 486 | 521 | 586 | 643 | 502 | 544 | 530 |
| 10:00 | * | 368 | 343 | 400 | 460 | 483 | 384 | 406 | 393 |
| 11:00 | * | 161 | 181 | 196 | 281 | 286 | 169 | 212 | 205 |
| Total | 0 | 10268 | 18528 | 18624 | (18935) | (17589) | (14796) | | |
| Percentage | 0.0% | 58.0% | 104.7% | 105.2% | 107.0% | 99.4% | 83.6% | | |
| AM Peak | - | - | 09:00 | 11:00 | 11:00 | 10:00 | 11:00 | - | - |
| Vol. | - | - | 1217 | 1275 | 1340 | 1301 | 1132 | - | - |
| PM Peak | - | 17:00 | 17:00 | 17:00 | 12:00 | 12:00 | 12:00 | - | - |
| Vol. | - | 1347 | 1451 | 1417 | 1394 | 1352 | 1134 | - | - |
| Total | | | | | | | | 17701 | (18592) |

Cape Cod Commission

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 30-Jul-18 Mon | 31-Jul-18 Tue | 01-Aug-18 Wed | 02-Aug-18 Thu | 03-Aug-18 Fri | 04-Aug-18 Sat | 05-Aug-18 Sun | Week Average | Weekday Average |
|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|
| 12:00 AM | 88 | 73 | 84 | * | * | * | * | 82 | 82 |
| 01:00 | 41 | 31 | 32 | * | * | * | * | 35 | 35 |
| 02:00 | 29 | 26 | 24 | * | * | * | * | 26 | 26 |
| 03:00 | 33 | 29 | 21 | * | * | * | * | 28 | 28 |
| 04:00 | 68 | 65 | 60 | * | * | * | * | 64 | 64 |
| 05:00 | 177 | 183 | 195 | * | * | * | * | 185 | 185 |
| 06:00 | 516 | 552 | 564 | * | * | * | * | 544 | 544 |
| 07:00 | 930 | 947 | 922 | * | * | * | * | 933 | 933 |
| 08:00 | 1106 | 1103 | 1134 | * | * | * | * | 1114 | 1114 |
| 09:00 | 1177 | 1154 | * | * | * | * | * | 1166 | 1166 |
| 10:00 | 1248 | 1228 | * | * | * | * | * | 1238 | 1238 |
| 11:00 | 1307 | 1259 | * | * | * | * | * | 1283 | 1283 |
| 12:00 PM | 1172 | 1267 | * | * | * | * | * | 1220 | 1220 |
| 01:00 | 1234 | 1139 | * | * | * | * | * | 1186 | 1186 |
| 02:00 | 1189 | 1209 | * | * | * | * | * | 1199 | 1199 |
| 03:00 | 1256 | (1296) | * | * | * | * | * | 1276 | 1276 |
| 04:00 | 1265 | 1255 | * | * | * | * | * | 1260 | (1260) |
| 05:00 | 1223 | 1212 | * | * | * | * | * | 1218 | 1218 |
| 06:00 | 1007 | 1057 | * | * | * | * | * | 1032 | 1032 |
| 07:00 | 809 | 851 | * | * | * | * | * | 830 | 830 |
| 08:00 | 593 | 702 | * | * | * | * | * | 648 | 648 |
| 09:00 | 437 | 492 | * | * | * | * | * | 464 | 464 |
| 10:00 | 248 | 334 | * | * | * | * | * | 291 | 291 |
| 11:00 | 146 | 161 | * | * | * | * | * | 154 | 154 |
| Total | 17299 | (17625) | 3036 | 0 | 0 | 0 | 0 | | |
| Percentage | 99.0% | 100.9% | 17.4% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| AM Peak | 11:00 | 11:00 | 08:00 | - | - | - | - | - | - |
| Vol. | 1307 | 1259 | 1134 | - | - | - | - | - | - |
| PM Peak | 16:00 | 15:00 | - | - | - | - | - | - | - |
| Vol. | 1265 | 1296 | - | - | - | - | - | - | - |
| Total | | | | | | | | 17476 | (17476) |

Cape Cod Commission

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 23-Jul-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | |
|----------------|-----------|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | * | * | * | * | 36 | 47 | 32 | 40 | 48 | 40 | 74 | 111 | 76 | 85 | 39 | 42 |
| 01:00 | * | * | * | * | 18 | 22 | 23 | 21 | 23 | 29 | 34 | 58 | 41 | 77 | 21 | 24 |
| 02:00 | * | * | * | * | 22 | 16 | 10 | 12 | 9 | 15 | 19 | 22 | 27 | 19 | 14 | 14 |
| 03:00 | * | * | * | * | 16 | 20 | 8 | 11 | 16 | 14 | 13 | 27 | 9 | 7 | 13 | 15 |
| 04:00 | * | * | * | * | 29 | 30 | 25 | 26 | 35 | 24 | 23 | 11 | 27 | 22 | 30 | 27 |
| 05:00 | * | * | * | * | 97 | 96 | 71 | 81 | 98 | 90 | 67 | 61 | 39 | 54 | 89 | 89 |
| 06:00 | * | * | * | * | 296 | 261 | 279 | 253 | 269 | 260 | 172 | 152 | 112 | 97 | 281 | 258 |
| 07:00 | * | * | * | * | 520 | 471 | 474 | 443 | 484 | 459 | 298 | 276 | 211 | 202 | 493 | 458 |
| 08:00 | * | * | * | * | 609 | 475 | 557 | 562 | 594 | 518 | 452 | 431 | 330 | 290 | 587 | 518 |
| 09:00 | * | * | * | * | 610 | 607 | 641 | 537 | 614 | 513 | 558 | 494 | 473 | 473 | 622 | 552 |
| 10:00 | * | * | * | * | 556 | 646 | 628 | 569 | 618 | 630 | 635 | 666 | 575 | 478 | 601 | 615 |
| 11:00 | * | * | * | * | 611 | 604 | 623 | 652 | 672 | 668 | 662 | 638 | 606 | 526 | 635 | 641 |
| 12:00 PM | * | * | * | * | 654 | 699 | 610 | 660 | 705 | 689 | 709 | 643 | 597 | 537 | 656 | 683 |
| 01:00 | * | * | 604 | 604 | 621 | 654 | 621 | 673 | 650 | 646 | 680 | 625 | 582 | 532 | 624 | 644 |
| 02:00 | * | * | 620 | 650 | 589 | 649 | 687 | 696 | 684 | 667 | 669 | 630 | 580 | 524 | 645 | 666 |
| 03:00 | * | * | 631 | 677 | 633 | 694 | 675 | 677 | 613 | 711 | 578 | 621 | 535 | 557 | 638 | 690 |
| 04:00 | * | * | 626 | 691 | 611 | 690 | 634 | 738 | 657 | 656 | 614 | 629 | 570 | 545 | 632 | 694 |
| 05:00 | * | * | 678 | 669 | 737 | 714 | 685 | 732 | 720 | 651 | 593 | 532 | 507 | 492 | 705 | 692 |
| 06:00 | * | * | 588 | 583 | 710 | 583 | 627 | 549 | 661 | 520 | 578 | 517 | 464 | 446 | 646 | 559 |
| 07:00 | * | * | 435 | 387 | 411 | 444 | 481 | 466 | 472 | 430 | 462 | 406 | 375 | 357 | 450 | 432 |
| 08:00 | * | * | 367 | 400 | 343 | 367 | 359 | 359 | 395 | 341 | 345 | 392 | 304 | 381 | 366 | 367 |
| 09:00 | * | * | 259 | 270 | 201 | 285 | 221 | 300 | 287 | 299 | 296 | 347 | 212 | 290 | 242 | 288 |
| 10:00 | * | * | 159 | 209 | 158 | 185 | 195 | 205 | 207 | 253 | 219 | 264 | 203 | 181 | 180 | 213 |
| 11:00 | * | * | 73 | 88 | 83 | 98 | 84 | 112 | 125 | 156 | 147 | 139 | 79 | 90 | 91 | 114 |
| Total | 0 | 0 | 5040 | 5228 | 9171 | 9357 | 9250 | 9374 | 9656 | 9279 | 8897 | 8692 | 7534 | 7262 | 9300 | 9295 |
| Day | 0 | 0 | 10268 | 18528 | 18624 | 18935 | 17589 | 14796 | 18595 | | | | | | | |
| AM Peak | - | - | - | - | 11:00 | 10:00 | 09:00 | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 |
| Vol. | - | - | - | - | 611 | 646 | 641 | 652 | 672 | 668 | 662 | 666 | 606 | 526 | 635 | 641 |
| PM Peak | - | - | 17:00 | 16:00 | 17:00 | 17:00 | 14:00 | 16:00 | 17:00 | 15:00 | 12:00 | 12:00 | 12:00 | 15:00 | 17:00 | 16:00 |
| Vol. | - | - | 678 | 691 | 737 | 714 | 687 | 738 | 720 | 711 | 709 | 643 | 597 | 557 | 705 | 694 |

Cape Cod Commission

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 30-Jul-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | |
|----------------|-----------|-------|-------|-------|-------|-------|-----|----|-----|----|-----|----|-----|----|-------------|--------|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | 44 | 44 | 33 | 40 | 36 | 48 | * | * | * | * | * | * | * | * | 38 | 44 |
| 01:00 | 24 | 17 | 25 | 6 | 18 | 14 | * | * | * | * | * | * | * | * | 22 | 12 |
| 02:00 | 18 | 11 | 13 | 13 | 8 | 16 | * | * | * | * | * | * | * | * | 13 | 13 |
| 03:00 | 17 | 16 | 10 | 19 | 6 | 15 | * | * | * | * | * | * | * | * | 11 | 17 |
| 04:00 | 38 | 30 | 33 | 32 | 31 | 29 | * | * | * | * | * | * | * | * | 34 | 30 |
| 05:00 | 80 | 97 | 96 | 87 | 90 | 105 | * | * | * | * | * | * | * | * | 89 | 96 |
| 06:00 | 254 | 262 | 275 | 277 | 261 | 303 | * | * | * | * | * | * | * | * | 263 | 281 |
| 07:00 | 477 | 453 | 469 | 478 | 467 | 455 | * | * | * | * | * | * | * | * | 471 | 462 |
| 08:00 | 611 | 495 | 593 | 510 | 612 | 522 | * | * | * | * | * | * | * | * | 605 | 509 |
| 09:00 | 639 | 538 | 599 | 555 | * | * | * | * | * | * | * | * | * | * | 619 | 546 |
| 10:00 | 634 | 614 | 584 | 644 | * | * | * | * | * | * | * | * | * | * | 609 | 629 |
| 11:00 | 662 | 645 | 670 | 589 | * | * | * | * | * | * | * | * | * | * | 666 | 617 |
| 12:00 PM | 572 | 600 | 602 | 665 | * | * | * | * | * | * | * | * | * | * | 587 | 632 |
| 01:00 | 599 | 635 | 540 | 599 | * | * | * | * | * | * | * | * | * | * | 570 | 617 |
| 02:00 | 598 | 591 | 610 | 599 | * | * | * | * | * | * | * | * | * | * | 604 | 595 |
| 03:00 | 592 | 664 | 592 | 704 | * | * | * | * | * | * | * | * | * | * | 592 | 684 |
| 04:00 | 600 | 665 | 583 | 672 | * | * | * | * | * | * | * | * | * | * | 592 | 668 |
| 05:00 | 571 | 652 | 565 | 647 | * | * | * | * | * | * | * | * | * | * | 568 | 650 |
| 06:00 | 491 | 516 | 566 | 491 | * | * | * | * | * | * | * | * | * | * | 528 | 504 |
| 07:00 | 414 | 395 | 421 | 430 | * | * | * | * | * | * | * | * | * | * | 418 | 412 |
| 08:00 | 310 | 283 | 335 | 367 | * | * | * | * | * | * | * | * | * | * | 322 | 325 |
| 09:00 | 193 | 244 | 212 | 280 | * | * | * | * | * | * | * | * | * | * | 202 | 262 |
| 10:00 | 120 | 128 | 146 | 188 | * | * | * | * | * | * | * | * | * | * | 133 | 158 |
| 11:00 | 67 | 79 | 74 | 87 | * | * | * | * | * | * | * | * | * | * | 70 | 83 |
| Total | 8625 | 8674 | 8646 | 8979 | 1529 | 1507 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (8626) | (8846) |
| Day | 17299 | | 17625 | | 3036 | | 0 | | 0 | | 0 | | 0 | | 17472 | |
| AM Peak | 11:00 | 11:00 | 11:00 | 10:00 | 08:00 | 08:00 | - | - | - | - | - | - | - | - | 11:00 | 10:00 |
| Vol. | 662 | 645 | 670 | 644 | 612 | 522 | - | - | - | - | - | - | - | - | 666 | 629 |
| PM Peak | 16:00 | 16:00 | 14:00 | 15:00 | - | - | - | - | - | - | - | - | - | - | 14:00 | 15:00 |
| Vol. | 600 | 665 | 610 | 704 | - | - | - | - | - | - | - | - | - | - | 604 | 684 |

Comb. Total 17299 27893 21564 18624 18935 17589 14796 36067

ADT ADT 17,696 AADT 17,696

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB, EB | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|----------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 07/24/18 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | 14 | 835 | 193 | 3 | 38 | 9 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 107 | 1208 |
| 14:00 | 14 | 857 | 185 | 5 | 35 | 13 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 156 | 1270 |
| 15:00 | 28 | 842 | 168 | 5 | 40 | 11 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 207 | 1308 |
| 16:00 | 19 | 792 | 183 | 0 | 33 | 8 | 3 | 8 | 1 | 1 | 0 | 0 | 0 | 269 | 1317 |
| 17:00 | 19 | 817 | 158 | 1 | 24 | 8 | 8 | 1 | 3 | 1 | 0 | 1 | 0 | 306 | 1347 |
| 18:00 | 5 | 863 | 176 | 1 | 34 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 86 | 1171 |
| 19:00 | 5 | 653 | 112 | 0 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 822 |
| 20:00 | 7 | 615 | 85 | 1 | 10 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 44 | 767 |
| 21:00 | 4 | 438 | 61 | 1 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 529 |
| 22:00 | 0 | 312 | 38 | 2 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 368 |
| 23:00 | 0 | 151 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| Total | 115 | 7175 | 1368 | 19 | 246 | 58 | 15 | 24 | 10 | 5 | 0 | 1 | 0 | 1232 | 10268 |
| Percent | 1.1% | 69.9% | 13.3% | 0.2% | 2.4% | 0.6% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 12.0% | |
| AM Peak | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | |
| PM Peak | 15:00 | 18:00 | 13:00 | 14:00 | 15:00 | 14:00 | 17:00 | 16:00 | 13:00 | 14:00 | | 17:00 | | 17:00 | |
| Vol. | 28 | 863 | 193 | 5 | 40 | 13 | 8 | 8 | 4 | 1 | | 1 | | 306 | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
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Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
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Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

WB, EB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|----------------|--------------|-----------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|
| 07/25/18 | 0 | 78 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 01:00 | 1 | 36 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 40 |
| 02:00 | 0 | 35 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 03:00 | 0 | 28 | 3 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 36 |
| 04:00 | 1 | 38 | 16 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 05:00 | 1 | 129 | 44 | 3 | 10 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 193 |
| 06:00 | 4 | 364 | 140 | 0 | 26 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 557 |
| 07:00 | 2 | 658 | 214 | 2 | 35 | 15 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 53 | 991 |
| 08:00 | 7 | 742 | 189 | 8 | 26 | 8 | 2 | 11 | 5 | 0 | 0 | 0 | 0 | 86 | 1084 |
| 09:00 | 9 | 814 | 189 | 4 | 44 | 17 | 3 | 10 | 4 | 0 | 0 | 0 | 0 | 123 | 1217 |
| 10:00 | 22 | 756 | 179 | 4 | 41 | 4 | 2 | 6 | 3 | 0 | 0 | 0 | 0 | 185 | 1202 |
| 11:00 | 21 | 804 | 165 | 2 | 29 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 179 | 1215 |
| 12 PM | 20 | 819 | 193 | 7 | 32 | 12 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 264 | 1353 |
| 13:00 | 12 | 887 | 198 | 3 | 29 | 9 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 130 | 1275 |
| 14:00 | 20 | 773 | 163 | 3 | 38 | 13 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 222 | 1238 |
| 15:00 | 19 | 798 | 198 | 1 | 31 | 8 | 2 | 6 | 0 | 0 | 1 | 0 | 0 | 263 | 1327 |
| 16:00 | 28 | 741 | 158 | 1 | 20 | 10 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 336 | 1301 |
| 17:00 | 31 | 924 | 199 | 1 | 34 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 249 | 1451 |
| 18:00 | 10 | 969 | 167 | 1 | 24 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 111 | 1293 |
| 19:00 | 4 | 682 | 105 | 0 | 21 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 40 | 855 |
| 20:00 | 2 | 563 | 95 | 1 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 710 |
| 21:00 | 7 | 389 | 59 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 486 |
| 22:00 | 0 | 294 | 43 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 343 |
| 23:00 | 0 | 152 | 23 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 181 |
| Total | 221 | 12473 | 2746 | 43 | 474 | 132 | 24 | 65 | 26 | 0 | 1 | 0 | 0 | 2323 | 18528 |
| Percent | 1.2% | 67.3% | 14.8% | 0.2% | 2.6% | 0.7% | 0.1% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 12.5% | |
| AM Peak | 10:00 | 09:00 | 07:00 | 08:00 | 09:00 | 09:00 | 09:00 | 08:00 | 07:00 | | | | | 10:00 | |
| Vol. | 22 | 814 | 214 | 8 | 44 | 17 | 3 | 11 | 6 | | | | | 185 | |
| PM Peak | 17:00 | 18:00 | 17:00 | 12:00 | 14:00 | 14:00 | 16:00 | 13:00 | 12:00 | | 15:00 | | | 16:00 | |
| Vol. | 31 | 969 | 199 | 7 | 38 | 13 | 5 | 6 | 1 | | 1 | | | 336 | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
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Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB, EB | Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| | 07/26/18 | 0 | 63 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| | 01:00 | 0 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| | 02:00 | 0 | 17 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 22 |
| | 03:00 | 0 | 12 | 4 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 19 |
| | 04:00 | 0 | 38 | 8 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| | 05:00 | 0 | 97 | 39 | 1 | 12 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 152 |
| | 06:00 | 5 | 334 | 133 | 2 | 30 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 532 |
| | 07:00 | 2 | 627 | 182 | 2 | 39 | 8 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 52 | 917 |
| | 08:00 | 9 | 772 | 192 | 10 | 34 | 7 | 0 | 8 | 6 | 1 | 0 | 0 | 0 | 80 | 1119 |
| | 09:00 | 8 | 787 | 213 | 11 | 47 | 9 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 94 | 1178 |
| | 10:00 | 3 | 850 | 182 | 5 | 45 | 7 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 97 | 1197 |
| | 11:00 | 16 | 823 | 208 | 5 | 46 | 12 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 155 | 1275 |
| | 12 PM | 23 | 787 | 152 | 3 | 34 | 13 | 4 | 3 | 5 | 0 | 0 | 0 | 0 | 246 | 1270 |
| | 13:00 | 17 | 801 | 206 | 4 | 36 | 13 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 209 | 1294 |
| | 14:00 | 18 | 891 | 177 | 0 | 37 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 241 | 1383 |
| | 15:00 | 12 | 913 | 216 | 1 | 37 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 158 | 1352 |
| | 16:00 | 34 | 723 | 174 | 0 | 40 | 15 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 379 | 1372 |
| | 17:00 | 18 | 885 | 181 | 0 | 31 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 281 | 1417 |
| | 18:00 | 10 | 888 | 158 | 2 | 27 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 86 | 1176 |
| | 19:00 | 2 | 734 | 133 | 1 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 57 | 947 |
| | 20:00 | 6 | 580 | 89 | 0 | 10 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 30 | 718 |
| | 21:00 | 2 | 416 | 74 | 2 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 521 |
| | 22:00 | 3 | 353 | 35 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 | 400 |
| | 23:00 | 2 | 161 | 23 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 196 |
| | Total | 190 | 12593 | 2791 | 51 | 537 | 140 | 19 | 54 | 26 | 2 | 1 | 0 | 0 | 2220 | 18624 |
| | Percent | 1.0% | 67.6% | 15.0% | 0.3% | 2.9% | 0.8% | 0.1% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 11.9% | |
| | AM Peak | 11:00 | 10:00 | 09:00 | 09:00 | 09:00 | 11:00 | 09:00 | 08:00 | 08:00 | 08:00 | 07:00 | | | 11:00 | |
| | Vol. | 16 | 850 | 213 | 11 | 47 | 12 | 1 | 8 | 6 | 1 | 1 | | | 155 | |
| | PM Peak | 16:00 | 15:00 | 15:00 | 13:00 | 16:00 | 14:00 | 17:00 | 13:00 | 12:00 | 16:00 | | | | 16:00 | |
| | Vol. | 34 | 913 | 216 | 4 | 40 | 16 | 6 | 6 | 5 | 1 | | | | 379 | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB, EB | Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| | 07/27/18 | 0 | 75 | 8 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 88 |
| | 01:00 | 0 | 43 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| | 02:00 | 2 | 20 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 03:00 | 0 | 21 | 2 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 30 |
| | 04:00 | 1 | 44 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 59 |
| | 05:00 | 1 | 127 | 41 | 1 | 11 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 188 |
| | 06:00 | 3 | 349 | 130 | 1 | 24 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 15 | 529 |
| | 07:00 | 4 | 613 | 188 | 4 | 47 | 10 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 61 | 943 |
| | 08:00 | 3 | 778 | 218 | 6 | 27 | 11 | 1 | 10 | 2 | 1 | 0 | 0 | 0 | 55 | 1112 |
| | 09:00 | 5 | 772 | 198 | 6 | 37 | 13 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 89 | 1127 |
| | 10:00 | 24 | 779 | 184 | 3 | 38 | 10 | 3 | 2 | 5 | 1 | 0 | 0 | 0 | 199 | 1248 |
| | 11:00 | 22 | 897 | 189 | 4 | 47 | 15 | 2 | 7 | 1 | 2 | 0 | 0 | 0 | 154 | 1340 |
| | 12 PM | 15 | 935 | 210 | 5 | 32 | 20 | 2 | 10 | 3 | 0 | 0 | 0 | 0 | 162 | 1394 |
| | 13:00 | 17 | 837 | 174 | 7 | 34 | 15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 204 | 1296 |
| | 14:00 | 16 | 893 | 189 | 2 | 51 | 14 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 176 | 1351 |
| | 15:00 | 30 | 741 | 192 | 3 | 32 | 14 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 303 | 1324 |
| | 16:00 | 17 | 803 | 166 | 2 | 30 | 12 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 269 | 1313 |
| | 17:00 | 13 | 934 | 190 | 0 | 35 | 7 | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 182 | 1371 |
| | 18:00 | 7 | 882 | 150 | 1 | 24 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 114 | 1181 |
| | 19:00 | 9 | 706 | 117 | 0 | 15 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 48 | 902 |
| | 20:00 | 4 | 605 | 96 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 736 |
| | 21:00 | 10 | 457 | 76 | 1 | 15 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 23 | 586 |
| | 22:00 | 2 | 367 | 69 | 0 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 12 | 460 |
| | 23:00 | 2 | 239 | 30 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 281 |
| | Total | 207 | 12917 | 2834 | 51 | 530 | 155 | 18 | 90 | 38 | 5 | 0 | 0 | 0 | 2090 | 18935 |
| | Percent | 1.1% | 68.2% | 15.0% | 0.3% | 2.8% | 0.8% | 0.1% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 11.0% | |
| | AM Peak | 10:00 | 11:00 | 08:00 | 08:00 | 07:00 | 11:00 | 10:00 | 07:00 | 10:00 | 11:00 | | | | 10:00 | |
| | Vol. | 24 | 897 | 218 | 6 | 47 | 15 | 3 | 12 | 5 | 2 | | | | 199 | |
| | PM Peak | 15:00 | 12:00 | 12:00 | 13:00 | 14:00 | 12:00 | 15:00 | 12:00 | 22:00 | 17:00 | | | | 15:00 | |
| | Vol. | 30 | 935 | 210 | 7 | 51 | 20 | 6 | 10 | 4 | 1 | | | | 303 | |

Cape Cod Commission

3225 Main Street | PO Box 226
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capecodcommission.org

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 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB, EB | Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|--------|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| | 07/28/18 | 3 | 159 | 18 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 185 |
| | 01:00 | 0 | 80 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| | 02:00 | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| | 03:00 | 0 | 30 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| | 04:00 | 0 | 22 | 5 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| | 05:00 | 2 | 87 | 25 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 128 |
| | 06:00 | 1 | 231 | 59 | 0 | 21 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 7 | 324 |
| | 07:00 | 5 | 409 | 119 | 3 | 24 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 7 | 574 |
| | 08:00 | 4 | 626 | 160 | 1 | 41 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 44 | 883 |
| | 09:00 | 5 | 760 | 172 | 2 | 43 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 63 | 1052 |
| | 10:00 | 4 | 922 | 179 | 2 | 45 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 138 | 1301 |
| | 11:00 | 23 | 824 | 178 | 0 | 19 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 239 | 1300 |
| | 12:PM | 15 | 952 | 212 | 1 | 33 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 129 | 1352 |
| | 13:00 | 15 | 921 | 187 | 0 | 26 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 148 | 1305 |
| | 14:00 | 21 | 897 | 160 | 1 | 21 | 9 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 187 | 1299 |
| | 15:00 | 28 | 779 | 103 | 0 | 13 | 4 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 267 | 1199 |
| | 16:00 | 19 | 849 | 124 | 0 | 26 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 215 | 1243 |
| | 17:00 | 5 | 870 | 135 | 0 | 23 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 83 | 1125 |
| | 18:00 | 6 | 847 | 127 | 0 | 20 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 87 | 1095 |
| | 19:00 | 7 | 671 | 114 | 0 | 17 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 56 | 868 |
| | 20:00 | 8 | 586 | 96 | 1 | 19 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 23 | 737 |
| | 21:00 | 6 | 536 | 70 | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 643 |
| | 22:00 | 1 | 408 | 45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 483 |
| | 23:00 | 1 | 245 | 32 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 286 |
| | Total | 179 | 12745 | 2339 | 12 | 436 | 69 | 12 | 39 | 15 | 0 | 1 | 0 | 0 | 1742 | 17589 |
| | Percent | 1.0% | 72.5% | 13.3% | 0.1% | 2.5% | 0.4% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 9.9% | |
| | AM Peak | 11:00 | 10:00 | 10:00 | 07:00 | 10:00 | 11:00 | 11:00 | 09:00 | 06:00 | | | | | 11:00 | |
| | Vol. | 23 | 922 | 179 | 3 | 45 | 11 | 5 | 5 | 2 | | | | | 239 | |
| | PM Peak | 15:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 | 15:00 | 12:00 | 18:00 | | 15:00 | | | 15:00 | |
| | Vol. | 28 | 952 | 212 | 1 | 33 | 9 | 3 | 4 | 2 | | 1 | | | 267 | |

Cape Cod Commission

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Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB, EB | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|----------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 07/29/18 | 0 | 143 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 161 |
| 01:00 | 4 | 97 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 02:00 | 0 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 03:00 | 0 | 11 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:00 | 0 | 29 | 9 | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 49 |
| 05:00 | 0 | 65 | 20 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 06:00 | 1 | 168 | 30 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 209 |
| 07:00 | 1 | 324 | 72 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 413 |
| 08:00 | 4 | 492 | 100 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 620 |
| 09:00 | 11 | 721 | 134 | 2 | 21 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 52 | 946 |
| 10:00 | 14 | 809 | 143 | 2 | 25 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 55 | 1053 |
| 11:00 | 14 | 859 | 144 | 1 | 27 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 80 | 1132 |
| 12 PM | 18 | 861 | 155 | 2 | 16 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 74 | 1134 |
| 13:00 | 7 | 899 | 126 | 0 | 10 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 65 | 1114 |
| 14:00 | 7 | 849 | 138 | 0 | 24 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 77 | 1104 |
| 15:00 | 16 | 841 | 122 | 0 | 13 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 93 | 1092 |
| 16:00 | 13 | 868 | 148 | 1 | 8 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 69 | 1115 |
| 17:00 | 7 | 823 | 108 | 0 | 10 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 46 | 999 |
| 18:00 | 21 | 710 | 105 | 1 | 11 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 57 | 910 |
| 19:00 | 11 | 617 | 71 | 0 | 7 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 23 | 732 |
| 20:00 | 12 | 557 | 73 | 0 | 11 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 27 | 685 |
| 21:00 | 4 | 432 | 44 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 13 | 502 |
| 22:00 | 7 | 326 | 33 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 384 |
| 23:00 | 0 | 147 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 169 |
| Total | 172 | 11688 | 1828 | 13 | 235 | 35 | 0 | 46 | 10 | 1 | 0 | 0 | 0 | 768 | 14796 |
| Percent | 1.2% | 79.0% | 12.4% | 0.1% | 1.6% | 0.2% | 0.0% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 5.2% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 00:00 | 11:00 | 09:00 | | 04:00 | 04:00 | | | | | 11:00 | 80 |
| Vol. | 14 | 859 | 144 | 2 | 27 | 2 | | 5 | 1 | | | | | 15:00 | |
| PM Peak | 18:00 | 13:00 | 12:00 | 12:00 | 14:00 | 12:00 | | 14:00 | 17:00 | 12:00 | | | | 93 | |
| Vol. | 21 | 899 | 155 | 2 | 24 | 6 | | 5 | 2 | 1 | | | | | |

Cape Cod Commission

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Site Code: 20272
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| WB, EB | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|----------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 07/30/18 | 0 | 73 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 88 |
| 01:00 | 0 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 02:00 | 0 | 22 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 03:00 | 1 | 21 | 6 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 33 |
| 04:00 | 0 | 54 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 68 |
| 05:00 | 3 | 111 | 45 | 0 | 8 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 6 | 177 |
| 06:00 | 2 | 339 | 132 | 4 | 26 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 37 | 516 |
| 07:00 | 4 | 616 | 214 | 8 | 31 | 7 | 1 | 6 | 6 | 0 | 0 | 0 | 0 | 89 | 930 |
| 08:00 | 10 | 731 | 206 | 8 | 42 | 7 | 1 | 6 | 6 | 0 | 1 | 0 | 0 | 137 | 1106 |
| 09:00 | 15 | 779 | 168 | 4 | 41 | 20 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 99 | 1177 |
| 10:00 | 10 | 867 | 201 | 5 | 45 | 13 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 164 | 1248 |
| 11:00 | 27 | 850 | 198 | 8 | 34 | 18 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 174 | 1307 |
| 12 PM | 15 | 755 | 170 | 4 | 36 | 9 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 136 | 1172 |
| 13:00 | 17 | 837 | 176 | 6 | 43 | 11 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 156 | 1234 |
| 14:00 | 18 | 803 | 157 | 5 | 31 | 9 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 228 | 1189 |
| 15:00 | 16 | 769 | 197 | 3 | 32 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 184 | 1256 |
| 16:00 | 12 | 833 | 194 | 1 | 29 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 277 | 1265 |
| 17:00 | 17 | 759 | 139 | 0 | 20 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 58 | 1223 |
| 18:00 | 2 | 791 | 129 | 0 | 22 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 43 | 1007 |
| 19:00 | 3 | 636 | 113 | 0 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 809 |
| 20:00 | 1 | 471 | 71 | 1 | 13 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 593 |
| 21:00 | 2 | 359 | 58 | 2 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 6 | 437 |
| 22:00 | 2 | 202 | 37 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 248 |
| 23:00 | 0 | 124 | 17 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 146 |
| Total | 177 | 11841 | 2655 | 59 | 487 | 131 | 21 | 53 | 44 | 0 | 1 | 0 | 0 | 1830 | 17299 |
| Percent | 1.0% | 68.4% | 15.3% | 0.3% | 2.8% | 0.8% | 0.1% | 0.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 10.6% | |
| AM Peak | 11:00 | 10:00 | 07:00 | 07:00 | 10:00 | 09:00 | 09:00 | 07:00 | 07:00 | | 09:00 | | | 11:00 | 164 |
| Vol. | 27 | 867 | 214 | 8 | 45 | 20 | 3 | 6 | 6 | | 1 | | | 17:00 | 277 |
| PM Peak | 14:00 | 13:00 | 15:00 | 13:00 | 13:00 | 13:00 | 16:00 | 14:00 | 12:00 | | | | | | |
| Vol. | 18 | 837 | 197 | 6 | 43 | 11 | 4 | 6 | 4 | | | | | | |

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|--------|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| | 07/31/18 | 1 | 64 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| | 01:00 | 0 | 21 | 6 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| | 02:00 | 2 | 19 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 03:00 | 1 | 19 | 2 | 0 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 29 |
| | 04:00 | 1 | 39 | 12 | 0 | 9 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 65 |
| | 05:00 | 2 | 125 | 40 | 2 | 7 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 183 |
| | 06:00 | 4 | 350 | 140 | 2 | 27 | 6 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 16 | 552 |
| | 07:00 | 5 | 622 | 224 | 5 | 38 | 6 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 39 | 947 |
| | 08:00 | 11 | 749 | 201 | 11 | 40 | 4 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 75 | 1103 |
| | 09:00 | 11 | 765 | 192 | 12 | 44 | 6 | 1 | 10 | 5 | 0 | 0 | 0 | 0 | 108 | 1154 |
| | 10:00 | 10 | 812 | 198 | 12 | 32 | 10 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 147 | 1228 |
| | 11:00 | 13 | 885 | 192 | 10 | 44 | 16 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 92 | 1259 |
| | 12 PM | 13 | 855 | 204 | 7 | 46 | 8 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 124 | 1267 |
| | 13:00 | 13 | 806 | 155 | 3 | 47 | 12 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 95 | 1139 |
| | 14:00 | 16 | 854 | 169 | 2 | 36 | 13 | 2 | 6 | 3 | 0 | 0 | 0 | 0 | 108 | 1209 |
| | 15:00 | 20 | 780 | 205 | 0 | 40 | 12 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 233 | 1296 |
| | 16:00 | 19 | 782 | 186 | 3 | 34 | 8 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 216 | 1255 |
| | 17:00 | 17 | 779 | 136 | 0 | 30 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 243 | 1212 |
| | 18:00 | 9 | 810 | 135 | 0 | 18 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 77 | 1057 |
| | 19:00 | 7 | 668 | 111 | 1 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 45 | 851 |
| | 20:00 | 10 | 545 | 92 | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 | 702 |
| | 21:00 | 2 | 402 | 55 | 2 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 22 | 492 |
| | 22:00 | 0 | 292 | 30 | 1 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 334 |
| | 23:00 | 0 | 143 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| | Total | 187 | 12186 | 2707 | 76 | 537 | 124 | 18 | 70 | 38 | 0 | 0 | 0 | 0 | 1682 | 17625 |
| | Percent | 1.1% | 69.1% | 15.4% | 0.4% | 3.0% | 0.7% | 0.1% | 0.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 9.5% | |
| | AM Peak | 11:00 | 11:00 | 07:00 | 09:00 | 09:00 | 11:00 | 11:00 | 09:00 | 08:00 | | | | | 10:00 | 147 |
| | Vol. | 13 | 885 | 224 | 12 | 44 | 16 | 2 | 10 | 5 | | | | | 17:00 | 243 |
| | PM Peak | 15:00 | 12:00 | 15:00 | 12:00 | 13:00 | 14:00 | 12:00 | 14:00 | 12:00 | | | | | | |
| | Vol. | 20 | 855 | 205 | 7 | 47 | 13 | 3 | 6 | 4 | | | | | | |

Cape Cod Commission

3225 Main Street | PO Box 226

Barnstable, MA 02630

capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB, EB | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|--------|
| 08/01/18 | 1 | 64 | 17 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 01:00 | 0 | 27 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 02:00 | 0 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 03:00 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 21 |
| 04:00 | 0 | 42 | 11 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 60 |
| 05:00 | 0 | 135 | 47 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 195 |
| 06:00 | 5 | 377 | 136 | 3 | 24 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 40 | 564 |
| 07:00 | 5 | 597 | 206 | 5 | 35 | 13 | 2 | 9 | 10 | 0 | 0 | 0 | 0 | 100 | 922 |
| 08:00 | 10 | 735 | 209 | 6 | 45 | 11 | 2 | 9 | 7 | 0 | 0 | 0 | 0 | 100 | 1134 |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 21 | 2012 | 635 | 15 | 119 | 26 | 4 | 21 | 20 | 0 | 0 | 0 | 0 | 163 | 3036 |
| Percent | 0.7% | 66.3% | 20.9% | 0.5% | 3.9% | 0.9% | 0.1% | 0.7% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 5.4% | |
| AM Peak | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | | | | | 08:00 | |
| Vol. | 10 | 735 | 209 | 6 | 45 | 13 | 2 | 9 | 10 | | | | | 100 | |
| PM Peak | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | |
| Grand Total | 1469 | 95630 | 19903 | 339 | 3601 | 870 | 131 | 462 | 227 | 13 | 4 | 1 | 0 | 14050 | 136700 |
| Percent | 1.1% | 70.0% | 14.6% | 0.2% | 2.6% | 0.6% | 0.1% | 0.3% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 10.3% | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number |
|---------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | Speed | in Pace |
| 07/24/18 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | 41 | 4 | 8 | 28 | 45 | 62 | 104 | 116 | 86 | 66 | 29 | 10 | 4 | 1 | 604 | 29-38 | 434 |
| 14:00 | 70 | 7 | 8 | 21 | 48 | 62 | 98 | 120 | 88 | 57 | 29 | 7 | 3 | 2 | 620 | 29-38 | 425 |
| 15:00 | 99 | 5 | 9 | 20 | 43 | 63 | 94 | 107 | 92 | 54 | 28 | 12 | 4 | 1 | 631 | 29-38 | 410 |
| 16:00 | 105 | 3 | 4 | 17 | 44 | 72 | 92 | 120 | 102 | 36 | 23 | 6 | 1 | 1 | 626 | 27-36 | 430 |
| 17:00 | 119 | 5 | 3 | 31 | 45 | 72 | 102 | 105 | 89 | 54 | 35 | 15 | 1 | 3 | 678 | 29-38 | 422 |
| 18:00 | 34 | 1 | 4 | 24 | 35 | 43 | 75 | 109 | 109 | 94 | 29 | 18 | 10 | 3 | 588 | 29-38 | 430 |
| 19:00 | 12 | 2 | 2 | 13 | 11 | 40 | 67 | 67 | 83 | 73 | 41 | 13 | 6 | 5 | 435 | 31-40 | 331 |
| 20:00 | 20 | 1 | 9 | 15 | 17 | 52 | 65 | 69 | 62 | 36 | 14 | 5 | 0 | 2 | 367 | 29-38 | 284 |
| 21:00 | 7 | 1 | 2 | 5 | 11 | 26 | 41 | 56 | 51 | 35 | 15 | 5 | 3 | 1 | 259 | 29-38 | 209 |
| 22:00 | 6 | 3 | 3 | 4 | 6 | 11 | 20 | 26 | 35 | 25 | 12 | 3 | 5 | 0 | 159 | 30-39 | 118 |
| 23:00 | 0 | 0 | 1 | 1 | 5 | 12 | 4 | 7 | 15 | 14 | 9 | 4 | 1 | 0 | 73 | 29-38 | 52 |
| Total | 513 | 32 | 53 | 179 | 310 | 515 | 762 | 902 | 812 | 544 | 264 | 98 | 38 | 18 | 5040 | | |
| Percent | 10.2% | 0.6% | 1.1% | 3.6% | 6.2% | 10.2% | 15.1% | 17.9% | 16.1% | 10.8% | 5.2% | 1.9% | 0.8% | 0.4% | | | |
| AM Peak Vol. | | | | | | | | | | | | | | | | | |
| PM Peak Vol. | 17:00 | 14:00 | 15:00 | 17:00 | 14:00 | 16:00 | 13:00 | 14:00 | 18:00 | 18:00 | 19:00 | 18:00 | 18:00 | 19:00 | 17:00 | | |
| | 119 | 7 | 9 | 31 | 48 | 72 | 104 | 120 | 109 | 94 | 41 | 18 | 10 | 5 | 678 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
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capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | Speed | in Pace |
| 07/25/18 | 1 | 0 | 1 | 1 | 1 | 2 | 2 | 9 | 9 | 3 | 3 | 1 | 1 | 2 | 36 | 30-39 | 26 |
| 01:00 | 1 | 0 | 0 | 1 | 0 | 1 | 5 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 18 | 29-38 | 12 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 2 | 4 | 2 | 1 | 5 | 22 | 32-41 | 12 |
| 03:00 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 0 | 16 | 29-38 | 12 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 11 | 6 | 1 | 2 | 1 | 0 | 29 | 29-38 | 25 |
| 05:00 | 1 | 0 | 0 | 1 | 1 | 5 | 9 | 11 | 21 | 16 | 16 | 6 | 7 | 3 | 97 | 31-40 | 73 |
| 06:00 | 8 | 0 | 2 | 2 | 2 | 3 | 17 | 46 | 62 | 60 | 50 | 26 | 12 | 6 | 296 | 33-42 | 244 |
| 07:00 | 26 | 2 | 0 | 6 | 10 | 21 | 65 | 107 | 106 | 85 | 56 | 21 | 10 | 5 | 520 | 31-40 | 419 |
| 08:00 | 38 | 1 | 1 | 10 | 16 | 67 | 117 | 119 | 119 | 71 | 27 | 17 | 4 | 2 | 609 | 29-38 | 493 |
| 09:00 | 44 | 1 | 3 | 21 | 44 | 62 | 88 | 130 | 122 | 59 | 24 | 9 | 1 | 2 | 610 | 29-38 | 461 |
| 10:00 | 66 | 2 | 9 | 17 | 36 | 63 | 81 | 124 | 78 | 49 | 25 | 5 | 0 | 1 | 556 | 29-38 | 395 |
| 11:00 | 74 | 7 | 7 | 38 | 51 | 100 | 115 | 97 | 67 | 35 | 14 | 4 | 2 | 0 | 611 | 27-36 | 430 |
| 12 PM | 85 | 0 | 24 | 39 | 73 | 114 | 120 | 93 | 65 | 24 | 12 | 3 | 1 | 1 | 654 | 27-36 | 465 |
| 13:00 | 48 | 5 | 24 | 49 | 70 | 103 | 94 | 100 | 68 | 33 | 17 | 7 | 0 | 3 | 621 | 27-36 | 435 |
| 14:00 | 87 | 7 | 9 | 46 | 50 | 77 | 94 | 99 | 63 | 34 | 15 | 4 | 2 | 2 | 589 | 27-36 | 383 |
| 15:00 | 90 | 7 | 14 | 39 | 59 | 77 | 105 | 99 | 80 | 35 | 20 | 6 | 2 | 0 | 633 | 27-36 | 420 |
| 16:00 | 112 | 8 | 18 | 38 | 46 | 89 | 104 | 101 | 48 | 20 | 14 | 8 | 3 | 2 | 611 | 27-36 | 388 |
| 17:00 | 94 | 4 | 16 | 41 | 50 | 107 | 112 | 119 | 95 | 45 | 32 | 17 | 4 | 1 | 737 | 27-36 | 483 |
| 18:00 | 42 | 2 | 27 | 30 | 52 | 103 | 112 | 119 | 130 | 46 | 30 | 13 | 4 | 0 | 710 | 27-36 | 516 |
| 19:00 | 16 | 0 | 2 | 13 | 11 | 38 | 64 | 78 | 72 | 56 | 39 | 18 | 4 | 0 | 411 | 31-40 | 309 |
| 20:00 | 16 | 3 | 6 | 16 | 18 | 34 | 62 | 77 | 57 | 31 | 11 | 7 | 2 | 3 | 343 | 29-38 | 261 |
| 21:00 | 10 | 2 | 2 | 2 | 13 | 11 | 26 | 36 | 38 | 30 | 19 | 7 | 2 | 3 | 201 | 31-40 | 149 |
| 22:00 | 1 | 1 | 2 | 4 | 4 | 11 | 12 | 33 | 33 | 32 | 15 | 7 | 2 | 1 | 158 | 31-40 | 125 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 8 | 19 | 14 | 16 | 8 | 3 | 3 | 83 | 33-42 | 65 |
| Total | 861 | 52 | 167 | 414 | 609 | 1100 | 1413 | 1619 | 1368 | 790 | 462 | 200 | 70 | 46 | 9171 | | |
| Percent | 9.4% | 0.6% | 1.8% | 4.5% | 6.6% | 12.0% | 15.4% | 17.7% | 14.9% | 8.6% | 5.0% | 2.2% | 0.8% | 0.5% | | | |
| AM Peak | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 | 11:00 | 08:00 | 09:00 | 09:00 | 07:00 | 07:00 | 06:00 | 06:00 | 06:00 | 11:00 | | |
| Vol. | 74 | 7 | 9 | 38 | 51 | 100 | 117 | 130 | 122 | 85 | 56 | 26 | 12 | 6 | 611 | | |
| PM Peak | 16:00 | 16:00 | 18:00 | 13:00 | 12:00 | 12:00 | 12:00 | 17:00 | 18:00 | 19:00 | 19:00 | 19:00 | 17:00 | 13:00 | 17:00 | | |
| Vol. | 112 | 8 | 27 | 49 | 73 | 114 | 120 | 119 | 130 | 56 | 39 | 18 | 4 | 3 | 737 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
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capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|----------------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | | |
| 07/26/18 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 5 | 6 | 5 | 4 | 5 | 0 | 1 | 32 | 33-42 | 25 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 4 | 6 | 0 | 0 | 0 | 23 | 31-40 | 20 |
| 02:00 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 10 | 30-39 | 8 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 1 | 1 | 0 | 8 | 31-40 | 6 |
| 04:00 | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 6 | 2 | 2 | 3 | 4 | 0 | 1 | 25 | 31-40 | 17 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 12 | 16 | 14 | 9 | 7 | 4 | 0 | 71 | 31-40 | 58 |
| 06:00 | 8 | 1 | 4 | 3 | 7 | 18 | 33 | 55 | 48 | 55 | 29 | 11 | 3 | 4 | 279 | 31-40 | 220 |
| 07:00 | 28 | 0 | 0 | 1 | 11 | 22 | 41 | 87 | 102 | 91 | 56 | 18 | 14 | 3 | 474 | 31-40 | 377 |
| 08:00 | 25 | 0 | 4 | 12 | 24 | 39 | 101 | 132 | 110 | 65 | 30 | 12 | 2 | 1 | 557 | 29-38 | 447 |
| 09:00 | 39 | 0 | 4 | 10 | 46 | 87 | 142 | 122 | 96 | 51 | 33 | 6 | 1 | 4 | 641 | 29-38 | 498 |
| 10:00 | 48 | 2 | 14 | 19 | 32 | 79 | 115 | 124 | 100 | 60 | 24 | 6 | 3 | 2 | 628 | 29-38 | 478 |
| 11:00 | 54 | 7 | 32 | 33 | 56 | 99 | 122 | 108 | 67 | 30 | 11 | 4 | 0 | 0 | 623 | 27-36 | 452 |
| 12 PM | 88 | 15 | 27 | 44 | 79 | 80 | 115 | 93 | 40 | 20 | 7 | 2 | 0 | 0 | 610 | 25-34 | 411 |
| 13:00 | 72 | 24 | 35 | 31 | 68 | 91 | 96 | 89 | 76 | 22 | 10 | 6 | 1 | 0 | 621 | 27-36 | 420 |
| 14:00 | 104 | 18 | 39 | 70 | 92 | 87 | 103 | 86 | 47 | 24 | 11 | 4 | 1 | 1 | 687 | 25-34 | 438 |
| 15:00 | 62 | 5 | 20 | 37 | 77 | 89 | 95 | 135 | 65 | 46 | 32 | 9 | 2 | 1 | 675 | 27-36 | 461 |
| 16:00 | 139 | 13 | 12 | 49 | 57 | 69 | 89 | 90 | 66 | 35 | 8 | 6 | 0 | 1 | 634 | 27-36 | 371 |
| 17:00 | 111 | 11 | 15 | 26 | 50 | 106 | 81 | 110 | 98 | 45 | 19 | 8 | 4 | 1 | 685 | 27-36 | 445 |
| 18:00 | 40 | 0 | 7 | 29 | 44 | 86 | 101 | 107 | 92 | 70 | 32 | 12 | 7 | 0 | 627 | 29-38 | 456 |
| 19:00 | 23 | 0 | 3 | 13 | 20 | 47 | 56 | 120 | 81 | 56 | 38 | 17 | 3 | 4 | 481 | 29-38 | 360 |
| 20:00 | 10 | 1 | 7 | 13 | 32 | 33 | 61 | 75 | 68 | 31 | 19 | 5 | 4 | 0 | 359 | 27-36 | 269 |
| 21:00 | 9 | 0 | 3 | 4 | 5 | 25 | 23 | 45 | 56 | 31 | 6 | 9 | 2 | 3 | 221 | 29-38 | 180 |
| 22:00 | 2 | 0 | 5 | 6 | 9 | 13 | 25 | 40 | 44 | 31 | 9 | 3 | 5 | 3 | 195 | 29-38 | 153 |
| 23:00 | 2 | 0 | 1 | 2 | 2 | 4 | 9 | 9 | 18 | 17 | 9 | 5 | 4 | 2 | 84 | 31-40 | 62 |
| Total | 866 | 97 | 232 | 405 | 713 | 1081 | 1426 | 1654 | 1304 | 809 | 409 | 161 | 61 | 32 | 9250 | | |
| Percent | 9.4% | 1.0% | 2.5% | 4.4% | 7.7% | 11.7% | 15.4% | 17.9% | 14.1% | 8.7% | 4.4% | 1.7% | 0.7% | 0.3% | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 09:00 | 08:00 | 08:00 | 07:00 | 07:00 | 07:00 | 07:00 | 06:00 | 09:00 | | |
| Vol. | 54 | 7 | 32 | 33 | 56 | 99 | 142 | 132 | 110 | 91 | 56 | 18 | 14 | 4 | 641 | | |
| PM Peak | 16:00 | 13:00 | 14:00 | 14:00 | 14:00 | 17:00 | 12:00 | 15:00 | 17:00 | 18:00 | 19:00 | 19:00 | 18:00 | 19:00 | 14:00 | | |
| Vol. | 139 | 24 | 39 | 70 | 92 | 106 | 115 | 135 | 98 | 70 | 38 | 17 | 7 | 4 | 687 | | |

Cape Cod Commission

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Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|----------------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | | |
| 07/27/18 | 0 | 1 | 2 | 2 | 2 | 3 | 7 | 13 | 6 | 4 | 5 | 2 | 1 | 0 | 48 | 31-40 | 35 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 6 | 2 | 3 | 2 | 0 | 1 | 23 | 31-40 | 19 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 9 | 28-37 | 8 |
| 03:00 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 5 | 3 | 0 | 0 | 16 | 33-42 | 12 |
| 04:00 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 8 | 9 | 3 | 2 | 3 | 1 | 35 | 31-40 | 27 |
| 05:00 | 0 | 0 | 0 | 2 | 0 | 7 | 6 | 16 | 15 | 16 | 19 | 8 | 7 | 2 | 98 | 33-42 | 74 |
| 06:00 | 7 | 0 | 1 | 2 | 4 | 5 | 16 | 31 | 46 | 67 | 49 | 22 | 13 | 6 | 269 | 33-42 | 215 |
| 07:00 | 24 | 1 | 4 | 2 | 5 | 15 | 50 | 99 | 98 | 88 | 69 | 16 | 9 | 4 | 484 | 31-40 | 404 |
| 08:00 | 22 | 0 | 3 | 12 | 33 | 47 | 78 | 108 | 127 | 102 | 38 | 17 | 3 | 4 | 594 | 29-38 | 462 |
| 09:00 | 28 | 0 | 3 | 18 | 41 | 63 | 106 | 136 | 105 | 60 | 32 | 13 | 5 | 4 | 614 | 29-38 | 470 |
| 10:00 | 85 | 2 | 13 | 31 | 68 | 85 | 114 | 99 | 70 | 28 | 12 | 9 | 2 | 0 | 618 | 27-36 | 436 |
| 11:00 | 61 | 3 | 19 | 44 | 87 | 95 | 124 | 107 | 73 | 39 | 16 | 2 | 1 | 1 | 672 | 27-36 | 486 |
| 12 PM | 71 | 4 | 20 | 37 | 90 | 114 | 125 | 106 | 80 | 38 | 15 | 2 | 3 | 0 | 705 | 27-36 | 515 |
| 13:00 | 73 | 4 | 12 | 29 | 48 | 105 | 117 | 121 | 80 | 40 | 12 | 7 | 1 | 1 | 650 | 27-36 | 471 |
| 14:00 | 63 | 5 | 14 | 34 | 61 | 86 | 132 | 119 | 78 | 50 | 23 | 14 | 5 | 0 | 684 | 27-36 | 476 |
| 15:00 | 111 | 5 | 6 | 25 | 45 | 63 | 105 | 97 | 94 | 36 | 17 | 5 | 3 | 1 | 613 | 27-36 | 404 |
| 16:00 | 84 | 2 | 17 | 31 | 44 | 75 | 124 | 106 | 89 | 50 | 24 | 8 | 2 | 1 | 657 | 29-38 | 444 |
| 17:00 | 63 | 3 | 11 | 19 | 48 | 92 | 126 | 126 | 126 | 58 | 31 | 9 | 5 | 3 | 720 | 29-38 | 528 |
| 18:00 | 47 | 2 | 12 | 19 | 45 | 88 | 108 | 129 | 114 | 53 | 26 | 12 | 1 | 5 | 661 | 29-38 | 492 |
| 19:00 | 23 | 2 | 2 | 5 | 25 | 60 | 76 | 83 | 67 | 60 | 41 | 15 | 2 | 11 | 472 | 29-38 | 346 |
| 20:00 | 12 | 4 | 14 | 19 | 42 | 43 | 72 | 70 | 63 | 32 | 17 | 5 | 2 | 0 | 395 | 27-36 | 290 |
| 21:00 | 13 | 9 | 5 | 12 | 13 | 30 | 43 | 60 | 50 | 27 | 17 | 5 | 3 | 0 | 287 | 29-38 | 210 |
| 22:00 | 6 | 2 | 2 | 5 | 8 | 18 | 21 | 40 | 36 | 36 | 15 | 8 | 6 | 4 | 207 | 29-38 | 151 |
| 23:00 | 2 | 0 | 2 | 1 | 5 | 4 | 10 | 18 | 27 | 32 | 13 | 7 | 2 | 2 | 125 | 31-40 | 100 |
| Total | 797 | 49 | 162 | 350 | 715 | 1103 | 1573 | 1690 | 1460 | 931 | 502 | 193 | 79 | 52 | 9656 | | |
| Percent | 8.3% | 0.5% | 1.7% | 3.6% | 7.4% | 11.4% | 16.3% | 17.5% | 15.1% | 9.6% | 5.2% | 2.0% | 0.8% | 0.5% | | | |
| AM Peak | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 09:00 | 08:00 | 08:00 | 07:00 | 06:00 | 06:00 | 06:00 | 11:00 | | |
| Vol. | 85 | 3 | 19 | 44 | 87 | 95 | 124 | 136 | 127 | 102 | 69 | 22 | 13 | 6 | 672 | | |
| PM Peak | 15:00 | 21:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 | 18:00 | 17:00 | 19:00 | 19:00 | 19:00 | 22:00 | 19:00 | 17:00 | | |
| Vol. | 111 | 9 | 20 | 37 | 90 | 114 | 132 | 129 | 126 | 60 | 41 | 15 | 6 | 11 | 720 | | |

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 Town: Mashpee
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Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | Speed | in Pace |
| 07/28/18 | 3 | 1 | 0 | 1 | 5 | 3 | 9 | 6 | 15 | 12 | 12 | 5 | 0 | 2 | 74 | 31-40 | 54 |
| 01:00 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 7 | 6 | 8 | 1 | 4 | 0 | 1 | 34 | 32-41 | 26 |
| 02:00 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 5 | 5 | 2 | 2 | 1 | 0 | 19 | 33-42 | 15 |
| 03:00 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | 0 | 3 | 2 | 1 | 0 | 0 | 13 | 31-40 | 9 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 6 | 3 | 4 | 2 | 2 | 0 | 0 | 23 | 31-40 | 20 |
| 05:00 | 1 | 0 | 0 | 0 | 1 | 3 | 7 | 0 | 9 | 14 | 17 | 8 | 4 | 3 | 67 | 35-44 | 52 |
| 06:00 | 3 | 1 | 1 | 3 | 4 | 2 | 11 | 21 | 32 | 43 | 27 | 17 | 4 | 3 | 172 | 33-42 | 140 |
| 07:00 | 3 | 0 | 0 | 3 | 7 | 5 | 20 | 46 | 53 | 66 | 59 | 14 | 17 | 5 | 298 | 31-40 | 244 |
| 08:00 | 12 | 1 | 0 | 5 | 9 | 35 | 52 | 87 | 108 | 61 | 48 | 17 | 12 | 5 | 452 | 31-40 | 356 |
| 09:00 | 33 | 0 | 3 | 18 | 18 | 37 | 85 | 120 | 91 | 85 | 45 | 18 | 4 | 1 | 558 | 31-40 | 426 |
| 10:00 | 51 | 3 | 6 | 14 | 62 | 97 | 109 | 113 | 78 | 58 | 30 | 9 | 3 | 2 | 635 | 27-36 | 459 |
| 11:00 | 99 | 1 | 15 | 44 | 77 | 117 | 111 | 121 | 43 | 18 | 9 | 4 | 3 | 0 | 662 | 25-34 | 470 |
| 12 PM | 63 | 8 | 22 | 49 | 62 | 99 | 144 | 122 | 76 | 38 | 18 | 5 | 3 | 0 | 709 | 27-36 | 503 |
| 13:00 | 63 | 4 | 7 | 41 | 70 | 106 | 138 | 98 | 82 | 42 | 20 | 3 | 5 | 1 | 680 | 27-36 | 494 |
| 14:00 | 75 | 8 | 30 | 44 | 82 | 101 | 111 | 79 | 81 | 37 | 10 | 10 | 1 | 0 | 669 | 27-36 | 454 |
| 15:00 | 97 | 24 | 23 | 41 | 68 | 107 | 96 | 62 | 34 | 15 | 9 | 1 | 1 | 0 | 578 | 25-34 | 374 |
| 16:00 | 81 | 1 | 16 | 23 | 64 | 94 | 126 | 99 | 59 | 28 | 18 | 5 | 0 | 0 | 614 | 27-36 | 442 |
| 17:00 | 30 | 7 | 9 | 19 | 45 | 87 | 119 | 105 | 91 | 35 | 29 | 10 | 4 | 3 | 593 | 27-36 | 447 |
| 18:00 | 33 | 11 | 32 | 46 | 48 | 85 | 88 | 99 | 75 | 34 | 16 | 8 | 2 | 1 | 578 | 27-36 | 395 |
| 19:00 | 30 | 6 | 15 | 18 | 32 | 58 | 84 | 83 | 62 | 46 | 16 | 8 | 3 | 1 | 462 | 29-38 | 333 |
| 20:00 | 11 | 1 | 4 | 8 | 29 | 61 | 53 | 68 | 48 | 40 | 16 | 2 | 4 | 0 | 345 | 29-38 | 270 |
| 21:00 | 10 | 3 | 5 | 8 | 19 | 34 | 49 | 66 | 48 | 21 | 20 | 10 | 2 | 1 | 296 | 29-38 | 218 |
| 22:00 | 8 | 1 | 1 | 4 | 11 | 10 | 25 | 41 | 47 | 39 | 21 | 7 | 4 | 0 | 219 | 31-40 | 173 |
| 23:00 | 1 | 0 | 0 | 0 | 4 | 7 | 18 | 28 | 27 | 32 | 14 | 12 | 3 | 1 | 147 | 31-40 | 119 |
| Total | 707 | 81 | 192 | 391 | 720 | 1150 | 1466 | 1480 | 1173 | 784 | 461 | 182 | 80 | 30 | 8897 | | |
| Percent | 7.9% | 0.9% | 2.2% | 4.4% | 8.1% | 12.9% | 16.5% | 16.6% | 13.2% | 8.8% | 5.2% | 2.0% | 0.9% | 0.3% | | | |
| AM Peak | 11:00 | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 08:00 | 09:00 | 07:00 | 09:00 | 07:00 | 07:00 | 11:00 | | |
| Vol. | 99 | 3 | 15 | 44 | 77 | 117 | 111 | 121 | 108 | 85 | 59 | 18 | 17 | 5 | 662 | | |
| PM Peak | 15:00 | 15:00 | 18:00 | 12:00 | 14:00 | 15:00 | 12:00 | 12:00 | 17:00 | 19:00 | 17:00 | 23:00 | 13:00 | 17:00 | 12:00 | | |
| Vol. | 97 | 24 | 32 | 49 | 82 | 107 | 144 | 122 | 91 | 46 | 29 | 12 | 5 | 3 | 709 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | Speed | in Pace |
| 07/29/18 | 0 | 0 | 0 | 0 | 5 | 4 | 5 | 12 | 18 | 19 | 4 | 1 | 4 | 4 | 76 | 29-38 | 58 |
| 01:00 | 0 | 0 | 1 | 0 | 4 | 4 | 3 | 8 | 7 | 5 | 6 | 3 | 0 | 0 | 41 | 31-40 | 29 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 7 | 6 | 5 | 2 | 0 | 2 | 27 | 33-42 | 24 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 2 | 9 | 29-38 | 5 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 4 | 7 | 7 | 5 | 0 | 0 | 27 | 33-42 | 21 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 9 | 7 | 6 | 2 | 1 | 2 | 39 | 31-40 | 33 |
| 06:00 | 2 | 0 | 0 | 1 | 0 | 2 | 4 | 14 | 21 | 31 | 24 | 10 | 2 | 1 | 112 | 33-42 | 100 |
| 07:00 | 1 | 1 | 0 | 2 | 4 | 9 | 16 | 30 | 40 | 43 | 30 | 18 | 9 | 8 | 211 | 33-42 | 161 |
| 08:00 | 7 | 0 | 3 | 9 | 16 | 22 | 37 | 52 | 76 | 55 | 32 | 11 | 9 | 1 | 330 | 31-40 | 252 |
| 09:00 | 24 | 0 | 1 | 7 | 20 | 37 | 55 | 71 | 98 | 79 | 46 | 19 | 12 | 4 | 473 | 31-40 | 349 |
| 10:00 | 25 | 2 | 2 | 7 | 26 | 50 | 91 | 121 | 102 | 74 | 44 | 22 | 7 | 2 | 575 | 29-38 | 438 |
| 11:00 | 36 | 4 | 9 | 22 | 44 | 64 | 95 | 123 | 91 | 71 | 29 | 10 | 7 | 1 | 606 | 29-38 | 444 |
| 12 PM | 35 | 4 | 18 | 34 | 41 | 74 | 94 | 132 | 80 | 58 | 17 | 8 | 1 | 1 | 597 | 29-38 | 438 |
| 13:00 | 27 | 0 | 8 | 20 | 41 | 61 | 85 | 115 | 94 | 84 | 33 | 12 | 1 | 4 | 582 | 29-38 | 439 |
| 14:00 | 34 | 2 | 8 | 14 | 31 | 70 | 113 | 101 | 96 | 68 | 27 | 10 | 2 | 4 | 580 | 29-38 | 448 |
| 15:00 | 43 | 0 | 4 | 15 | 25 | 62 | 94 | 99 | 83 | 56 | 32 | 12 | 7 | 3 | 535 | 29-38 | 394 |
| 16:00 | 25 | 1 | 3 | 8 | 15 | 51 | 99 | 105 | 107 | 77 | 42 | 24 | 6 | 7 | 570 | 29-38 | 439 |
| 17:00 | 19 | 1 | 5 | 6 | 15 | 39 | 71 | 96 | 97 | 75 | 50 | 23 | 9 | 1 | 507 | 31-40 | 389 |
| 18:00 | 26 | 3 | 8 | 7 | 18 | 29 | 60 | 91 | 87 | 70 | 36 | 14 | 10 | 5 | 464 | 31-40 | 344 |
| 19:00 | 7 | 1 | 1 | 9 | 14 | 22 | 55 | 59 | 94 | 43 | 40 | 23 | 5 | 2 | 375 | 31-40 | 291 |
| 20:00 | 15 | 4 | 5 | 3 | 16 | 34 | 58 | 63 | 44 | 26 | 22 | 10 | 2 | 2 | 304 | 29-38 | 225 |
| 21:00 | 4 | 1 | 3 | 7 | 15 | 18 | 26 | 35 | 44 | 29 | 15 | 9 | 5 | 1 | 212 | 29-38 | 152 |
| 22:00 | 5 | 2 | 2 | 2 | 7 | 19 | 29 | 40 | 34 | 33 | 18 | 7 | 1 | 4 | 203 | 29-38 | 155 |
| 23:00 | 1 | 0 | 0 | 2 | 0 | 6 | 11 | 12 | 15 | 12 | 9 | 6 | 3 | 2 | 79 | 31-40 | 59 |
| Total | 336 | 26 | 82 | 175 | 358 | 680 | 1111 | 1393 | 1348 | 1031 | 569 | 262 | 103 | 60 | 7534 | | |
| Percent | 4.5% | 0.3% | 1.1% | 2.3% | 4.8% | 9.0% | 14.7% | 18.5% | 17.9% | 13.7% | 7.6% | 3.5% | 1.4% | 0.8% | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 09:00 | 09:00 | 10:00 | 09:00 | 07:00 | 11:00 | | |
| Vol. | 36 | 4 | 9 | 22 | 44 | 64 | 95 | 123 | 102 | 79 | 46 | 22 | 12 | 8 | 606 | | |
| PM Peak | 15:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 | 12:00 | 16:00 | 13:00 | 17:00 | 16:00 | 18:00 | 16:00 | 12:00 | | |
| Vol. | 43 | 4 | 18 | 34 | 41 | 74 | 113 | 132 | 107 | 84 | 50 | 24 | 10 | 7 | 597 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | Speed | in Pace |
| 07/30/18 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 6 | 7 | 11 | 7 | 2 | 4 | 2 | 44 | 31-40 | 33 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 6 | 5 | 1 | 2 | 2 | 24 | 31-40 | 18 |
| 02:00 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 3 | 4 | 3 | 2 | 0 | 0 | 18 | 33-42 | 15 |
| 03:00 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 6 | 1 | 1 | 1 | 1 | 0 | 17 | 33-42 | 11 |
| 04:00 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 6 | 5 | 10 | 5 | 5 | 2 | 1 | 38 | 33-42 | 31 |
| 05:00 | 1 | 0 | 0 | 1 | 2 | 4 | 7 | 6 | 13 | 17 | 14 | 7 | 6 | 2 | 80 | 31-40 | 57 |
| 06:00 | 3 | 1 | 0 | 0 | 0 | 1 | 7 | 25 | 52 | 62 | 52 | 32 | 8 | 11 | 254 | 33-42 | 223 |
| 07:00 | 15 | 0 | 0 | 5 | 13 | 15 | 38 | 80 | 98 | 97 | 62 | 28 | 15 | 11 | 477 | 31-40 | 375 |
| 08:00 | 30 | 1 | 2 | 16 | 20 | 70 | 80 | 123 | 115 | 82 | 47 | 13 | 9 | 3 | 611 | 29-38 | 470 |
| 09:00 | 60 | 1 | 3 | 12 | 34 | 88 | 107 | 109 | 119 | 50 | 31 | 14 | 8 | 0 | 639 | 29-38 | 473 |
| 10:00 | 41 | 2 | 9 | 13 | 45 | 79 | 117 | 141 | 107 | 42 | 23 | 11 | 4 | 0 | 634 | 27-36 | 489 |
| 11:00 | 94 | 10 | 18 | 31 | 57 | 97 | 95 | 113 | 77 | 45 | 18 | 4 | 2 | 1 | 662 | 27-36 | 439 |
| 12 PM | 63 | 3 | 8 | 20 | 51 | 84 | 119 | 90 | 66 | 41 | 18 | 4 | 5 | 0 | 572 | 27-36 | 410 |
| 13:00 | 51 | 7 | 16 | 26 | 46 | 88 | 122 | 116 | 69 | 37 | 11 | 6 | 3 | 1 | 599 | 27-36 | 441 |
| 14:00 | 64 | 5 | 18 | 33 | 61 | 92 | 111 | 87 | 61 | 42 | 17 | 4 | 2 | 1 | 598 | 27-36 | 412 |
| 15:00 | 82 | 11 | 10 | 33 | 54 | 67 | 106 | 98 | 70 | 37 | 16 | 4 | 1 | 3 | 592 | 27-36 | 395 |
| 16:00 | 69 | 5 | 12 | 28 | 45 | 88 | 96 | 118 | 72 | 43 | 13 | 7 | 2 | 2 | 600 | 27-36 | 419 |
| 17:00 | 94 | 5 | 4 | 22 | 36 | 53 | 92 | 94 | 92 | 51 | 19 | 6 | 3 | 0 | 571 | 29-38 | 382 |
| 18:00 | 22 | 7 | 9 | 10 | 25 | 52 | 79 | 116 | 81 | 56 | 19 | 9 | 5 | 1 | 491 | 29-38 | 384 |
| 19:00 | 18 | 2 | 3 | 8 | 22 | 28 | 66 | 72 | 89 | 52 | 32 | 15 | 5 | 2 | 414 | 31-40 | 311 |
| 20:00 | 13 | 2 | 5 | 16 | 11 | 38 | 50 | 65 | 56 | 28 | 15 | 9 | 2 | 0 | 310 | 29-38 | 237 |
| 21:00 | 4 | 1 | 2 | 5 | 15 | 9 | 28 | 42 | 34 | 27 | 14 | 7 | 3 | 2 | 193 | 31-40 | 145 |
| 22:00 | 1 | 1 | 2 | 3 | 2 | 5 | 15 | 20 | 27 | 25 | 8 | 5 | 5 | 1 | 120 | 31-40 | 95 |
| 23:00 | 0 | 0 | 1 | 3 | 2 | 0 | 7 | 9 | 15 | 15 | 7 | 5 | 2 | 1 | 67 | 31-40 | 53 |
| Total | 726 | 68 | 125 | 287 | 542 | 961 | 1348 | 1545 | 1335 | 881 | 457 | 201 | 99 | 50 | 8625 | | |
| Percent | 8.4% | 0.8% | 1.4% | 3.3% | 6.3% | 11.1% | 15.6% | 17.9% | 15.5% | 10.2% | 5.3% | 2.3% | 1.1% | 0.6% | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 10:00 | 09:00 | 07:00 | 07:00 | 06:00 | 07:00 | 06:00 | 11:00 | | |
| Vol. | 94 | 10 | 18 | 31 | 57 | 97 | 117 | 141 | 119 | 97 | 62 | 32 | 15 | 11 | 662 | | |
| PM Peak | 17:00 | 15:00 | 14:00 | 14:00 | 14:00 | 14:00 | 13:00 | 16:00 | 17:00 | 18:00 | 19:00 | 19:00 | 12:00 | 15:00 | 16:00 | | |
| Vol. | 94 | 11 | 18 | 33 | 61 | 92 | 122 | 118 | 92 | 56 | 32 | 15 | 5 | 3 | 600 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
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capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | Speed | in Pace |
| 07/31/18 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 5 | 4 | 9 | 3 | 4 | 0 | 1 | 33 | 33-42 | 25 |
| 01:00 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 4 | 1 | 7 | 3 | 2 | 1 | 1 | 25 | 31-40 | 17 |
| 02:00 | 2 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 1 | 13 | 28-37 | 8 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 10 | 33-42 | 7 |
| 04:00 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 8 | 7 | 6 | 2 | 4 | 1 | 1 | 33 | 33-42 | 27 |
| 05:00 | 0 | 1 | 0 | 0 | 1 | 1 | 8 | 10 | 18 | 16 | 20 | 11 | 6 | 4 | 96 | 33-42 | 75 |
| 06:00 | 6 | 1 | 0 | 2 | 4 | 5 | 10 | 30 | 69 | 59 | 44 | 28 | 10 | 7 | 275 | 33-42 | 230 |
| 07:00 | 16 | 0 | 0 | 2 | 6 | 25 | 52 | 79 | 93 | 81 | 60 | 31 | 11 | 13 | 469 | 31-40 | 365 |
| 08:00 | 28 | 0 | 4 | 10 | 18 | 36 | 87 | 147 | 112 | 74 | 46 | 22 | 7 | 2 | 593 | 31-40 | 466 |
| 09:00 | 46 | 3 | 1 | 7 | 21 | 55 | 104 | 115 | 115 | 65 | 44 | 17 | 5 | 1 | 599 | 29-38 | 454 |
| 10:00 | 61 | 1 | 7 | 13 | 42 | 63 | 80 | 101 | 98 | 64 | 29 | 14 | 6 | 5 | 584 | 29-38 | 406 |
| 11:00 | 41 | 2 | 16 | 18 | 61 | 114 | 108 | 131 | 87 | 56 | 21 | 6 | 7 | 2 | 670 | 27-36 | 501 |
| 12 PM | 53 | 5 | 20 | 26 | 52 | 102 | 118 | 101 | 72 | 34 | 15 | 3 | 1 | 0 | 602 | 27-36 | 445 |
| 13:00 | 39 | 2 | 5 | 14 | 35 | 61 | 107 | 100 | 89 | 55 | 16 | 11 | 5 | 1 | 540 | 29-38 | 412 |
| 14:00 | 44 | 0 | 13 | 26 | 57 | 87 | 117 | 97 | 92 | 53 | 12 | 11 | 1 | 0 | 610 | 27-36 | 450 |
| 15:00 | 77 | 7 | 10 | 26 | 29 | 89 | 80 | 104 | 85 | 53 | 14 | 14 | 2 | 2 | 592 | 29-38 | 411 |
| 16:00 | 82 | 2 | 7 | 19 | 32 | 64 | 92 | 112 | 76 | 53 | 24 | 14 | 5 | 1 | 583 | 29-38 | 397 |
| 17:00 | 79 | 1 | 5 | 16 | 29 | 55 | 84 | 119 | 82 | 44 | 27 | 16 | 7 | 1 | 565 | 29-38 | 384 |
| 18:00 | 34 | 0 | 11 | 19 | 17 | 51 | 91 | 113 | 87 | 71 | 41 | 22 | 5 | 4 | 566 | 29-38 | 413 |
| 19:00 | 19 | 3 | 6 | 8 | 18 | 38 | 51 | 87 | 78 | 58 | 31 | 14 | 9 | 1 | 421 | 29-38 | 312 |
| 20:00 | 15 | 2 | 4 | 10 | 10 | 47 | 65 | 57 | 55 | 37 | 26 | 4 | 3 | 0 | 335 | 29-38 | 261 |
| 21:00 | 9 | 0 | 6 | 4 | 11 | 16 | 26 | 42 | 45 | 33 | 10 | 6 | 3 | 1 | 212 | 29-38 | 162 |
| 22:00 | 1 | 0 | 1 | 5 | 4 | 8 | 18 | 19 | 42 | 24 | 14 | 6 | 3 | 1 | 146 | 31-40 | 117 |
| 23:00 | 1 | 0 | 0 | 1 | 1 | 3 | 6 | 15 | 14 | 13 | 14 | 2 | 4 | 0 | 74 | 31-40 | 62 |
| Total | 653 | 32 | 117 | 228 | 453 | 928 | 1311 | 1597 | 1425 | 969 | 517 | 264 | 102 | 50 | 8646 | | |
| Percent | 7.6% | 0.4% | 1.4% | 2.6% | 5.2% | 10.7% | 15.2% | 18.5% | 16.5% | 11.2% | 6.0% | 3.1% | 1.2% | 0.6% | | | |
| AM Peak | 10:00 | 09:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 08:00 | 09:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | | |
| Vol. | 61 | 3 | 16 | 18 | 61 | 114 | 108 | 147 | 115 | 81 | 60 | 31 | 11 | 13 | 670 | | |
| PM Peak | 16:00 | 15:00 | 12:00 | 12:00 | 14:00 | 12:00 | 12:00 | 17:00 | 14:00 | 18:00 | 18:00 | 18:00 | 19:00 | 18:00 | 14:00 | | |
| Vol. | 82 | 7 | 20 | 26 | 57 | 102 | 118 | 119 | 92 | 71 | 41 | 22 | 9 | 4 | 610 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| WB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|----------------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | | |
| 08/01/18 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 7 | 7 | 5 | 6 | 4 | 1 | 0 | 36 | 33-42 | 29 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 2 | 6 | 4 | 1 | 0 | 0 | 18 | 31-40 | 16 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 8 | 34-43 | 6 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 6 | 30-39 | 4 |
| 04:00 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 4 | 11 | 3 | 1 | 2 | 31 | 31-40 | 23 |
| 05:00 | 3 | 2 | 0 | 0 | 1 | 5 | 4 | 14 | 13 | 15 | 17 | 7 | 5 | 4 | 90 | 33-42 | 66 |
| 06:00 | 7 | 0 | 0 | 0 | 1 | 3 | 8 | 32 | 53 | 60 | 57 | 25 | 10 | 5 | 261 | 33-42 | 227 |
| 07:00 | 17 | 1 | 2 | 3 | 15 | 15 | 47 | 88 | 125 | 68 | 52 | 24 | 7 | 3 | 467 | 31-40 | 380 |
| 08:00 | 37 | 2 | 4 | 11 | 27 | 51 | 98 | 127 | 106 | 89 | 38 | 17 | 3 | 2 | 612 | 29-38 | 471 |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 65 | 6 | 6 | 14 | 46 | 78 | 166 | 274 | 311 | 247 | 188 | 83 | 29 | 16 | 1529 | | |
| Percent | 4.3% | 0.4% | 0.4% | 0.9% | 3.0% | 5.1% | 10.9% | 17.9% | 20.3% | 16.2% | 12.3% | 5.4% | 1.9% | 1.0% | | | |
| AM Peak | 08:00 | 05:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 08:00 | 06:00 | 06:00 | 06:00 | 06:00 | 08:00 | | |
| Vol. | 37 | 2 | 4 | 11 | 27 | 51 | 98 | 127 | 125 | 89 | 57 | 25 | 10 | 5 | 612 | | |
| PM Peak | | | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | | | |
| Total | 5524 | 443 | 1136 | 2443 | 4466 | 7596 | 10576 | 12154 | 10536 | 6986 | 3829 | 1644 | 661 | 354 | 68348 | | |
| Percent | 8.1% | 0.6% | 1.7% | 3.6% | 6.5% | 11.1% | 15.5% | 17.8% | 15.4% | 10.2% | 5.6% | 2.4% | 1.0% | 0.5% | | | |

15th Percentile : 26 MPH
 50th Percentile : 32 MPH
 85th Percentile : (36 MPH)
 95th Percentile : 39 MPH

Stats
 10 MPH Pace Speed : 29-38 MPH
 Number in Pace : 47848
 Percent in Pace : 70.0%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 31 MPH

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| EB | Start Time | 1 20 | 21 22 | 23 24 | 25 26 | 27 28 | 29 30 | 31 32 | 33 34 | 35 36 | 37 38 | 39 40 | 41 42 | 43 44 | 45 999 | Total | Pace Speed | Number in Pace |
|---------------------|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|------------|----------------|
| 07/24/18 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | | 122 | 38 | 48 | 61 | 74 | 75 | 59 | 51 | 39 | 19 | 8 | 5 | 4 | 1 | 604 | 25-34 | 320 |
| 14:00 | | 272 | 25 | 42 | 57 | 55 | 67 | 49 | 35 | 21 | 15 | 7 | 1 | 4 | 0 | 650 | 23-32 | 270 |
| 15:00 | | 331 | 45 | 29 | 48 | 53 | 51 | 50 | 29 | 27 | 7 | 4 | 2 | 0 | 1 | 677 | 23-32 | 231 |
| 16:00 | | 468 | 29 | 29 | 26 | 37 | 31 | 38 | 11 | 9 | 10 | 2 | 0 | 1 | 0 | 691 | 1-10 | 234 |
| 17:00 | | 447 | 20 | 24 | 19 | 25 | 41 | 31 | 21 | 18 | 8 | 4 | 4 | 2 | 0 | 669 | 11-20 | 223 |
| 18:00 | | 106 | 26 | 30 | 43 | 57 | 87 | 81 | 60 | 39 | 22 | 17 | 10 | 3 | 2 | 583 | 25-34 | 328 |
| 19:00 | | 30 | 2 | 10 | 29 | 40 | 67 | 59 | 58 | 38 | 23 | 14 | 4 | 6 | 7 | 387 | 27-36 | 262 |
| 20:00 | | 30 | 3 | 15 | 36 | 55 | 68 | 69 | 47 | 36 | 28 | 7 | 4 | 1 | 1 | 400 | 25-34 | 275 |
| 21:00 | | 15 | 5 | 6 | 15 | 22 | 51 | 43 | 36 | 32 | 23 | 4 | 9 | 6 | 3 | 270 | 29-38 | 185 |
| 22:00 | | 4 | 2 | 5 | 10 | 22 | 16 | 38 | 23 | 33 | 21 | 19 | 8 | 4 | 4 | 209 | 31-40 | 134 |
| 23:00 | | 1 | 0 | 0 | 2 | 4 | 5 | 8 | 13 | 15 | 12 | 9 | 11 | 5 | 3 | 88 | 33-42 | 60 |
| Total | | 1826 | 195 | 238 | 346 | 444 | 559 | 525 | 384 | 307 | 188 | 100 | 58 | 36 | 22 | 5228 | | |
| Percent | | 34.9% | 3.7% | 4.6% | 6.6% | 8.5% | 10.7% | 10.0% | 7.3% | 5.9% | 3.6% | 1.9% | 1.1% | 0.7% | 0.4% | | | |
| AM Peak Vol. | | | | | | | | | | | | | | | | | | |
| PM Peak Vol. | | 16:00 | 15:00 | 13:00 | 13:00 | 13:00 | 18:00 | 18:00 | 18:00 | 13:00 | 20:00 | 22:00 | 23:00 | 19:00 | 19:00 | 16:00 | | |
| | | 468 | 45 | 48 | 61 | 74 | 87 | 81 | 60 | 39 | 28 | 19 | 11 | 6 | 7 | 691 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| EB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|----------------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | | |
| 07/25/18 | 2 | 1 | 1 | 2 | 3 | 4 | 4 | 6 | 6 | 7 | 5 | 3 | 0 | 3 | 47 | 30-39 | 28 |
| 01:00 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 3 | 3 | 1 | 3 | 3 | 2 | 22 | 33-42 | 14 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 6 | 1 | 1 | 1 | 1 | 3 | 16 | 33-42 | 11 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 1 | 1 | 5 | 5 | 0 | 1 | 20 | 33-42 | 16 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 2 | 4 | 4 | 4 | 5 | 5 | 2 | 30 | 35-44 | 22 |
| 05:00 | 1 | 0 | 0 | 1 | 2 | 3 | 3 | 4 | 13 | 13 | 15 | 12 | 11 | 18 | 96 | 35-44 | 64 |
| 06:00 | 11 | 1 | 0 | 6 | 4 | 7 | 21 | 27 | 47 | 41 | 38 | 31 | 13 | 14 | 261 | 33-42 | 184 |
| 07:00 | 44 | 15 | 25 | 25 | 50 | 58 | 49 | 49 | 56 | 48 | 20 | 16 | 12 | 4 | 471 | 27-36 | 262 |
| 08:00 | 83 | 15 | 28 | 32 | 47 | 60 | 61 | 42 | 40 | 37 | 12 | 14 | 4 | 0 | 475 | 27-36 | 250 |
| 09:00 | 182 | 37 | 48 | 45 | 48 | 61 | 62 | 41 | 42 | 19 | 14 | 8 | 0 | 0 | 607 | 23-32 | 264 |
| 10:00 | 354 | 27 | 34 | 57 | 38 | 38 | 37 | 29 | 15 | 7 | 4 | 5 | 1 | 0 | 646 | 23-32 | 204 |
| 11:00 | 256 | 20 | 33 | 39 | 51 | 73 | 53 | 24 | 31 | 14 | 7 | 2 | 1 | 0 | 604 | 23-32 | 249 |
| 12 PM | 441 | 46 | 37 | 48 | 24 | 38 | 29 | 19 | 11 | 3 | 2 | 1 | 0 | 0 | 699 | 13-22 | 222 |
| 13:00 | 198 | 42 | 57 | 61 | 65 | 61 | 53 | 48 | 31 | 21 | 12 | 2 | 3 | 0 | 654 | 23-32 | 297 |
| 14:00 | 350 | 46 | 35 | 53 | 47 | 49 | 24 | 19 | 10 | 7 | 4 | 2 | 0 | 3 | 649 | 21-30 | 230 |
| 15:00 | 486 | 33 | 27 | 33 | 37 | 31 | 18 | 8 | 15 | 2 | 3 | 0 | 1 | 0 | 694 | 11-20 | 243 |
| 16:00 | 610 | 12 | 10 | 7 | 10 | 12 | 10 | 8 | 7 | 2 | 1 | 1 | 0 | 0 | 690 | 1-10 | 305 |
| 17:00 | 424 | 42 | 39 | 48 | 45 | 27 | 38 | 25 | 13 | 7 | 4 | 2 | 0 | 0 | 714 | 19-28 | 216 |
| 18:00 | 109 | 22 | 30 | 48 | 75 | 78 | 84 | 60 | 39 | 18 | 10 | 5 | 3 | 2 | 583 | 25-34 | 345 |
| 19:00 | 25 | 5 | 10 | 20 | 51 | 63 | 85 | 63 | 57 | 34 | 15 | 11 | 2 | 3 | 444 | 27-36 | 319 |
| 20:00 | 23 | 5 | 4 | 25 | 56 | 52 | 66 | 53 | 38 | 19 | 14 | 9 | 1 | 2 | 367 | 27-36 | 265 |
| 21:00 | 13 | 1 | 9 | 7 | 15 | 44 | 56 | 37 | 39 | 35 | 15 | 9 | 3 | 2 | 285 | 29-38 | 211 |
| 22:00 | 2 | 0 | 3 | 3 | 12 | 23 | 30 | 31 | 26 | 27 | 15 | 6 | 3 | 4 | 185 | 29-38 | 137 |
| 23:00 | 0 | 0 | 1 | 1 | 0 | 8 | 19 | 21 | 16 | 13 | 6 | 2 | 5 | 6 | 98 | 29-38 | 77 |
| Total | 3616 | 370 | 432 | 562 | 681 | 794 | 804 | 626 | 566 | 383 | 227 | 155 | 72 | 69 | 9357 | | |
| Percent | 38.6% | 4.0% | 4.6% | 6.0% | 7.3% | 8.5% | 8.6% | 6.7% | 6.0% | 4.1% | 2.4% | 1.7% | 0.8% | 0.7% | | | |
| AM Peak | 10:00 | 09:00 | 09:00 | 10:00 | 11:00 | 11:00 | 09:00 | 07:00 | 07:00 | 07:00 | 06:00 | 06:00 | 06:00 | 05:00 | 10:00 | | |
| Vol. | 354 | 37 | 48 | 57 | 51 | 73 | 62 | 49 | 56 | 48 | 38 | 31 | 13 | 18 | 646 | | |
| PM Peak | 16:00 | 12:00 | 13:00 | 13:00 | 18:00 | 18:00 | 19:00 | 19:00 | 19:00 | 21:00 | 19:00 | 19:00 | 23:00 | 23:00 | 17:00 | | |
| Vol. | 610 | 46 | 57 | 61 | 75 | 78 | 85 | 63 | 57 | 35 | 15 | 11 | 5 | 6 | 714 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| EB | Start Time | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|----------------|
| | | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | | |
| 07/26/18 | | 1 | 0 | 0 | 0 | 1 | 3 | 5 | 3 | 6 | 10 | 4 | 3 | 0 | 4 | 40 | 30-39 | 28 |
| 01:00 | | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 3 | 3 | 3 | 2 | 3 | 2 | 0 | 21 | 33-42 | 14 |
| 02:00 | | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 3 | 0 | 0 | 2 | 12 | 31-40 | 9 |
| 03:00 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 1 | 0 | 1 | 11 | 33-42 | 9 |
| 04:00 | | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 5 | 7 | 3 | 2 | 1 | 2 | 26 | 31-40 | 18 |
| 05:00 | | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 8 | 11 | 11 | 13 | 16 | 5 | 13 | 81 | 33-42 | 59 |
| 06:00 | | 16 | 2 | 4 | 4 | 17 | 20 | 27 | 42 | 39 | 24 | 30 | 17 | 6 | 5 | 253 | 31-40 | 162 |
| 07:00 | | 35 | 10 | 18 | 31 | 40 | 49 | 54 | 61 | 51 | 41 | 22 | 16 | 9 | 6 | 443 | 28-37 | 256 |
| 08:00 | | 98 | 34 | 38 | 50 | 66 | 60 | 77 | 46 | 45 | 25 | 13 | 4 | 5 | 1 | 562 | 25-34 | 299 |
| 09:00 | | 96 | 32 | 42 | 52 | 45 | 67 | 60 | 53 | 34 | 30 | 19 | 6 | 1 | 0 | 537 | 25-34 | 277 |
| 10:00 | | 101 | 33 | 37 | 61 | 66 | 82 | 59 | 57 | 38 | 19 | 10 | 5 | 1 | 0 | 569 | 25-34 | 325 |
| 11:00 | | 295 | 45 | 46 | 45 | 58 | 62 | 39 | 25 | 22 | 7 | 4 | 3 | 0 | 1 | 652 | 21-30 | 256 |
| 12 PM | | 433 | 26 | 44 | 37 | 35 | 29 | 28 | 17 | 4 | 5 | 1 | 0 | 0 | 1 | 660 | 1-10 | 217 |
| 13:00 | | 385 | 37 | 26 | 35 | 45 | 48 | 38 | 28 | 15 | 8 | 4 | 2 | 2 | 0 | 673 | 25-34 | 194 |
| 14:00 | | 373 | 32 | 31 | 57 | 41 | 42 | 52 | 34 | 13 | 15 | 5 | 0 | 0 | 1 | 696 | 25-34 | 226 |
| 15:00 | | 277 | 42 | 71 | 58 | 58 | 58 | 42 | 38 | 18 | 5 | 5 | 0 | 2 | 3 | 677 | 21-30 | 287 |
| 16:00 | | 677 | 9 | 16 | 12 | 10 | 4 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 738 | 1-10 | 339 |
| 17:00 | | 458 | 28 | 29 | 33 | 50 | 43 | 43 | 20 | 10 | 13 | 3 | 0 | 1 | 1 | 732 | 1-10 | 229 |
| 18:00 | | 61 | 16 | 39 | 32 | 51 | 74 | 94 | 77 | 40 | 31 | 20 | 5 | 5 | 4 | 549 | 27-36 | 336 |
| 19:00 | | 40 | 7 | 13 | 36 | 49 | 72 | 69 | 57 | 46 | 41 | 16 | 12 | 4 | 4 | 466 | 27-36 | 293 |
| 20:00 | | 20 | 4 | 12 | 37 | 44 | 64 | 56 | 44 | 29 | 24 | 14 | 2 | 4 | 5 | 359 | 25-34 | 245 |
| 21:00 | | 14 | 1 | 4 | 12 | 27 | 48 | 52 | 57 | 30 | 32 | 10 | 9 | 2 | 2 | 300 | 29-38 | 219 |
| 22:00 | | 5 | 1 | 3 | 8 | 15 | 19 | 32 | 43 | 34 | 20 | 14 | 6 | 4 | 1 | 205 | 29-38 | 148 |
| 23:00 | | 1 | 0 | 3 | 0 | 7 | 10 | 15 | 15 | 17 | 14 | 15 | 2 | 6 | 7 | 112 | 31-40 | 76 |
| Total | | 3388 | 359 | 478 | 601 | 726 | 859 | 854 | 735 | 516 | 387 | 233 | 114 | 60 | 64 | 9374 | | |
| Percent | | 36.1% | 3.8% | 5.1% | 6.4% | 7.7% | 9.2% | 9.1% | 7.8% | 5.5% | 4.1% | 2.5% | 1.2% | 0.6% | 0.7% | | | |
| AM Peak | | 11:00 | 11:00 | 11:00 | 10:00 | 08:00 | 10:00 | 08:00 | 07:00 | 07:00 | 07:00 | 06:00 | 06:00 | 07:00 | 05:00 | 11:00 | | |
| Vol. | | 295 | 45 | 46 | 61 | 66 | 82 | 77 | 61 | 51 | 41 | 30 | 17 | 9 | 13 | 652 | | |
| PM Peak | | 16:00 | 15:00 | 15:00 | 15:00 | 15:00 | 18:00 | 18:00 | 18:00 | 19:00 | 19:00 | 18:00 | 19:00 | 23:00 | 23:00 | 16:00 | | |
| Vol. | | 677 | 42 | 71 | 58 | 58 | 74 | 94 | 77 | 46 | 41 | 20 | 12 | 6 | 7 | 738 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| EB | Start Time | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|----------------|
| | | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | | |
| 07/27/18 | | 0 | 1 | 0 | 1 | 1 | 4 | 5 | 7 | 7 | 6 | 5 | 2 | 0 | 1 | 40 | 30-39 | 30 |
| 01:00 | | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 6 | 4 | 6 | 7 | 1 | 0 | 0 | 29 | 31-40 | 26 |
| 02:00 | | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 3 | 1 | 1 | 15 | 33-42 | 9 |
| 03:00 | | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 3 | 3 | 1 | 1 | 0 | 1 | 14 | 29-38 | 10 |
| 04:00 | | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 5 | 2 | 3 | 3 | 1 | 24 | 35-44 | 17 |
| 05:00 | | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 11 | 15 | 13 | 13 | 11 | 8 | 9 | 90 | 33-42 | 63 |
| 06:00 | | 8 | 0 | 0 | 1 | 4 | 7 | 16 | 35 | 46 | 42 | 41 | 28 | 15 | 17 | 260 | 33-42 | 192 |
| 07:00 | | 64 | 10 | 16 | 38 | 45 | 58 | 39 | 56 | 44 | 35 | 24 | 18 | 5 | 7 | 459 | 27-36 | 242 |
| 08:00 | | 61 | 21 | 28 | 46 | 58 | 54 | 70 | 67 | 57 | 15 | 23 | 11 | 4 | 3 | 518 | 27-36 | 306 |
| 09:00 | | 89 | 25 | 36 | 50 | 70 | 65 | 62 | 47 | 30 | 22 | 12 | 3 | 0 | 2 | 513 | 25-34 | 294 |
| 10:00 | | 321 | 30 | 38 | 38 | 36 | 46 | 49 | 24 | 24 | 9 | 7 | 4 | 3 | 1 | 630 | 23-32 | 207 |
| 11:00 | | 280 | 57 | 55 | 58 | 56 | 56 | 50 | 24 | 19 | 6 | 5 | 1 | 0 | 1 | 668 | 21-30 | 282 |
| 12 PM | | 255 | 56 | 62 | 51 | 73 | 61 | 48 | 43 | 21 | 12 | 4 | 0 | 1 | 2 | 689 | 21-30 | 303 |
| 13:00 | | 295 | 45 | 33 | 49 | 51 | 57 | 50 | 28 | 21 | 9 | 5 | 2 | 0 | 1 | 646 | 23-32 | 240 |
| 14:00 | | 326 | 42 | 37 | 38 | 47 | 46 | 46 | 34 | 19 | 20 | 10 | 0 | 1 | 1 | 667 | 23-32 | 214 |
| 15:00 | | 520 | 21 | 17 | 36 | 39 | 32 | 19 | 11 | 8 | 6 | 1 | 0 | 0 | 1 | 711 | 1-10 | 260 |
| 16:00 | | 450 | 28 | 20 | 38 | 28 | 32 | 20 | 14 | 12 | 7 | 5 | 1 | 0 | 1 | 656 | 1-10 | 225 |
| 17:00 | | 266 | 39 | 57 | 59 | 48 | 56 | 58 | 27 | 23 | 10 | 6 | 0 | 1 | 1 | 651 | 23-32 | 278 |
| 18:00 | | 119 | 17 | 19 | 49 | 56 | 56 | 65 | 50 | 43 | 28 | 7 | 6 | 3 | 2 | 520 | 25-34 | 276 |
| 19:00 | | 46 | 15 | 21 | 30 | 42 | 65 | 64 | 53 | 47 | 18 | 14 | 7 | 4 | 4 | 430 | 27-36 | 271 |
| 20:00 | | 16 | 14 | 20 | 32 | 60 | 50 | 51 | 36 | 24 | 14 | 11 | 6 | 3 | 4 | 341 | 25-34 | 229 |
| 21:00 | | 23 | 10 | 13 | 21 | 26 | 49 | 57 | 39 | 28 | 21 | 2 | 6 | 3 | 1 | 299 | 27-36 | 199 |
| 22:00 | | 9 | 4 | 6 | 13 | 26 | 38 | 42 | 41 | 33 | 22 | 8 | 8 | 2 | 1 | 253 | 27-36 | 180 |
| 23:00 | | 3 | 0 | 4 | 3 | 14 | 17 | 25 | 30 | 25 | 19 | 6 | 1 | 6 | 3 | 156 | 29-38 | 116 |
| Total | | 3151 | 436 | 484 | 653 | 781 | 854 | 853 | 686 | 560 | 350 | 219 | 123 | 63 | 66 | 9279 | | |
| Percent | | 34.0% | 4.7% | 5.2% | 7.0% | 8.4% | 9.2% | 9.2% | 7.4% | 6.0% | 3.8% | 2.4% | 1.3% | 0.7% | 0.7% | | | |
| AM Peak | 10:00 | 11:00 | 11:00 | 11:00 | 09:00 | 09:00 | 08:00 | 08:00 | 08:00 | 08:00 | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 11:00 | | |
| Vol. | 321 | 57 | 55 | 58 | 70 | 65 | 70 | 67 | 57 | 42 | 41 | 28 | 15 | 17 | 668 | | | |
| PM Peak | 15:00 | 12:00 | 12:00 | 17:00 | 12:00 | 19:00 | 18:00 | 19:00 | 19:00 | 18:00 | 19:00 | 19:00 | 22:00 | 23:00 | 19:00 | 15:00 | | |
| Vol. | 520 | 56 | 62 | 59 | 73 | 65 | 65 | 53 | 47 | 28 | 14 | 8 | 6 | 4 | 711 | | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| EB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | Speed | in Pace |
| 07/28/18 | 2 | 1 | 1 | 1 | 10 | 12 | 20 | 19 | 13 | 11 | 11 | 5 | 2 | 3 | 111 | 29-38 | 75 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 7 | 6 | 9 | 14 | 3 | 6 | 7 | 2 | 2 | 58 | 29-38 | 39 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 5 | 5 | 4 | 4 | 0 | 0 | 22 | 33-42 | 20 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 6 | 3 | 2 | 6 | 27 | 34-43 | 20 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 4 | 1 | 0 | 11 | 34-43 | 8 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 5 | 17 | 9 | 5 | 7 | 6 | 5 | 61 | 34-43 | 44 |
| 06:00 | 4 | 0 | 1 | 1 | 7 | 6 | 21 | 22 | 13 | 26 | 24 | 10 | 8 | 9 | 152 | 31-40 | 106 |
| 07:00 | 4 | 0 | 2 | 6 | 16 | 26 | 44 | 47 | 50 | 33 | 21 | 10 | 10 | 7 | 276 | 29-38 | 200 |
| 08:00 | 43 | 3 | 5 | 16 | 45 | 63 | 66 | 62 | 51 | 43 | 20 | 6 | 6 | 2 | 431 | 27-36 | 287 |
| 09:00 | 45 | 16 | 32 | 42 | 68 | 82 | 56 | 50 | 46 | 34 | 13 | 6 | 3 | 3 | 494 | 27-36 | 302 |
| 10:00 | 223 | 47 | 46 | 45 | 71 | 66 | 67 | 43 | 32 | 11 | 6 | 3 | 3 | 3 | 666 | 23-32 | 295 |
| 11:00 | 370 | 34 | 31 | 33 | 54 | 40 | 28 | 27 | 13 | 4 | 2 | 1 | 0 | 1 | 638 | 21-30 | 192 |
| 12 PM | 157 | 41 | 38 | 65 | 95 | 71 | 81 | 41 | 24 | 13 | 10 | 4 | 2 | 1 | 643 | 25-34 | 353 |
| 13:00 | 220 | 32 | 49 | 50 | 70 | 73 | 53 | 37 | 20 | 13 | 1 | 5 | 2 | 0 | 625 | 23-32 | 295 |
| 14:00 | 226 | 29 | 49 | 66 | 81 | 62 | 47 | 36 | 16 | 13 | 4 | 1 | 0 | 0 | 630 | 23-32 | 305 |
| 15:00 | 453 | 24 | 24 | 33 | 25 | 17 | 16 | 10 | 7 | 5 | 3 | 1 | 1 | 2 | 621 | 1-10 | 227 |
| 16:00 | 319 | 38 | 38 | 41 | 48 | 53 | 33 | 25 | 20 | 7 | 5 | 1 | 1 | 0 | 629 | 21-30 | 218 |
| 17:00 | 68 | 14 | 38 | 65 | 81 | 84 | 64 | 50 | 36 | 13 | 11 | 5 | 1 | 2 | 532 | 25-34 | 344 |
| 18:00 | 103 | 13 | 23 | 62 | 59 | 75 | 58 | 52 | 37 | 18 | 6 | 9 | 2 | 0 | 517 | 25-34 | 306 |
| 19:00 | 32 | 9 | 19 | 28 | 57 | 79 | 61 | 56 | 37 | 17 | 8 | 3 | 0 | 0 | 406 | 27-36 | 290 |
| 20:00 | 19 | 12 | 17 | 39 | 43 | 69 | 80 | 49 | 30 | 21 | 7 | 3 | 1 | 2 | 392 | 25-34 | 280 |
| 21:00 | 18 | 8 | 20 | 44 | 58 | 56 | 43 | 38 | 30 | 16 | 8 | 4 | 1 | 3 | 347 | 25-34 | 239 |
| 22:00 | 27 | 4 | 6 | 8 | 12 | 36 | 49 | 42 | 32 | 23 | 15 | 9 | 1 | 0 | 264 | 29-38 | 182 |
| 23:00 | 2 | 0 | 1 | 3 | 2 | 17 | 21 | 28 | 25 | 20 | 10 | 4 | 2 | 4 | 139 | 29-38 | 111 |
| Total | 2335 | 325 | 441 | 648 | 905 | 1000 | 918 | 751 | 574 | 363 | 207 | 115 | 57 | 53 | 8692 | | |
| Percent | 26.9% | 3.7% | 5.1% | 7.5% | 10.4% | 11.5% | 10.6% | 8.6% | 6.6% | 4.2% | 2.4% | 1.3% | 0.7% | 0.6% | | | |
| AM Peak | 11:00 | 10:00 | 10:00 | 10:00 | 10:00 | 09:00 | 10:00 | 08:00 | 08:00 | 08:00 | 06:00 | 06:00 | 07:00 | 06:00 | 10:00 | | |
| Vol. | 370 | 47 | 46 | 45 | 71 | 82 | 67 | 62 | 51 | 43 | 24 | 10 | 10 | 9 | 666 | | |
| PM Peak | 15:00 | 12:00 | 13:00 | 14:00 | 12:00 | 17:00 | 12:00 | 19:00 | 18:00 | 22:00 | 22:00 | 18:00 | 12:00 | 23:00 | 12:00 | | |
| Vol. | 453 | 41 | 49 | 66 | 95 | 84 | 81 | 56 | 37 | 23 | 15 | 9 | 2 | 4 | 643 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| EB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number |
|--------------|------------|------------|------------|------------|------------|-------------|-------------|------------|------------|------------|------------|------------|-----------|-----------|-------------|-------|---------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | Speed | in Pace |
| 07/29/18 | 2 | 0 | 1 | 0 | 5 | 7 | 16 | 16 | 14 | 7 | 4 | 8 | 0 | 5 | 85 | 29-38 | 60 |
| 01:00 | 1 | 0 | 1 | 0 | 4 | 5 | 11 | 17 | 16 | 7 | 8 | 4 | 2 | 1 | 77 | 31-40 | 59 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 5 | 4 | 0 | 2 | 0 | 3 | 19 | 29-38 | 13 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 7 | 31-40 | 4 |
| 04:00 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 5 | 2 | 4 | 1 | 4 | 1 | 0 | 22 | 33-42 | 16 |
| 05:00 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 4 | 12 | 7 | 4 | 6 | 3 | 7 | 54 | 33-42 | 33 |
| 06:00 | 3 | 0 | 1 | 0 | 1 | 6 | 9 | 13 | 10 | 12 | 20 | 8 | 7 | 7 | 97 | 31-40 | 64 |
| 07:00 | 4 | 0 | 0 | 1 | 6 | 16 | 24 | 37 | 37 | 18 | 24 | 21 | 9 | 5 | 202 | 31-40 | 140 |
| 08:00 | 6 | 0 | 2 | 4 | 15 | 32 | 47 | 63 | 46 | 37 | 15 | 18 | 3 | 2 | 290 | 29-38 | 225 |
| 09:00 | 39 | 9 | 29 | 30 | 74 | 69 | 78 | 64 | 49 | 18 | 5 | 6 | 2 | 1 | 473 | 27-36 | 334 |
| 10:00 | 57 | 18 | 32 | 45 | 78 | 79 | 52 | 48 | 29 | 21 | 10 | 3 | 5 | 1 | 478 | 25-34 | 302 |
| 11:00 | 85 | 19 | 38 | 46 | 67 | 80 | 71 | 59 | 36 | 11 | 8 | 3 | 1 | 2 | 526 | 25-34 | 323 |
| 12 PM | 78 | 23 | 48 | 75 | 79 | 76 | 63 | 36 | 34 | 13 | 9 | 3 | 0 | 0 | 537 | 23-32 | 341 |
| 13:00 | 58 | 23 | 47 | 48 | 57 | 78 | 65 | 64 | 39 | 23 | 17 | 8 | 1 | 4 | 532 | 25-34 | 312 |
| 14:00 | 65 | 16 | 29 | 43 | 67 | 77 | 66 | 54 | 44 | 29 | 24 | 5 | 3 | 2 | 524 | 26-35 | 308 |
| 15:00 | 83 | 16 | 22 | 55 | 100 | 81 | 78 | 59 | 29 | 15 | 11 | 2 | 5 | 1 | 557 | 25-34 | 373 |
| 16:00 | 53 | 14 | 25 | 49 | 42 | 62 | 91 | 78 | 63 | 34 | 16 | 11 | 4 | 3 | 545 | 27-36 | 336 |
| 17:00 | 30 | 9 | 11 | 41 | 70 | 76 | 85 | 72 | 45 | 25 | 12 | 7 | 6 | 3 | 492 | 27-36 | 348 |
| 18:00 | 53 | 7 | 13 | 33 | 51 | 58 | 75 | 61 | 37 | 31 | 19 | 6 | 0 | 2 | 446 | 27-36 | 282 |
| 19:00 | 18 | 3 | 10 | 12 | 47 | 54 | 64 | 59 | 41 | 23 | 14 | 7 | 4 | 1 | 357 | 27-36 | 265 |
| 20:00 | 24 | 18 | 16 | 18 | 51 | 69 | 51 | 55 | 40 | 22 | 7 | 5 | 4 | 1 | 381 | 27-36 | 266 |
| 21:00 | 10 | 3 | 7 | 14 | 38 | 46 | 57 | 36 | 40 | 17 | 10 | 3 | 5 | 4 | 290 | 27-36 | 217 |
| 22:00 | 7 | 2 | 4 | 7 | 12 | 16 | 20 | 31 | 31 | 24 | 8 | 10 | 5 | 4 | 181 | 29-38 | 122 |
| 23:00 | 1 | 0 | 0 | 1 | 0 | 8 | 15 | 11 | 14 | 16 | 8 | 9 | 4 | 3 | 90 | 29-38 | 64 |
| Total | 677 | 181 | 337 | 525 | 868 | 1001 | 1046 | 942 | 714 | 418 | 256 | 160 | 74 | 63 | 7262 | | |
| Percent | 9.3% | 2.5% | 4.6% | 7.2% | 12.0% | 13.8% | 14.4% | 13.0% | 9.8% | 5.8% | 3.5% | 2.2% | 1.0% | 0.9% | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 09:00 | 09:00 | 09:00 | 08:00 | 07:00 | 07:00 | 07:00 | 05:00 | 11:00 | | |
| Vol. | 85 | 19 | 38 | 46 | 78 | 80 | 78 | 64 | 49 | 37 | 24 | 21 | 9 | 7 | 526 | | |
| PM Peak | 15:00 | 12:00 | 12:00 | 12:00 | 15:00 | 15:00 | 16:00 | 16:00 | 16:00 | 16:00 | 14:00 | 16:00 | 17:00 | 13:00 | 15:00 | | |
| Vol. | 83 | 23 | 48 | 75 | 100 | 81 | 91 | 78 | 63 | 34 | 24 | 11 | 6 | 4 | 557 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| EB | Start Time | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----------------|------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|----------------|
| | | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | | |
| 07/30/18 | | 1 | 0 | 1 | 1 | 4 | 3 | 7 | 5 | 8 | 4 | 6 | 2 | 2 | 0 | 44 | 31-40 | 30 |
| 01:00 | | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 2 | 1 | 3 | 2 | 4 | 1 | 0 | 17 | 33-42 | 12 |
| 02:00 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 2 | 0 | 1 | 1 | 2 | 11 | 29-38 | 7 |
| 03:00 | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 4 | 2 | 1 | 1 | 0 | 16 | 31-40 | 14 |
| 04:00 | | 1 | 0 | 1 | 1 | 1 | 3 | 0 | 4 | 3 | 3 | 3 | 3 | 5 | 2 | 30 | 35-44 | 17 |
| 05:00 | | 1 | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 13 | 14 | 19 | 12 | 12 | 12 | 97 | 35-44 | 70 |
| 06:00 | | 3 | 0 | 1 | 4 | 7 | 11 | 21 | 40 | 42 | 48 | 35 | 26 | 9 | 15 | 262 | 33-42 | 191 |
| 07:00 | | 24 | 8 | 10 | 20 | 27 | 35 | 60 | 55 | 89 | 55 | 35 | 21 | 4 | 10 | 453 | 29-38 | 294 |
| 08:00 | | 94 | 20 | 19 | 35 | 55 | 47 | 56 | 66 | 45 | 29 | 12 | 14 | 1 | 2 | 495 | 27-36 | 269 |
| 09:00 | | 172 | 14 | 32 | 37 | 58 | 67 | 42 | 48 | 29 | 23 | 6 | 5 | 4 | 1 | 538 | 25-34 | 252 |
| 10:00 | | 185 | 37 | 42 | 42 | 73 | 60 | 75 | 50 | 23 | 12 | 5 | 6 | 2 | 2 | 614 | 25-34 | 300 |
| 11:00 | | 269 | 35 | 44 | 64 | 61 | 55 | 48 | 40 | 13 | 7 | 7 | 1 | 1 | 0 | 645 | 23-32 | 272 |
| 12 PM | | 288 | 20 | 31 | 44 | 54 | 46 | 34 | 37 | 21 | 16 | 4 | 2 | 1 | 2 | 600 | 25-34 | 215 |
| 13:00 | | 263 | 27 | 42 | 58 | 64 | 57 | 45 | 34 | 19 | 16 | 5 | 0 | 3 | 2 | 635 | 23-32 | 266 |
| 14:00 | | 218 | 44 | 43 | 70 | 51 | 48 | 49 | 32 | 22 | 8 | 5 | 0 | 1 | 0 | 591 | 23-32 | 261 |
| 15:00 | | 397 | 38 | 43 | 40 | 40 | 35 | 34 | 15 | 9 | 8 | 2 | 2 | 1 | 0 | 664 | 18-27 | 201 |
| 16:00 | | 351 | 41 | 45 | 45 | 52 | 33 | 37 | 29 | 18 | 5 | 8 | 1 | 0 | 0 | 665 | 19-28 | 218 |
| 17:00 | | 467 | 20 | 17 | 27 | 32 | 29 | 37 | 11 | 4 | 6 | 0 | 0 | 2 | 0 | 652 | 11-20 | 233 |
| 18:00 | | 55 | 7 | 23 | 52 | 71 | 78 | 74 | 70 | 45 | 23 | 9 | 6 | 2 | 1 | 516 | 25-34 | 345 |
| 19:00 | | 34 | 6 | 13 | 17 | 51 | 51 | 56 | 53 | 57 | 28 | 12 | 9 | 5 | 3 | 395 | 27-36 | 268 |
| 20:00 | | 19 | 2 | 16 | 14 | 27 | 48 | 47 | 42 | 31 | 16 | 14 | 5 | 1 | 1 | 283 | 27-36 | 195 |
| 21:00 | | 5 | 4 | 5 | 18 | 18 | 35 | 34 | 34 | 37 | 21 | 17 | 10 | 4 | 2 | 244 | 29-38 | 161 |
| 22:00 | | 2 | 0 | 4 | 0 | 1 | 16 | 15 | 19 | 27 | 18 | 12 | 9 | 2 | 3 | 128 | 29-38 | 95 |
| 23:00 | | 1 | 0 | 1 | 4 | 0 | 6 | 13 | 14 | 8 | 13 | 7 | 8 | 1 | 3 | 79 | 31-40 | 55 |
| Total | | 2850 | 323 | 434 | 593 | 748 | 768 | 791 | 713 | 568 | 382 | 227 | 148 | 66 | 63 | 8674 | | |
| Percent | | 32.9% | 3.7% | 5.0% | 6.8% | 8.6% | 8.9% | 9.1% | 8.2% | 6.5% | 4.4% | 2.6% | 1.7% | 0.8% | 0.7% | | | |
| AM Peak | 11:00 | 10:00 | 11:00 | 11:00 | 10:00 | 09:00 | 10:00 | 08:00 | 07:00 | 07:00 | 06:00 | 06:00 | 05:00 | 06:00 | | 11:00 | | |
| Vol. | 269 | 37 | 44 | 64 | 73 | 67 | 75 | 66 | 89 | 55 | 35 | 26 | 12 | 15 | | 645 | | |
| PM Peak | 17:00 | 14:00 | 16:00 | 14:00 | 18:00 | 18:00 | 18:00 | 18:00 | 19:00 | 19:00 | 21:00 | 21:00 | 19:00 | 19:00 | | 16:00 | | |
| Vol. | 467 | 44 | 45 | 70 | 71 | 78 | 74 | 70 | 57 | 28 | 17 | 10 | 5 | 3 | | 665 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| EB | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---------|
| Start Time | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 999 | | Speed | in Pace |
| 07/31/18 | 0 | 0 | 0 | 2 | 1 | 1 | 8 | 4 | 8 | 6 | 4 | 4 | 1 | 1 | 40 | 31-40 | 30 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 6 | 31-40 | 5 |
| 02:00 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 13 | 28-37 | 6 |
| 03:00 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 3 | 1 | 2 | 3 | 1 | 1 | 1 | 19 | 31-40 | 10 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 5 | 3 | 7 | 4 | 3 | 4 | 32 | 33-42 | 22 |
| 05:00 | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 8 | 11 | 13 | 18 | 10 | 5 | 10 | 87 | 33-42 | 60 |
| 06:00 | 10 | 0 | 0 | 4 | 10 | 13 | 39 | 36 | 41 | 58 | 29 | 19 | 12 | 6 | 277 | 31-40 | 203 |
| 07:00 | 36 | 12 | 16 | 23 | 32 | 55 | 62 | 78 | 64 | 53 | 15 | 18 | 7 | 7 | 478 | 29-38 | 312 |
| 08:00 | 100 | 16 | 17 | 32 | 47 | 66 | 85 | 65 | 33 | 20 | 13 | 10 | 4 | 2 | 510 | 26-35 | 296 |
| 09:00 | 111 | 22 | 28 | 50 | 57 | 77 | 71 | 63 | 39 | 19 | 6 | 9 | 3 | 0 | 555 | 25-34 | 318 |
| 10:00 | 185 | 38 | 44 | 64 | 78 | 71 | 64 | 41 | 28 | 15 | 5 | 7 | 2 | 2 | 644 | 23-32 | 321 |
| 11:00 | 123 | 31 | 54 | 63 | 68 | 88 | 44 | 44 | 38 | 15 | 12 | 7 | 1 | 1 | 589 | 23-32 | 317 |
| 12 PM | 215 | 53 | 54 | 53 | 72 | 78 | 51 | 44 | 17 | 14 | 8 | 4 | 1 | 1 | 665 | 21-30 | 310 |
| 13:00 | 135 | 30 | 49 | 46 | 68 | 80 | 66 | 52 | 43 | 16 | 8 | 3 | 2 | 1 | 599 | 25-34 | 312 |
| 14:00 | 164 | 30 | 51 | 57 | 76 | 68 | 53 | 50 | 26 | 14 | 7 | 3 | 0 | 0 | 599 | 23-32 | 305 |
| 15:00 | 478 | 30 | 29 | 26 | 32 | 44 | 20 | 22 | 8 | 9 | 4 | 2 | 0 | 0 | 704 | 1-10 | 239 |
| 16:00 | 404 | 33 | 40 | 36 | 47 | 40 | 29 | 19 | 13 | 6 | 4 | 1 | 0 | 0 | 672 | 1-10 | 202 |
| 17:00 | 405 | 18 | 35 | 35 | 41 | 33 | 31 | 20 | 16 | 9 | 3 | 1 | 0 | 0 | 647 | 11-20 | 202 |
| 18:00 | 67 | 14 | 37 | 30 | 58 | 55 | 65 | 67 | 41 | 26 | 14 | 11 | 3 | 3 | 491 | 27-36 | 286 |
| 19:00 | 34 | 8 | 13 | 25 | 34 | 79 | 60 | 61 | 51 | 32 | 14 | 9 | 3 | 7 | 430 | 27-36 | 285 |
| 20:00 | 29 | 13 | 17 | 31 | 40 | 72 | 64 | 42 | 25 | 13 | 12 | 7 | 2 | 0 | 367 | 25-34 | 249 |
| 21:00 | 19 | 2 | 6 | 12 | 36 | 24 | 41 | 48 | 43 | 24 | 18 | 5 | 2 | 0 | 280 | 27-36 | 192 |
| 22:00 | 2 | 1 | 2 | 1 | 10 | 18 | 28 | 35 | 36 | 25 | 15 | 7 | 5 | 3 | 188 | 29-38 | 142 |
| 23:00 | 0 | 1 | 1 | 5 | 5 | 7 | 11 | 11 | 16 | 12 | 9 | 4 | 2 | 3 | 87 | 31-40 | 59 |
| Total | 2517 | 354 | 495 | 596 | 817 | 974 | 905 | 816 | 606 | 405 | 233 | 148 | 59 | 54 | 8979 | | |
| Percent | 28.0% | 3.9% | 5.5% | 6.6% | 9.1% | 10.8% | 10.1% | 9.1% | 6.7% | 4.5% | 2.6% | 1.6% | 0.7% | 0.6% | | | |
| AM Peak | 10:00 | 10:00 | 11:00 | 10:00 | 10:00 | 11:00 | 08:00 | 07:00 | 07:00 | 06:00 | 06:00 | 06:00 | 06:00 | 05:00 | 10:00 | | |
| Vol. | 185 | 38 | 54 | 64 | 78 | 88 | 85 | 78 | 64 | 58 | 29 | 19 | 12 | 10 | 644 | | |
| PM Peak | 15:00 | 12:00 | 12:00 | 14:00 | 14:00 | 13:00 | 13:00 | 18:00 | 19:00 | 19:00 | 21:00 | 18:00 | 22:00 | 19:00 | 15:00 | | |
| Vol. | 478 | 53 | 54 | 57 | 76 | 80 | 66 | 67 | 51 | 32 | 18 | 11 | 5 | 7 | 704 | | |

Cape Cod Commission
 3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 20272
 Location: Rt 28 W of Mashpee Rotary
 Town: Mashpee
 Counter: AP-9

Site Code: 20272
 Station ID:

Latitude: 0' 0.0000 Undefined

| EB | Start Time | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------|----------------|
| | 08:00/18 | 1 | 0 | 0 | 3 | 3 | 2 | 3 | 12 | 7 | 6 | 6 | 2 | 2 | 1 | 48 | 31-40 | 34 |
| | 01:00 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 6 | 2 | 0 | 1 | 14 | 33-42 | 11 |
| | 02:00 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 1 | 2 | 4 | 1 | 0 | 16 | 33-42 | 12 |
| | 03:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 6 | 2 | 0 | 2 | 15 | 33-42 | 11 |
| | 04:00 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 2 | 2 | 3 | 3 | 3 | 6 | 29 | 31-40 | 14 |
| | 05:00 | 3 | 0 | 0 | 0 | 1 | 4 | 8 | 9 | 10 | 19 | 14 | 17 | 9 | 11 | 105 | 33-42 | 69 |
| | 06:00 | 10 | 4 | 2 | 5 | 13 | 21 | 45 | 48 | 49 | 30 | 28 | 32 | 8 | 8 | 303 | 31-40 | 200 |
| | 07:00 | 35 | 18 | 15 | 26 | 47 | 45 | 58 | 53 | 47 | 49 | 35 | 10 | 11 | 6 | 455 | 29-38 | 252 |
| | 08:00 | 93 | 25 | 21 | 40 | 44 | 63 | 60 | 57 | 53 | 29 | 20 | 5 | 9 | 3 | 522 | 27-36 | 277 |
| | 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | Total | 146 | 47 | 39 | 74 | 108 | 138 | 181 | 184 | 176 | 136 | 120 | 77 | 43 | 38 | 1507 | | |
| | Percent | 9.7% | 3.1% | 2.6% | 4.9% | 7.2% | 9.2% | 12.0% | 12.2% | 11.7% | 9.0% | 8.0% | 5.1% | 2.9% | 2.5% | | | |
| | AM Peak | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 08:00 | 08:00 | 08:00 | 08:00 | 07:00 | 07:00 | 06:00 | 07:00 | 05:00 | 08:00 | | |
| | Vol. | 93 | 25 | 21 | 40 | 47 | 63 | 60 | 57 | 53 | 49 | 35 | 32 | 11 | 11 | 522 | | |
| | PM Peak | | | | | | | | | | | | | | | | | |
| | Vol. | | | | | | | | | | | | | | | | | |
| | Total | 20506 | 2590 | 3378 | 4598 | 6078 | 6947 | 6877 | 5837 | 4587 | 3012 | 1822 | 1098 | 530 | 492 | 68352 | | |
| | Percent | 30.0% | 3.8% | 4.9% | 6.7% | 8.9% | 10.2% | 10.1% | 8.5% | 6.7% | 4.4% | 2.7% | 1.6% | 0.8% | 0.7% | | | |

Stats

15th Percentile : 9 MPH
 50th Percentile : 26 MPH
 85th Percentile : (34 MPH)
 95th Percentile : 38 MPH

10 MPH Pace Speed : 25-34 MPH
 Number in Pace : 30337
 Percent in Pace : 44.4%

Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 25 MPH

Cape Cod Commission

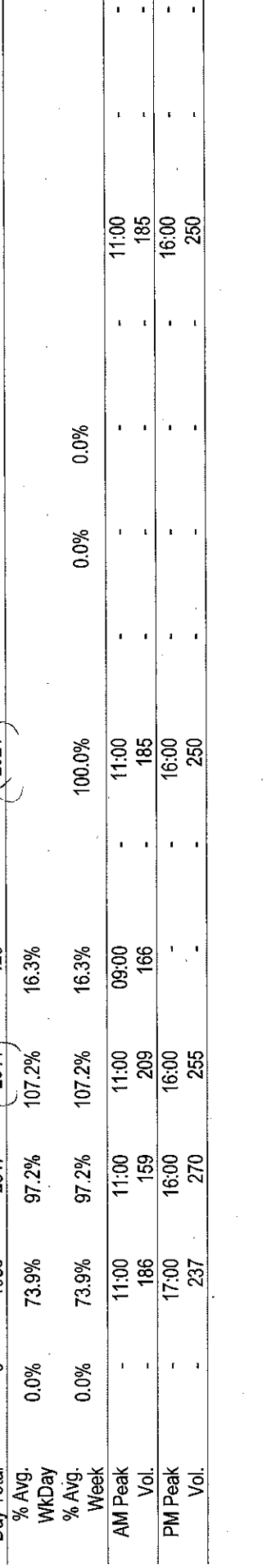
3225 Main Street | PO Box 226
Barnstable, MA 02630
capecodcommission.org

Site: 20262
Location: Quinquisset Av S of Rt 28
Town: Mashpee
Counter: AP-8

Site Code: 20262
Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | Mon 20-Aug-18 | Tue 21-Aug-18 | Wed 22-Aug-18 | Thu 23-Aug-18 | Fri 24-Aug-18 | Average Day | Sat 25-Aug-18 | Sun 26-Aug-18 | Week Average |
|--------------|------------------|------------------|------------------|------------------|------------------|----------------|------------------|------------------|-----------------|
| 12:00 AM | * | * | 9 | 13 | 14 | 12 | * | * | 12 |
| 01:00 | * | * | 8 | 14 | 2 | 8 | * | * | 8 |
| 02:00 | * | * | 2 | 1 | 3 | 2 | * | * | 2 |
| 03:00 | * | * | 1 | 5 | 2 | 3 | * | * | 3 |
| 04:00 | * | * | 4 | 6 | 4 | 5 | * | * | 5 |
| 05:00 | * | * | 14 | 19 | 15 | 16 | * | * | 16 |
| 06:00 | * | * | 21 | 33 | 34 | 29 | * | * | 29 |
| 07:00 | * | * | 66 | 69 | 78 | 71 | * | * | 71 |
| 08:00 | * | * | 100 | 106 | 110 | 105 | * | * | 105 |
| 09:00 | * | * | 116 | 134 | 166 | 139 | * | * | 139 |
| 10:00 | * | * | 152 | 133 | * | 142 | * | * | 142 |
| 11:00 | * | 186 | 159 | 209 | * | 185 | * | * | 185 |
| 12:00 PM | * | 166 | 210 | 218 | * | 198 | * | * | 198 |
| 01:00 | * | 185 | 204 | 225 | * | 205 | * | * | 205 |
| 02:00 | * | 179 | 211 | 214 | * | 201 | * | * | 201 |
| 03:00 | * | 185 | 216 | 200 | * | 200 | * | * | 200 |
| 04:00 | * | 226 | 270 | 255 | * | 250 | * | * | 250 |
| 05:00 | * | 237 | 240 | 250 | * | 242 | * | * | 242 |
| 06:00 | * | 183 | 151 | 173 | * | 169 | * | * | 169 |
| 07:00 | * | 133 | 117 | 179 | * | 143 | * | * | 143 |
| 08:00 | * | 116 | 115 | 157 | * | 129 | * | * | 129 |
| 09:00 | * | 79 | 83 | 110 | * | 91 | * | * | 91 |
| 10:00 | * | 40 | 56 | 59 | * | 52 | * | * | 52 |
| 11:00 | * | 21 | 22 | 29 | * | 24 | * | * | 24 |
| Day Total | 0 | 1936 | 2547 | 2811 | 428 | 2621 | 0 | 0 | 2621 |
| % Avg. WKDay | 0.0% | 73.9% | 97.2% | 107.2% | 16.3% | 100.0% | 0.0% | 0.0% | |
| % Avg. Week | 0.0% | 73.9% | 97.2% | 107.2% | 16.3% | 100.0% | 0.0% | 0.0% | |
| AM Peak | - | 11:00 | 11:00 | 11:00 | 09:00 | 11:00 | - | - | 11:00 |
| Vol. | - | 186 | 159 | 209 | 166 | 185 | - | - | 185 |
| PM Peak | - | 17:00 | 16:00 | 16:00 | - | 16:00 | - | - | 16:00 |
| Vol. | - | 237 | 270 | 255 | - | 250 | - | - | 250 |



Cape Cod Commission

Site: 20252
 Location: Great Neck Rd N of Mashpee Rotary
 Town: Mashpee
 Counter: AP-2

3225 Main Street
 Barnstable, Massachusetts 02630
www.capecodcommission.org

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 23-Jul-18 Mon | 24-Jul-18 Tue | 25-Jul-18 Wed | 26-Jul-18 Thu | 27-Jul-18 Fri | 28-Jul-18 Sat | 29-Jul-18 Sun | Week Average | Weekday Average |
|--------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|
| 12:00 AM | * | * | * | * | * | 186 | 98 | 142 | * |
| 01:00 | * | * | * | * | * | 120 | 72 | 96 | * |
| 02:00 | * | * | * | * | * | 64 | 35 | 50 | * |
| 03:00 | * | * | * | * | * | 52 | 17 | 34 | * |
| 04:00 | * | * | * | * | * | 49 | 40 | 44 | * |
| 05:00 | * | * | * | * | * | 140 | 68 | 104 | * |
| 06:00 | * | * | * | * | * | 352 | 149 | 250 | * |
| 07:00 | * | * | * | * | * | 663 | 299 | 481 | * |
| 08:00 | * | * | * | * | * | 801 | 489 | 645 | * |
| 09:00 | * | * | * | * | * | 799 | 684 | 742 | * |
| 10:00 | * | * | * | * | * | 987 | 812 | 900 | * |
| 11:00 | * | * | * | * | * | (1081) | 902 | 992 | * |
| 12:00 PM | * | * | * | * | 1149 | 1032 | (919) | 1033 | 1149 |
| 01:00 | * | * | * | * | 1064 | 995 | 860 | 973 | 1064 |
| 02:00 | * | * | * | * | 1084 | 973 | 890 | 982 | 1084 |
| 03:00 | * | * | * | * | 1239 | 1008 | 883 | 1043 | 1239 |
| 04:00 | * | * | * | * | 1273 | 1045 | 900 | 1073 | 1273 |
| 05:00 | * | * | * | * | 1211 | 886 | 867 | 988 | 1211 |
| 06:00 | * | * | * | * | 1047 | 783 | 768 | 866 | 1047 |
| 07:00 | * | * | * | * | 724 | 600 | 622 | 649 | 724 |
| 08:00 | * | * | * | * | 625 | 530 | 571 | 575 | 625 |
| 09:00 | * | * | * | * | 549 | 435 | 393 | 459 | 549 |
| 10:00 | * | * | * | * | 403 | 320 | 267 | 330 | 403 |
| 11:00 | * | * | * | * | 244 | 210 | 105 | 186 | 244 |
| Total | 0 | 0 | 0 | 0 | 10612 | (14111) | (11710) | | |
| Percentage | 0.0% | 0.0% | 0.0% | 0.0% | 77.8% | 103.5% | 85.9% | | |
| AM Peak Vol. | - | - | - | - | - | 11:00 | 11:00 | - | - |
| PM Peak Vol. | - | - | - | - | 16:00 | 16:00 | 12:00 | - | - |
| Total | | | | | 1273 | 1045 | 919 | 13637 | 10612 |

Cape Cod Commission

Site: 20252
 Location: Great Neck Rd N of Mashpee Rotary
 Town: Mashpee
 Counter: AP-2

3225 Main Street
 Barnstable, Massachusetts 02630
www.capecodcommission.org

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 30-Jul-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | |
|----------------|-----------|-------|-------|-------|-------|-------|-------|-------|-----|----|-----|----|-----|----|-------------|--------|
| | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB |
| 12:00 AM | 21 | 27 | 20 | 25 | 27 | 22 | 28 | 31 | * | * | * | * | * | * | 24 | 26 |
| 01:00 | 20 | 16 | 14 | 10 | 14 | 16 | 21 | 16 | * | * | * | * | * | * | 17 | 14 |
| 02:00 | 11 | 13 | 8 | 6 | 11 | 4 | 7 | 5 | * | * | * | * | * | * | 9 | 7 |
| 03:00 | 15 | 19 | 12 | 9 | 7 | 10 | 8 | 4 | * | * | * | * | * | * | 10 | 10 |
| 04:00 | 28 | 35 | 18 | 27 | 19 | 20 | 25 | 25 | * | * | * | * | * | * | 22 | 27 |
| 05:00 | 65 | 73 | 66 | 48 | 66 | 68 | 64 | 55 | * | * | * | * | * | * | 65 | 61 |
| 06:00 | 164 | 156 | 187 | 155 | 190 | 153 | 183 | 158 | * | * | * | * | * | * | 181 | 156 |
| 07:00 | 385 | 271 | 360 | 246 | 375 | 273 | 357 | 249 | * | * | * | * | * | * | 369 | 260 |
| 08:00 | 513 | 325 | 538 | 333 | 533 | 309 | 511 | 320 | * | * | * | * | * | * | 524 | 322 |
| 09:00 | 543 | 388 | 490 | 376 | 519 | 364 | 550 | 327 | * | * | * | * | * | * | 526 | 364 |
| 10:00 | 603 | 405 | 480 | 398 | 493 | 388 | 539 | 399 | * | * | * | * | * | * | 529 | 398 |
| 11:00 | 619 | 433 | 527 | 407 | 528 | 445 | 551 | 430 | * | * | * | * | * | * | 556 | 429 |
| 12:00 PM | 558 | 475 | 591 | 485 | 626 | 446 | * | * | * | * | * | * | * | * | 592 | 469 |
| 01:00 | 517 | 452 | 516 | 442 | 545 | 417 | * | * | * | * | * | * | * | * | 526 | 437 |
| 02:00 | 515 | 470 | 485 | 446 | 509 | 448 | * | * | * | * | * | * | * | * | 503 | 455 |
| 03:00 | 559 | 510 | 570 | 525 | 656 | 472 | * | * | * | * | * | * | * | * | 595 | 502 |
| 04:00 | 562 | 589 | 549 | 553 | 657 | 597 | * | * | * | * | * | * | * | * | 589 | 580 |
| 05:00 | 584 | 547 | 580 | 505 | 617 | 497 | * | * | * | * | * | * | * | * | 594 | 516 |
| 06:00 | 426 | 410 | 454 | 428 | 429 | 388 | * | * | * | * | * | * | * | * | 436 | 409 |
| 07:00 | 347 | 333 | 321 | 307 | 338 | 292 | * | * | * | * | * | * | * | * | 335 | 311 |
| 08:00 | 246 | 259 | 246 | 288 | 253 | 242 | * | * | * | * | * | * | * | * | 248 | 263 |
| 09:00 | 141 | 182 | 159 | 191 | 189 | 195 | * | * | * | * | * | * | * | * | 163 | 189 |
| 10:00 | 93 | 104 | 109 | 113 | 110 | 109 | * | * | * | * | * | * | * | * | 104 | 109 |
| 11:00 | 45 | 45 | 50 | 54 | 58 | 60 | * | * | * | * | * | * | * | * | 51 | 53 |
| Total | 7580 | 6537 | 7350 | 6377 | 7769 | 6235 | 2844 | 2019 | 0 | 0 | 0 | 0 | 0 | 0 | (7568) | (6367) |
| Day | 14117 | | 13727 | | 14004 | | 4863 | | 0 | | 0 | | 0 | | 13935 | |
| AM Peak | 11:00 | 11:00 | 08:00 | 11:00 | 08:00 | 11:00 | 11:00 | 11:00 | - | - | - | - | - | - | 11:00 | 11:00 |
| Vol. | 619 | 433 | 538 | 407 | 533 | 445 | 551 | 430 | - | - | - | - | - | - | 556 | 429 |
| PM Peak | 17:00 | 16:00 | 12:00 | 16:00 | 16:00 | 16:00 | - | - | - | - | - | - | - | - | 15:00 | 16:00 |
| Vol. | 584 | 589 | 591 | 553 | 657 | 597 | - | - | - | - | - | - | - | - | 595 | 580 |

| | | | | | | | | |
|-------------|-----------|------------|-------|------|-------|-------|-------|-------|
| Comb. Total | 14117 | 13727 | 14004 | 4863 | 10612 | 14111 | 11710 | 24547 |
| ADT | ADT 6,301 | AADT 6,301 | | | | | | |

Cape Cod Commission

Site: 20252
 Location: Great Neck Rd N of Mashpee Rotary
 Town: Mashpee
 Counter: AP-2

3225 Main Street
 Barnstable, Massachusetts 02630
www.capecodcommission.org

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 23-Jul-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | | |
|--------------|-----------|----|-----|----|-----|----|-----|----|-----|------------|--------------|---------------|--------------|---------------|---------------|------------|------------|
| | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | |
| 12:00 AM | * | * | * | * | * | * | * | * | * | * | 97 | 89 | 45 | 53 | * | * | |
| 01:00 | * | * | * | * | * | * | * | * | * | * | 64 | 56 | 31 | 41 | * | * | |
| 02:00 | * | * | * | * | * | * | * | * | * | * | 37 | 27 | 17 | 18 | * | * | |
| 03:00 | * | * | * | * | * | * | * | * | * | * | 21 | 31 | 9 | 8 | * | * | |
| 04:00 | * | * | * | * | * | * | * | * | * | * | 35 | 14 | 18 | 22 | * | * | |
| 05:00 | * | * | * | * | * | * | * | * | * | * | 103 | 37 | 36 | 32 | * | * | |
| 06:00 | * | * | * | * | * | * | * | * | * | * | 234 | 118 | 78 | 71 | * | * | |
| 07:00 | * | * | * | * | * | * | * | * | * | * | 449 | 214 | 145 | 154 | * | * | |
| 08:00 | * | * | * | * | * | * | * | * | * | * | 504 | 297 | 273 | 216 | * | * | |
| 09:00 | * | * | * | * | * | * | * | * | * | * | 459 | 340 | 371 | 313 | * | * | |
| 10:00 | * | * | * | * | * | * | * | * | * | * | 567 | 420 | 475 | 337 | * | * | |
| 11:00 | * | * | * | * | * | * | * | * | * | * | (639) | 442 | (553) | 349 | * | * | |
| 12:00 PM | * | * | * | * | * | * | * | * | * | 686 | 463 | 593 | 439 | 516 | 403 | 686 | 463 |
| 01:00 | * | * | * | * | * | * | * | * | * | 613 | 451 | 568 | 427 | 446 | 414 | 613 | 451 |
| 02:00 | * | * | * | * | * | * | * | * | * | 607 | 477 | 528 | 445 | 479 | 411 | 607 | 477 |
| 03:00 | * | * | * | * | * | * | * | * | * | 695 | 544 | 544 | 464 | 432 | 451 | 695 | 544 |
| 04:00 | * | * | * | * | * | * | * | * | * | 691 | 582 | 540 | (505) | 435 | (465) | 691 | 582 |
| 05:00 | * | * | * | * | * | * | * | * | * | 691 | 520 | 501 | 385 | 405 | 462 | 691 | 520 |
| 06:00 | * | * | * | * | * | * | * | * | * | 594 | 453 | 413 | 370 | 348 | 420 | 594 | 453 |
| 07:00 | * | * | * | * | * | * | * | * | * | 406 | 318 | 320 | 280 | 259 | 363 | 406 | 318 |
| 08:00 | * | * | * | * | * | * | * | * | * | 335 | 290 | 253 | 277 | 241 | 330 | 335 | 290 |
| 09:00 | * | * | * | * | * | * | * | * | * | 297 | 252 | 202 | 233 | 178 | 215 | 297 | 252 |
| 10:00 | * | * | * | * | * | * | * | * | * | 197 | 206 | 141 | 179 | 127 | 140 | 197 | 206 |
| 11:00 | * | * | * | * | * | * | * | * | * | 103 | 141 | 99 | 111 | 50 | 55 | 103 | 141 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5915 | 4697 | (7911) | 6200 | (5967) | (5743) | 5915 | 4697 |
| Day | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10612 | | 14111 | | 11710 | | 10612 | |
| AM Peak | - | - | - | - | - | - | - | - | - | - | - | 11:00 | 11:00 | 11:00 | 11:00 | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - | - | 639 | 442 | 553 | 349 | - | - |
| PM Peak | - | - | - | - | - | - | - | - | - | 15:00 | 16:00 | 12:00 | 16:00 | 12:00 | 16:00 | 15:00 | 16:00 |
| Vol. | - | - | - | - | - | - | - | - | - | 695 | 582 | 593 | 505 | 516 | 465 | 695 | 582 |

Cape Cod Commission

Site: 20252
 Location: Great Neck Rd N of Mashpee Rotary
 Town: Mashpee
 Counter: AP-2

3225 Main Street
 Barnstable, Massachusetts 02630
www.capecodcommission.org

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 30-Jul-18 Mon | 31-Jul-18 Tue | 01-Aug-18 Wed | 02-Aug-18 Thu | 03-Aug-18 Fri | 04-Aug-18 Sat | 05-Aug-18 Sun | Week Average | Weekday Average |
|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|
| 12:00 AM | 48 | 45 | 49 | 59 | * | * | * | 50 | 50 |
| 01:00 | 36 | 24 | 30 | 37 | * | * | * | 32 | 32 |
| 02:00 | 24 | 14 | 15 | 12 | * | * | * | 16 | 16 |
| 03:00 | 34 | 21 | 17 | 12 | * | * | * | 21 | 21 |
| 04:00 | 63 | 45 | 39 | 50 | * | * | * | 49 | 49 |
| 05:00 | 138 | 114 | 134 | 119 | * | * | * | 126 | 126 |
| 06:00 | 320 | 342 | 343 | 341 | * | * | * | 336 | 336 |
| 07:00 | 656 | 606 | 648 | 606 | * | * | * | 629 | 629 |
| 08:00 | 838 | 871 | 842 | 831 | * | * | * | 846 | 846 |
| 09:00 | 931 | 866 | 883 | 877 | * | * | * | 889 | 889 |
| 10:00 | 1008 | 878 | 881 | 938 | * | * | * | 926 | 926 |
| 11:00 | 1052 | 934 | 973 | 981 | * | * | * | 985 | 985 |
| 12:00 PM | 1033 | 1076 | 1072 | * | * | * | * | 1060 | 1060 |
| 01:00 | 969 | 958 | 962 | * | * | * | * | 963 | 963 |
| 02:00 | 985 | 931 | 957 | * | * | * | * | 958 | 958 |
| 03:00 | 1069 | 1095 | 1128 | * | * | * | * | 1097 | 1097 |
| 04:00 | (1151) | 1102 | 1254 | * | * | * | * | 1169 | (1169) |
| 05:00 | 1131 | 1085 | 1114 | * | * | * | * | 1110 | 1110 |
| 06:00 | 836 | 882 | 817 | * | * | * | * | 845 | 845 |
| 07:00 | 680 | 628 | 630 | * | * | * | * | 646 | 646 |
| 08:00 | 505 | 534 | 495 | * | * | * | * | 511 | 511 |
| 09:00 | 323 | 350 | 384 | * | * | * | * | 352 | 352 |
| 10:00 | 197 | 222 | 219 | * | * | * | * | 213 | 213 |
| 11:00 | 90 | 104 | 118 | * | * | * | * | 104 | 104 |
| Total | (14117) | 13727 | 14004 | 4863 | 0 | 0 | 0 | | |
| Percentage | 101.3% | 98.5% | 100.5% | 34.9% | 0.0% | 0.0% | 0.0% | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | - | - | - | - | - |
| Vol. | 1052 | 934 | 973 | 981 | - | - | - | - | - |
| PM Peak | 16:00 | 16:00 | 16:00 | - | - | - | - | - | - |
| Vol. | 1151 | 1102 | 1254 | - | - | - | - | - | - |
| Total | | | | | | | | 13933 | (13933) |

Cape Cod Commission

3225 Main Street | PO Box 226
Barnstable, MA 02630
capecodcommission.org

Site: 20252_NB
Location: Great Neck Rd N of Mashpee Rotary - Northbound
Town: Mashpee
Counter: AP-2

Site Code: 20252
Station ID:

Latitude: 0' 0.0000 Undefined

| NB Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classed | Total |
|---------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|-------|
| 07/27/18 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 12 PM | 0 | 106 | 281 | 3 | 67 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 463 |
| 13:00 | 2 | 98 | 267 | 6 | 68 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 451 |
| 14:00 | 1 | 86 | 292 | 5 | 74 | 2 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 1 | 477 |
| 15:00 | 0 | 128 | 320 | 3 | 78 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 544 |
| 16:00 | 0 | 128 | 348 | 0 | 93 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 582 |
| 17:00 | 0 | 125 | 310 | 1 | 60 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 520 |
| 18:00 | 1 | 92 | 310 | 2 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 453 |
| 19:00 | 1 | 81 | 203 | 0 | 31 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 318 |
| 20:00 | 2 | 76 | 179 | 0 | 28 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 290 |
| 21:00 | 2 | 58 | 161 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 |
| 22:00 | 0 | 47 | 139 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 23:00 | 1 | 36 | 84 | 2 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| Total | 10 | 1061 | 2907 | 23 | 613 | 15 | 0 | 63 | 2 | 0 | 0 | 0 | 0 | 3 | 4697 |
| Percent | 0.2% | 22.6% | 61.9% | 0.5% | 13.1% | 0.3% | 0.0% | 1.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | |

| AM Peak Vol. | PM Peak Vol. | 14:00 |
|--------------|--------------|-------|
| 13:00 | 15:00 | 12:00 |
| 2 | 128 | 4 |
| 13:00 | 16:00 | 16:00 |
| 6 | 348 | 93 |
| 13:00 | 13:00 | 12:00 |
| 6 | 6 | 4 |
| 14:00 | 14:00 | 14:00 |
| 15 | 15 | 1 |
| 14:00 | 14:00 | 14:00 |
| 1 | 1 | 1 |

Cape Cod Commission
 3225 Main Street | PO Box 226
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Site: 20252_NB
 Location: Great Neck Rd N of Mashpee Rotary - Northbound
 Town: Mashpee
 Counter: AP-2

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classed | Not | Total |
|------------|-------|-----------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------|-------|-------|
| | | | | | | | | | | | | | | | |
| 07/28/18 | 1 | 25 | 51 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 01:00 | 0 | 13 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 02:00 | 1 | 8 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 03:00 | 0 | 2 | 19 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 04:00 | 0 | 3 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:00 | 0 | 6 | 20 | 9 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 06:00 | 1 | 24 | 64 | 25 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 07:00 | 1 | 41 | 129 | 39 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 08:00 | 1 | 66 | 170 | 53 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 297 |
| 09:00 | 0 | 83 | 201 | 48 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 340 |
| 10:00 | 2 | 89 | 258 | 60 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 420 |
| 11:00 | 0 | 92 | 284 | 58 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 442 |
| 12 PM | 0 | 98 | 278 | 57 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 439 |
| 13:00 | 2 | 84 | 282 | 51 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 427 |
| 14:00 | 0 | 102 | 281 | 56 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 445 |
| 15:00 | 0 | 109 | 304 | 45 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 464 |
| 16:00 | 2 | 115 | 342 | 41 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 505 |
| 17:00 | 1 | 78 | 265 | 38 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 385 |
| 18:00 | 0 | 93 | 239 | 36 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 370 |
| 19:00 | 0 | 66 | 176 | 33 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 280 |
| 20:00 | 1 | 61 | 176 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 277 |
| 21:00 | 1 | 54 | 155 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 233 |
| 22:00 | 0 | 36 | 129 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 23:00 | 1 | 27 | 70 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| Total | 15 | 1375 | 3943 | 775 | 5 | 0 | 51 | 7 | 7 | 0 | 0 | 0 | 0 | 12 | 6200 |
| Percent | 0.2% | 22.2% | 63.6% | 12.5% | 0.1% | 0.0% | 0.8% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | |
| AM Peak | 10:00 | 11:00 | 11:00 | 10:00 | 10:00 | | 10:00 | 06:00 | | | | | | 08:00 | |
| Vol. | 2 | 92 | 284 | 60 | 2 | | 7 | 2 | | | | | | 2 | |
| PM Peak | 13:00 | 16:00 | 16:00 | 12:00 | 23:00 | | 13:00 | 13:00 | | | | | | 19:00 | |
| Vol. | 2 | 115 | 342 | 57 | 1 | | 7 | 1 | | | | | | 3 | |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20252_NB
 Location: Great Neck Rd N of Mashpee Rotary - Northbound
 Town: Mashpee
 Counter: AP-2

Site Code: 20252
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| NB | Start Time | Cars & Trailers | 2 Axle Long | 2 Axle Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Multi | Classed | Not | Total |
|----|------------|-----------------|-------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|---------|------|-------|
| | 07/29/18 | 14 | 35 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| | 01:00 | 13 | 24 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| | 02:00 | 4 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| | 03:00 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 04:00 | 5 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 05:00 | 5 | 20 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | 06:00 | 11 | 52 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| | 07:00 | 32 | 103 | 0 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 154 |
| | 08:00 | 43 | 141 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| | 09:00 | 74 | 192 | 1 | 40 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 |
| | 10:00 | 87 | 202 | 4 | 38 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 337 |
| | 11:00 | 88 | 219 | 0 | 41 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 349 |
| | 12 PM | 96 | 264 | 1 | 34 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 403 |
| | 13:00 | 101 | 271 | 0 | 34 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 414 |
| | 14:00 | 88 | 276 | 0 | 40 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 411 |
| | 15:00 | 119 | 290 | 0 | 33 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 451 |
| | 16:00 | 108 | 286 | 1 | 56 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 465 |
| | 17:00 | 106 | 304 | 1 | 43 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 462 |
| | 18:00 | 94 | 274 | 1 | 43 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 420 |
| | 19:00 | 92 | 239 | 0 | 28 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 363 |
| | 20:00 | 78 | 216 | 0 | 31 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 330 |
| | 21:00 | 54 | 145 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| | 22:00 | 34 | 93 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| | 23:00 | 12 | 39 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| | Total | 1360 | 3714 | 11 | 558 | 3 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 5743 |
| | Percent | 23.7% | 64.7% | 0.2% | 9.7% | 0.1% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% | |
| | AM Peak | 11:00 | 11:00 | 10:00 | 11:00 | 09:00 | | 09:00 | | | | | | | 02:00 | | |
| | Vol. | 88 | 219 | 4 | 41 | 1 | | 3 | | | | | | | 1 | | |
| | PM Peak | 15:00 | 17:00 | 12:00 | 16:00 | 13:00 | | 17:00 | | | | | | | 18:00 | | |
| | Vol. | 4 | 304 | 1 | 56 | 1 | | 13 | | | | | | | 4 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
Barnstable, MA 02630
capecodcommission.org

Site: 20252_NB
Location: Great Neck Rd N of Mashpee Rotary - Northbound
Town: Mashpee
Counter: AP-2

Site Code: 20252
Station ID:

Latitude: 0' 0.0000 Undefined

| NB | Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classed | Not | Total |
|----|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------|------|-------|
| | 07/30/18 | 0 | 3 | 19 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| | 01:00 | 0 | 5 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 02:00 | 0 | 3 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 03:00 | 0 | 4 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 |
| | 04:00 | 0 | 7 | 22 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| | 05:00 | 0 | 10 | 51 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| | 06:00 | 3 | 30 | 88 | 0 | 34 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| | 07:00 | 4 | 46 | 161 | 1 | 56 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 271 |
| | 08:00 | 1 | 74 | 212 | 1 | 48 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325 |
| | 09:00 | 1 | 74 | 232 | 4 | 69 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 388 |
| | 10:00 | 2 | 109 | 223 | 4 | 57 | 2 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 405 |
| | 11:00 | 1 | 87 | 258 | 2 | 72 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 433 |
| | 12 PM | 2 | 99 | 289 | 5 | 73 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 475 |
| | 13:00 | 1 | 104 | 267 | 4 | 67 | 1 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 452 |
| | 14:00 | 0 | 99 | 281 | 5 | 76 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 470 |
| | 15:00 | 0 | 108 | 309 | 3 | 74 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 510 |
| | 16:00 | 1 | 131 | 353 | 1 | 88 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 589 |
| | 17:00 | 0 | 126 | 345 | 1 | 68 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 547 |
| | 18:00 | 0 | 84 | 273 | 0 | 45 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 410 |
| | 19:00 | 1 | 95 | 202 | 0 | 33 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| | 20:00 | 0 | 71 | 163 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 |
| | 21:00 | 1 | 47 | 119 | 0 | 13 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| | 22:00 | 0 | 25 | 71 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| | 23:00 | 1 | 13 | 27 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| | Total | 19 | 1437 | 3993 | 31 | 934 | 17 | 1 | 79 | 11 | 0 | 0 | 0 | 0 | 0 | 15 | 6537 |
| | Percent | 0.3% | 22.0% | 61.1% | 0.5% | 14.3% | 0.3% | 0.0% | 1.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.2% | |
| | AM Peak | 07:00 | 10:00 | 11:00 | 08:00 | 11:00 | 10:00 | 08:00 | 11:00 | 10:00 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 03:00 |
| | Vol. | 4 | 109 | 258 | 4 | 72 | 2 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| | PM Peak | 12:00 | 16:00 | 16:00 | 12:00 | 16:00 | 15:00 | 15:00 | 15:00 | 13:00 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 12:00 |
| | Vol. | 2 | 131 | 353 | 5 | 88 | 2 | 2 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | |

Cape Cod Commission

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Site: 20252_NB
Location: Great Neck Rd N of Mashpee Rotary - Northbound
Town: Mashpee
Counter: AP-2

Site Code: 20252
Station ID:

Latitude: 0' 0.0000 Undefined

| NB | Start Time | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classed | Not | Total |
|----|------------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------|------|-------|
| | 08/01/18 | 7 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 01:00 | 3 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 02:00 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 03:00 | 3 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 04:00 | 4 | 14 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 05:00 | 15 | 41 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| | 06:00 | 34 | 89 | 1 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| | 07:00 | 55 | 144 | 2 | 58 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| | 08:00 | 1 | 183 | 7 | 52 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 309 |
| | 09:00 | 1 | 240 | 7 | 44 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 364 |
| | 10:00 | 74 | 236 | 7 | 67 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 388 |
| | 11:00 | 112 | 248 | 1 | 73 | 2 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 445 |
| | 12 PM | 96 | 274 | 4 | 62 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 446 |
| | 13:00 | 85 | 265 | 2 | 58 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 417 |
| | 14:00 | 95 | 274 | 3 | 68 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 448 |
| | 15:00 | 108 | 287 | 0 | 63 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 472 |
| | 16:00 | 137 | 369 | 2 | 68 | 2 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 597 |
| | 17:00 | 131 | 294 | 1 | 69 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 497 |
| | 18:00 | 85 | 257 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 388 |
| | 19:00 | 83 | 179 | 0 | 25 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 292 |
| | 20:00 | 61 | 150 | 2 | 24 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| | 21:00 | 66 | 104 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| | 22:00 | 23 | 74 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| | 23:00 | 22 | 33 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| | Total | 1429 | 3783 | 40 | 863 | 25 | 6 | 62 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6235 |
| | Percent | 22.9% | 60.7% | 0.6% | 13.8% | 0.4% | 0.1% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| | AM Peak | 11:00 | 11:00 | 08:00 | 11:00 | 07:00 | 11:00 | 11:00 | 07:00 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| | Vol. | 112 | 248 | 7 | 73 | 4 | 1 | 7 | 1 | | | | | | | |
| | PM Peak | 16:00 | 16:00 | 12:00 | 17:00 | 12:00 | 12:00 | 16:00 | 12:00 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| | Vol. | 137 | 369 | 4 | 69 | 4 | 1 | 15 | 1 | | | | | | | |

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Site: 20252_NB
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Counter: AP-2

Site Code: 20252
Station ID:

Latitude: 0' 0.0000 Undefined

| NB | Start Time | Bikes | Cars & Trailers | 2 Axle Long | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classed | Not | Total |
|----|-------------|-------|-----------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------|------|-------|
| | 08/02/18 | 2 | 5 | 17 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| | 01:00 | 0 | 4 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 02:00 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 04:00 | 0 | 4 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | 05:00 | 1 | 9 | 33 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| | 06:00 | 2 | 31 | 92 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| | 07:00 | 1 | 55 | 132 | 54 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| | 08:00 | 1 | 66 | 196 | 46 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 320 |
| | 09:00 | 0 | 64 | 203 | 52 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| | 10:00 | 0 | 91 | 230 | 68 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399 |
| | 11:00 | 1 | 89 | 266 | 67 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 430 |
| | 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | Total | 8 | 420 | 1201 | 341 | 11 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2019 |
| | Percent | 0.4% | 20.8% | 59.5% | 16.9% | 0.5% | 0.2% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | |
| | AM Peak | 00:00 | 10:00 | 11:00 | 10:00 | 08:00 | 10:00 | 08:00 | | | | | | | | |
| | Vol. | 2 | 91 | 266 | 68 | 3 | 2 | 5 | | | | | | | 1 | |
| | PM Peak | | | | | | | | | | | | | | | |
| | Vol. | | | | | | | | | | | | | | | |
| | Grand Total | 124 | 8573 | 23366 | 4972 | 109 | 11 | 403 | 30 | 0 | 0 | 0 | 0 | 0 | 51 | 37808 |
| | Percent | 0.3% | 22.7% | 61.8% | 13.2% | 0.3% | 0.0% | 1.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | | |

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Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| NB | Start Time | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace Speed | Number in Pace |
|----|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------|----------------|
| | 07/28/18 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 19 | 19 | 19 | 4 | 15 | 89 | 33-42 | 67 |
| | 01:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 4 | 13 | 4 | 9 | 10 | 10 | 56 | 35-44 | 40 |
| | 02:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 3 | 2 | 2 | 8 | 2 | 3 | 27 | 33-42 | 20 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 4 | 3 | 3 | 6 | 8 | 31 | 35-44 | 17 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 7 | 14 | 33-42 | 6 |
| | 05:00 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 5 | 2 | 6 | 7 | 4 | 4 | 37 | 34-43 | 24 |
| | 06:00 | 0 | 0 | 0 | 1 | 1 | 0 | 7 | 5 | 7 | 18 | 15 | 21 | 16 | 27 | 118 | 35-44 | 77 |
| | 07:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 15 | 20 | 33 | 37 | 37 | 31 | 37 | 214 | 35-44 | 156 |
| | 08:00 | 2 | 0 | 0 | 0 | 1 | 3 | 15 | 30 | 35 | 42 | 54 | 45 | 36 | 34 | 297 | 35-44 | 212 |
| | 09:00 | 3 | 1 | 0 | 1 | 1 | 11 | 19 | 33 | 47 | 62 | 60 | 44 | 29 | 29 | 340 | 33-42 | 246 |
| | 10:00 | 2 | 0 | 1 | 3 | 5 | 13 | 39 | 50 | 75 | 72 | 70 | 40 | 27 | 23 | 420 | 33-42 | 307 |
| | 11:00 | 0 | 1 | 4 | 1 | 4 | 14 | 28 | 59 | 76 | 88 | 58 | 58 | 34 | 17 | 442 | 33-42 | 339 |
| | 12 PM | 3 | 1 | 1 | 2 | 6 | 21 | 30 | 33 | 74 | 67 | 78 | 65 | 33 | 25 | 439 | 33-42 | 317 |
| | 13:00 | 0 | 1 | 0 | 1 | 6 | 20 | 28 | 45 | 66 | 80 | 69 | 59 | 30 | 22 | 427 | 33-42 | 319 |
| | 14:00 | 2 | 0 | 0 | 8 | 7 | 22 | 29 | 62 | 72 | 70 | 69 | 53 | 24 | 27 | 445 | 33-42 | 326 |
| | 15:00 | 1 | 1 | 3 | 1 | 7 | 17 | 40 | 61 | 86 | 88 | 72 | 48 | 27 | 12 | 464 | 33-42 | 355 |
| | 16:00 | 0 | 0 | 0 | 2 | 8 | 18 | 40 | 70 | 77 | 101 | 82 | 51 | 29 | 27 | 505 | 33-42 | 381 |
| | 17:00 | 2 | 0 | 2 | 4 | 2 | 13 | 31 | 57 | 79 | 60 | 56 | 46 | 18 | 15 | 385 | 33-42 | 298 |
| | 18:00 | 0 | 0 | 0 | 0 | 4 | 8 | 26 | 32 | 61 | 76 | 68 | 39 | 31 | 25 | 370 | 33-42 | 276 |
| | 19:00 | 3 | 0 | 1 | 1 | 1 | 6 | 20 | 36 | 45 | 51 | 49 | 29 | 26 | 12 | 280 | 33-42 | 210 |
| | 20:00 | 1 | 0 | 0 | 1 | 3 | 6 | 12 | 43 | 45 | 48 | 60 | 25 | 17 | 16 | 277 | 33-42 | 221 |
| | 21:00 | 1 | 0 | 0 | 0 | 3 | 6 | 12 | 29 | 48 | 38 | 45 | 22 | 14 | 15 | 233 | 33-42 | 182 |
| | 22:00 | 2 | 2 | 0 | 1 | 1 | 2 | 5 | 17 | 23 | 46 | 31 | 25 | 14 | 10 | 179 | 33-42 | 142 |
| | 23:00 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 6 | 15 | 20 | 18 | 19 | 18 | 8 | 111 | 35-44 | 90 |
| | Total | 25 | 8 | 12 | 29 | 62 | 189 | 396 | 700 | 973 | 1100 | 1024 | 774 | 480 | 428 | 6200 | | |
| | Percent | 0.4% | 0.1% | 0.2% | 0.5% | 1.0% | 3.0% | 6.4% | 11.3% | 15.7% | 17.7% | 16.5% | 12.5% | 7.7% | 6.9% | | | |
| | AM Peak | 09:00 | 09:00 | 11:00 | 10:00 | 10:00 | 11:00 | 10:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 08:00 | 07:00 | 11:00 | | |
| | Vol. | 3 | 1 | 4 | 3 | 5 | 14 | 39 | 59 | 76 | 88 | 70 | 58 | 36 | 37 | 442 | | |
| | PM Peak | 12:00 | 22:00 | 15:00 | 14:00 | 16:00 | 14:00 | 15:00 | 16:00 | 15:00 | 16:00 | 16:00 | 12:00 | 12:00 | 14:00 | 16:00 | | |
| | Vol. | 3 | 2 | 3 | 8 | 8 | 22 | 40 | 70 | 86 | 101 | 82 | 65 | 33 | 27 | 505 | | |

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Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| NB | Start Time | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | Total | Pace Speed | Number in Pace |
|----|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------|----------------|
| | 07/29/18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 35-44 | 42 |
| | 01:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 35-44 | 29 |
| | 02:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 35-44 | 11 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 35-44 | 6 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 35-44 | 12 |
| | 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 35-44 | 25 |
| | 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 33-42 | 50 |
| | 07:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 35-44 | 112 |
| | 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 33-42 | 174 |
| | 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 | 33-42 | 235 |
| | 10:00 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 337 | 33-42 | 227 |
| | 11:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 33-42 | 276 |
| | 12 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 33-42 | 301 |
| | 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 414 | 33-42 | 302 |
| | 14:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 411 | 33-42 | 313 |
| | 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 451 | 33-42 | 353 |
| | 16:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 465 | 35-44 | 341 |
| | 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 462 | 33-42 | 388 |
| | 18:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 420 | 35-44 | 304 |
| | 19:00 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 4 | 4 | 10 | 10 | 15 | 15 | 29 | 36 | 48 | 53 | 78 | 88 | 65 | 65 | 44 | 28 | 28 | 33 | 33 | 363 | 33-42 | 269 |
| | 20:00 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 8 | 12 | 12 | 16 | 16 | 26 | 36 | 48 | 55 | 57 | 57 | 57 | 45 | 41 | 31 | 31 | 13 | 330 | 33-42 | 237 | |
| | 21:00 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 5 | 5 | 14 | 14 | 29 | 47 | 47 | 47 | 45 | 26 | 26 | 12 | 12 | 20 | 215 | 33-42 | 161 | |
| | 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 5 | 5 | 12 | 12 | 19 | 27 | 27 | 27 | 29 | 15 | 15 | 16 | 16 | 12 | 140 | 35-44 | 106 | |
| | 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 35-44 | 40 |
| | Total | 25 | 8 | 9 | 9 | 11 | 11 | 11 | 62 | 62 | 136 | 136 | 306 | 306 | 573 | 573 | 816 | 1028 | 1028 | 1018 | 1018 | 812 | 812 | 497 | 497 | 442 | 5743 | | | |
| | Percent | 0.4% | 0.1% | 0.2% | 0.2% | 0.2% | 0.2% | 0.2% | 1.1% | 1.1% | 2.4% | 2.4% | 5.3% | 5.3% | 10.0% | 10.0% | 14.2% | 17.9% | 17.9% | 17.7% | 17.7% | 14.1% | 14.1% | 8.7% | 8.7% | 7.7% | | | | |
| | AM Peak | 10:00 | 10:00 | 10:00 | 10:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 10:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 09:00 | 09:00 | 10:00 | 10:00 | 10:00 | 11:00 | | | |
| | Vol. | 5 | 2 | 5 | 5 | 1 | 1 | 1 | 9 | 9 | 12 | 12 | 29 | 29 | 54 | 54 | 47 | 62 | 62 | 68 | 68 | 50 | 50 | 30 | 30 | 23 | 349 | | | |
| | PM Peak | 18:00 | 19:00 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 14:00 | 14:00 | 14:00 | 14:00 | 12:00 | 12:00 | 15:00 | 15:00 | 16:00 | 15:00 | 15:00 | 17:00 | 17:00 | 17:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | | | |
| | Vol. | 5 | 2 | 2 | 3 | 3 | 3 | 3 | 10 | 10 | 15 | 15 | 28 | 28 | 50 | 50 | 82 | 92 | 92 | 87 | 87 | 75 | 75 | 51 | 51 | 50 | 465 | | | |

Cape Cod Commission
 3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20252_NB
 Location: Great Neck Rd N of Mashpee Rotary - Northbound
 Town: Mashpee
 Counter: AP-2

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| NB Start Time | 1 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | Total | Pace | Number in Pace |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|----------------|
| 07:30/18 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 5 | 5 | 2 | 5 | 27 | 34-43 | 18 |
| 01:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 2 | 2 | 5 | 16 | 35-44 | 10 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 4 | 0 | 2 | 13 | 33-42 | 11 |
| 03:00 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 3 | 3 | 4 | 19 | 35-44 | 9 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 5 | 2 | 8 | 6 | 7 | 35 | 35-44 | 24 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 5 | 8 | 12 | 15 | 11 | 17 | 73 | 35-44 | 51 |
| 06:00 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 6 | 15 | 15 | 29 | 23 | 26 | 34 | 156 | 35-44 | 108 |
| 07:00 | 1 | 0 | 0 | 1 | 0 | 3 | 10 | 18 | 28 | 39 | 36 | 48 | 42 | 45 | 271 | 35-44 | 193 |
| 08:00 | 0 | 0 | 0 | 1 | 1 | 8 | 25 | 26 | 31 | 48 | 68 | 44 | 34 | 39 | 325 | 35-44 | 225 |
| 09:00 | 0 | 0 | 0 | 4 | 3 | 14 | 13 | 36 | 58 | 71 | 65 | 62 | 37 | 25 | 388 | 35-44 | 293 |
| 10:00 | 0 | 0 | 0 | 5 | 3 | 24 | 29 | 55 | 60 | 71 | 65 | 55 | 21 | 17 | 405 | 33-42 | 306 |
| 11:00 | 3 | 1 | 1 | 1 | 5 | 9 | 31 | 45 | 77 | 88 | 67 | 55 | 28 | 22 | 433 | 33-42 | 332 |
| 12 PM | 5 | 2 | 2 | 4 | 7 | 15 | 37 | 55 | 73 | 84 | 71 | 61 | 31 | 28 | 475 | 33-42 | 344 |
| 13:00 | 0 | 0 | 1 | 3 | 13 | 16 | 32 | 54 | 57 | 92 | 71 | 54 | 36 | 23 | 452 | 33-42 | 328 |
| 14:00 | 3 | 3 | 2 | 2 | 8 | 15 | 41 | 49 | 74 | 96 | 68 | 49 | 25 | 35 | 470 | 33-42 | 336 |
| 15:00 | 0 | 0 | 1 | 4 | 14 | 14 | 34 | 62 | 84 | 89 | 75 | 68 | 33 | 32 | 510 | 33-42 | 378 |
| 16:00 | 2 | 0 | 2 | 2 | 8 | 23 | 44 | 77 | 96 | 102 | 101 | 65 | 35 | 32 | 589 | 33-42 | 441 |
| 17:00 | 1 | 1 | 3 | 5 | 3 | 20 | 60 | 77 | 96 | 100 | 77 | 57 | 26 | 21 | 547 | 31-40 | 410 |
| 18:00 | 2 | 0 | 0 | 2 | 6 | 6 | 29 | 36 | 63 | 62 | 73 | 66 | 36 | 35 | 410 | 33-42 | 300 |
| 19:00 | 2 | 0 | 0 | 0 | 5 | 10 | 20 | 43 | 57 | 55 | 50 | 40 | 25 | 26 | 333 | 33-42 | 245 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 13 | 17 | 32 | 39 | 37 | 50 | 26 | 24 | 19 | 259 | 33-42 | 184 |
| 21:00 | 3 | 0 | 0 | 1 | 1 | 2 | 6 | 18 | 31 | 27 | 40 | 24 | 8 | 21 | 182 | 33-42 | 140 |
| 22:00 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 10 | 13 | 14 | 15 | 20 | 10 | 14 | 104 | 33-42 | 72 |
| 23:00 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 1 | 5 | 3 | 6 | 10 | 10 | 4 | 45 | 35-44 | 34 |
| Total | 27 | 7 | 14 | 37 | 77 | 199 | 441 | 710 | 973 | 1115 | 1050 | 864 | 511 | 512 | 6537 | | |
| Percent | 0.4% | 0.1% | 0.2% | 0.6% | 1.2% | 3.0% | 6.7% | 10.9% | 14.9% | 17.1% | 16.1% | 13.2% | 7.8% | 7.8% | | | |
| AM Peak | 03:00 | 11:00 | 11:00 | 10:00 | 11:00 | 10:00 | 11:00 | 10:00 | 11:00 | 11:00 | 08:00 | 09:00 | 07:00 | 07:00 | 11:00 | | |
| Vol. | 3 | 1 | 1 | 5 | 5 | 24 | 31 | 55 | 77 | 88 | 68 | 62 | 42 | 45 | 433 | | |
| PM Peak | 12:00 | 14:00 | 17:00 | 17:00 | 15:00 | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 16:00 | 15:00 | 13:00 | 14:00 | 16:00 | | |
| Vol. | 5 | 3 | 3 | 5 | 14 | 23 | 60 | 77 | 96 | 102 | 101 | 68 | 36 | 35 | 589 | | |

Cape Cod Commission
 3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 20252_NB
 Location: Great Neck Rd N of Mashpee Rotary - Northbound
 Town: Mashpee
 Counter: AP-2

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| NB Start Time | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | Total | Pace | Number in Pace | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------|--|
| 07:31/18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 25 | 35-44 | 16 | |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 2 | 3 | 10 | 34-43 | 6 | |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 6 | 33-42 | 5 | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 35-44 | 6 | |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 6 | 6 | 5 | 5 | 3 | 7 | 27 | 35-44 | 17 | | |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 5 | 5 | 3 | 3 | 9 | 9 | 8 | 8 | 8 | 11 | 48 | 35-44 | 33 | | |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | 5 | 5 | 7 | 9 | 9 | 9 | 11 | 11 | 22 | 22 | 22 | 22 | 27 | 46 | 155 | 35-44 | 91 | | |
| 07:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 4 | 9 | 9 | 11 | 11 | 32 | 32 | 35 | 35 | 45 | 45 | 27 | 50 | 35 | 45 | 45 | 246 | 35-44 | 174 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 13 | 13 | 20 | 20 | 29 | 29 | 36 | 36 | 61 | 61 | 66 | 66 | 50 | 50 | 24 | 32 | 333 | 33-42 | 242 | | |
| 09:00 | 0 | 1 | 1 | 1 | 1 | 2 | 2 | 4 | 4 | 7 | 7 | 20 | 20 | 31 | 31 | 58 | 58 | 72 | 72 | 65 | 65 | 55 | 55 | 35 | 25 | 376 | 35-44 | 285 | | |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 8 | 28 | 28 | 49 | 49 | 61 | 61 | 70 | 70 | 62 | 62 | 47 | 47 | 41 | 30 | 398 | 33-42 | 289 | | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 4 | 19 | 19 | 27 | 27 | 54 | 54 | 62 | 62 | 76 | 76 | 63 | 63 | 53 | 53 | 20 | 26 | 407 | 33-42 | 308 | | |
| 12:PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 11 | 11 | 47 | 47 | 92 | 92 | 72 | 72 | 98 | 98 | 88 | 88 | 62 | 62 | 43 | 34 | 485 | 31-40 | 360 | | |
| 13:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 11 | 11 | 31 | 31 | 37 | 37 | 75 | 75 | 98 | 98 | 65 | 65 | 62 | 62 | 40 | 19 | 442 | 35-44 | 340 | | |
| 14:00 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | 7 | 7 | 26 | 26 | 45 | 45 | 64 | 64 | 76 | 76 | 75 | 75 | 64 | 64 | 39 | 43 | 446 | 33-42 | 324 | | |
| 15:00 | 0 | 1 | 1 | 1 | 1 | 5 | 5 | 6 | 6 | 16 | 16 | 32 | 32 | 56 | 56 | 89 | 89 | 82 | 82 | 86 | 86 | 77 | 77 | 37 | 37 | 525 | 33-42 | 390 | | |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 10 | 10 | 38 | 38 | 73 | 73 | 90 | 90 | 107 | 107 | 98 | 98 | 66 | 66 | 38 | 29 | 553 | 33-42 | 434 | | |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 14 | 14 | 39 | 39 | 39 | 39 | 73 | 73 | 102 | 102 | 81 | 81 | 72 | 72 | 38 | 37 | 505 | 33-42 | 367 | | |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 10 | 10 | 19 | 19 | 31 | 31 | 54 | 54 | 80 | 80 | 89 | 89 | 66 | 66 | 33 | 28 | 428 | 35-44 | 322 | | |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 7 | 17 | 17 | 22 | 22 | 55 | 55 | 68 | 68 | 47 | 47 | 37 | 37 | 25 | 28 | 307 | 35-44 | 232 | | |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 6 | 6 | 18 | 18 | 32 | 32 | 48 | 48 | 58 | 58 | 53 | 53 | 31 | 31 | 20 | 17 | 288 | 33-42 | 222 | | |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 6 | 6 | 7 | 7 | 19 | 19 | 30 | 30 | 27 | 27 | 35 | 35 | 25 | 25 | 17 | 20 | 191 | 33-42 | 136 | | |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 1 | 1 | 10 | 10 | 11 | 11 | 23 | 23 | 15 | 15 | 19 | 19 | 20 | 10 | 113 | 35-44 | 88 | | |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 4 | 4 | 6 | 6 | 6 | 6 | 7 | 7 | 9 | 9 | 8 | 9 | 54 | 35-44 | 36 | | |
| Total | 6 | 2 | 7 | 7 | 16 | 16 | 16 | 58 | 58 | 159 | 159 | 390 | 390 | 615 | 615 | 933 | 933 | 1158 | 1158 | 1084 | 1084 | 844 | 844 | 550 | 555 | 6377 | | | | |
| Percent | 0.1% | 0.0% | 0.1% | 0.1% | 0.3% | 0.3% | 0.3% | 0.9% | 0.9% | 2.5% | 2.5% | 6.1% | 6.1% | 9.6% | 9.6% | 14.6% | 14.6% | 18.2% | 18.2% | 17.0% | 17.0% | 13.2% | 13.2% | 8.6% | 8.7% | | | | | |
| AM Peak | 07:00 | 09:00 | 09:00 | 09:00 | 11:00 | 11:00 | 11:00 | 00:00 | 00:00 | 11:00 | 11:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 08:00 | 08:00 | 09:00 | 09:00 | 10:00 | 10:00 | 06:00 | 11:00 | | | |
| Vol. | 1 | 1 | 1 | 1 | 3 | 3 | 4 | 4 | 4 | 19 | 19 | 28 | 28 | 54 | 54 | 62 | 62 | 76 | 76 | 66 | 66 | 55 | 55 | 41 | 46 | 407 | | | | |
| PM Peak | 13:00 | 15:00 | 15:00 | 17:00 | 17:00 | 15:00 | 15:00 | 15:00 | 15:00 | 15:00 | 15:00 | 12:00 | 12:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 15:00 | 15:00 | 13:00 | 13:00 | 14:00 | 16:00 | | | |
| Vol. | 1 | 1 | 1 | 4 | 4 | 5 | 6 | 6 | 6 | 16 | 16 | 47 | 47 | 73 | 73 | 90 | 90 | 107 | 107 | 98 | 98 | 77 | 77 | 40 | 43 | 553 | | | | |

Cape Cod Commission
 3225 Main Street | PO Box 226
 Barnstable, MA 02630
capecodcommission.org

Site: 20252_NB
 Location: Great Neck Rd N of Mashpee Rotary - Northbound
 Town: Mashpee
 Counter: AP-2

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| NB Start Time | 1 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | Total | Pace | Number in Pace |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|-------|----------------|
| 08/01/18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 33-42 | 16 |
| 01:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 | 3 | 3 | 1 | 1 | 5 | 7 | 2 | 1 | 1 | 16 | 34-43 | 12 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 26-35 | 2 | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 10 | 35-44 | 5 | |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | 1 | 1 | 2 | 2 | 4 | 4 | 20 | 35-44 | 13 | |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 6 | 3 | 5 | 5 | 5 | 10 | 15 | 15 | 15 | 12 | 15 | 68 | 35-44 | 45 | |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 8 | 12 | 12 | 20 | 20 | 21 | 25 | 25 | 25 | 25 | 34 | 153 | 35-44 | 103 | |
| 07:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 9 | 9 | 12 | 12 | 17 | 17 | 22 | 22 | 38 | 38 | 43 | 46 | 46 | 46 | 38 | 41 | 273 | 35-44 | 187 | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 5 | 7 | 7 | 24 | 24 | 34 | 34 | 44 | 44 | 62 | 69 | 69 | 69 | 34 | 27 | 309 | 35-44 | 243 | |
| 09:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 10 | 10 | 20 | 20 | 33 | 33 | 55 | 55 | 73 | 73 | 67 | 67 | 67 | 41 | 35 | 22 | 364 | 35-44 | 271 | |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 20 | 20 | 28 | 28 | 46 | 46 | 59 | 59 | 64 | 64 | 64 | 64 | 49 | 49 | 25 | 19 | 388 | 33-42 | 282 | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 18 | 18 | 31 | 31 | 62 | 62 | 77 | 77 | 86 | 86 | 65 | 65 | 30 | 30 | 30 | 26 | 445 | 31-40 | 321 | |
| 12 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 23 | 23 | 41 | 41 | 54 | 54 | 67 | 67 | 83 | 83 | 54 | 54 | 42 | 42 | 30 | 26 | 446 | 32-41 | 300 | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 14 | 14 | 27 | 27 | 44 | 44 | 51 | 51 | 73 | 73 | 83 | 83 | 55 | 55 | 36 | 19 | 417 | 33-42 | 306 | |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 12 | 34 | 34 | 56 | 56 | 71 | 71 | 85 | 85 | 70 | 70 | 49 | 49 | 38 | 31 | 448 | 33-42 | 331 | |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 22 | 22 | 28 | 28 | 55 | 55 | 59 | 59 | 74 | 74 | 87 | 87 | 67 | 67 | 38 | 31 | 472 | 33-42 | 342 | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 24 | 24 | 33 | 33 | 80 | 80 | 93 | 93 | 111 | 111 | 83 | 83 | 75 | 75 | 43 | 40 | 597 | 33-42 | 446 | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 12 | 12 | 24 | 24 | 49 | 49 | 79 | 79 | 77 | 77 | 83 | 83 | 65 | 65 | 42 | 39 | 497 | 33-42 | 363 | |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 9 | 9 | 24 | 24 | 38 | 38 | 68 | 68 | 71 | 71 | 53 | 53 | 59 | 59 | 31 | 28 | 388 | 33-42 | 289 | |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 7 | 7 | 12 | 12 | 27 | 27 | 46 | 46 | 43 | 43 | 47 | 46 | 46 | 46 | 30 | 28 | 292 | 35-44 | 212 | |
| 20:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 6 | 11 | 11 | 25 | 25 | 36 | 36 | 40 | 40 | 36 | 36 | 36 | 36 | 21 | 20 | 242 | 33-42 | 173 | |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 10 | 7 | 7 | 21 | 21 | 22 | 22 | 40 | 40 | 25 | 23 | 23 | 23 | 20 | 24 | 195 | 33-42 | 131 | |
| 22:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 6 | 8 | 8 | 10 | 10 | 14 | 14 | 14 | 14 | 20 | 20 | 13 | 11 | 11 | 10 | 109 | 34-43 | 72 | |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 4 | 2 | 2 | 10 | 10 | 7 | 7 | 8 | 8 | 13 | 7 | 7 | 8 | 60 | 35-44 | 45 | |
| Total | 10 | 3 | 20 | 36 | 20 | 36 | 90 | 90 | 209 | 209 | 377 | 377 | 661 | 661 | 885 | 885 | 1057 | 1057 | 992 | 992 | 833 | 833 | 554 | 554 | 508 | 6235 | | | |
| Percent | 0.2% | 0.0% | 0.3% | 0.6% | 0.3% | 0.6% | 1.4% | 1.4% | 3.4% | 3.4% | 6.0% | 6.0% | 10.6% | 10.6% | 14.2% | 14.2% | 17.0% | 17.0% | 15.9% | 15.9% | 13.4% | 13.4% | 8.9% | 8.9% | 8.1% | | | | |
| AM Peak | 07:00 | 01:00 | 11:00 | 11:00 | 11:00 | 10:00 | 10:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 09:00 | 09:00 | 08:00 | 08:00 | 07:00 | 07:00 | 07:00 | 11:00 | | | |
| Vol. | 3 | 1 | 4 | 5 | 4 | 5 | 11 | 11 | 20 | 20 | 31 | 31 | 62 | 62 | 77 | 77 | 86 | 86 | 67 | 67 | 69 | 69 | 38 | 41 | 445 | | | | |
| PM Peak | 20:00 | | 12:00 | 13:00 | 12:00 | 12:00 | 12:00 | 12:00 | 16:00 | 16:00 | 12:00 | 12:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 15:00 | 15:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | 16:00 | | | |
| Vol. | 4 | | 4 | 8 | 4 | 8 | 16 | 16 | 24 | 24 | 41 | 41 | 80 | 80 | 93 | 93 | 111 | 111 | 87 | 87 | 75 | 75 | 43 | 40 | 597 | | | | |

Cape Cod Commission
 3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 20252_NB
 Location: Great Neck Rd N of Mashpee Rotary - Northbound
 Town: Mashpee
 Counter: AP-2

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| NB | Start Time | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | Total | Pace Speed | Number in Pace | |
|----------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------|----------------|--|
| 08/02/18 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 6 | 0 | 4 | 4 | 6 | 0 | 0 | 0 | 7 | 31 | 33-42 | 19 | |
| | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 5 | 3 | 0 | 0 | 0 | 2 | 16 | 35-44 | 14 | |
| | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 35-44 | 5 | |
| | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 4 | 32-41 | 2 | |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 2 | 2 | 3 | 0 | 5 | 0 | 0 | 7 | 25 | 33-42 | 15 | | |
| | 05:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 0 | 7 | 10 | 10 | 7 | 10 | 10 | 11 | 9 | 55 | 35-44 | 41 | | |
| | 06:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 4 | 4 | 4 | 4 | 13 | 0 | 22 | 28 | 28 | 10 | 23 | 19 | 19 | 39 | 158 | 35-44 | 105 | | |
| | 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 10 | 10 | 21 | 27 | 27 | 37 | 38 | 39 | 39 | 37 | 39 | 37 | 35 | 35 | 249 | 35-44 | 180 | | |
| | 08:00 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 11 | 17 | 19 | 19 | 33 | 41 | 41 | 52 | 54 | 55 | 55 | 41 | 44 | 33 | 33 | 33 | 320 | 33-42 | 222 | | |
| | 09:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 17 | 17 | 21 | 21 | 33 | 33 | 42 | 44 | 44 | 43 | 43 | 34 | 44 | 34 | 34 | 35 | 327 | 35-44 | 217 | | |
| | 10:00 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 5 | 12 | 12 | 35 | 35 | 51 | 51 | 63 | 68 | 68 | 60 | 60 | 30 | 53 | 30 | 30 | 21 | 399 | 33-42 | 295 | | |
| | 11:00 | 1 | 0 | 2 | 2 | 3 | 3 | 5 | 5 | 18 | 18 | 47 | 47 | 53 | 53 | 65 | 77 | 77 | 59 | 59 | 30 | 52 | 30 | 30 | 18 | 430 | 33-42 | 306 | | |
| | 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| | 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | |
| Total | | 2 | 3 | 6 | 6 | 8 | 8 | 20 | 20 | 64 | 64 | 141 | 141 | 200 | 200 | 259 | 329 | 329 | 307 | 307 | 278 | 200 | 200 | 202 | 202 | 2019 | | | | |
| Percent | | 0.1% | 0.1% | 0.3% | 0.3% | 0.4% | 0.4% | 1.0% | 1.0% | 3.2% | 3.2% | 7.0% | 7.0% | 9.9% | 9.9% | 12.8% | 16.3% | 16.3% | 15.2% | 15.2% | 13.8% | 9.9% | 9.9% | 10.0% | 10.0% | | | | | |
| AM Peak | 08:00 | 00:00 | 00:00 | 00:00 | 00:00 | 11:00 | 11:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 10:00 | 10:00 | 07:00 | 07:00 | 06:00 | 11:00 | | | | |
| Vol. | | 1 | 2 | 2 | 2 | 3 | 3 | 5 | 5 | 18 | 18 | 47 | 47 | 53 | 53 | 65 | 77 | 77 | 60 | 60 | 53 | 37 | 37 | 39 | 39 | 430 | | | | |
| PM Peak | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | | 105 | 33 | 81 | 81 | 161 | 161 | 433 | 433 | 1065 | 1065 | 2315 | 2315 | 3939 | 3939 | 5566 | 6649 | 6649 | 6293 | 6293 | 4999 | 3165 | 3165 | 3004 | 3004 | 37808 | | | | |
| Percent | | 0.3% | 0.1% | 0.2% | 0.2% | 0.4% | 0.4% | 1.1% | 1.1% | 2.8% | 2.8% | 6.1% | 6.1% | 10.4% | 10.4% | 14.7% | 17.6% | 17.6% | 16.6% | 16.6% | 13.2% | 8.4% | 8.4% | 7.9% | 7.9% | | | | | |

15th Percentile : 32 MPH
 50th Percentile : 37 MPH
 85th Percentile : (41 MPH)
 95th Percentile : 42 MPH

Stats
 10 MPH Pace Speed : 33-42 MPH
 Number in Pace : 27446
 Percent in Pace : 72.6%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 37 MPH

Cape Cod Commission

Site: 20252
 Location: Great Neck Rd North N of Mashpee Rotary - Southbound
 Town: Mashpee
 Counter: CP-1

3225 Main Street
 Barnstable, Mass. 02630
www.capecodcommission.org

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| SB | Start Time | Bikes | Cars & Trailers | 2 Axle Long | 2 Axle 6 Tire | Buses | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classed | Not | Total | |
|----|------------|-------|-----------------|-------------|---------------|-------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------|------|-------|------|
| | 07/27/18 | | | | | | | | | | | | | | | | | |
| | 01:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 02:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 03:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 04:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 05:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 06:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 07:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 08:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 09:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | 12 PM | 8 | 439 | 103 | 9 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 686 |
| | 13:00 | 2 | 406 | 79 | 16 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 613 |
| | 14:00 | 2 | 456 | 76 | 13 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 607 |
| | 15:00 | 4 | 499 | 91 | 21 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 75 | 695 |
| | 16:00 | 3 | 496 | 106 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 691 |
| | 17:00 | 4 | 499 | 99 | 16 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 691 |
| | 18:00 | 2 | 478 | 73 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 594 |
| | 19:00 | 2 | 347 | 45 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 406 |
| | 20:00 | 2 | 291 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 335 |
| | 21:00 | 2 | 260 | 29 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 297 |
| | 22:00 | 1 | 173 | 20 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| | 23:00 | 0 | 94 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| | Total | 32 | 4438 | 768 | 118 | 8 | 11 | 2 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 521 | 5915 |
| | Percent | 0.5% | 75.0% | 13.0% | 2.0% | 0.1% | 0.2% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 8.8% | |

| AM Peak Vol. | 12:00 | 15:00 | 16:00 | 18:00 | 19:00 |
|--------------|-------|-------|-------|-------|-------|
| AM Peak Vol. | 8 | 21 | 106 | 119 | 119 |
| PM Peak Vol. | 8 | 21 | 106 | 119 | 119 |

Cape Cod Commission

Site: 20252
 Location: Great Neck Rd North N of Mashpee Rotary - Southbound
 Town: Mashpee
 Counter: CP-1

3225 Main Street
 Barnstable, Mass. 02630
www.capecodcommission.org

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| SB | Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classed | Not | Total |
|----|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------|-------|-------|
| | 07/28/18 | 1 | 80 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| | 01:00 | 2 | 52 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| | 02:00 | 0 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| | 03:00 | 0 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 04:00 | 0 | 20 | 10 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| | 05:00 | 1 | 69 | 22 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| | 06:00 | 1 | 157 | 53 | 1 | 16 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 234 |
| | 07:00 | 2 | 329 | 84 | 3 | 24 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 449 |
| | 08:00 | 0 | 381 | 95 | 0 | 14 | 0 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 4 | 504 |
| | 09:00 | 2 | 367 | 71 | 1 | 7 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 459 |
| | 10:00 | 2 | 410 | 73 | 1 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 65 | 567 |
| | 11:00 | 5 | 423 | 59 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 639 |
| | 12 PM | 3 | 417 | 84 | 0 | 10 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 583 |
| | 13:00 | 4 | 406 | 69 | 1 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 568 |
| | 14:00 | 4 | 442 | 48 | 1 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 528 |
| | 15:00 | 2 | 430 | 61 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 544 |
| | 16:00 | 2 | 435 | 55 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 41 | 540 |
| | 17:00 | 1 | 425 | 54 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 501 |
| | 18:00 | 2 | 367 | 32 | 1 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 413 |
| | 19:00 | 2 | 273 | 35 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 320 |
| | 20:00 | 1 | 217 | 33 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 253 |
| | 21:00 | 1 | 170 | 27 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 202 |
| | 22:00 | 1 | 118 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 141 |
| | 23:00 | 0 | 84 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 99 |
| | Total | 39 | 6120 | 1027 | 11 | 174 | 9 | 0 | 26 | 11 | 2 | 0 | 0 | 0 | 0 | 492 | 7911 |
| | Percent | 0.5% | 77.4% | 13.0% | 0.1% | 2.2% | 0.1% | 0.0% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 6.2% | |
| | AM Peak | 11:00 | 11:00 | 08:00 | 07:00 | 07:00 | 01:00 | 01:00 | 08:00 | 07:00 | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 11:00 | |
| | Vol. | 5 | 423 | 95 | 3 | 24 | 1 | 1 | 6 | 4 | 1 | 1 | 1 | 1 | 142 | | |
| | PM Peak | 13:00 | 14:00 | 12:00 | 13:00 | 13:00 | 12:00 | 12:00 | 12:00 | 16:00 | 16:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | |
| | Vol. | 4 | 442 | 84 | 1 | 13 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 76 | | |

Cape Cod Commission

3225 Main Street
Barnstable, Mass. 02630
www.capecodcommission.org

Site: 20252
Location: Great Neck Rd North N of Mashpee Rotary - Southbound
Town: Mashpee
Counter: CP-1

Site Code: 20252
Station ID:

Latitude: 0' 0.0000 Undefined

| SB | Start Time | Cats & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classed | Not | Total |
|----|------------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------|-------|-------|
| | 07/29/18 | 37 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| | 01:00 | 24 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 |
| | 02:00 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 |
| | 03:00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 04:00 | 12 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 05:00 | 25 | 7 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| | 06:00 | 60 | 13 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 78 |
| | 07:00 | 108 | 28 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| | 08:00 | 238 | 29 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| | 09:00 | 312 | 50 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 371 |
| | 10:00 | 360 | 63 | 0 | 13 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 475 |
| | 11:00 | 400 | 65 | 0 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 553 |
| | 12 PM | 404 | 62 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 516 |
| | 13:00 | 383 | 49 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 446 |
| | 14:00 | 388 | 49 | 0 | 7 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 479 |
| | 15:00 | 364 | 57 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 432 |
| | 16:00 | 359 | 47 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 435 |
| | 17:00 | 343 | 37 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 405 |
| | 18:00 | 290 | 47 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 348 |
| | 19:00 | 224 | 28 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 |
| | 20:00 | 198 | 35 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 241 |
| | 21:00 | 147 | 23 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 178 |
| | 22:00 | 106 | 17 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| | 23:00 | 37 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| | Total | 4838 | 733 | 1 | 92 | 5 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 5967 |
| | Percent | 81.1% | 12.3% | 0.0% | 1.5% | 0.1% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.8% | |
| | AM Peak | 11:00 | 11:00 | 00:00 | 10:00 | 01:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | |
| | Vol | 4 | 65 | 1 | 13 | 1 | 7 | 7 | 7 | 74 | 74 | 74 | 74 | 74 | 74 | |
| | PM Peak | 17:00 | 12:00 | 14:00 | 14:00 | 14:00 | 14:00 | 14:00 | 14:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | |
| | Vol | 6 | 62 | 7 | 7 | 1 | 3 | 3 | 3 | 41 | 41 | 41 | 41 | 41 | 41 | |

Cape Cod Commission

3225 Main Street
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Site: 20252
Location: Great Neck Rd North N of Mashpee Rotary - Southbound
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Counter: CP-1

Site Code: 20252
Station ID:

Latitude: 0' 0.0000 Undefined

| SB | Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classed | Not | Total |
|----|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------|-------|-------|
| | 07/30/18 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| | 01:00 | 1 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 02:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 03:00 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| | 04:00 | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | 05:00 | 0 | 37 | 18 | 0 | 5 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| | 06:00 | 0 | 109 | 40 | 0 | 11 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| | 07:00 | 2 | 244 | 83 | 5 | 15 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 385 |
| | 08:00 | 7 | 340 | 83 | 2 | 16 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 513 |
| | 09:00 | 5 | 369 | 91 | 3 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 543 |
| | 10:00 | 3 | 400 | 85 | 2 | 23 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 86 | 603 |
| | 11:00 | 4 | 408 | 93 | 0 | 13 | 4 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 91 | 619 |
| | 12 PM | 2 | 380 | 93 | 3 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 558 |
| | 13:00 | 5 | 387 | 72 | 0 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 517 |
| | 14:00 | 1 | 389 | 69 | 1 | 5 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 42 | 515 |
| | 15:00 | 4 | 389 | 91 | 2 | 13 | 3 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 53 | 559 |
| | 16:00 | 0 | 455 | 78 | 1 | 10 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 562 |
| | 17:00 | 3 | 449 | 97 | 0 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 584 |
| | 18:00 | 1 | 359 | 48 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 426 |
| | 19:00 | 0 | 297 | 42 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 347 |
| | 20:00 | 0 | 203 | 34 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| | 21:00 | 2 | 120 | 16 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| | 22:00 | 1 | 79 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| | 23:00 | 0 | 33 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| | Total | 41 | 5520 | 1166 | 21 | 204 | 28 | 1 | 31 | 12 | 1 | 0 | 0 | 0 | 0 | 555 | 7580 |
| | Percent | 0.5% | 72.8% | 15.4% | 0.3% | 2.7% | 0.4% | 0.0% | 0.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 7.3% | |
| | AM Peak | 08:00 | 11:00 | 11:00 | 07:00 | 10:00 | 09:00 | 11:00 | 07:00 | 10:00 | 11:00 | 0.0% | 0.0% | 0.0% | 0.0% | 11:00 | |
| | Vol. | 7 | 408 | 93 | 5 | 23 | 4 | 1 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 91 | |
| | PM Peak | 13:00 | 16:00 | 17:00 | 12:00 | 12:00 | 14:00 | 14:00 | 14:00 | 15:00 | 15:00 | 15:00 | 15:00 | 15:00 | 12:00 | 12:00 | |
| | Vol. | 5 | 455 | 97 | 3 | 18 | 4 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 59 | |

Cape Cod Commission

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|----|------------|-----------------|-------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------|-------|-------|
| | 07/31/18 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 01:00 | 10 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 02:00 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 03:00 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 04:00 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 05:00 | 44 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| | 06:00 | 114 | 2 | 51 | 11 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 187 |
| | 07:00 | 243 | 1 | 76 | 17 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 17 | 360 |
| | 08:00 | 360 | 4 | 83 | 12 | 3 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 65 | 538 |
| | 09:00 | 336 | 5 | 76 | 23 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 490 |
| | 10:00 | 375 | 3 | 69 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 480 |
| | 11:00 | 402 | 2 | 73 | 20 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 527 |
| | 12 PM | 424 | 6 | 93 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 591 |
| | 13:00 | 384 | 5 | 74 | 27 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 516 |
| | 14:00 | 367 | 3 | 63 | 16 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 485 |
| | 15:00 | 452 | 0 | 84 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 570 |
| | 16:00 | 418 | 2 | 95 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 549 |
| | 17:00 | 463 | 5 | 66 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 580 |
| | 18:00 | 379 | 3 | 62 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 454 |
| | 19:00 | 270 | 4 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| | 20:00 | 206 | 2 | 32 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| | 21:00 | 140 | 0 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| | 22:00 | 101 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| | 23:00 | 43 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| | Total | 5576 | 50 | 1091 | 231 | 31 | 11 | 25 | 5 | 0 | 0 | 2 | 0 | 0 | 310 | 7350 |
| | Percent | 75.9% | 0.7% | 14.8% | 3.1% | 0.4% | 0.1% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.2% | |
| | AM Peak | 11:00 | 09:00 | 08:00 | 09:00 | 06:00 | 09:00 | 08:00 | 08:00 | 08:00 | 0.0% | 07:00 | 0.0% | 08:00 | 08:00 | |
| | Vol. | 5 | 402 | 83 | 23 | 4 | 3 | 7 | 2 | 2 | 1 | 1 | 1 | 65 | 65 | |
| | PM Peak | 12:00 | 17:00 | 16:00 | 13:00 | 13:00 | 14:00 | 20:00 | 14:00 | 14:00 | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | |
| | Vol. | 6 | 463 | 95 | 27 | 5 | 2 | 2 | 2 | 2 | 47 | 47 | 47 | 47 | 47 | |

Cape Cod Commission

3225 Main Street
 Barnstable, Mass. 02630
www.capecodcommission.org

Site: 20252
 Location: Great Neck Rd North N of Mashpee Rotary - Southbound
 Town: Mashpee
 Counter: CP-1

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| SB | Start Time | Cars & Trailers | Bikes | Buses | 2 Axle Long | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classed | Not | Total |
|----|------------|-----------------|-------|-------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------|------|-------|
| | 08/01/18 | 20 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| | 01:00 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 02:00 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 03:00 | 3 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 04:00 | 13 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 05:00 | 47 | 0 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| | 06:00 | 127 | 0 | 0 | 50 | 11 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| | 07:00 | 250 | 2 | 4 | 90 | 16 | 2 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 375 |
| | 08:00 | 370 | 2 | 4 | 78 | 20 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 533 |
| | 09:00 | 365 | 2 | 0 | 91 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 519 |
| | 10:00 | 323 | 5 | 2 | 69 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 493 | |
| | 11:00 | 362 | 4 | 4 | 73 | 25 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 57 | 528 | |
| | 12 PM | 419 | 5 | 3 | 67 | 10 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 116 | 626 | |
| | 13:00 | 378 | 3 | 1 | 77 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 36 | 545 | |
| | 14:00 | 429 | 1 | 1 | 104 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 509 | |
| | 15:00 | 429 | 4 | 1 | 94 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 656 | |
| | 16:00 | 496 | 2 | 0 | 92 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 657 | |
| | 17:00 | 457 | 4 | 1 | 83 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 60 | 617 | |
| | 18:00 | 363 | 2 | 1 | 54 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 429 | |
| | 19:00 | 266 | 1 | 0 | 62 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 338 | |
| | 20:00 | 207 | 2 | 1 | 35 | 4 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 253 | |
| | 21:00 | 153 | 8 | 0 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | |
| | 22:00 | 98 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | |
| | 23:00 | 49 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | |
| | Total | 5629 | 49 | 24 | 1191 | 208 | 23 | 7 | 19 | 3 | 0 | 0 | 1 | 0 | 0 | 615 | 7769 |
| | Percent | 72.5% | 0.6% | 0.3% | 15.3% | 2.7% | 0.3% | 0.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 7.9% | |
| | AM Peak | 08:00 | 10:00 | 07:00 | 09:00 | 11:00 | 08:00 | 07:00 | 07:00 | 06:00 | 0.0% | 0.0% | 0.0% | 0.0% | 10:00 | | |
| | Vol. | 370 | 5 | 4 | 91 | 25 | 4 | 1 | 6 | 1 | | | | | 69 | | |
| | PM Peak | 16:00 | 21:00 | 12:00 | 14:00 | 16:00 | 12:00 | 12:00 | 12:00 | 14:00 | 13:00 | | | | 12:00 | | |
| | Vol. | 496 | 8 | 3 | 104 | 15 | 2 | 2 | 2 | 1 | 1 | | | | 116 | | |

Cape Cod Commission

3225 Main Street
Barnstable, Mass. 02630
www.capecodcommission.org

Site: 20252
Location: Great Neck Rd North N of Mashpee Rotary - Southbound
Town: Mashpee
Counter: CP-1

Site Code: 20252
Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | Bikes | Cats & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classed | Not | Total |
|--------------------|--------------|-----------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|--------------|-------------|
| 08/02/18 | 1 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 01:00 | 2 | 14 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 02:00 | 0 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:00 | 0 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 17 | 3 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 05:00 | 0 | 43 | 16 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 06:00 | 0 | 117 | 55 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 07:00 | 2 | 252 | 67 | 3 | 15 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 357 |
| 08:00 | 7 | 335 | 94 | 2 | 17 | 7 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 42 | 511 |
| 09:00 | 2 | 373 | 73 | 2 | 19 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 71 | 550 |
| 10:00 | 4 | 395 | 69 | 0 | 18 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 539 |
| 11:00 | 4 | 374 | 96 | 3 | 16 | 2 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 51 | 551 |
| 12 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 13:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 14:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 15:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 16:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 17:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 18:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 19:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 20:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 21:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 22:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| 23:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| Total | 22 | 1950 | 484 | 12 | 102 | 24 | 0 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 225 | 2844 |
| Percent | 0.8% | 68.6% | 17.0% | 0.4% | 3.5% | 0.8% | 0.0% | 0.7% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 7.9% | |
| AM Peak | 08:00 | 10:00 | 11:00 | 07:00 | 09:00 | 08:00 | | 08:00 | 08:00 | | 11:00 | | | | 09:00 | |
| Vol. | 7 | 395 | 96 | 3 | 19 | 7 | | 4 | 2 | | 1 | | | | 71 | |
| PM Peak | | | | | | | | | | | | | | | | |
| Vol. | | | | | | | | | | | | | | | | |
| Grand Total | 276 | 34071 | 6460 | 95 | 1129 | 131 | 21 | 162 | 40 | 4 | 1 | 3 | 0 | 2943 | 45336 | |
| Percent | 0.6% | 75.2% | 14.2% | 0.2% | 2.5% | 0.3% | 0.0% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 6.5% | | |

Cape Cod Commission
 3225 Main Street
 Barnstable, Mass. 02630
www.capecodcommission.org

Site: 20252
 Location: Great Neck Rd North N of Mashpee Rotary - Southbound
 Town: Mashpee
 Counter: CP-1

Site Code: 20252
 Station ID:

Latitude: 0' 0.0000 Undefined

| SB | Start Time | 1 | 4 | 7 | 10 | 13 | 16 | 19 | 22 | 25 | 28 | 31 | 34 | 37 | 40 | Total | Pace | Number in Pace |
|----|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------|
| | 07:30/18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 8 | 7 | 3 | 0 | 21 | 30-39 | 18 |
| | 01:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 3 | 3 | 5 | 1 | 2 | 20 | 27-36 | 12 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 1 | 0 | 11 | 28-37 | 9 |
| | 03:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 3 | 2 | 1 | 1 | 15 | 28-37 | 11 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 10 | 5 | 3 | 2 | 28 | 27-36 | 22 |
| | 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 12 | 19 | 14 | 11 | 3 | 65 | 28-37 | 49 |
| | 06:00 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 14 | 19 | 37 | 39 | 32 | 16 | 1 | 164 | 27-36 | 114 |
| | 07:00 | 31 | 8 | 9 | 12 | 5 | 15 | 22 | 42 | 66 | 82 | 61 | 24 | 7 | 1 | 385 | 24-33 | 223 |
| | 08:00 | 60 | 21 | 35 | 25 | 25 | 39 | 36 | 75 | 78 | 69 | 36 | 11 | 3 | 0 | 513 | 22-31 | 234 |
| | 09:00 | 55 | 29 | 31 | 28 | 21 | 29 | 34 | 67 | 81 | 99 | 40 | 23 | 6 | 0 | 543 | 22-31 | 260 |
| | 10:00 | 84 | 70 | 89 | 59 | 39 | 35 | 46 | 57 | 69 | 34 | 13 | 6 | 2 | 0 | 603 | 1-10 | 263 |
| | 11:00 | 91 | 39 | 60 | 46 | 49 | 44 | 63 | 67 | 80 | 53 | 19 | 7 | 1 | 0 | 619 | 19-28 | 228 |
| | 12 PM | 60 | 35 | 71 | 38 | 19 | 35 | 68 | 78 | 82 | 46 | 15 | 10 | 1 | 0 | 558 | 19-28 | 243 |
| | 13:00 | 38 | 33 | 32 | 21 | 23 | 36 | 66 | 78 | 81 | 66 | 30 | 11 | 1 | 1 | 517 | 21-30 | 247 |
| | 14:00 | 42 | 39 | 46 | 23 | 22 | 39 | 40 | 61 | 85 | 64 | 39 | 10 | 4 | 1 | 515 | 21-30 | 223 |
| | 15:00 | 53 | 37 | 47 | 37 | 21 | 35 | 49 | 87 | 91 | 59 | 33 | 9 | 1 | 0 | 559 | 21-30 | 253 |
| | 16:00 | 14 | 18 | 27 | 23 | 25 | 40 | 77 | 103 | 115 | 78 | 25 | 12 | 4 | 1 | 562 | 21-30 | 322 |
| | 17:00 | 16 | 20 | 36 | 27 | 24 | 36 | 89 | 85 | 122 | 67 | 50 | 12 | 0 | 0 | 584 | 19-28 | 318 |
| | 18:00 | 7 | 3 | 9 | 6 | 6 | 12 | 33 | 82 | 116 | 84 | 57 | 8 | 3 | 0 | 426 | 22-31 | 301 |
| | 19:00 | 3 | 0 | 1 | 2 | 3 | 4 | 28 | 48 | 89 | 99 | 52 | 16 | 1 | 1 | 347 | 24-33 | 256 |
| | 20:00 | 0 | 0 | 0 | 0 | 3 | 7 | 20 | 55 | 72 | 42 | 29 | 13 | 3 | 2 | 246 | 22-31 | 179 |
| | 21:00 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 26 | 42 | 30 | 15 | 13 | 2 | 0 | 141 | 22-31 | 103 |
| | 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 23 | 28 | 20 | 5 | 4 | 0 | 93 | 24-33 | 74 |
| | 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 7 | 13 | 8 | 2 | 2 | 45 | 25-34 | 32 |
| | Total | 556 | 352 | 493 | 348 | 286 | 413 | 689 | 1043 | 1329 | 1074 | 632 | 266 | 81 | 18 | 7580 | | |
| | Percent | 7.3% | 4.6% | 6.5% | 4.6% | 3.8% | 5.4% | 9.1% | 13.8% | 17.5% | 14.2% | 8.3% | 3.5% | 1.1% | 0.2% | | | |
| | AM Peak | 11:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 11:00 | 08:00 | 09:00 | 09:00 | 07:00 | 06:00 | 06:00 | 05:00 | 11:00 | | |
| | Vol. | 91 | 70 | 89 | 59 | 49 | 44 | 63 | 75 | 81 | 99 | 61 | 32 | 16 | 3 | 619 | | |
| | PM Peak | 12:00 | 14:00 | 12:00 | 12:00 | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 19:00 | 18:00 | 19:00 | 14:00 | 20:00 | 17:00 | | |
| | Vol. | 60 | 39 | 71 | 38 | 25 | 40 | 89 | 103 | 122 | 99 | 57 | 16 | 4 | 2 | 584 | | |

Cape Cod Commission

3225 Main Street | PO Box 226
Barnstable, MA 02630
capecodcommission.org

Site: 20246
Location: Great Neck Rd S of Mashpee Rotary
Town: Mashpee
Counter: AP-14

Site Code: 20246
Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 23-Jul-18 Mon | 24-Jul-18 Tue | 25-Jul-18 Wed | 26-Jul-18 Thu | 27-Jul-18 Fri | 28-Jul-18 Sat | 29-Jul-18 Sun | Week Average | Weekday Average |
|------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|
| 12:00 AM | * | * | 34 | 25 | 49 | 95 | 89 | 58 | 36 |
| 01:00 | * | * | 15 | 18 | 21 | 36 | 48 | 28 | 18 |
| 02:00 | * | * | 9 | 9 | 12 | 18 | 25 | 15 | 10 |
| 03:00 | * | * | 6 | 17 | 13 | 18 | 8 | 12 | 12 |
| 04:00 | * | * | 17 | 26 | 27 | 21 | 19 | 22 | 23 |
| 05:00 | * | * | 101 | 67 | 77 | 65 | 44 | 71 | 82 |
| 06:00 | * | * | 238 | 177 | 233 | 130 | 119 | 179 | 216 |
| 07:00 | * | * | 482 | 388 | 434 | 323 | 214 | 368 | 435 |
| 08:00 | * | * | 731 | 610 | 742 | 518 | 364 | 593 | 694 |
| 09:00 | * | * | 720 | 650 | 810 | 720 | 595 | 699 | 727 |
| 10:00 | * | * | 728 | 640 | (856) | 801 | 696 | 744 | 741 |
| 11:00 | * | * | 793 | 725 | 850 | (847) | (737) | 790 | 789 |
| 12:00 PM | * | * | 749 | 765 | 852 | 795 | 721 | 776 | 789 |
| 01:00 | * | 647 | 708 | 781 | 812 | 738 | 676 | 727 | 737 |
| 02:00 | * | 676 | 768 | 742 | 815 | 761 | 616 | 730 | 750 |
| 03:00 | * | 770 | 800 | 711 | 836 | 727 | 678 | 754 | 779 |
| 04:00 | * | 729 | 689 | 704 | 807 | 670 | 606 | 701 | (732) |
| 05:00 | * | 686 | 582 | 640 | 729 | 596 | 637 | 645 | 659 |
| 06:00 | * | 538 | 530 | 516 | 590 | 545 | 588 | 551 | 544 |
| 07:00 | * | 454 | 374 | 436 | 573 | 430 | 430 | 450 | 459 |
| 08:00 | * | 352 | 376 | 385 | 481 | 371 | 441 | 401 | 398 |
| 09:00 | * | 253 | 234 | 300 | 422 | 345 | 321 | 312 | 302 |
| 10:00 | * | 149 | 168 | 210 | 311 | 267 | 216 | 220 | 210 |
| 11:00 | * | 61 | 55 | 105 | 168 | 159 | 64 | 102 | 97 |
| Total | 0 | 5315 | 9907 | 9647 | (11520) | (9996) | (8952) | | |
| Percentage | 0.0% | 53.4% | 99.6% | 97.0% | 115.8% | 100.5% | 90.0% | | |
| AM Peak | - | - | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 | - | - |
| Vol. | - | - | 793 | 725 | 856 | 847 | 737 | - | - |
| PM Peak | - | 15:00 | 15:00 | 13:00 | 12:00 | 12:00 | 12:00 | - | - |
| Vol. | - | 770 | 800 | 781 | 852 | 795 | 721 | - | - |
| Total | | | | | | | | 9948 | (10239) |

Cape Cod Commission

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site: 20246
 Location: Great Neck Rd S of Mashpee Rotary
 Town: Mashpee
 Counter: AP-14

Site Code: 20246
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 30-Jul-18 Mon | 31-Jul-18 Tue | 01-Aug-18 Wed | 02-Aug-18 Thu | 03-Aug-18 Fri | 04-Aug-18 Sat | 05-Aug-18 Sun | Week Average | Weekday Average |
|------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|
| 12:00 AM | 23 | 25 | 36 | * | * | * | * | 28 | 28 |
| 01:00 | 19 | 19 | 19 | * | * | * | * | 19 | 19 |
| 02:00 | 11 | 13 | 3 | * | * | * | * | 9 | 9 |
| 03:00 | 16 | 14 | 4 | * | * | * | * | 11 | 11 |
| 04:00 | 56 | 29 | 17 | * | * | * | * | 34 | 34 |
| 05:00 | 108 | 82 | 84 | * | * | * | * | 91 | 91 |
| 06:00 | 242 | 234 | 224 | * | * | * | * | 233 | 233 |
| 07:00 | 539 | 487 | 486 | * | * | * | * | 504 | 504 |
| 08:00 | 771 | 676 | 658 | * | * | * | * | 702 | 702 |
| 09:00 | 722 | 644 | * | * | * | * | * | 683 | 683 |
| 10:00 | 784 | 648 | * | * | * | * | * | 716 | 716 |
| 11:00 | (836) | 678 | * | * | * | * | * | 757 | 757 |
| 12:00 PM | 800 | 760 | * | * | * | * | * | 780 | 780 |
| 01:00 | 794 | 666 | * | * | * | * | * | 730 | 730 |
| 02:00 | 786 | 712 | * | * | * | * | * | 749 | 749 |
| 03:00 | 777 | 760 | * | * | * | * | * | 768 | 768 |
| 04:00 | 723 | 698 | * | * | * | * | * | 710 | (710) |
| 05:00 | 665 | 643 | * | * | * | * | * | 654 | 654 |
| 06:00 | 542 | 606 | * | * | * | * | * | 574 | 574 |
| 07:00 | 427 | 391 | * | * | * | * | * | 409 | 409 |
| 08:00 | 375 | 375 | * | * | * | * | * | 375 | 375 |
| 09:00 | 257 | 259 | * | * | * | * | * | 258 | 258 |
| 10:00 | 168 | 156 | * | * | * | * | * | 162 | 162 |
| 11:00 | 64 | 55 | * | * | * | * | * | 60 | 60 |
| Total | (10505) | 9630 | 1531 | 0 | 0 | 0 | 0 | | |
| Percentage | 104.9% | 96.1% | 15.3% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| AM Peak | 11:00 | 11:00 | 08:00 | - | - | - | - | - | - |
| Vol. | 836 | 678 | 658 | - | - | - | - | - | - |
| PM Peak | 12:00 | 12:00 | - | - | - | - | - | - | - |
| Vol. | 800 | 760 | - | - | - | - | - | - | - |
| Total | | | | | | | | 10016 | (10016) |

Cape Cod Commission

Site: 20246
 Location: Great Neck Rd S of Mashpee Rotary
 Town: Mashpee
 Counter: AP-14

3225 Main Street | PO Box 226
 Barnstable, MA 02630
 capecodcommission.org

Site Code: 20246
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 23-Jul-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | |
|------------|-----------|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | * | * | * | * | 14 | 20 | 9 | 16 | 20 | 29 | 48 | 47 | 57 | 32 | 14 | 22 |
| 01:00 | * | * | * | * | 4 | 11 | 8 | 10 | 8 | 13 | 17 | 19 | 23 | 25 | 7 | 11 |
| 02:00 | * | * | * | * | 3 | 6 | 7 | 2 | 4 | 8 | 10 | 8 | 16 | 9 | 5 | 5 |
| 03:00 | * | * | * | * | 5 | 1 | 8 | 9 | 9 | 4 | 11 | 7 | 3 | 5 | 7 | 5 |
| 04:00 | * | * | * | * | 12 | 5 | 18 | 8 | 19 | 8 | 14 | 7 | 15 | 4 | 16 | 7 |
| 05:00 | * | * | * | * | 56 | 45 | 32 | 35 | 39 | 38 | 31 | 34 | 22 | 22 | 42 | 39 |
| 06:00 | * | * | * | * | 135 | 103 | 97 | 80 | 109 | 124 | 64 | 66 | 70 | 49 | 114 | 102 |
| 07:00 | * | * | * | * | 266 | 216 | 196 | 192 | 196 | 238 | 173 | 150 | 130 | 84 | 219 | 215 |
| 08:00 | * | * | * | * | 359 | 372 | 300 | 310 | 377 | 365 | 269 | 249 | 206 | 158 | 345 | 349 |
| 09:00 | * | * | * | * | 380 | 340 | 352 | 298 | 426 | 384 | 366 | 354 | 312 | 283 | 386 | 341 |
| 10:00 | * | * | * | * | 408 | 320 | 352 | 288 | 436 | 420 | 417 | 384 | 363 | 333 | 399 | 343 |
| 11:00 | * | * | * | * | 439 | 354 | 400 | 325 | 461 | 389 | 462 | 385 | 353 | 384 | 433 | 356 |
| 12:00 PM | * | * | * | * | 417 | 332 | 442 | 323 | 436 | 416 | 444 | 351 | 381 | 340 | 432 | 357 |
| 01:00 | * | * | 342 | 305 | 368 | 340 | 433 | 348 | 429 | 383 | 384 | 354 | 324 | 352 | 393 | 344 |
| 02:00 | * | * | 360 | 316 | 417 | 351 | 394 | 348 | 439 | 376 | 373 | 388 | 319 | 297 | 402 | 348 |
| 03:00 | * | * | 420 | 350 | 450 | 350 | 380 | 331 | 464 | 372 | 411 | 316 | 393 | 285 | 428 | 351 |
| 04:00 | * | * | 426 | 303 | 381 | 308 | 370 | 334 | 472 | 335 | 330 | 340 | 355 | 251 | 412 | 320 |
| 05:00 | * | * | 391 | 295 | 352 | 230 | 339 | 301 | 398 | 331 | 292 | 304 | 392 | 245 | 370 | 289 |
| 06:00 | * | * | 308 | 230 | 288 | 242 | 265 | 251 | 302 | 288 | 290 | 255 | 332 | 256 | 291 | 253 |
| 07:00 | * | * | 238 | 216 | 177 | 197 | 213 | 223 | 284 | 289 | 201 | 229 | 267 | 163 | 228 | 231 |
| 08:00 | * | * | 143 | 209 | 155 | 221 | 148 | 237 | 222 | 259 | 177 | 194 | 256 | 185 | 167 | 232 |
| 09:00 | * | * | 100 | 153 | 91 | 143 | 112 | 188 | 158 | 264 | 157 | 188 | 156 | 165 | 115 | 187 |
| 10:00 | * | * | 60 | 89 | 66 | 102 | 75 | 135 | 123 | 188 | 118 | 149 | 92 | 124 | 81 | 128 |
| 11:00 | * | * | 29 | 32 | 28 | 27 | 30 | 75 | 71 | 97 | 69 | 90 | 38 | 26 | 40 | 58 |
| Total | 0 | 0 | 2817 | 2498 | 5271 | 4636 | 4980 | 4667 | 5902 | 5618 | 5128 | 4868 | 4875 | 4077 | 5346 | 4893 |
| Day | 0 | 0 | 5315 | 9907 | 9647 | 11520 | 9996 | 8952 | 10239 | | | | | | | |
| AM Peak | - | - | - | - | 11:00 | 08:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 | 11:00 |
| Vol. | - | - | - | - | 439 | 372 | 400 | 325 | 461 | 420 | 462 | 385 | 363 | 384 | 433 | 356 |
| PM Peak | - | - | 16:00 | 15:00 | 15:00 | 14:00 | 12:00 | 13:00 | 16:00 | 12:00 | 12:00 | 14:00 | 15:00 | 13:00 | 12:00 | 12:00 |
| Vol. | - | - | 426 | 350 | 450 | 351 | 442 | 348 | 472 | 416 | 444 | 388 | 393 | 352 | 432 | 357 |

Cape Cod Commission

3225 Main Street | PO Box 226
Barnstable, MA 02630
capecodcommission.org

Site: 20246
Location: Great Neck Rd S of Mashpee Rotary
Town: Mashpee
Counter: AP-14

Site Code: 20246
Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 30-Jul-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | |
|------------|---------------|---------------|------------|------------|------------|------------|-----|----|-----|----|-----|----|-----|----|---------------|---------------|
| | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 14 | 9 | 10 | 15 | 14 | 22 | * | * | * | * | * | * | * | * | 13 | 15 |
| 01:00 | 11 | 8 | 10 | 9 | 7 | 12 | * | * | * | * | * | * | * | * | 9 | 10 |
| 02:00 | 6 | 5 | 8 | 5 | 2 | 1 | * | * | * | * | * | * | * | * | 5 | 4 |
| 03:00 | 11 | 5 | 8 | 6 | 4 | 0 | * | * | * | * | * | * | * | * | 8 | 4 |
| 04:00 | 44 | 12 | 23 | 6 | 10 | 7 | * | * | * | * | * | * | * | * | 26 | 8 |
| 05:00 | 74 | 34 | 38 | 44 | 44 | 40 | * | * | * | * | * | * | * | * | 52 | 39 |
| 06:00 | 131 | 111 | 117 | 117 | 102 | 122 | * | * | * | * | * | * | * | * | 117 | 117 |
| 07:00 | 278 | 261 | 282 | 205 | 264 | 222 | * | * | * | * | * | * | * | * | 275 | 229 |
| 08:00 | 397 | 374 | 310 | 366 | 330 | 328 | * | * | * | * | * | * | * | * | 346 | 356 |
| 09:00 | 378 | 344 | 342 | 302 | * | * | * | * | * | * | * | * | * | * | 360 | 323 |
| 10:00 | 404 | 380 | 347 | 301 | * | * | * | * | * | * | * | * | * | * | 376 | 340 |
| 11:00 | (445) | (391) | 380 | 298 | * | * | * | * | * | * | * | * | * | * | 412 | 344 |
| 12:00 PM | 426 | 374 | 404 | 356 | * | * | * | * | * | * | * | * | * | * | 415 | 365 |
| 01:00 | 469 | 325 | 340 | 326 | * | * | * | * | * | * | * | * | * | * | 404 | 326 |
| 02:00 | 417 | 369 | 378 | 334 | * | * | * | * | * | * | * | * | * | * | 398 | 352 |
| 03:00 | 446 | 331 | 428 | 332 | * | * | * | * | * | * | * | * | * | * | 437 | 332 |
| 04:00 | 418 | 305 | 410 | 288 | * | * | * | * | * | * | * | * | * | * | (414) | (296) |
| 05:00 | 365 | 300 | 357 | 286 | * | * | * | * | * | * | * | * | * | * | 361 | 293 |
| 06:00 | 308 | 234 | 288 | 318 | * | * | * | * | * | * | * | * | * | * | 298 | 276 |
| 07:00 | 189 | 238 | 187 | 204 | * | * | * | * | * | * | * | * | * | * | 188 | 221 |
| 08:00 | 196 | 179 | 158 | 217 | * | * | * | * | * | * | * | * | * | * | 177 | 198 |
| 09:00 | 126 | 131 | 110 | 149 | * | * | * | * | * | * | * | * | * | * | 118 | 140 |
| 10:00 | 79 | 89 | 68 | 88 | * | * | * | * | * | * | * | * | * | * | 74 | 88 |
| 11:00 | 32 | 32 | 29 | 26 | * | * | * | * | * | * | * | * | * | * | 30 | 29 |
| Total Day | (5664) | (4841) | 5032 | 4598 | 777 | 754 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (5313) | (4705) |
| AM Peak | 11:00 | 11:00 | 11:00 | 08:00 | 08:00 | 08:00 | - | - | - | - | - | - | - | - | 11:00 | 08:00 |
| Vol. | 445 | 391 | 380 | 366 | 330 | 328 | - | - | - | - | - | - | - | - | 412 | 356 |
| PM Peak | 13:00 | 12:00 | 15:00 | 12:00 | - | - | - | - | - | - | - | - | - | - | 15:00 | 12:00 |
| Vol. | 469 | 374 | 428 | 356 | - | - | - | - | - | - | - | - | - | - | 437 | 365 |

| | | | | | | | | |
|-------------|-----------|------------|-------|------|-------|------|------|-------|
| Comb. Total | 10505 | 14945 | 11438 | 9647 | 11520 | 9996 | 8952 | 20257 |
| ADT | ADT 9,998 | AADT 9,998 | | | | | | |

Cape Cod Commission

Site: 7328
 Location: Rt 151 E of Old Barnstable Rd
 Town: Mashpee
 Counter: AP-6

3225 Main Street
 Barnstable, Mass. 02630
www.capecodcommission.org

Site Code: 7328
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 23-Jul-18 Mon | 24-Jul-18 Tue | 25-Jul-18 Wed | 26-Jul-18 Thu | 27-Jul-18 Fri | 28-Jul-18 Sat | 29-Jul-18 Sun | Week Average | Weekday Average |
|------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-----------------|--------------------|
| 12:00 AM | * | * | 94 | 94 | 109 | 152 | 195 | 129 | 99 |
| 01:00 | * | * | 48 | 57 | 67 | 88 | 100 | 72 | 57 |
| 02:00 | * | * | 29 | 30 | 44 | 50 | 56 | 42 | 34 |
| 03:00 | * | * | 37 | 28 | 36 | 52 | 33 | 37 | 34 |
| 04:00 | * | * | 75 | 84 | 77 | 57 | 49 | 68 | 79 |
| 05:00 | * | * | 285 | 247 | 246 | 142 | 112 | 206 | 259 |
| 06:00 | * | * | 719 | 611 | 678 | 332 | 275 | 523 | 669 |
| 07:00 | * | * | 1231 | 1132 | 1159 | 674 | 467 | 933 | 1174 |
| 08:00 | * | * | 1336 | 1336 | 1413 | 988 | 817 | 1178 | 1362 |
| 09:00 | * | * | 1391 | 1299 | 1480 | 1405 | 1162 | 1347 | 1390 |
| 10:00 | * | * | 1389 | 1438 | 1520 | 1554 | 1396 | 1459 | 1449 |
| 11:00 | * | * | 1464 | 1504 | 1579 | 1628 | 1548 | 1545 | 1516 |
| 12:00 PM | * | 1491 | 1512 | 1472 | 1528 | 1550 | 1491 | 1507 | 1501 |
| 01:00 | * | 1394 | 1418 | 1512 | 1425 | 1423 | 1323 | 1416 | 1437 |
| 02:00 | * | 1398 | 1473 | 1531 | 1441 | 1473 | 1316 | 1439 | 1461 |
| 03:00 | * | 1441 | 1545 | 1584 | 1580 | 1453 | 1386 | 1498 | 1538 |
| 04:00 | * | 1436 | 1529 | 1490 | 1430 | 1330 | 1274 | 1415 | 1471 |
| 05:00 | * | 1354 | 1400 | 1392 | 1422 | 1220 | 1306 | 1349 | 1392 |
| 06:00 | * | 1244 | 1219 | 1159 | 1260 | 1189 | 1216 | 1214 | 1220 |
| 07:00 | * | 1004 | 922 | 1041 | 1171 | 886 | 1171 | 1032 | 1034 |
| 08:00 | * | 914 | 1014 | 960 | 1051 | 801 | 1021 | 960 | 985 |
| 09:00 | * | 770 | 899 | 888 | 1097 | 819 | 966 | 906 | 914 |
| 10:00 | * | 549 | 606 | 752 | 1021 | 683 | 707 | 720 | 732 |
| 11:00 | * | 200 | 207 | 349 | 660 | 329 | 182 | 321 | 354 |
| Total | 0 | 13195 | 21842 | 21990 | 23494 | 20278 | 19569 | | |
| Percentage | 0.0% | 61.9% | 102.5% | 103.2% | 110.2% | 95.1% | 91.8% | | |
| AM Peak | - | - | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | - | - |
| Vol. | - | - | 1464 | 1504 | 1579 | 1628 | 1548 | - | - |
| PM Peak | - | 12:00 | 15:00 | 15:00 | 15:00 | 12:00 | 12:00 | - | - |
| Vol. | - | 1491 | 1545 | 1584 | 1580 | 1550 | 1491 | - | - |
| Total | | | | | | | | 21316 | 22161 |

Cape Cod Commission

Site: 7328
 Location: Rt 151 E of Old Barnstable Rd
 Town: Mashpee
 Counter: AP-6

3225 Main Street
 Barnstable, Mass. 02630
www.capecodcommission.org

Site Code: 7328
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 30-Jul-18 Mon | 31-Jul-18 Tue | 01-Aug-18 Wed | 02-Aug-18 Thu | 03-Aug-18 Fri | 04-Aug-18 Sat | 05-Aug-18 Sun | Week Average | Weekday Average |
|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|-----------------|
| 12:00 AM | 87 | 83 | 72 | * | * | * | * | 81 | 81 |
| 01:00 | 45 | 57 | 44 | * | * | * | * | 49 | 49 |
| 02:00 | 41 | 33 | 35 | * | * | * | * | 36 | 36 |
| 03:00 | 43 | 40 | 43 | * | * | * | * | 42 | 42 |
| 04:00 | 117 | 87 | 82 | * | * | * | * | 95 | 95 |
| 05:00 | 311 | 282 | 256 | * | * | * | * | 283 | 283 |
| 06:00 | 735 | 668 | 749 | * | * | * | * | 717 | 717 |
| 07:00 | 1178 | 1274 | 1221 | * | * | * | * | 1224 | 1224 |
| 08:00 | 1395 | 1447 | * | * | * | * | * | 1421 | 1421 |
| 09:00 | 1399 | 1462 | * | * | * | * | * | 1430 | 1430 |
| 10:00 | 1396 | 1409 | * | * | * | * | * | 1402 | 1402 |
| 11:00 | 1586 | 1416 | * | * | * | * | * | 1501 | 1501 |
| 12:00 PM | 1489 | 1466 | * | * | * | * | * | 1478 | 1478 |
| 01:00 | 1453 | 1402 | * | * | * | * | * | 1428 | 1428 |
| 02:00 | 1556 | 1483 | * | * | * | * | * | 1520 | 1520 |
| 03:00 | 1534 | 1550 | * | * | * | * | * | 1542 | 1542 |
| 04:00 | 1565 | 1600 | * | * | * | * | * | 1582 | 1582 |
| 05:00 | 1510 | 1530 | * | * | * | * | * | 1520 | 1520 |
| 06:00 | 1121 | 1255 | * | * | * | * | * | 1188 | 1188 |
| 07:00 | 872 | 985 | * | * | * | * | * | 928 | 928 |
| 08:00 | 680 | 854 | * | * | * | * | * | 767 | 767 |
| 09:00 | 494 | 542 | * | * | * | * | * | 518 | 518 |
| 10:00 | 288 | 345 | * | * | * | * | * | 316 | 316 |
| 11:00 | 155 | 157 | * | * | * | * | * | 156 | 156 |
| Total | 21050 | 21427 | 2502 | 0 | 0 | 0 | 0 | | |
| Percentage | 99.2% | 101.0% | 11.8% | 0.0% | 0.0% | 0.0% | 0.0% | | |
| AM Peak | 11:00 | 09:00 | 07:00 | - | - | - | - | | |
| Vol. | 1586 | 1462 | 1221 | - | - | - | - | | |
| PM Peak | 16:00 | 16:00 | - | - | - | - | - | | |
| Vol. | 1565 | 1600 | - | - | - | - | - | | |
| Total | | | | | | | | 21224 | 21224 |

Cape Cod Commission

Site: 7328
 Location: Rt 151 E of Old Barnstable Rd
 Town: Mashpee
 Counter: AP-6

3225 Main Street
 Barnstable, Mass. 02630
www.capecodcommission.org

Site Code: 7328
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 23-Jul-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | |
|------------|-----------|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | * | * | * | * | 44 | 50 | 50 | 44 | 51 | 58 | 70 | 82 | 119 | 76 | 48 | 51 |
| 01:00 | * | * | * | * | 29 | 19 | 30 | 27 | 25 | 42 | 33 | 55 | 53 | 47 | 28 | 29 |
| 02:00 | * | * | * | * | 10 | 19 | 15 | 15 | 28 | 16 | 24 | 26 | 36 | 20 | 18 | 17 |
| 03:00 | * | * | * | * | 20 | 17 | 15 | 13 | 16 | 20 | 23 | 29 | 17 | 16 | 17 | 17 |
| 04:00 | * | * | * | * | 33 | 42 | 37 | 47 | 34 | 43 | 18 | 39 | 20 | 29 | 35 | 44 |
| 05:00 | * | * | * | * | 131 | 154 | 124 | 123 | 108 | 138 | 55 | 87 | 56 | 56 | 121 | 138 |
| 06:00 | * | * | * | * | 330 | 389 | 293 | 318 | 306 | 372 | 130 | 202 | 117 | 158 | 310 | 360 |
| 07:00 | * | * | * | * | 582 | 649 | 594 | 538 | 539 | 620 | 235 | 439 | 242 | 225 | 572 | 602 |
| 08:00 | * | * | * | * | 579 | 757 | 618 | 718 | 638 | 775 | 436 | 552 | 432 | 385 | 612 | 750 |
| 09:00 | * | * | * | * | 610 | 781 | 637 | 662 | 670 | 810 | 614 | 791 | 587 | 575 | 639 | 751 |
| 10:00 | * | * | * | * | 662 | 727 | 642 | 796 | 676 | 844 | 735 | 819 | 662 | 734 | 660 | 789 |
| 11:00 | * | * | * | * | 659 | 805 | 736 | 768 | 751 | 828 | 773 | 855 | 888 | 660 | 715 | 800 |
| 12:00 PM | * | * | 760 | 731 | 702 | 810 | 722 | 750 | 749 | 779 | 761 | 789 | 814 | 677 | 733 | 768 |
| 01:00 | * | * | 689 | 705 | 722 | 696 | 790 | 722 | 707 | 718 | 732 | 691 | 733 | 590 | 727 | 710 |
| 02:00 | * | * | 657 | 741 | 716 | 757 | 773 | 758 | 728 | 713 | 747 | 726 | 758 | 558 | 718 | 742 |
| 03:00 | * | * | 751 | 690 | 829 | 716 | 849 | 735 | (756) | (824) | 657 | 796 | 800 | 586 | 796 | 741 |
| 04:00 | * | * | 721 | 715 | 832 | 697 | *778 | *712 | 735 | 695 | 662 | 668 | 714 | 560 | (766) | (705) |
| 05:00 | * | * | 633 | 721 | 732 | 668 | 706 | 686 | 684 | 738 | 577 | 643 | 672 | 634 | 689 | 703 |
| 06:00 | * | * | 644 | 600 | 631 | 588 | 579 | 580 | 635 | 625 | 616 | 573 | 695 | 521 | 622 | 598 |
| 07:00 | * | * | 486 | 518 | 452 | 470 | 540 | 501 | 547 | 624 | 419 | 467 | 600 | 571 | 506 | 528 |
| 08:00 | * | * | 464 | 450 | 374 | 640 | 449 | 511 | 436 | 615 | 405 | 396 | 514 | 507 | 431 | 554 |
| 09:00 | * | * | 311 | 459 | 294 | 605 | 349 | 539 | 406 | 691 | 395 | 424 | 477 | 489 | 340 | 574 |
| 10:00 | * | * | 208 | 341 | 214 | 392 | 261 | 491 | 312 | 709 | 310 | 373 | 322 | 385 | 249 | 483 |
| 11:00 | * | * | 104 | 96 | 113 | 94 | 109 | 240 | 153 | 507 | 166 | 163 | 90 | 92 | 120 | 234 |
| Total | 0 | 0 | 6428 | 6767 | 10300 | 11542 | 10696 | 11294 | 10690 | 12804 | 9593 | 10685 | 10418 | 9151 | 10472 | 11688 |
| Day | 0 | 0 | 13195 | 21842 | 21990 | 23494 | 20278 | 19569 | 22160 | | | | | | | |
| AM Peak | - | - | - | - | 10:00 | 11:00 | 11:00 | 10:00 | 11:00 | 10:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 11:00 |
| Vol. | - | - | - | - | 662 | 805 | 736 | 796 | 751 | 844 | 773 | 855 | 888 | 734 | 715 | 800 |
| PM Peak | - | - | 12:00 | 14:00 | 16:00 | 12:00 | 15:00 | 14:00 | 15:00 | 15:00 | 12:00 | 15:00 | 12:00 | 12:00 | 15:00 | 12:00 |
| Vol. | - | - | 760 | 741 | 832 | 810 | 849 | 758 | 756 | 824 | 761 | 796 | 814 | 677 | 796 | 768 |

Cape Cod Commission

Site: 7328
 Location: Rt 151 E of Old Barnstable Rd
 Town: Mashpee
 Counter: AP-6

3225 Main Street
 Barnstable, Mass. 02630
www.capecodcommission.org

Site Code: 7328
 Station ID:

Latitude: 0' 0.0000 Undefined

| Start Time | 30-Jul-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Weekday Ave | |
|----------------|-----------|-------|-------|-------|-------|-------|-----|----|-----|----|-----|----|-----|----|-------------|-------|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00 AM | 47 | 40 | 45 | 38 | 42 | 30 | * | * | * | * | * | * | * | * | 45 | 36 |
| 01:00 | 23 | 22 | 24 | 33 | 15 | 29 | * | * | * | * | * | * | * | * | 21 | 28 |
| 02:00 | 21 | 20 | 19 | 14 | 21 | 14 | * | * | * | * | * | * | * | * | 20 | 16 |
| 03:00 | 22 | 21 | 16 | 24 | 22 | 21 | * | * | * | * | * | * | * | * | 20 | 22 |
| 04:00 | 56 | 61 | 37 | 50 | 33 | 49 | * | * | * | * | * | * | * | * | 42 | 53 |
| 05:00 | 163 | 148 | 141 | 141 | 120 | 136 | * | * | * | * | * | * | * | * | 141 | 142 |
| 06:00 | 398 | 337 | 320 | 348 | 376 | 373 | * | * | * | * | * | * | * | * | 365 | 353 |
| 07:00 | 604 | 574 | 634 | 640 | 595 | 626 | * | * | * | * | * | * | * | * | 611 | 613 |
| 08:00 | 614 | 781 | 691 | 756 | * | * | * | * | * | * | * | * | * | * | 652 | 768 |
| 09:00 | 685 | 714 | 694 | 768 | * | * | * | * | * | * | * | * | * | * | 690 | 741 |
| 10:00 | 707 | 689 | 725 | 684 | * | * | * | * | * | * | * | * | * | * | 716 | 686 |
| 11:00 | 784 | 802 | 728 | 688 | * | * | * | * | * | * | * | * | * | * | 756 | 745 |
| 12:00 PM | 765 | 724 | 719 | 747 | * | * | * | * | * | * | * | * | * | * | 742 | 736 |
| 01:00 | 712 | 741 | 677 | 725 | * | * | * | * | * | * | * | * | * | * | 694 | 733 |
| 02:00 | 804 | 752 | 766 | 717 | * | * | * | * | * | * | * | * | * | * | 785 | 734 |
| 03:00 | 742 | 792 | 802 | 748 | * | * | * | * | * | * | * | * | * | * | 772 | 770 |
| 04:00 | 821 | 744 | 809 | 791 | * | * | * | * | * | * | * | * | * | * | 815 | 768 |
| 05:00 | 726 | 784 | 726 | 804 | * | * | * | * | * | * | * | * | * | * | 726 | 794 |
| 06:00 | 523 | 598 | 641 | 614 | * | * | * | * | * | * | * | * | * | * | 582 | 606 |
| 07:00 | 480 | 392 | 493 | 492 | * | * | * | * | * | * | * | * | * | * | 486 | 442 |
| 08:00 | 407 | 273 | 472 | 382 | * | * | * | * | * | * | * | * | * | * | 440 | 328 |
| 09:00 | 285 | 209 | 318 | 224 | * | * | * | * | * | * | * | * | * | * | 302 | 216 |
| 10:00 | 156 | 132 | 192 | 153 | * | * | * | * | * | * | * | * | * | * | 174 | 142 |
| 11:00 | 98 | 57 | 84 | 73 | * | * | * | * | * | * | * | * | * | * | 91 | 65 |
| Total | 10643 | 10407 | 10773 | 10654 | 1224 | 1278 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10688 | 10537 |
| Day | 21050 | | 21427 | | 2502 | | 0 | | 0 | | 0 | | 0 | | 21225 | |
| AM Peak | 11:00 | 11:00 | 11:00 | 09:00 | 07:00 | 07:00 | - | - | - | - | - | - | - | - | 11:00 | 08:00 |
| Vol. | 784 | 802 | 728 | 768 | 595 | 626 | - | - | - | - | - | - | - | - | 756 | 768 |
| PM Peak | 16:00 | 15:00 | 16:00 | 17:00 | - | - | - | - | - | - | - | - | - | - | 16:00 | 17:00 |
| Vol. | 821 | 792 | 809 | 804 | - | - | - | - | - | - | - | - | - | - | 815 | 794 |

| | | | | | | | | |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Comb. Total | 21050 | 34622 | 24344 | 21990 | 23494 | 20278 | 19569 | 43385 |
|-------------|-------|-------|-------|-------|-------|-------|-------|-------|

ADT ADT 21,345 AADT 21,345

20271_08042014

Massachusetts Highway Department
 WEEKLY SUMMARY FOR LANE
 Starting: 8/4/2014

STA. 13

TOTAL

File: 13-0102.prn
 City: MASHPEE
 County: VOL N&S

Site Reference: 140380000810
 Site ID: 000000001301
 Location: RTE. 28, E. OF MASHPEE ROTARY
 Direction: ROAD TOTAL

20271

| TIME | MON 4 | TUE 5 | WED 6 | THU 7 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|----------|----------|----------|----------|-----|--------------|-----|-----|-------------|--------|
| 01:00 | 111 | 117 | 128 | 138 | | 123 | | | 123 | 494 |
| 02:00 | 81 | 89 | 79 | 73 | | 80 | | | 80 | 322 |
| 03:00 | 40 | 36 | 36 | 49 | | 40 | | | 40 | 161 |
| 04:00 | 59 | 39 | 47 | 56 | | 50 | | | 50 | 201 |
| 05:00 | 106 | 93 | 105 | 91 | | 98 | | | 98 | 395 |
| 06:00 | 299 | 306 | 293 | 313 | | 302 | | | 302 | 1211 |
| 07:00 | 877 | 943 | 943 | 888 | | 912 | | | 912 | 3651 |
| 08:00 | 1679 | 1698 | 1732 | 1787 | | 1724 | | | 1724 | 6896 |
| 09:00 | 1919 | 1836 | 2040 | 1944 | | 1934 | | | 1934 | 7739 |
| 10:00 | 1933 | 1884 | 2005 | 1937 | | 1939 | | | 1939 | 7759 |
| 11:00 | 1969 | 1868 | (2067) | 1958 | | 1965 | | | 1965 | 7862 |
| 12:00 | 2069 | 1928 | 1924 | 1951 | | 1968 | | | 1968 | 7872 |
| 13:00 | 2062 | 1916 | 1682 | 1978 | | 1909 | | | 1909 | 7638 |
| 14:00 | 1972 | 1808 | 1705 | 1872 | | 1839 | | | 1839 | 7357 |
| 15:00 | 1995 | 1916 | 1709 | 1938 | | 1889 | | | 1889 | 7558 |
| 16:00 | 2051 | 1935 | 1843 | 2007 | | 1959 | | | 1959 | 7836 |
| 17:00 | 2023 | 1900 | 1893 | | | (1938) | | | 1938 | 5816 |
| 18:00 | 2069 | 1864 | 2047 | | | 1993 | | | 1993 | 5980 |
| 19:00 | 1581 | 1623 | 1696 | | | 1633 | | | 1633 | 4900 |
| 20:00 | 1204 | 1316 | 1184 | | | 1234 | | | 1234 | 3704 |
| 21:00 | 967 | 1064 | 1170 | | | 1067 | | | 1067 | 3201 |
| 22:00 | 781 | 880 | 816 | | | 825 | | | 825 | 2477 |
| 23:00 | 558 | 594 | 561 | | | 571 | | | 571 | 1713 |
| 24:00 | 261 | 326 | 317 | | | 301 | | | 301 | 904 |
| TOTALS | 28666 | 27979 | (28022) | 18980 | 0 | (28293) | 0 | 0 | 28293 | 103647 |
| % AVG WKDY | 101.3 | 98.8 | 99 | 67 | | | | | | |
| % AVG WEEK | 101.3 | 98.8 | 99 | 67 | | | | | | |
| AM Times | 12:00 | 12:00 | 11:00 | 11:00 | | 12:00 | | | 12:00 | |
| AM Peaks | 2069 | 1928 | 2067 | 1958 | | 1968 | | | 1968 | |
| PM Times | 18:00 | 16:00 | 18:00 | 16:00 | | 18:00 | | | 18:00 | |
| PM Peaks | 2069 | 1935 | 2047 | 2007 | | 1993 | | | 1993 | |
| D% | 55 | 55 | 55 | 60 | | | | | | |
| K% | 7 | 7 | 7 | 11 | | | | | | |

28293

.76(.98)

21,100

20271

Massachusetts Highway Department
 WEEKLY SUMMARY FOR LANE 1
 Starting: 8/4/2014

Page: 1

STA. 13 NB

Site Reference: 140380000810
 Site ID: 000000001301
 Location: RTE. 28, E. OF MASHPEE ROTARY
 Direction: NORTH

File: 13-0102.prn
 City: MASHPEE
 County: VOL N&S

| TIME | MON 4 | TUE 5 | WED 6 | THU 7 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|----------|----------|----------|----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | 57 | 57 | 69 | 68 | | 62 | | | 62 | 251 |
| 02:00 | 34 | 40 | 43 | 28 | | 36 | | | 36 | 145 |
| 03:00 | 20 | 21 | 14 | 32 | | 21 | | | 21 | 87 |
| 04:00 | 33 | 19 | 28 | 26 | | 26 | | | 26 | 106 |
| 05:00 | 56 | 52 | 57 | 52 | | 54 | | | 54 | 217 |
| 06:00 | 137 | 145 | 125 | 153 | | 140 | | | 140 | 560 |
| 07:00 | 448 | 476 | 493 | 439 | | 464 | | | 464 | 1856 |
| 08:00 | 820 | 823 | 860 | 874 | | 844 | | | 844 | 3377 |
| 09:00 | 922 | 928 | 1040 | 973 | | 965 | | | 965 | 3863 |
| 10:00 | 939 | 919 | 998 | 985 | | 960 | | | 960 | 3841 |
| 11:00 | 999 | 916 | (1096) | 1040 | | 1012 | | | 1012 | 4051 |
| 12:00 | 1106 | 1006 | 1123 | 1010 | | 1061 | | | 1061 | 4245 |
| 13:00 | 1083 | 995 | 1171 | 1061 | | 1077 | | | 1077 | 4310 |
| 14:00 | 1031 | 962 | 1113 | 955 | | 1015 | | | 1015 | 4061 |
| 15:00 | 1016 | 1013 | 1094 | 1044 | | 1041 | | | 1041 | 4167 |
| 16:00 | 1120 | 1059 | 1112 | 1165 | | 1114 | | | 1114 | 4456 |
| 17:00 | 1137 | 1071 | 1192 | | | (1133) | | | 1133 | 3400 |
| 18:00 | 1130 | 1101 | 1137 | | | 1122 | | | 1122 | 3368 |
| 19:00 | 775 | 863 | 854 | | | 830 | | | 830 | 2492 |
| 20:00 | 589 | 728 | 644 | | | 653 | | | 653 | 1961 |
| 21:00 | 533 | 598 | 636 | | | 589 | | | 589 | 1767 |
| 22:00 | 416 | 464 | 430 | | | 436 | | | 436 | 1310 |
| 23:00 | 285 | 311 | 292 | | | 296 | | | 296 | 888 |
| 24:00 | 134 | 168 | 172 | | | 158 | | | 158 | 474 |
| TOTALS | 14820 | 14735 | (15793) | 9905 | 0 | (15109) | 0 | 0 | 15109 | 55253 |
| % AVG WKDY | 98 | 97.5 | 104.5 | 65.5 | | | | | | |
| % AVG WEEK | 98 | 97.5 | 104.5 | 65.5 | | | | | | |
| AM Times | 12:00 | 12:00 | 12:00 | 11:00 | | 12:00 | | | 12:00 | |
| AM Peaks | 1106 | 1006 | 1123 | 1040 | | 1061 | | | 1061 | |
| PM Times | 17:00 | 18:00 | 17:00 | 16:00 | | 17:00 | | | 17:00 | |
| PM Peaks | 1137 | 1101 | 1192 | 1165 | | 1133 | | | 1133 | |

U3

20271

Massachusetts Highway Department
 WEEKLY SUMMARY FOR LANE 2
 Starting: 8/4/2014

Page: 2

STA. 13 SB

Site Reference: 140380000810
 Site ID: 000000001301
 Location: RTE. 28, E. OF MASHPEE ROTARY
 Direction: SOUTH

File: 13-0102.prn
 City: MASHPEE
 County: VOL N&S

| TIME | MON 4 | TUE 5 | WED 6 | THU 7 | FRI | WKDAY AVG | SAT | SUN | WEEK AVG | TOTAL |
|------------|----------|----------|----------|----------|-----|--------------|-----|-----|-------------|-------|
| 01:00 | 54 | 60 | 59 | 70 | | 60 | | | 60 | 243 |
| 02:00 | 47 | 49 | 36 | 45 | | 44 | | | 44 | 177 |
| 03:00 | 20 | 15 | 22 | 17 | | 18 | | | 18 | 74 |
| 04:00 | 26 | 20 | 19 | 30 | | 23 | | | 23 | 95 |
| 05:00 | 50 | 41 | 48 | 39 | | 44 | | | 44 | 178 |
| 06:00 | 162 | 161 | 168 | 160 | | 162 | | | 162 | 651 |
| 07:00 | 429 | 467 | 450 | 449 | | 448 | | | 448 | 1795 |
| 08:00 | 859 | 875 | 872 | 913 | | 879 | | | 879 | 3519 |
| 09:00 | 997 | 908 | 1000 | 971 | | 969 | | | 969 | 3876 |
| 10:00 | 994 | 965 | 1007 | 952 | | 979 | | | 979 | 3918 |
| 11:00 | 970 | 952 | (971) | 918 | | 952 | | | 952 | 3811 |
| 12:00 | 963 | 922 | 801 | 941 | | 906 | | | 906 | 3627 |
| 13:00 | 979 | 921 | 511 | 917 | | 832 | | | 832 | 3328 |
| 14:00 | 941 | 846 | 592 | 917 | | 824 | | | 824 | 3296 |
| 15:00 | 979 | 903 | 615 | 894 | | 847 | | | 847 | 3391 |
| 16:00 | 931 | 876 | 731 | 842 | | 845 | | | 845 | 3380 |
| 17:00 | 886 | 829 | 701 | | | (805) | | | 805 | 2416 |
| 18:00 | 939 | 763 | 910 | | | 870 | | | 870 | 2612 |
| 19:00 | 806 | 760 | 842 | | | 802 | | | 802 | 2408 |
| 20:00 | 615 | 588 | 540 | | | 581 | | | 581 | 1743 |
| 21:00 | 434 | 466 | 534 | | | 478 | | | 478 | 1434 |
| 22:00 | 365 | 416 | 386 | | | 389 | | | 389 | 1167 |
| 23:00 | 273 | 283 | 269 | | | 275 | | | 275 | 825 |
| 24:00 | 127 | 158 | 145 | | | 143 | | | 143 | 430 |
| ----- | | | | | | | | | | |
| TOTALS | 13846 | 13244 | (12229) | 9075 | 0 | (13175) | 0 | 0 | 13175 | 48394 |
| ----- | | | | | | | | | | |
| % AVG WKDY | 105 | 100.5 | 92.8 | 68.8 | | | | | | |
| % AVG WEEK | 105 | 100.5 | 92.8 | 68.8 | | | | | | |
| ----- | | | | | | | | | | |
| AM Times | 09:00 | 10:00 | 10:00 | 09:00 | | 10:00 | | | 10:00 | |
| AM Peaks | 997 | 965 | 1007 | 971 | | 979 | | | 979 | |
| ----- | | | | | | | | | | |
| PM Times | 13:00 | 13:00 | 18:00 | 13:00 | | 18:00 | | | 18:00 | |
| PM Peaks | 979 | 921 | 910 | 917 | | 870 | | | 870 | |



APPENDIX B: APRIL 11, 2019 PUBLIC MEETING NOTES AND PRESENTATION

MEETING SUMMARY
MASHPEE ROTARY CORRIDOR STUDY
LISTENING SESSION

Thursday, April 11, 2019 1PM and 5PM
Mashpee Public Library, 64 Steeple Street, Mashpee

Attendees

| | |
|---------------------------------------|--------------------|
| Steven Tupper, Cape Cod Commission | Bob Fulton |
| Colleen Medeiros, Cape Cod Commission | Andy Jablon |
| David Nolan, Cape Cod Commission | Charlie Tuite |
| Lev Malakhoff, Cape Cod Commission | Rick Chellman |
| Madden Bremer, Cape Cod Commission | Sharon DeFrancesco |
| Martha Hevenor, Cape Cod Commission | Ava Costello |
| Catherine Laurent, Town of Mashpee | Yvonne Courtney |
| Brad Abbott | Mary Maraggiv |
| Mary Waygan | Tony Singer |
| Sandy Horsman | Tom Fudala |
| Dennis H Balzarini | Joyce Fuller |
| Mary LeClair | Hannah Schuster |
| Virginia Scharfenberg | |

LIKES

| |
|---|
| Like the multi use paths |
| Like Jobs Fishing as a bypass road |
| Like the open space and surrounding green space and potential for trail heads |
| Like how the rotary is always moving |
| Positive community support of greenway |
| Like the potential connections to great sidewalk/multi-use paths |
| Rotary works well most of the year |
| Like walking paths around Commons |
| Like the holiday lights |
| Like the rotary instead of a traffic light, easy and efficient |

ISSUES

| |
|---|
| Sight line problem at Great Neck Road North and Old Barnstable Rd |
| No Left turn lane at Rt 28/Meetinghouse Rd |
| Right turn restriction at Rt 28/Quinaquisset ineffective (people u-turn at Meetinghouse Rd) |
| Need more directions and markings on road/rotary |
| Curb cuts on rotary problematic |
| Study area/rotary challenging for bicycles |
| Study area/rotary challenging for pedestrians |
| No Left turn lane at Rt 28/Mashpee Commons Southern Drive |
| 2 northbound lanes on Rt 28 N create conflicts at merge by Jobs Fishing |
| Poor pavement markings |
| Ped crossing issue at Rt 151/Market St- not enough time to cross |
| Speeds |
| People don't know how to drive in the rotary (unfamiliar with area) |
| No flyover for major movements |
| Rotary speed limit issue (25 mph higher than other approaches) |
| Unsure if rotary is one or two lanes |
| Hard to take left turns out of Market St signal from minor approaches |
| Route 151 speeds from Falmouth to Mashpee - fluctuating speed limits |
| Auto insurance costs |
| Left turn lane into Mashpee Commons |
| Cars not stopping at rotary when needed |
| Impact of crashes on traffic |
| Rotary too large |
| Speeds too high of trucks |
| No right turn lane on Rt 151 to Jobs Fishing |
| Traffic disruptive to area vibrancy |
| Better signage and pavement markings needed like Route 149 roundabout |
| Need to deal with crashes in a different way - detouring cars to neighborhoods is an issue |
| Too many cars driving too fast |
| No room for bikes on Route 28 |
| No sidewalks on Route 28 - missing connections |
| No safe connections to/from rotary for peds/bikes |
| Difficult to exit side streets on Route 28 in eastern Mashpee (i.e. Summerwoods condos) - safety and speed issues |
| Sidewalks are inadequate on Great Neck Road North (too narrow to be called a bike path) |

SUGGESTIONS

| |
|---|
| Need more lighting |
| Connect new pathways to green space |
| Better design to increase traffic flow, lots of land to work with |
| Re-align Quinaquisset Ave/Meeting House Road intersection - roundabout? |
| Improve traffic light programming (smarter signals) |
| Need bike connection to Quinaquisset Ave |
| Utilize natural water feature and connect a path to Quinaquisset Ave |
| Replace rotary with 2 traffic signals to help slow traffic down in the area |
| Install a bypass road from Great Neck Road South to Route 28 E |
| Install a grade separation for through traffic on both Rt 28 approaches |
| Increase walkability to housing and commercial |
| Potential for rotary inner circle to be a landmark |
| Divert traffic |
| Retrofit rotary into roundabout (make smaller) |
| Tunnel for Route 151 to Route 28 East |
| Tunnel for Route 28 to Route 28 under rotary |
| Model rotary after Route 149/Exit 5 roundabout |
| Install speed bumps/rumble strips - Old Barnstable? |
| Route 28/Job's Fishing - change lane assignments on Job's |
| Enforcement on speeding/trucks |
| Install intelligent speed limit signs |
| Install stop signs at rotary entrances (replace yields) |
| More walking paths |
| Need right turn from Route 151 to Job's |
| New roadway connecting Great Neck Road South and Route 28 at Mashpee Commons drive? |
| Improve parking facilities at bike trails instead of encouraging more bicycle traffic for a short distance |
| Safety is the most important concern |
| Development? |
| Improve signage addressing speed and rules of rotary and lane usage |
| Increase speed signage and modify speed limits |
| Slow cars down in rotary and when entering rotary |
| Would like to see one less road entering the rotary |
| Enlarge the diameter of the rotary |
| Add lane lines to better direct traffic through rotary |
| Add exiting slip lanes for each exit from the rotary |
| Turn only lanes at Shellback Way, Charles Street and Deer Crossing where they intersect with Route 28. |
| Need smart signals in town |
| Eliminate left turn onto Meetinghouse Road from Route 28/Falmouth Road, Asher's Path has a turn only and a traffic light. |
| Longer turn only lanes at Job's Fishing Road and Donna's Lane on Route 28. |
| Add exiting slip lanes for each exit from the rotary |

PUBLIC COMMENTS

A drastic redesign of the rotary is not necessary. Focus on minor signage and striping improvements to address speed and rotary right-of-way.

Please add me to the email list for any scheduled meetings for the rotary project. We'd like to stay informed.

Sidewalks are inadequate on Great Neck Road North (too narrow to be called a bike path) and should be widened.

Lower speed limits on Route 151.

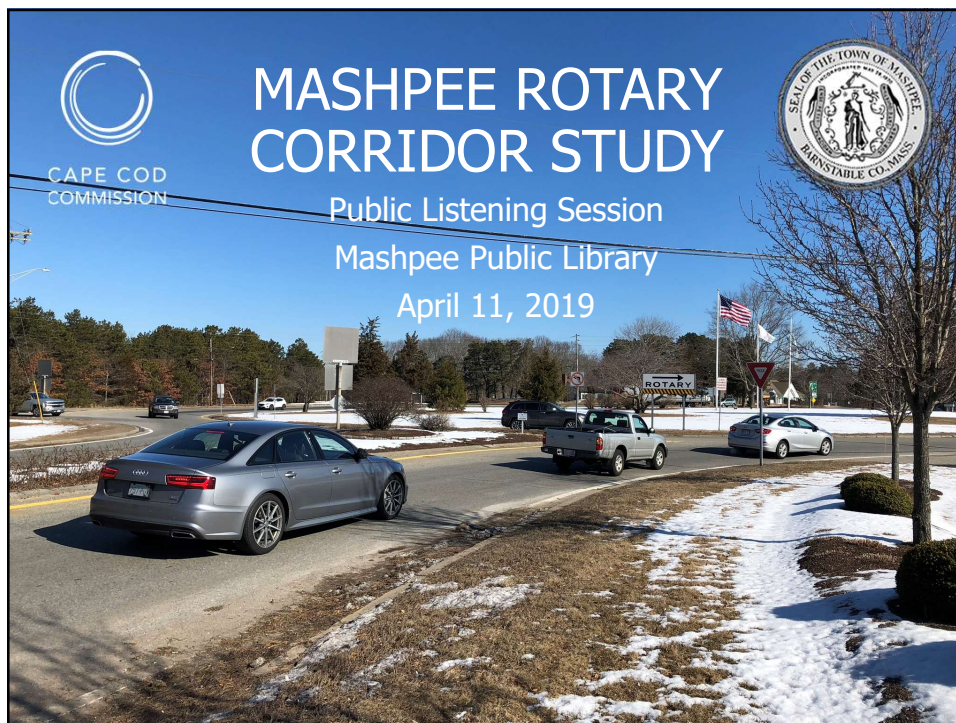
The rotary moves traffic smoothly and efficiently, specifically during the summer. Like holiday lights and see no need to spend money to redesign. Focus on areas of town.

It would be a disaster to remove the rotary and install traffic lights in this complex of roads. Consider adding lane lines like the Otis Rotary and improvements to slow cars down so others can merge safely.

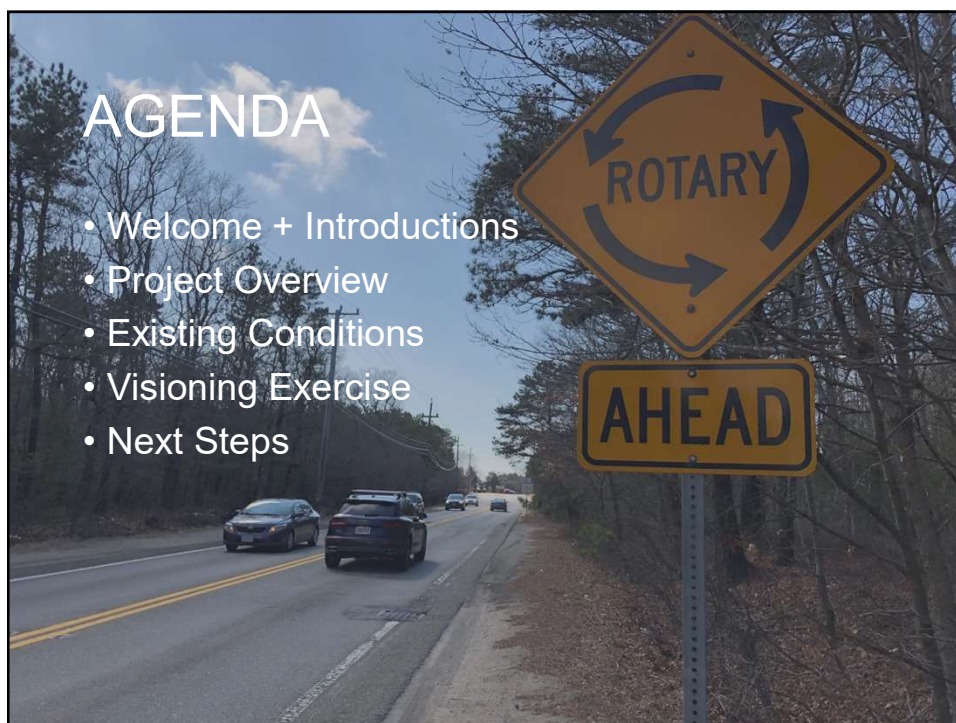
I would like to see one less road entering the rotary and a smaller rotary to slow down the traffic

Never had a bad experience at rotary in spite of heavy traffic and inexperienced drivers. Do not support spending public funds on a major reconfiguration of the rotary. I do think that there could be improvements in the traffic light programming. Finally, I do not support encouraging more bicycle traffic. Expanding roads for a short distance won't protect bike riders who endeavor to complete a trip of 10 or 20 miles or more. We have bike trails. Improving parking facilities at those areas would in my opinion be a better use of funds.

I have found the rotary easy to use and never had any issues. I feel with a rotary the traffic flows smoothly and helps to minimize any backups. I would be against changing it to an intersection with a traffic light.



1



2

MASHPEE ROTARY CORRIDOR STUDY PROJECT SUMMARY

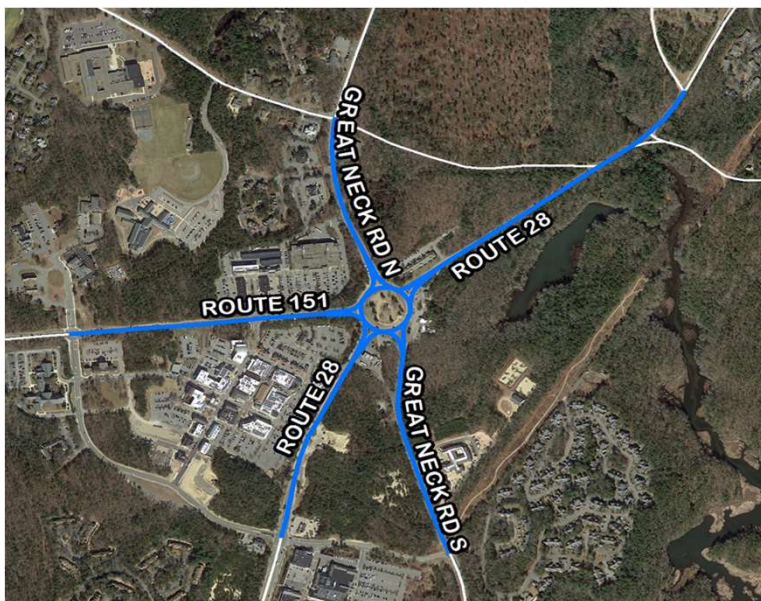


BACKGROUND

This study is funded by the Massachusetts Department of Transportation through the Federal Fiscal Year 2019 Unified Planning Work Program as approved by the Cape Cod Metropolitan Organization

3

STUDY AREA



4

PROJECT GOALS

Improve Safety 

Reduce Congestion 

Accommodate All Users 

5

PROJECT OVERVIEW

Develop alternatives that will provide **safe** and convenient access within the study area for all users of the roadway system including pedestrians, bicyclists, transit users, and motorists.



6

PROJECT SCHEDULE

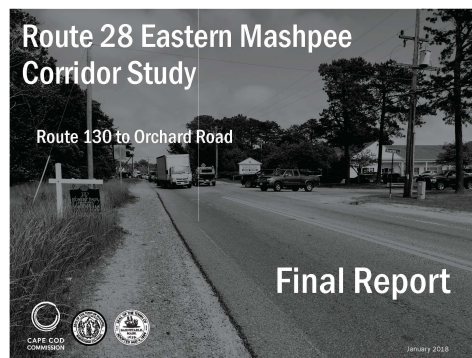
| Task | Product | MAY- JAN '19 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT |
|--|-------------------------------|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Task 1: Project Initiation | SOW & PPP | | ◆ | | | | | | | | |
| Task 2: Data Collection, Mapping, and Site Visit | Data and Maps for Other Tasks | | | | | | | | | | |
| Task 3: Listening Session | Summary of Listening Session | | | ◆ | ◆ | | | | | | |
| Task 4: Concept Development and Refinement | Concepts for Public Meeting | | | | | | | | | | |
| Task 5: Public Review of Concepts | Summary of Public Meeting | | | | | | | ◆ | ◆ | | |
| Task 6: Draft and Final Report | Draft and Final Report | | | | | | | | | ◆ | |

◆ - Coordination Meeting(s) ◆ - Public Meeting(s)

7

OTHER PROJECTS

- Route 28 Eastern Mashpee Study (CCC)
- Route 151 Corridor Improvements (Town/MassDOT)
- Route 28 at Donna's Lane Signal Improvements (MassDOT)
- Regional Transportation Plan (RTP) Outreach
- Land Use and Zoning Discussions



8

ROUTE 28 EASTERN MASHPEE Route 130 to Orchard Road

Completed January 2018 by Cape Cod Commission

Recommendations included:

- Sidewalk or multi-use path on Route 28
- Left-turn pockets
- Bus stop upgrades
- Consideration of Bowdoin Road roundabout/traffic signal



9

ROUTE 151 CORRIDOR IMPROVEMENTS

Roadway Safety Audit (April 2018)

- Route 151 at Job's Fishing Road/Frank E Hicks Drive

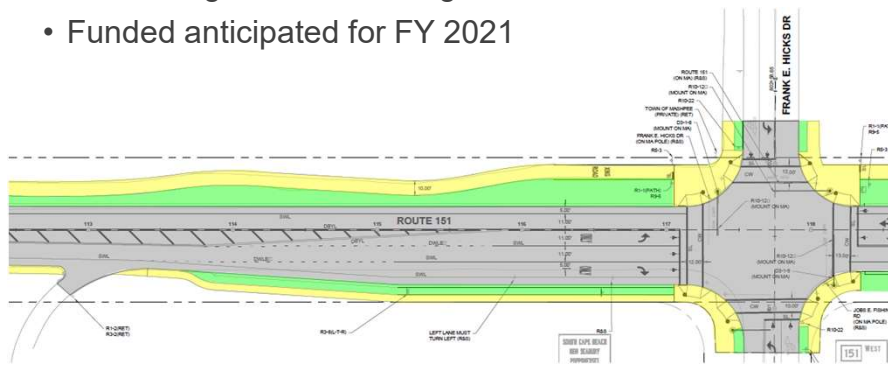


10

ROUTE 151 CORRIDOR IMPROVEMENTS

MassDOT/Town of Mashpee design project

- From Falmouth town line to Market Street
- 25% Design Public Hearing on March 21, 2019
- Funded anticipated for FY 2021

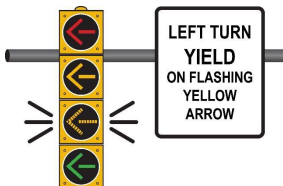


11

Route 28 at Jobs Fishing Rd Signal Improvements

MassDOT project

- Flashing Yellow Arrow Upgrades
- Pedestrian Signal Head Countdown Heads
- Curb Ramp upgrades



12

2020 REGIONAL TRANSPORTATION PLAN

Outreach meetings Feb 2019

- Eastham, Mashpee and Hyannis

25-Year Regional Vision

- Goals
- Objectives
- Performance Measures
- Policies and Strategies



Additional Outreach Meetings

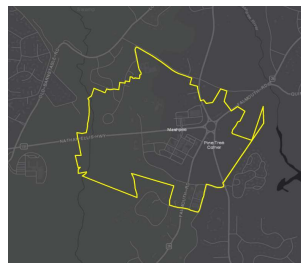
- May/June 2019

<http://www.capecodcommission.org/RTP>

13

2018 CAPE COD REGIONAL POLICY PLAN

- Vision for the Future
 - Protect the region's natural resources to provide vital ecosystems services
 - Focus economic revitalization in existing centers of activity
- Identification of Community Activity Centers



NATURAL AREAS RURAL DEVELOPMENT AREAS SUBURBAN DEVELOPMENT AREAS HISTORIC AREAS MARITIME AREAS COMMUNITY ACTIVITY CENTERS INDUSTRIAL ACTIVITY CENTERS MILITARY AND TRANSPORTATION AREAS



14

LAND USE PLANNING ↔ TRANSPORTATION PLANNING

REGIONAL POLICY PLAN ↔ REGIONAL TRANSPORTATION PLAN

15

LAND USE AND ZONING

MASHPEE ROTARY LAND USE

- STUDY AREA
- GROUNDWATER DISTRICT
- LAND USE CODES:
 - RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - MULTIPLE USE
 - RECREATIONAL PROPERTY
 - OPEN SPACE
 - EMERGENCY OTHER
 - CONSERVATION / RECREATION

MASHPEE ROTARY ZONING

- STUDY AREA
- GROUNDWATER DISTRICT
- ZONING:
 - R1
 - R2
 - R3
 - R4

The information depicted on these maps is for planning purposes only. It is not intended for legal boundary definition, regulatory interpretation, or parcel-level analysis. It should not be used for actual on-site survey, or to determine deed interest.

16

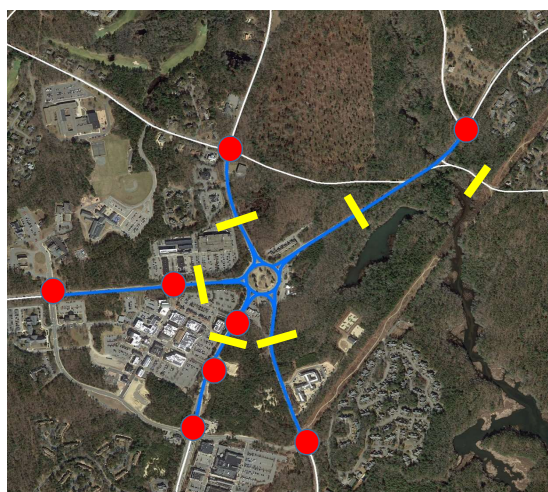


EXISTING CONDITIONS

- Site Visit
- Data Collection
 - Traffic Counts
 - Multi-Modal Accommodations
 - Crash Reports

17

DATA COLLECTION



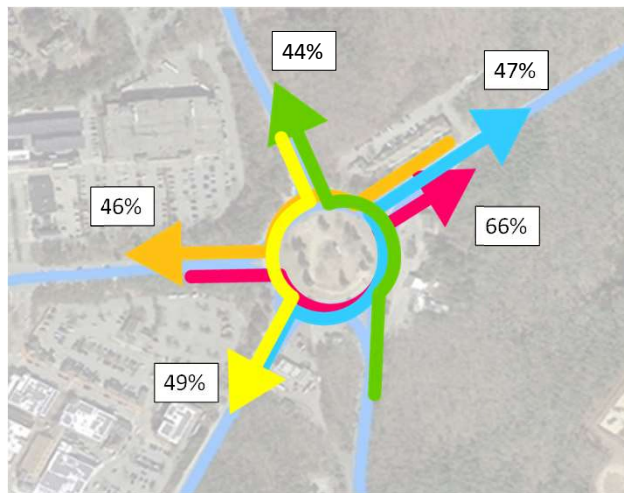
Traffic Counts – Summer 2018

— Average Daily Traffic counts (ADT)

● Intersection Counts (4-6PM)

18

ROTARY MOVEMENTS



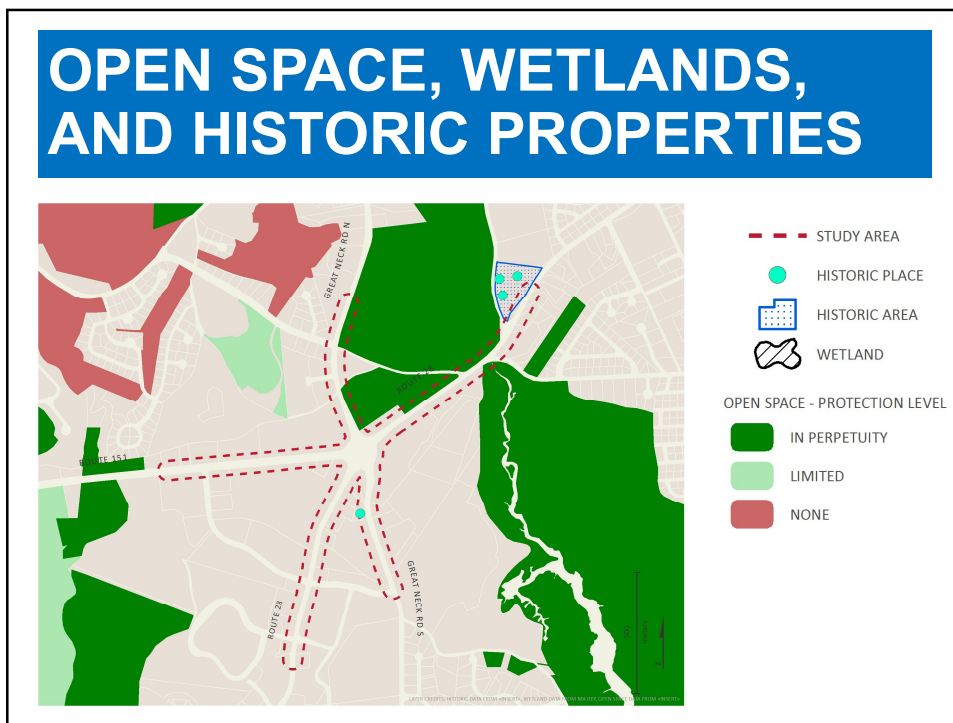
Origin-Destination Study (PM Peak Hour)

19

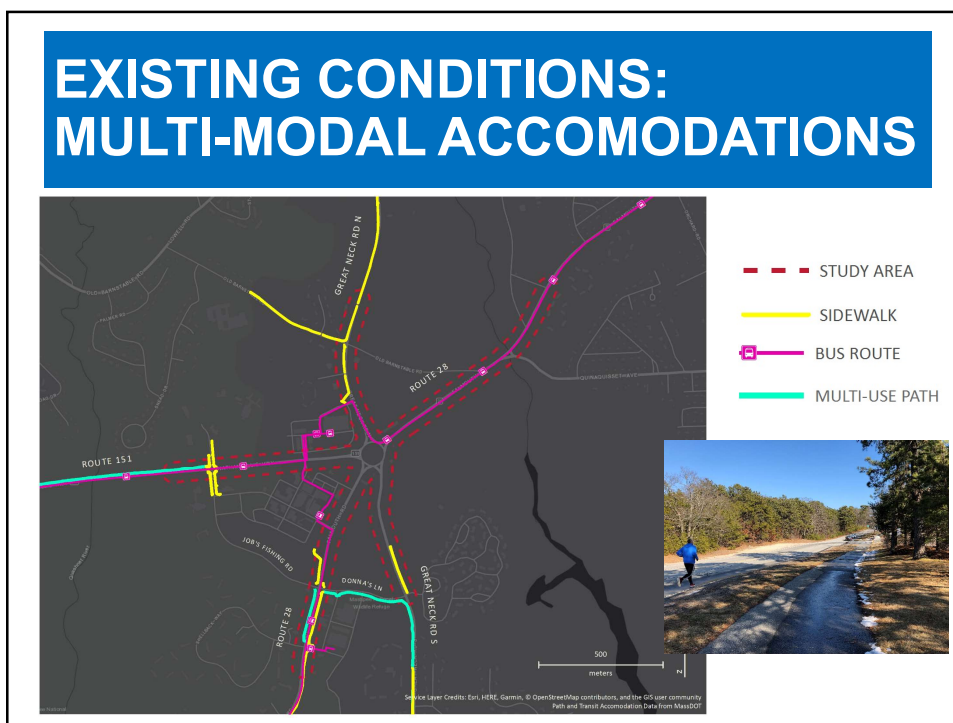
SPEED LIMITS



20



21



22

EXISTING CONDITIONS: BIKE/PED ACCOMODATIONS



23

EXISTING CONDITIONS: BIKE/PED ACCOMODATIONS



24

EXISTING CONDITIONS: TRANSIT

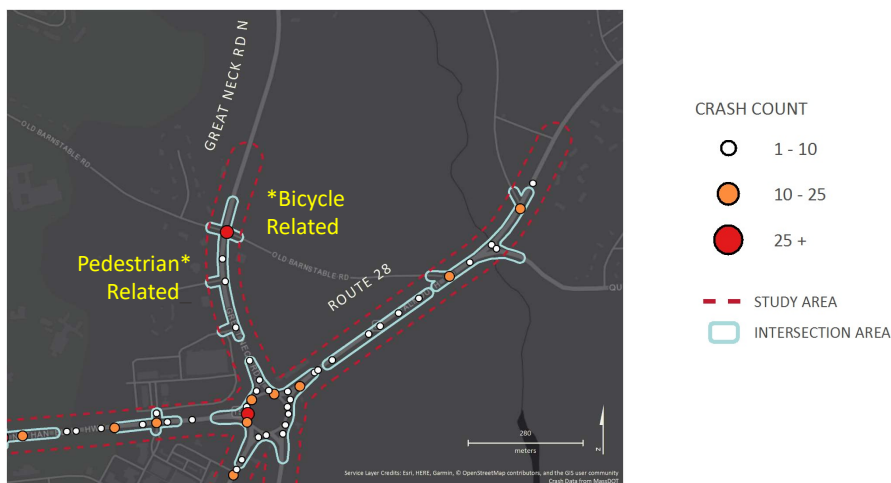
- Cape Cod Regional Transit Authority
 - Sealine (Falmouth - Hyannis)
 - Bourne Run (Wareham – Mashpee)
- Others



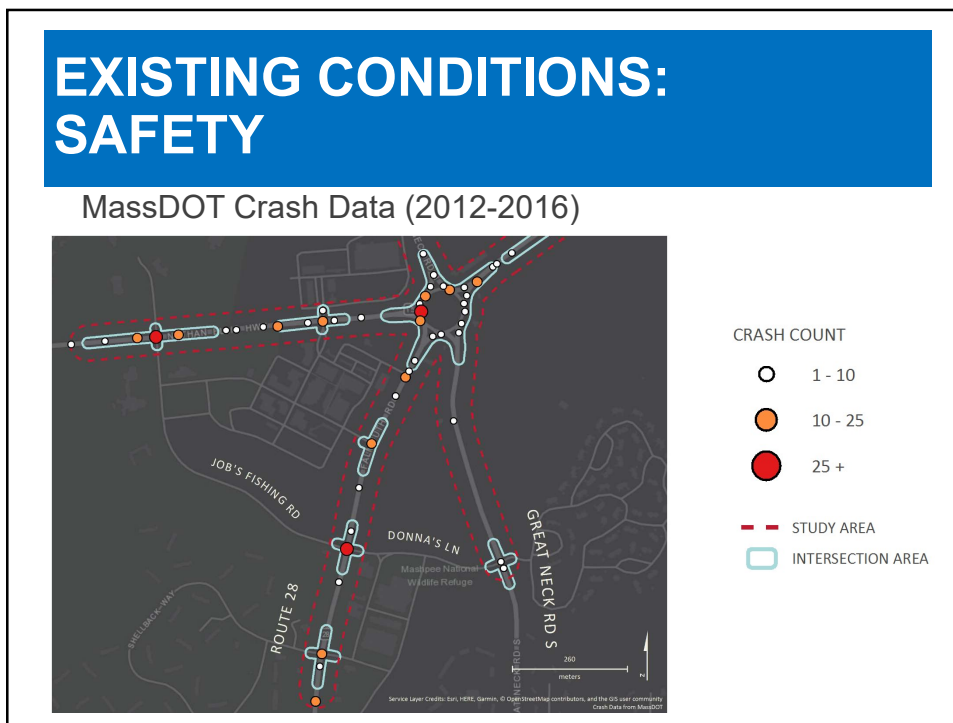
25

EXISTING CONDITIONS: SAFETY

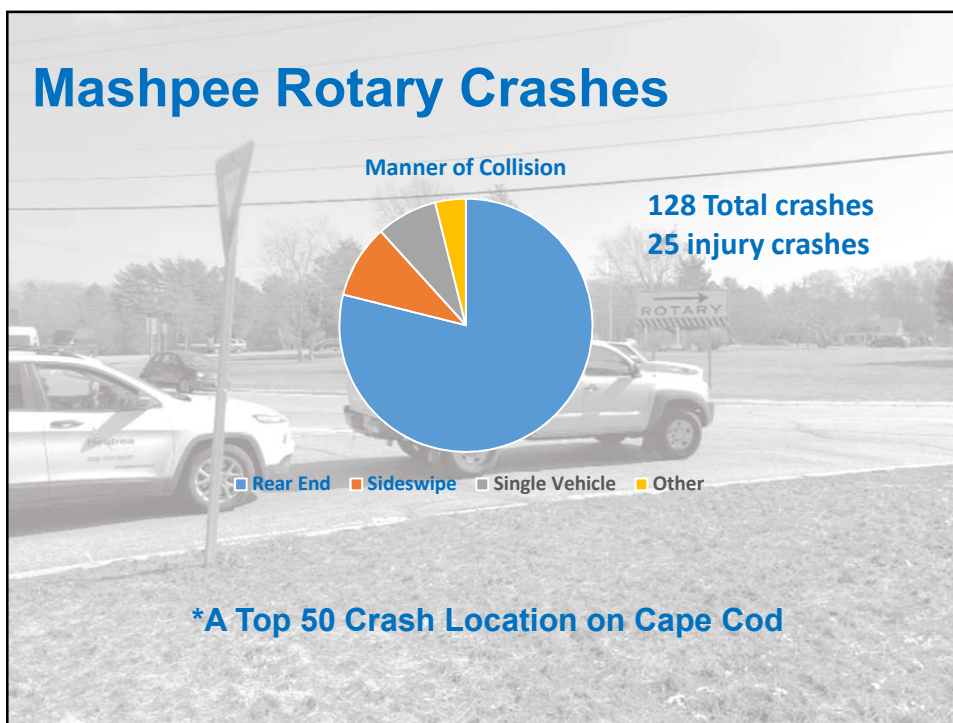
MassDOT Crash Data (2012-2016)



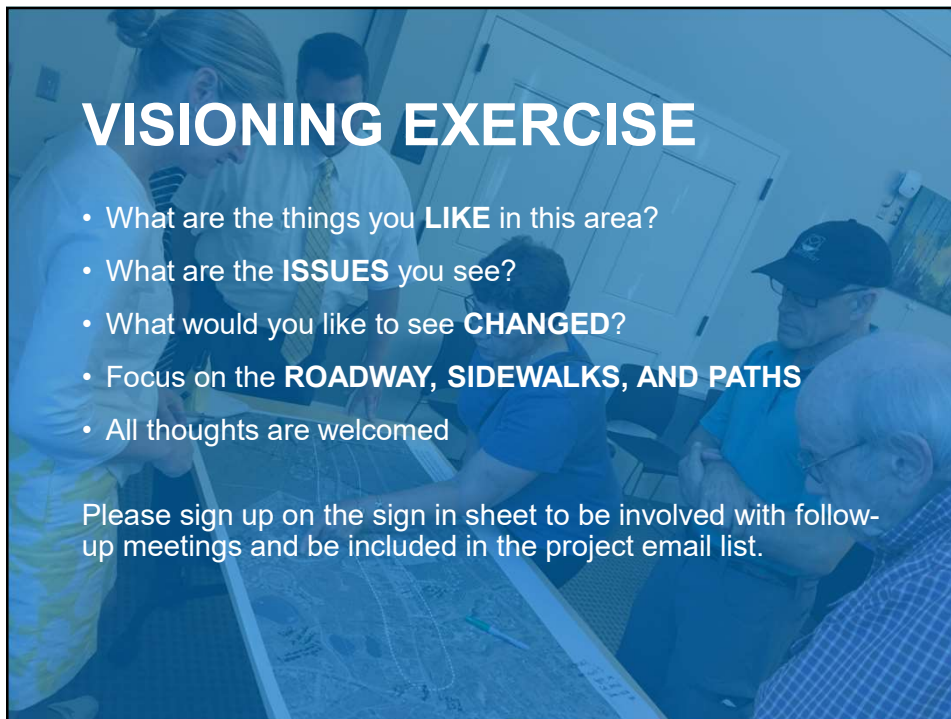
26



27



28



VISIONING EXERCISE

- What are the things you **LIKE** in this area?
- What are the **ISSUES** you see?
- What would you like to see **CHANGED**?
- Focus on the **ROADWAY, SIDEWALKS, AND PATHS**
- All thoughts are welcomed

Please sign up on the sign in sheet to be involved with follow-up meetings and be included in the project email list.

29



NEXT STEPS

- Review and Summarize Input from Today's Meeting
- Concept Development and Analysis
Summer 2019
- Public Meeting: Review of Draft Concepts
Late Summer/Early Fall 2019
- Draft and Final Report
Fall 2019

30



THANK YOU

For more information:
www.capecodcommission.org/MashpeeRotary

| | |
|---|---|
| <p>Steven Tupper Transportation Program Manager stupper@capecodcommission.org 508.362.3828</p> | <p>Colleen Medeiros Transportation Engineer colleen.medeiros@capecodcommission.org 508.362.3828</p> |
|---|---|

APPENDIX C: EXISTING AND FUTURE CONDITIONS CAPACITY ANALYSIS

Mashpee Rotary Traffic Analysis

Existing
Conditions
Draft Summary
Updated
March 13, 2019



Existing Turning Movement Volumes

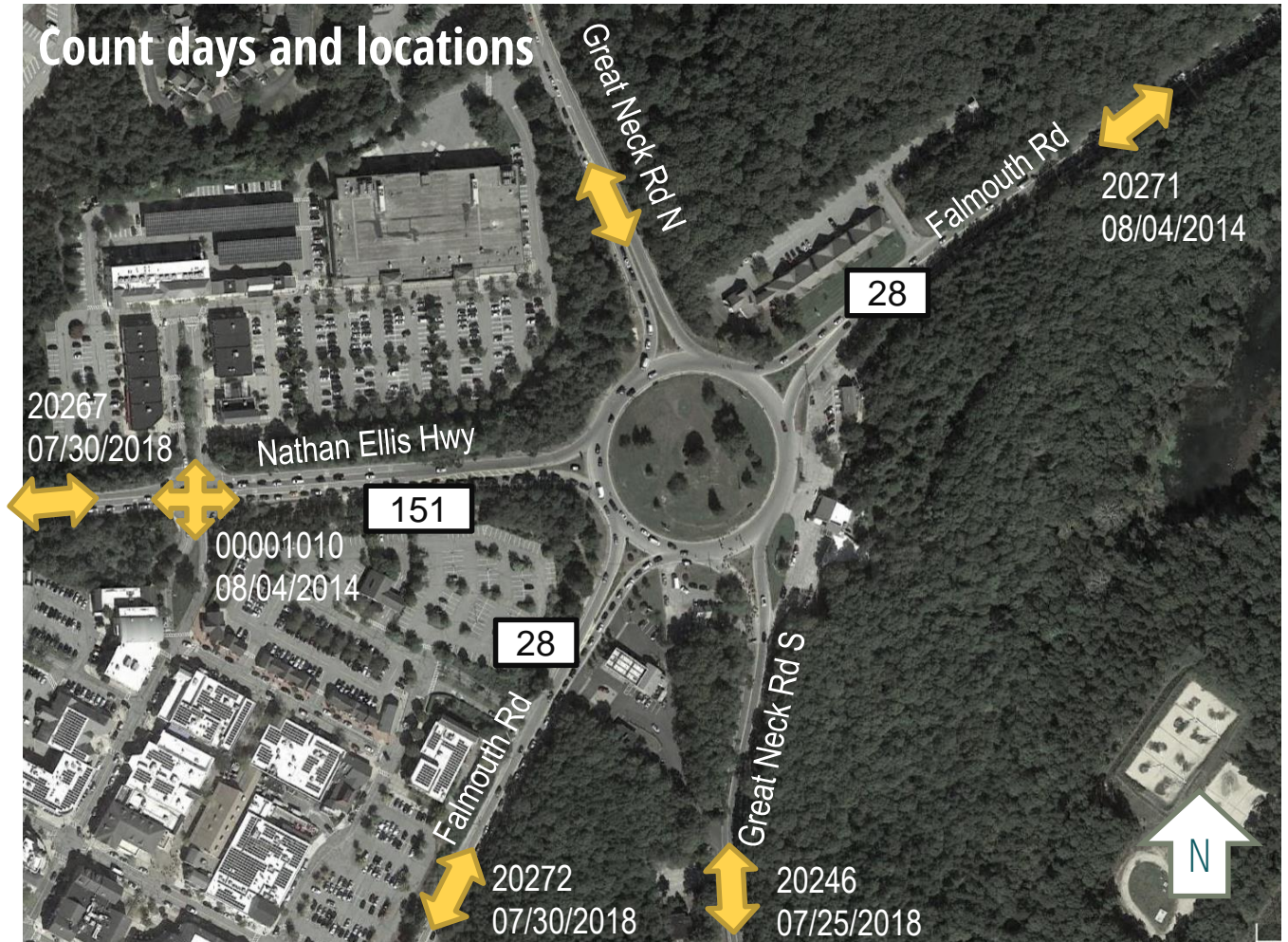
Turning movement counts are not available at the Mashpee Rotary. Kittelson & Associates, Inc (Kittelson) estimated the existing weekday turning movement volumes for the rotary based on the following data received from the Cape Cod Commission:

- Automated traffic recorder (ATR) directional counts
- Adjacent intersection turning movement counts (TMC)
- Origin and destination (OD) study

The highest traffic volume entering the rotary during a weekday morning (AM peak hour) was recorded between 9 and 10 a.m. The highest traffic volume entering the rotary during a weekday evening (PM peak hour) was recorded between 4 and 5 p.m. The highest traffic volume entering the rotary during the midday Saturday peak hour was recorded between 11 a.m. and noon.

No seasonal adjustment factors were applied since the counts were conducted during the peak summer season.

ATR counts on the Route 28 east leg were not adjusted from their count year 2014 to the existing analysis 2018 year because this intersection leg is known to experience oversaturated traffic flows.



↔ - Directional daily count locations

⊕ - Turning movement volumes

xxxxx - Site Code

xx/xx/xxxx - Count start date

Image courtesy of Google Earth.

Calculated Turning Movement Volumes

Weekday AM Peak Hour Volume Matrix

| From | To | | | | |
|----------------|----------------|------------|------------|----------------|-----------|
| | Great Neck (N) | Rt 151 (W) | Rt 28 (SW) | Great Neck (S) | Rt 28 (E) |
| Great Neck (N) | 0 | 97 | 232 | 142 | 89 |
| Rt 151 (W) | 40 | 0 | 51 | 58 | 451 |
| Rt 28 (SW) | 180 | 43 | 0 | 6 | 342 |
| Great Neck (S) | 88 | 43 | 57 | 0 | 99 |
| Rt 28 (E) | 59 | 355 | 296 | 116 | 10 |

Weekday PM Peak Hour Volume Matrix

| From | To | | | | |
|----------------|----------------|------------|------------|----------------|-----------|
| | Great Neck (N) | Rt 151 (W) | Rt 28 (SW) | Great Neck (S) | Rt 28 (E) |
| Great Neck (N) | 0 | 60 | 266 | 130 | 87 |
| Rt 151 (W) | 97 | 0 | 43 | 43 | 357 |
| Rt 28 (SW) | 230 | 50 | 0 | 57 | 292 |
| Great Neck (S) | 157 | 64 | 7 | 0 | 129 |
| Rt 28 (E) | 90 | 456 | 346 | 100 | 10 |

Saturday Peak Hour Volume Matrix

| From | To | | | | |
|----------------|----------------|------------|------------|----------------|-----------|
| | Great Neck (N) | Rt 151 (W) | Rt 28 (SW) | Great Neck (S) | Rt 28 (E) |
| Great Neck (N) | 0 | 64 | 283 | 139 | 93 |
| Rt 151 (W) | 104 | 0 | 46 | 46 | 380 |
| Rt 28 (SW) | 244 | 54 | 0 | 60 | 311 |
| Great Neck (S) | 167 | 68 | 8 | 0 | 137 |
| Rt 28 (E) | 96 | 485 | 368 | 107 | 11 |



Image courtesy of Google Earth.

Existing AM Peak Hour (9-10 a.m.) Operations

| Rotary Leg | N | E | S | SW | W |
|------------------------|------|------|------|------|------|
| Entry Capacity, vph | 449 | 718 | 410 | 600 | 579 |
| Entry Flow Rates, vph | 386 | 1043 | 339 | 669 | 566 |
| V/C ratio | 0.86 | 1.45 | 0.83 | 1.12 | 0.98 |
| Control Delay, sec/pcu | 45 | 229 | 43 | 98 | 59 |

Unit Legend:

vph = vehicles per hour

sec/pcu = seconds per passenger car unit

Assumes a 0.95 Peak Hour Factor and a 1.5 percent heavy vehicles

Existing traffic operations characteristics are estimated based on the Highway Capacity Manual 6th Edition empirical capacity model for a single lane roundabout. While the Mashpee rotary allows for some side-by-side travel within the circulatory roadway this behavior tends to increase traffic flow turbulence and reduce capacity.

The operational results indicate the Rt 28 entries into the rotary are oversaturated with extended delays and long queues.

95th Percentile Queue Lengths (AM Peak)



Image courtesy of Google Earth.

Existing PM Peak Hour (4-5 p.m.) Operations

| Rotary Leg | N | E | S | SW | W |
|------------------------|------|------|------|------|------|
| Entry Capacity, vph | 493 | 708 | 340 | 474 | 475 |
| Entry Flow Rates, vph | 604 | 921 | 347 | 697 | 663 |
| V/C ratio | 1.23 | 1.30 | 1.02 | 1.47 | 1.40 |
| Control Delay, sec/pcu | 144 | 165 | 90 | 245 | 214 |

Unit Legend:

vph = vehicles per hour

sec/pcu = seconds per passenger car unit

Assumes a 0.95 Peak Hour Factor and a 1.5 percent heavy vehicles

The PM peak hour entry volumes are more evenly split between all legs compared with the AM peak hour volumes, which leads to all approaches being oversaturated.

All entries experience long delays and extensive queues.

95th Percentile Queue Lengths (PM Peak)



Existing Saturday Peak Hour (11 a.m.-12 p.m.) Operations

| Rotary Leg | N | E | S | SW | W |
|------------------------|------|------|------|------|------|
| Entry Capacity, vph | 462 | 678 | 311 | 443 | 444 |
| Entry Flow Rates, vph | 643 | 981 | 371 | 742 | 706 |
| V/C ratio | 1.39 | 1.45 | 1.19 | 1.67 | 1.59 |
| Control Delay, sec/pcu | 214 | 227 | 149 | 335 | 299 |

Unit Legend:

vph = vehicles per hour

sec/pcu = seconds per passenger car unit

The Saturday midday peak hour entry volumes are higher than both AM and PM peak hour weekday volumes, which leads to all approaches being oversaturated.

All entries experience long delays and extensive queues.

Queue extend past adjacent access points to the Mashpee Commons Shopping Center at Marker Street and Steeple Street.

95th Percentile Queue Lengths (PM Peak)



Technical Calculation Sheets Appendix

Turning Movement Volumes Calculations

| Rt 151 West of Market St (Adjusted) | | | | | | | | | | | | |
|-------------------------------------|----------------|-----|---------------|-----|-----------------|-----|----------------|-----|--------------|-----|---------|-----|
| | Tues 7/24/2018 | | Wed 7/25/2018 | | Thurs 7/26/2018 | | Tues 7/31/2018 | | Wed 8/1/2018 | | Average | |
| AM Start Time | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB |
| 7:00 | | | 493 | 506 | 424 | 506 | 476 | 562 | 487 | 535 | 470 | 527 |
| 8:00 | | | 520 | 553 | 537 | 528 | 550 | 577 | | | 536 | 553 |
| 9:00 | | | 546 | 514 | 489 | 486 | 533 | 565 | | | 523 | 522 |
| PM Start Time | | | | | | | | | | | | |
| 3:00 | 527 | 543 | 539 | 595 | 519 | 589 | 586 | 541 | | | 543 | 567 |
| 4:00 | 551 | 552 | 550 | 568 | 557 | 562 | 600 | 593 | | | 601 | 484 |
| 5:00 | 551 | 457 | 526 | 567 | 564 | 524 | 616 | 561 | | | 564 | 527 |
| 6:00 | 454 | 541 | 417 | 545 | 448 | 463 | 463 | 483 | | | 446 | 508 |

| Rt 28 West of Mashpee Rotary | | | | | | | | | | | | |
|------------------------------|----------------|-----|---------------|-----|-----------------|-----|----------------|-----|--------------|-----|---------|-----|
| | Tues 7/24/2018 | | Wed 7/25/2018 | | Thurs 7/26/2018 | | Tues 7/31/2018 | | Wed 8/1/2018 | | Average | |
| AM Start Time | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB |
| 7:00 | | | 471 | 520 | 443 | 474 | 478 | 469 | 455 | 467 | 462 | 483 |
| 8:00 | | | 475 | 609 | 562 | 557 | 510 | 593 | 522 | 612 | 517 | 593 |
| 9:00 | | | 607 | 610 | 537 | 641 | 555 | 599 | | | 566 | 617 |
| PM Start Time | | | | | | | | | | | | |
| 3:00 | 677 | 631 | 694 | 633 | 677 | 675 | 704 | 592 | | | 688 | 633 |
| 4:00 | 691 | 626 | 690 | 611 | 738 | 634 | 672 | 583 | | | 698 | 614 |
| 5:00 | 669 | 678 | 714 | 737 | 732 | 685 | 647 | 565 | | | 691 | 666 |
| 6:00 | 583 | 588 | 583 | 710 | 549 | 627 | 491 | 566 | | | 552 | 623 |

| Great Neck Road N of Mashpee Rotary | | | | | | | | | | | | |
|-------------------------------------|----------------|-----|--------------|-----|----------------|-----|--|--|--|--|---------|-----|
| | Tues 7/31/2018 | | Wed 8/1/2018 | | Thurs 8/2/2018 | | | | | | Average | |
| AM Start Time | NB | SB | NB | SB | NB | SB | | | | | NB | SB |
| 7:00 | 246 | 360 | 273 | 375 | 249 | 357 | | | | | 256 | 364 |
| 8:00 | 333 | 538 | 309 | 533 | 320 | 511 | | | | | 321 | 527 |
| 9:00 | 376 | 490 | 364 | 519 | 327 | 550 | | | | | 356 | 520 |
| PM Start Time | | | | | | | | | | | | |
| 3:00 | 525 | 570 | 472 | 656 | | | | | | | 499 | 613 |
| 4:00 | 553 | 549 | 597 | 657 | | | | | | | 575 | 603 |
| 5:00 | 505 | 580 | 497 | 617 | | | | | | | 501 | 599 |
| 6:00 | 428 | 454 | 388 | 249 | | | | | | | 408 | 352 |

| Great Neck Road S of Mashpee Rotary | | | | | | | | | | | | |
|-------------------------------------|----------------|-----|---------------|-----|-----------------|-----|----------------|-----|--------------|-----|---------|-----|
| | Tues 7/24/2018 | | Wed 7/25/2018 | | Thurs 7/26/2018 | | Tues 7/31/2018 | | Wed 8/1/2018 | | Average | |
| AM Start Time | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 7:00 | | | 266 | 216 | 196 | 192 | 282 | 205 | 264 | 222 | 252 | 209 |
| 8:00 | | | 359 | 372 | 300 | 310 | 310 | 366 | 330 | 328 | 325 | 344 |
| 9:00 | | | 380 | 340 | 352 | 298 | 342 | 302 | | | 358 | 313 |
| PM Start Time | | | | | | | | | | | | |
| 3:00 | 420 | 350 | 450 | 350 | 380 | 331 | 428 | 332 | | | 420 | 341 |
| 4:00 | 426 | 303 | 381 | 308 | 370 | 334 | 410 | 288 | | | 397 | 308 |
| 5:00 | 391 | 295 | 352 | 230 | 339 | 301 | 357 | 286 | | | 360 | 278 |
| 6:00 | 308 | 230 | 288 | 242 | 265 | 251 | 288 | 318 | | | 287 | 260 |

| Rt 28 East of Mashpee Rotary | | | | | | | | | | | | |
|------------------------------|---------------|------------|--------------|------------|----------------|------------|------------|------------|------------|------------|------------|------------|
| | Tues 8/5/2018 | | Wed 8/6/2018 | | Thurs 8/7/2018 | | | | | | Average | |
| AM Start Time | EB (South) | WB (North) | EB (South) | WB (North) | EB (South) | WB (North) | EB (South) | WB (North) | EB (South) | WB (North) | EB (South) | WB (North) |
| 7:00 | 467 | 476 | 450 | 493 | 449 | 439 | | | | | 455 | 469 |
| 8:00 | 875 | 823 | 872 | 860 | 913 | 874 | | | | | 887 | 852 |
| 9:00 | 908 | 928 | 1000 | 1040 | 971 | 973 | | | | | 960 | 980 |
| PM Start Time | | | | | | | | | | | | |
| 3:00 | 903 | 1013 | 615 | 1094 | 894 | 1044 | | | | | 804 | 1050 |
| 4:00 | 876 | 1059 | 731 | 1112 | 842 | 1165 | | | | | 816 | 1112 |
| 5:00 | 829 | 1071 | 701 | 1192 | | | | | | | 765 | 1132 |
| 6:00 | 763 | 1101 | 910 | 1137 | | | | | | | 837 | 1119 |

| Int Leg/Entering Volume W (Rt 151 W of Market St) | | | | | | |
|---|-------|-------|-------|-------|--------------|------|
| AM Start Time | SW | S | E | N | Hourly Total | |
| 7:00 | 470 | 462 | 252 | 469 | 364 | 2017 |
| 8:00 | 536 | 517 | 325 | 852 | 527 | 2757 |
| 9:00 | 523 | 566 | 358 | 980 | 520 | 2947 |
| PM Start Time | | | | | | |
| 3:00 | 543 | 688 | 420 | 1050 | 613 | 3314 |
| 4:00 | 601 | 698 | 397 | 1112 | 603 | 3411 |
| 5:00 | 564 | 691 | 360 | 1132 | 599 | 3345 |
| 6:00 | 446 | 552 | 287 | 1119 | 352 | 2755 |
| SAT Start Time | | | | | | |
| 11:00 | 568 | 662 | 385 | 995 | 442 | 3052 |
| 12:00 | 578 | 709 | 351 | | 439 | 2077 |
| 13:00 | 557 | 680 | 354 | | 427 | 2018 |
| 14:00 | 542 | 669 | 388 | | 445 | 2044 |
| SAT/AM Delta | 1.087 | 1.169 | 1.075 | 0.851 | 0.851 | |
| SAT/PM Delta | 0.945 | 0.949 | 0.97 | 0.895 | 0.733 | |

| Int Leg/Weekday Ave | | | | | | |
|---------------------|---------------|-------|-------|-------|-------|--------------|
| W (Rt 151 W | | | | | | |
| AM Start Time | of Market St) | SW | S | E | N | Hourly Total |
| 7:00 | 527 | 483 | 209 | 455 | 256 | 1930 |
| 8:00 | 553 | 593 | 344 | 887 | 321 | 2697 |
| 9:00 | 522 | 617 | 313 | 960 | 356 | 2767 |
| PM Start Time | | | | | | |
| 3:00 | 567 | 633 | 341 | 804 | 499 | 2843 |
| 4:00 | 484 | 614 | 308 | 816 | 575 | 2797 |
| 5:00 | 527 | 666 | 278 | 765 | 501 | 2738 |
| 6:00 | 508 | 623 | 260 | 837 | 408 | 2636 |
| SAT Start Time | | | | | | |
| 11:00 | 572 | 638 | 462 | 953 | 639 | 3264 |
| 12:00 | 556 | 643 | 444 | | 593 | 2236 |
| 13:00 | 504 | 625 | 384 | | 568 | 2081 |
| 14:00 | 614 | 630 | 373 | | 528 | 2145 |
| SAT/AM Delta | 1.096 | 1.035 | 1.474 | 1.797 | 1.797 | |
| SAT/PM Delta | 1.182 | 1.04 | 1.499 | 1.167 | 1.111 | |

AM Peak Hour

| From | To | | | | |
|------------------|------------------|--------|----------------|------------------|----------------|
| | Great Neck North | Rt 151 | Rt 28 West Leg | Great Neck South | Rt 28 East Leg |
| Great Neck North | 0% | 18% | 37% | 44% | 9% |
| Rt 151 | 11% | 0% | 8% | 18% | 46% |
| Rt 28 West Leg | 49% | 8% | 0% | 2% | 35% |
| Great Neck South | 24% | 8% | 9% | 0% | 10% |
| Rt 28 East Leg | 16% | 66% | 47% | 36% | 1% |
| check | 100% | 100% | 100% | 100% | 100% |

PM Peak Hour

| From | To | | | | | check |
|------------------|------------------|--------|----------------|------------------|----------------|-------|
| | Great Neck North | Rt 151 | Rt 28 West Leg | Great Neck South | Rt 28 East Leg | |
| Great Neck North | 0% | 11% | 49% | 24% | 16% | 100% |
| Rt 151 | 18% | 0% | 8% | 8% | 66% | 100% |
| Rt 28 West Leg | 37% | 8% | 0% | 9% | 47% | 100% |
| Great Neck South | 44% | 18% | 2% | 0% | 36% | 100% |
| Rt 28 East Leg | 9% | 46% | 35% | 10% | 1% | 100% |

| AM Peak Hour | To | | | | | TOTAL In | Check-Counts |
|------------------|------------------|--------|----------------|------------------|----------------|----------|--------------|
| | Great Neck North | Rt 151 | Rt 28 West Leg | Great Neck South | Rt 28 East Leg | | |
| From | | | | | | | |
| Great Neck North | 0 | 94 | 225 | 138 | 86 | 543 | 520 |
| Rt 151 | 39 | 0 | 49 | 56 | 437 | 582 | 523 |
| Rt 28 West Leg | 174 | 42 | 0 | 6 | 331 | 553 | 566 |
| Great Neck South | 85 | 42 | 56 | 0 | 96 | 279 | 358 |
| Rt 28 East Leg | 57 | 344 | 287 | 113 | 10 | 810 | 980 |
| TOTAL Out | 356 | 522 | 617 | 313 | 960 | | |
| Check-Counts | 356 | 522 | 617 | 313 | 960 | | |

Adjustment Calculation

| | |
|-------------------|-------|
| Balanced Ins | 180 |
| Balanced Outs | 0 |
| Adjustment factor | 1.033 |

| AM Peak Hour Adjusted Vol | To | | | | | TOTAL In | Check-Counts |
|---------------------------|--------------------|---------------|----------------|--------------------|------------------|----------|--------------|
| | Great Neck (North) | Rt 151 (West) | Rt 28 (SW Leg) | Great Neck (South) | Rt 28 (East Leg) | | |
| From | | | | | | | |
| Great Neck (North) | 0 | 97 | 232 | 142 | 89 | 561 | 520 |
| Rt 151 (West) | 40 | 0 | 51 | 58 | 451 | 600 | 523 |
| Rt 28 (SW Leg) | 180 | 43 | 0 | 6 | 342 | 571 | 566 |
| Great Neck (South) | 88 | 43 | 57 | 0 | 99 | 288 | 358 |
| Rt 28 (East Leg) | 59 | 355 | 296 | 116 | 10 | 837 | 980 |
| TOTAL | 367 | 539 | 637 | 324 | 991 | | |
| Check-Counts | 356 | 522 | 617 | 313 | 960 | | |

| PM Peak Hour From | Great Neck | | To | | Rt 28 East Leg | TOTAL In | Check-Counts |
|----------------------|------------|--------|----------------|------------------|----------------|----------|--------------|
| | North | Rt 151 | Rt 28 West Leg | Great Neck South | | | |
| Great Neck North | 0 | 66 | 295 | 145 | 96 | 603 | 603 |
| Rt 151 | 108 | 0 | 48 | 48 | 397 | 601 | 601 |
| Rt 28 West Leg | 255 | 56 | 0 | 63 | 324 | 698 | 698 |
| Great Neck South | 175 | 71 | 8 | 0 | 143 | 397 | 397 |
| Rt 28 East Leg | 100 | 506 | 384 | 111 | 11 | 1112 | 1112 |
| TOTAL Out | 638 | 700 | 735 | 367 | 972 | | |
| Check-Counts | 575 | 484 | 614 | 308 | 816 | | |

Adjustment Calculation

| | |
|---------------|-------|
| Balanced Ins | 0 |
| Balanced Outs | 614 |
| Adjustment | 0.901 |

| PM Peak Hour From | Great Neck | | To | | Rt 28 (East Leg) | TOTAL | Check-Counts |
|----------------------|------------|---------------|----------------|--------------------|------------------|-------|--------------|
| | (North) | Rt 151 (West) | Rt 28 (SW Leg) | Great Neck (South) | | | |
| Great Neck (North) | 0 | 60 | 266 | 130 | 87 | 543 | 603 |
| Rt 151 (West) | 97 | 0 | 43 | 43 | 357 | 542 | 601 |
| Rt 28 (SW Leg) | 230 | 50 | 0 | 57 | 292 | 629 | 698 |
| Great Neck (South) | 157 | 64 | 7 | 0 | 129 | 358 | 397 |
| Rt 28 (East Leg) | 90 | 456 | 346 | 100 | 10 | 1002 | 1112 |
| TOTAL | 574 | 630 | 662 | 331 | 876 | | |
| Check-Counts | 575 | 484 | 614 | 308 | 816 | | |

| SAT Peak Hour | To | | | | | | TOTAL In | Check-Counts |
|------------------|------------------|--------|----------------|------------------|----------------|--|----------|--------------|
| | Great Neck North | Rt 151 | Rt 28 West Leg | Great Neck South | Rt 28 East Leg | | | |
| From | | | | | | | | |
| Great Neck North | 0 | 49 | 217 | 106 | 71 | | 442 | 603 |
| Rt 151 | 102 | 0 | 45 | 45 | 375 | | 568 | 601 |
| Rt 28 West Leg | 242 | 53 | 0 | 60 | 308 | | 662 | 698 |
| Great Neck South | 169 | 69 | 8 | 0 | 139 | | 385 | 397 |
| Rt 28 East Leg | 90 | 453 | 343 | 100 | 10 | | 995 | 1112 |
| TOTAL Out | 603 | 624 | 613 | 311 | 902 | | | |
| Check-Counts | 575 | 484 | 614 | 308 | 816 | | | |

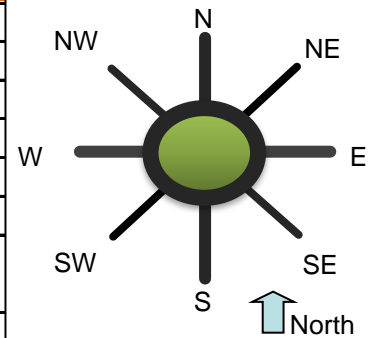
Adjustment Calculation

| | |
|---------------|-------|
| Balanced Ins | 359 |
| Balanced Outs | 255 |
| Adjustment | 0.959 |

| PM Peak Hour | To | | | | | | TOTAL | Check-Counts |
|--------------------|--------------------|---------------|----------------|--------------------|------------------|--|-------|--------------|
| | Great Neck (North) | Rt 151 (West) | Rt 28 (SW Leg) | Great Neck (South) | Rt 28 (East Leg) | | | |
| From | | | | | | | | |
| Great Neck (North) | 0 | 64 | 283 | 139 | 93 | | 578 | 603 |
| Rt 151 (West) | 104 | 0 | 46 | 46 | 380 | | 576 | 601 |
| Rt 28 (SW Leg) | 244 | 54 | 0 | 60 | 311 | | 669 | 698 |
| Great Neck (South) | 167 | 68 | 8 | 0 | 137 | | 380 | 397 |
| Rt 28 (East Leg) | 96 | 485 | 368 | 107 | 11 | | 1066 | 1112 |
| TOTAL | 611 | 671 | 705 | 352 | 932 | | | |
| Check-Counts | 575 | 484 | 614 | 308 | 816 | | | |

HCM 6th Edition Existing Conditions Traffic Operations Calculations

| General & Site Information | | v 4.1 |
|----------------------------|----------------------------|-------|
| Analyst: | RIN | |
| Agency/Co: | Kittelson & Associates Inc | |
| Date: | 1/17/2019 | |
| Project or PI#: | 19436.11 | |
| Year, Peak Hour: | Existing, AM Peak | |
| County/District: | Barstable | |
| Intersection Name: | Mashpee Rotary | |



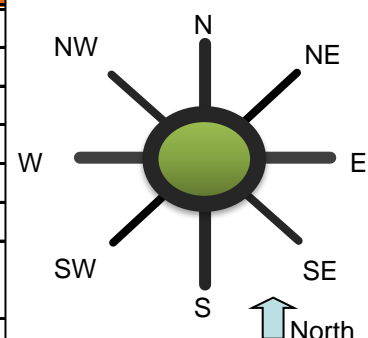
| Volumes | | Entry Legs (FROM) | | | | | | | |
|----------------|----------------|-------------------|--------|-------|--------|-------|--------|-------|--------|
| | | N (1) | NE (2) | E (3) | SE (4) | S (5) | SW (6) | W (7) | NW (8) |
| Exit Legs (TO) | N (1), vph | | | 89 | | 142 | 232 | 97 | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 59 | | 10 | | 116 | 296 | 355 | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 88 | | 99 | | | 57 | 43 | |
| | SW (6), vph | 180 | | 342 | | 6 | | 43 | |
| | W (7), vph | 40 | | 451 | | 58 | 51 | | |
| | NW (8), vph | | | | | | | | |
| Output | Total Vehicles | 367 | 0 | 991 | 0 | 322 | 636 | 538 | 0 |

| Volume Characteristics | N | NE | E | SE | S | SW | W | NW |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{HV} | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| Entry/Conflicting Flows | N | NE | E | SE | S | SW | W | NW |
|----------------------------|------|----|------|----|------|-----|-----|----|
| Flow to Leg # N (1), pcu/h | 0 | 0 | 95 | 0 | 152 | 248 | 104 | 0 |
| NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| E (3), pcu/h | 63 | 0 | 11 | 0 | 124 | 316 | 379 | 0 |
| SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| S (5), pcu/h | 94 | 0 | 106 | 0 | 0 | 61 | 46 | 0 |
| SW (6), pcu/h | 192 | 0 | 365 | 0 | 6 | 0 | 46 | 0 |
| W (7), pcu/h | 43 | 0 | 482 | 0 | 62 | 54 | 0 | 0 |
| NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry flow, pcu/h | 392 | 0 | 1059 | 0 | 344 | 680 | 575 | 0 |
| Conflicting flow, pcu/h | 1087 | 0 | 626 | 0 | 1175 | 802 | 838 | 0 |

| Results: Approach Measures of Effectiveness | | | | | | | | |
|--|-------------|-----------|-------------|-----------|-------------|-------------|-------------|----|
| HCM 6th Edition | N | NE | E | SE | S | SW | W | NW |
| Entry Capacity, vph | 449 | NA | 718 | NA | 410 | 600 | 579 | NA |
| Entry Flow Rates, vph | 386 | NA | 1043 | NA | 339 | 669 | 566 | NA |
| V/C ratio | 0.86 | | 1.45 | | 0.83 | 1.12 | 0.98 | |
| Control Delay, sec/pcu | 45 | | 229 | | 43 | 98 | 59 | |
| LOS | E | | F | | E | F | F | |
| 95th % Queue (ft) | 222 | | 1236 | | 195 | 528 | 351 | |
| Notes: v 4.0 | | | | | | | | |
| <u>Unit Legend:</u> vph = vehicles per hour PHF = peak hour factor F _{HV} = heavy vehicle factor pcu = passenger car unit | | | | | | | | |
| Bypass Lane Merge Point Analysis (if applicable) | | | | | | | | |
| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 | | |
| Select Entry Leg from Bypass (FROM) | | | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | | | |
| <i>Volumes</i> | | | | | | | | |
| Right Turn Volume removed from Entry Leg | | | | | | | | |
| <i>Volume Characteristics (for entry leg)</i> | | | | | | | | |
| PHF | | | | | | | | |
| F _{HV} | | | | | | | | |
| F _{ped} | | | | | | | | |
| NOTE: Volume Characteristics for Exit Leg are already taken into account | | | | | | | | |
| <i>Entry/Conflicting Flows</i> | | | | | | | | |
| Entry Flow, pcu/hr | | | | | | | | |
| Conflicting Flow, pcu/hr | | | | | | | | |
| Bypass Lane Results (HCM 6th Edition) | | | | | | | | |
| Entry Capacity of Bypass, vph | | | | | | | | |
| Flow Rates of Exiting Traffic, vph | | | | | | | | |
| V/C ratio | | | | | | | | |
| Control Delay, s/veh | | | | | | | | |
| LOS | | | | | | | | |
| 95th % Queue (ft) | | | | | | | | |
| <i>Approach w/Bypass Delay, s/veh</i> | | | | | | | | |
| <i>Approach w/Bypass LOS</i> | | | | | | | | |

| General & Site Information | | v 4.1 |
|----------------------------|----------------------------|-------|
| Analyst: | RIN | |
| Agency/Co: | Kittelson & Associates Inc | |
| Date: | 1/17/2019 | |
| Project or PI#: | 19436.11 | |
| Year, Peak Hour: | Existing, PM Peak | |
| County/District: | Barstable | |
| Intersection Name: | Mashpee Rotary | |



| Volumes | | Entry Legs (FROM) | | | | | | | |
|----------------|----------------|-------------------|--------|-------|--------|-------|--------|-------|--------|
| | | N (1) | NE (2) | E (3) | SE (4) | S (5) | SW (6) | W (7) | NW (8) |
| Exit Legs (TO) | N (1), vph | | | 87 | | 130 | 266 | 60 | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 90 | | 10 | | 100 | 346 | 456 | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 157 | | 129 | | | 7 | 64 | |
| | SW (6), vph | 230 | | 292 | | 57 | | 50 | |
| | W (7), vph | 97 | | 357 | | 43 | 43 | | |
| | NW (8), vph | | | | | | | | |
| Output | Total Vehicles | 574 | 0 | 875 | 0 | 330 | 662 | 630 | 0 |

| Volume Characteristics | N | NE | E | SE | S | SW | W | NW |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{HV} | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| Entry/Conflicting Flows | N | NE | E | SE | S | SW | W | NW |
|----------------------------|-----|----|-----|----|------|------|------|----|
| Flow to Leg # N (1), pcu/h | 0 | 0 | 93 | 0 | 139 | 284 | 64 | 0 |
| NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| E (3), pcu/h | 96 | 0 | 11 | 0 | 107 | 370 | 487 | 0 |
| SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| S (5), pcu/h | 168 | 0 | 138 | 0 | 0 | 7 | 68 | 0 |
| SW (6), pcu/h | 246 | 0 | 312 | 0 | 61 | 0 | 53 | 0 |
| W (7), pcu/h | 104 | 0 | 381 | 0 | 46 | 46 | 0 | 0 |
| NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry flow, pcu/h | 613 | 0 | 935 | 0 | 353 | 707 | 673 | 0 |
| Conflicting flow, pcu/h | 995 | 0 | 640 | 0 | 1358 | 1032 | 1031 | 0 |

| Results: Approach Measures of Effectiveness | | | | | | | | |
|--|-------------|----|-------------|----|-------------|-------------|-------------|----|
| HCM 6th Edition | N | NE | E | SE | S | SW | W | NW |
| Entry Capacity, vph | 493 | NA | 708 | NA | 340 | 474 | 475 | NA |
| Entry Flow Rates, vph | 604 | NA | 921 | NA | 347 | 697 | 663 | NA |
| V/C ratio | 1.23 | | 1.30 | | 1.02 | 1.47 | 1.40 | |
| Control Delay, sec/pcu | 144 | | 165 | | 90 | 245 | 214 | |
| LOS | F | | F | | F | F | F | |
| 95th % Queue (ft) | 597 | | 919 | | 301 | 894 | 798 | |

Notes:

v 4.0

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

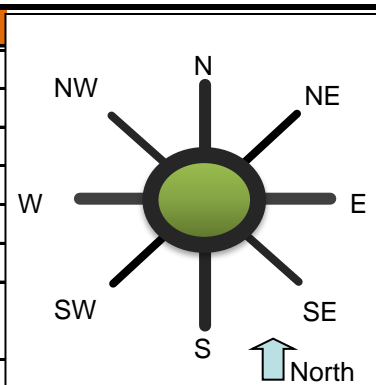
pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| <i>Volumes</i> | | | | | | |
| Right Turn Volume removed from Entry Leg | | | | | | |
| <i>Volume Characteristics (for entry leg)</i> | | | | | | |
| PHF | | | | | | |
| F _{HV} | | | | | | |
| F _{ped} | | | | | | |
| NOTE: Volume Characteristics for Exit Leg are already taken into account | | | | | | |
| <i>Entry/Conflicting Flows</i> | | | | | | |
| Entry Flow, pcu/hr | | | | | | |
| Conflicting Flow, pcu/hr | | | | | | |
| Bypass Lane Results (HCM 6th Edition) | | | | | | |
| Entry Capacity of Bypass, vph | | | | | | |
| Flow Rates of Exiting Traffic, vph | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, s/veh | | | | | | |
| LOS | | | | | | |
| 95th % Queue (ft) | | | | | | |
| <i>Approach w/Bypass Delay, s/veh</i> | | | | | | |
| <i>Approach w/Bypass LOS</i> | | | | | | |

General & Site Information v 4.1

| | |
|--------------------|----------------------------|
| Analyst: | RIN |
| Agency/Co: | Kittelson & Associates Inc |
| Date: | 3/13/2019 |
| Project or PI#: | 19436.11 |
| Year, Peak Hour: | Existing, SAT Peak |
| County/District: | Barstable |
| Intersection Name: | Mashpee Rotary |



Volumes Entry Legs (FROM)

| | | N (1) | NE (2) | E (3) | SE (4) | S (5) | SW (6) | W (7) | NW (8) |
|-----------------------|----------------|-------|--------|-------|--------|-------|--------|-------|--------|
| Exit Legs (TO) | N (1), vph | | | 93 | | 139 | 283 | 64 | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 96 | | 11 | | 107 | 368 | 485 | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 167 | | 137 | | | 8 | 68 | |
| | SW (6), vph | 244 | | 311 | | 60 | | 54 | |
| | W (7), vph | 104 | | 380 | | 46 | 46 | | |
| | NW (8), vph | | | | | | | | |
| Output | Total Vehicles | 611 | 0 | 932 | 0 | 352 | 705 | 671 | 0 |

Volume Characteristics

| | N | NE | E | SE | S | SW | W | NW |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{HV} | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

Entry/Conflicting Flows

| | N | NE | E | SE | S | SW | W | NW |
|-------------------------|------|----|-----|----|------|------|------|----|
| Flow to Leg # | | | | | | | | |
| N (1), pcu/h | 0 | 0 | 99 | 0 | 149 | 302 | 68 | 0 |
| NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| E (3), pcu/h | 103 | 0 | 12 | 0 | 114 | 393 | 518 | 0 |
| SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| S (5), pcu/h | 178 | 0 | 146 | 0 | 0 | 9 | 73 | 0 |
| SW (6), pcu/h | 261 | 0 | 332 | 0 | 64 | 0 | 58 | 0 |
| W (7), pcu/h | 111 | 0 | 406 | 0 | 49 | 49 | 0 | 0 |
| NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry flow, pcu/h | 653 | 0 | 996 | 0 | 376 | 753 | 717 | 0 |
| Conflicting flow, pcu/h | 1059 | 0 | 682 | 0 | 1446 | 1098 | 1096 | 0 |

| Results: Approach Measures of Effectiveness | | | | | | | | |
|--|-------------|----|-------------|----|-------------|-------------|-------------|----|
| HCM 6th Edition | N | NE | E | SE | S | SW | W | NW |
| Entry Capacity, vph | 462 | NA | 678 | NA | 311 | 443 | 444 | NA |
| Entry Flow Rates, vph | 643 | NA | 981 | NA | 371 | 742 | 706 | NA |
| V/C ratio | 1.39 | | 1.45 | | 1.19 | 1.67 | 1.59 | |
| Control Delay, sec/pcu | 214 | | 227 | | 149 | 335 | 299 | |
| LOS | F | | F | | F | F | F | |
| 95th % Queue (ft) | 776 | | 1164 | | 408 | 1109 | 1001 | |

Notes: v 4.0

Unit Legend:
 vph = vehicles per hour
 PHF = peak hour factor
 F_{HV} = heavy vehicle factor
 pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| <i>Volumes</i> | | | | | | |
| Right Turn Volume removed from Entry Leg | | | | | | |
| <i>Volume Characteristics (for entry leg)</i> | | | | | | |
| PHF | | | | | | |
| F _{HV} | | | | | | |
| F _{ped} | | | | | | |
| NOTE: Volume Characteristics for Exit Leg are already taken into account | | | | | | |
| <i>Entry/Conflicting Flows</i> | | | | | | |
| Entry Flow, pcu/hr | | | | | | |
| Conflicting Flow, pcu/hr | | | | | | |
| Bypass Lane Results (HCM 6th Edition) | | | | | | |
| Entry Capacity of Bypass, vph | | | | | | |
| Flow Rates of Exiting Traffic, vph | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, s/veh | | | | | | |
| LOS | | | | | | |
| 95th % Queue (ft) | | | | | | |
| <i>Approach w/Bypass Delay, s/veh</i> | | | | | | |
| <i>Approach w/Bypass LOS</i> | | | | | | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | ↕↕ | | ↖ | ↗ | | ↖ | ↕↕ | | ↖ | ↕↕ | |
| Traffic Volume (vph) | 18 | 118 | 95 | 31 | 108 | 80 | 136 | 690 | 14 | 216 | 764 | 12 |
| Future Volume (vph) | 18 | 118 | 95 | 31 | 108 | 80 | 136 | 690 | 14 | 216 | 764 | 12 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 100 | | 0 | 200 | | 0 | 150 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.938 | | | 0.936 | | | 0.997 | | | | 0.998 |
| Flt Protected | | 0.996 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 3257 | 0 | 1752 | 1753 | 0 | 1770 | 3496 | 0 | 1805 | 3568 | 0 |
| Flt Permitted | | 0.902 | | 0.257 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 2950 | 0 | 474 | 1753 | 0 | 1770 | 3496 | 0 | 1805 | 3568 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 111 | | | 27 | | | 2 | | | | 1 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 289 | | | 484 | | | 813 | | | | 464 |
| Travel Time (s) | | 6.6 | | | 11.0 | | | 18.5 | | | | 10.5 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles (%) | 6% | 2% | 5% | 3% | 1% | 2% | 2% | 3% | 0% | 0% | 1% | 0% |
| Adj. Flow (vph) | 23 | 148 | 119 | 39 | 135 | 100 | 149 | 758 | 15 | 248 | 878 | 14 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 290 | 0 | 39 | 235 | 0 | 149 | 773 | 0 | 248 | 892 | 0 |
| Turn Type | Perm | NA | | pm+pt | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | | | | | | |
| Detector Phase | 4 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | 6.0 | 20.0 | | 6.0 | 20.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 11.5 | 21.0 | | 12.0 | 26.5 | | 12.0 | 26.5 | |
| Total Split (s) | 21.0 | 21.0 | | 13.0 | 34.0 | | 18.0 | 48.0 | | 18.0 | 48.0 | |
| Total Split (%) | 16.3% | 16.3% | | 10.1% | 26.4% | | 14.0% | 37.2% | | 14.0% | 37.2% | |
| Maximum Green (s) | 15.5 | 15.5 | | 7.5 | 28.5 | | 13.0 | 41.5 | | 13.0 | 41.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 4.5 | | 3.5 | 4.5 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.5 | 2.0 | | 1.5 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.5 | | 5.5 | 5.5 | | 5.0 | 6.5 | | 5.0 | 6.5 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effct Green (s) | | 13.8 | | 24.2 | 24.2 | | 17.1 | 55.6 | | 32.1 | 70.7 | |
| Actuated g/C Ratio | | 0.11 | | 0.19 | 0.19 | | 0.13 | 0.43 | | 0.25 | 0.55 | |
| v/c Ratio | | 0.70 | | 0.24 | 0.67 | | 0.64 | 0.51 | | 0.55 | 0.46 | |
| Control Delay | | 43.6 | | 44.6 | 51.8 | | 64.9 | 28.4 | | 49.0 | 20.0 | |
| Queue Delay | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020

| | |
|-------------------------|------|
| Lane Group | Ø9 |
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Ideal Flow (vphpl) | |
| Storage Length (ft) | |
| Storage Lanes | |
| Taper Length (ft) | |
| Lane Util. Factor | |
| Frt | |
| Flt Protected | |
| Satd. Flow (prot) | |
| Flt Permitted | |
| Satd. Flow (perm) | |
| Right Turn on Red | |
| Satd. Flow (RTOR) | |
| Link Speed (mph) | |
| Link Distance (ft) | |
| Travel Time (s) | |
| Peak Hour Factor | |
| Heavy Vehicles (%) | |
| Adj. Flow (vph) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 5.0 |
| Minimum Split (s) | 29.0 |
| Total Split (s) | 29.0 |
| Total Split (%) | 22% |
| Maximum Green (s) | 25.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 0.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | 7.0 |
| Flash Dont Walk (s) | 18.0 |
| Pedestrian Calls (#/hr) | 0 |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020

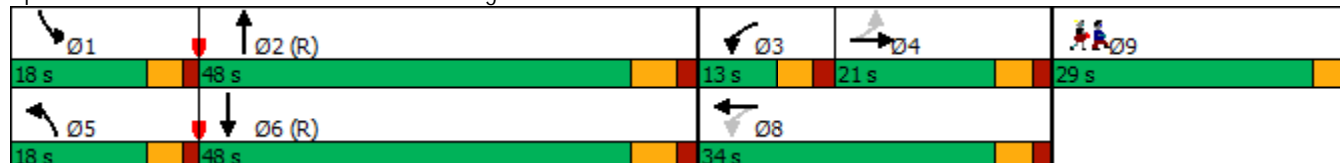


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Total Delay | | 43.6 | | 44.6 | 51.8 | | 64.9 | 28.4 | | 49.0 | 20.0 | |
| LOS | | D | | D | D | | E | C | | D | B | |
| Approach Delay | | 43.6 | | | 50.8 | | | 34.3 | | | 26.3 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | | 76 | | 27 | 160 | | 119 | 241 | | 188 | 238 | |
| Queue Length 95th (ft) | | 103 | | 51 | 209 | | 186 | 310 | | 268 | 312 | |
| Internal Link Dist (ft) | | 209 | | | 404 | | | 733 | | | 384 | |
| Turn Bay Length (ft) | | | | 100 | | | 200 | | | 150 | | |
| Base Capacity (vph) | | 452 | | 165 | 411 | | 238 | 1508 | | 449 | 1955 | |
| Starvation Cap Reductn | | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.64 | | 0.24 | 0.57 | | 0.63 | 0.51 | | 0.55 | 0.46 | |

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 33.6
 Intersection LOS: C
 Intersection Capacity Utilization 67.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Route 28 & Jobs Fishing Rd/Donnas Lane



| | |
|-------------------------|----|
| Lane Group | Ø9 |
| Total Delay | |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |
| Intersection Summary | |

HCM 2010 TWSC
 19: Great Neck Rd S & Donnas Lane/Windchime

03/13/2020

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 23.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 94 | 13 | 157 | 1 | 14 | 7 | 122 | 402 | 3 | 8 | 280 | 45 |
| Future Vol, veh/h | 94 | 13 | 157 | 1 | 14 | 7 | 122 | 402 | 3 | 8 | 280 | 45 |
| 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 | 87 | 87 | 87 | 80 | 80 | 80 | 92 | 92 | 92 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 5 | 0 | 12 | 1 | 0 |
| Mvmt Flow | 108 | 15 | 180 | 1 | 18 | 9 | 133 | 437 | 3 | 9 | 308 | 49 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|-----|--------|---|---|-------|---|---|
| Conflicting Flow All | 1069 | 1057 | 333 | 1153 | 1080 | 439 | 357 | 0 | 0 | 440 | 0 | 0 |
| Stage 1 | 351 | 351 | - | 705 | 705 | - | - | - | - | - | - | - |
| Stage 2 | 718 | 706 | - | 448 | 375 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.5 | 6.22 | 7.1 | 6.5 | 6.2 | 4.12 | - | - | 4.22 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4 | 3.318 | 3.5 | 4 | 3.3 | 2.218 | - | - | 2.308 | - | - |
| Pot Cap-1 Maneuver | 199 | 227 | 709 | 176 | 220 | 622 | 1202 | - | - | 1069 | - | - |
| Stage 1 | 666 | 636 | - | 430 | 442 | - | - | - | - | - | - | - |
| Stage 2 | 420 | 442 | - | 594 | 621 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 161 | 192 | 709 | 109 | 186 | 622 | 1202 | - | - | 1069 | - | - |
| Mov Cap-2 Maneuver | 161 | 192 | - | 109 | 186 | - | - | - | - | - | - | - |
| Stage 1 | 568 | 629 | - | 367 | 377 | - | - | - | - | - | - | - |
| Stage 2 | 337 | 377 | - | 428 | 614 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 91.4 | | 22.8 | | 1.9 | | 0.2 | |
| HCM LOS | F | | C | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1202 | - | - | 302 | 230 | 1069 | - | - |
| HCM Lane V/C Ratio | 0.11 | - | - | 1.005 | 0.12 | 0.008 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | - | 91.4 | 22.8 | 8.4 | 0 | - |
| HCM Lane LOS | A | A | - | F | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 10.8 | 0.4 | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 27 | 0 | 64 | 23 | 65 | 12 | 50 | 444 | 0 | 0 | 402 | 18 |
| Future Vol, veh/h | 27 | 0 | 64 | 23 | 65 | 12 | 50 | 444 | 0 | 0 | 402 | 18 |
| 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 | 92 | 92 | 92 | 80 | 80 | 80 | 89 | 89 | 89 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 29 | 0 | 70 | 29 | 81 | 15 | 56 | 499 | 0 | 0 | 462 | 21 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|------|--------|-----|--------|---|---|---|---|---|
| Conflicting Flow All | 1132 | 1084 | 473 | 1119 | 1094 | 499 | 483 | 0 | - | - | - | 0 |
| Stage 1 | 473 | 473 | - | 611 | 611 | - | - | - | - | - | - | - |
| Stage 2 | 659 | 611 | - | 508 | 483 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.12 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.218 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 182 | 219 | 595 | 186 | 216 | 576 | 1080 | - | 0 | 0 | - | - |
| Stage 1 | 576 | 562 | - | 484 | 487 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 456 | 487 | - | 551 | 556 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 115 | 203 | 595 | 155 | 200 | 576 | 1080 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 115 | 203 | - | 155 | 200 | - | - | - | - | - | - | - |
| Stage 1 | 535 | 562 | - | 449 | 452 | - | - | - | - | - | - | - |
| Stage 2 | 338 | 452 | - | 487 | 556 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | | | | |
|----------------------|------|--|----|--|-----|--|----|--|--|--|--|
| HCM Control Delay, s | 26.3 | | 48 | | 0.9 | | 0 | | | | |
| HCM LOS | D | | E | | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1080 | - | 266 | 202 | - | - |
| HCM Lane V/C Ratio | 0.052 | - | 0.372 | 0.619 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 26.3 | 48 | - | - |
| HCM Lane LOS | A | A | D | E | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 1.6 | 3.6 | - | - |

HCM 2010 TWSC
 26: Route 28 & Meetinghouse Way

03/13/2020

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↖ | ↖ | | ↗ | ↗ |
| Traffic Vol, veh/h | 24 | 896 | 964 | 4 | 2 | 21 |
| Future Vol, veh/h | 24 | 896 | 964 | 4 | 2 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 94 | 94 | 80 | 80 |
| Heavy Vehicles, % | 0 | 1 | 2 | 0 | 0 | 5 |
| Mvmt Flow | 26 | 974 | 1026 | 4 | 3 | 26 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 1030 | 0 | - | 0 | 2054 1028 |
| Stage 1 | - | - | - | - | 1028 - |
| Stage 2 | - | - | - | - | 1026 - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 3.345 |
| Pot Cap-1 Maneuver | 682 | - | - | - | 62 280 |
| Stage 1 | - | - | - | - | 348 - |
| Stage 2 | - | - | - | - | 349 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 682 | - | - | - | 57 280 |
| Mov Cap-2 Maneuver | - | - | - | - | 57 - |
| Stage 1 | - | - | - | - | 319 - |
| Stage 2 | - | - | - | - | 349 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.3 | 0 | 25 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 682 | - | - | - | 209 |
| HCM Lane V/C Ratio | 0.038 | - | - | - | 0.138 |
| HCM Control Delay (s) | 10.5 | 0 | - | - | 25 |
| HCM Lane LOS | B | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.5 |

Mashpee Rotary Traffic Analysis

Proposed
Conditions

Summary

November 20, 2019



Calculated Turning Movement Volumes

Existing Weekday AM Peak Hour Volume Matrix

| To | From | | | | |
|----------------|----------------|-----------|----------------|------------|------------|
| | (N) Great Neck | (E) Rt 28 | (S) Great Neck | (SW) Rt 28 | (W) Rt 151 |
| (N) Great Neck | 0 | 95 | 125 | 49 | 40 |
| (E) Rt 28 | 246 | 9 | 152 | 44 | 40 |
| (S) Great Neck | 121 | 85 | 0 | 203 | 91 |
| (SW) Rt 28 | 80 | 427 | 7 | 0 | 334 |
| (W) Rt 151 | 55 | 332 | 62 | 252 | 0 |

Existing Weekday PM Peak Hour Volume Matrix

| To | From | | | | |
|----------------|----------------|-----------|----------------|------------|------------|
| | (N) Great Neck | (E) Rt 28 | (S) Great Neck | (SW) Rt 28 | (W) Rt 151 |
| (N) Great Neck | 0 | 90 | 157 | 230 | 97 |
| (E) Rt 28 | 87 | 10 | 129 | 292 | 357 |
| (S) Great Neck | 130 | 100 | 0 | 57 | 43 |
| (SW) Rt 28 | 266 | 346 | 7 | 0 | 43 |
| (W) Rt 151 | 60 | 456 | 64 | 50 | 0 |

Existing Saturday Peak Hour Volume Matrix

| To | From | | | | |
|----------------|----------------|-----------|----------------|------------|------------|
| | (N) Great Neck | (E) Rt 28 | (S) Great Neck | (SW) Rt 28 | (W) Rt 151 |
| (N) Great Neck | 0 | 93 | 175 | 250 | 106 |
| (E) Rt 28 | 73 | 10 | 143 | 318 | 388 |
| (S) Great Neck | 110 | 103 | 0 | 62 | 47 |
| (SW) Rt 28 | 224 | 355 | 8 | 0 | 47 |
| (W) Rt 151 | 50 | 468 | 72 | 55 | 0 |



Image courtesy of Google Earth.

Turning movement counts are not available at the Mashpee Rotary.

Kittelson & Associates, Inc (Kittelson) estimated the existing weekday turning movement volumes for the rotary based on the following data received from the Cape Cod Commission:

- Automated traffic recorder (ATR) directional counts
- Adjacent intersection turning movement counts (TMC)
- Origin and destination (OD) study

Calculated Future Turning Movement Volumes

Future AM Peak Hour Volume Matrix

| To | From | | | | |
|----------------|----------------|-----------|----------------|------------|------------|
| | (N) Great Neck | (E) Rt 28 | (S) Great Neck | (SW) Rt 28 | (W) Rt 151 |
| (N) Great Neck | 0 | 102 | 134 | 53 | 43 |
| (E) Rt 28 | 264 | 10 | 163 | 47 | 43 |
| (S) Great Neck | 130 | 91 | 0 | 218 | 98 |
| (SW) Rt 28 | 86 | 459 | 8 | 0 | 359 |
| (W) Rt 151 | 59 | 357 | 67 | 271 | 0 |

Future Weekday PM Peak Hour Volume Matrix

| To | From | | | | |
|----------------|----------------|-----------|----------------|------------|------------|
| | (N) Great Neck | (E) Rt 28 | (S) Great Neck | (SW) Rt 28 | (W) Rt 151 |
| (N) Great Neck | 0 | 97 | 169 | 247 | 104 |
| (E) Rt 28 | 94 | 11 | 139 | 314 | 384 |
| (S) Great Neck | 140 | 108 | 0 | 61 | 46 |
| (SW) Rt 28 | 286 | 372 | 8 | 0 | 46 |
| (W) Rt 151 | 65 | 490 | 69 | 54 | 0 |

Future Saturday Peak Hour Volume Matrix

| To | From | | | | |
|----------------|----------------|-----------|----------------|------------|------------|
| | (N) Great Neck | (E) Rt 28 | (S) Great Neck | (SW) Rt 28 | (W) Rt 151 |
| (N) Great Neck | 0 | 100 | 188 | 269 | 114 |
| (E) Rt 28 | 78 | 11 | 154 | 342 | 417 |
| (S) Great Neck | 118 | 111 | 0 | 67 | 51 |
| (SW) Rt 28 | 241 | 382 | 9 | 0 | 51 |
| (W) Rt 151 | 54 | 503 | 77 | 59 | 0 |



Image courtesy of Google Earth.

A future, 10-year horizon was analyzed by increasing the entry volumes into the intersection by 7.5% or 0.75% per year.

Calculated Turning Movement Volumes

Off-Season Future Weekday AM Peak Hour Volume Matrix

| To | From | | | | |
|----------------|----------------|-----------|----------------|------------|------------|
| | (N) Great Neck | (E) Rt 28 | (S) Great Neck | (SW) Rt 28 | (W) Rt 151 |
| (N) Great Neck | 0 | 78 | 102 | 40 | 33 |
| (E) Rt 28 | 201 | 7 | 124 | 36 | 33 |
| (S) Great Neck | 99 | 69 | 0 | 166 | 74 |
| (SW) Rt 28 | 65 | 349 | 6 | 0 | 273 |
| (W) Rt 151 | 45 | 271 | 51 | 206 | 0 |

Off-Season Sensitivity Weekday PM Peak Hour Volume Matrix

| To | From | | | | |
|----------------|----------------|-----------|----------------|------------|------------|
| | (N) Great Neck | (E) Rt 28 | (S) Great Neck | (SW) Rt 28 | (W) Rt 151 |
| (N) Great Neck | 0 | 74 | 128 | 188 | 79 |
| (E) Rt 28 | 71 | 8 | 106 | 238 | 291 |
| (S) Great Neck | 106 | 82 | 0 | 47 | 35 |
| (SW) Rt 28 | 217 | 283 | 6 | 0 | 35 |
| (W) Rt 151 | 49 | 373 | 52 | 41 | 0 |

Off-Season Sensitivity Saturday Peak Hour Volume Matrix

| To | From | | | | |
|----------------|----------------|-----------|----------------|------------|------------|
| | (N) Great Neck | (E) Rt 28 | (S) Great Neck | (SW) Rt 28 | (W) Rt 151 |
| (N) Great Neck | 0 | 76 | 143 | 204 | 87 |
| (E) Rt 28 | 60 | 8 | 109 | 260 | 317 |
| (S) Great Neck | 90 | 84 | 0 | 51 | 38 |
| (SW) Rt 28 | 170 | 290 | 7 | 0 | 38 |
| (W) Rt 151 | 38 | 382 | 59 | 45 | 0 |



Image courtesy of Google Earth.

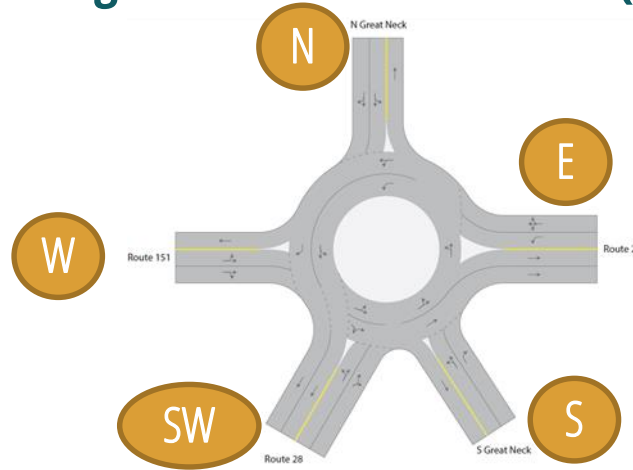
Off-season volumes were analyzed by decreasing the future peak season volumes by 24%, as directed by the Cape Cod Commission.

Proposed Roundabout Configurations AM Peak Hour (9-10 a.m.) Peak Season Operations

Alternative 1 Lane Configuration

Alternative 1 roundabout lane configuration allows two lanes to travel between the Route 28 and Route 151 intersection legs.

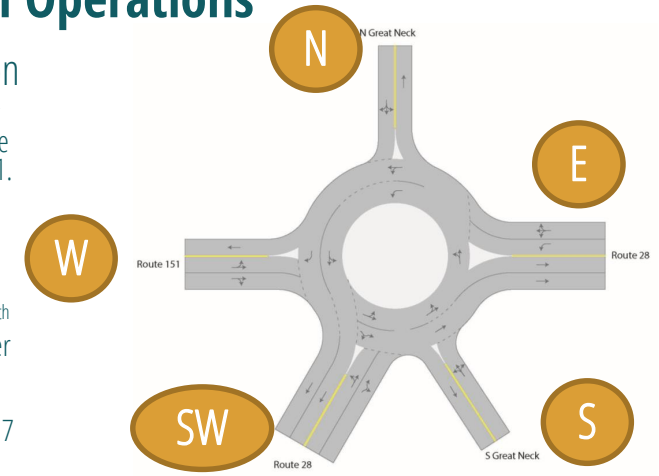
Increased future peak season traffic volumes are estimated to create over-saturated operating conditions along the northern leg, N Great Neck Road, which leads to long delays for drivers making a left turn maneuver from this leg. However, the overall average intersection control delay is estimated at 29.4 seconds during the AM Peak Hour with average queue lengths not exceeding 300 feet on any of the approaches.



Alternative 2 Lane Configuration

Alternative 2 includes just one entry lane for each Great Neck Road leg but maintains the number of lanes for Route 28 and Route 151.

Traffic delay and queue lengths increase on the N Great Neck Road leg compared with Alternative 1 due to the reduction of entry capacity. The operational estimates for this leg go beyond the capabilities of the HCM 6th Edition empirical method. However, all other intersection legs are estimated to operate below capacity. The overall average intersection control delay is estimated at 45.7 seconds during the AM Peak Hour.



| Rotary Leg | N | | E | | S | | SW | | W | |
|----------------------------|-----------|------------|-----------|----------|-----------|------------|-----------|------------|-----------|------------|
| | Left-Thru | Right-Thru | Left only | Lf-Th-Rt | Left-Thru | Right Only | Left-Thru | Right-Thru | Left-Thru | Right-Thru |
| Entry Flow Rates, vph | 415 | 153 | 559 | 514 | 220 | 172 | 341 | 280 | 91 | 481 |
| V/C ratio | 1.08 | 0.34 | 0.70 | 0.64 | 0.34 | 0.24 | 0.50 | 0.37 | 0.19 | 0.89 |
| Control Delay, sec/pcu | 102.0 | 14.0 | 17.7 | 15.4 | 10.1 | 7.8 | 12.9 | 9.4 | 10.3 | 43.7 |
| Average Queue (ft) | 294 | 15 | 69 | 55 | 15 | 9 | 31 | 18 | 6 | 146 |
| 95th Percentile Queue (ft) | 369 | 38 | 148 | 121 | 38 | 24 | 71 | 44 | 18 | 260 |

| Rotary Leg | N | E | | S | SW | | W | |
|----------------------------|----------|-----------|----------|----------|-----------|------------|-----------|------------|
| | Lf-Th-Rt | Left only | Lf-Th-Rt | Lf-Th-Rt | Left-Thru | Right-Thru | Left-Thru | Right-Thru |
| Entry Flow Rates, vph | 568 | 559 | 514 | 391 | 341 | 280 | 91 | 481 |
| V/C ratio | 1.28 | 0.70 | 0.64 | 0.54 | 0.50 | 0.37 | 0.19 | 0.89 |
| Control Delay, sec/pcu | 167.9 | 17.7 | 15.4 | 13.5 | 12.9 | 9.4 | 10.3 | 43.7 |
| Average Queue (ft) | 662 | 69 | 55 | 37 | 31 | 18 | 6 | 146 |
| 95th Percentile Queue (ft) | 614 | 148 | 121 | 84 | 71 | 44 | 18 | 260 |

Unit Legend:

vph = vehicles per hour

sec/pcu = seconds per passenger car unit

Assumes a 0.95 Peak Hour Factor and a 1.5 percent heavy vehicles

Proposed Roundabout Configurations AM Peak Hour (9-10 a.m.) Off-Season Operations

Alternative 2 Lane Configuration

Alternative 2 is estimated to operate acceptably during the off-season with volume to capacity ratios below 0.74. The intersection is estimated to operate with an average control delay of 12.3 seconds during the AM peak hour. Average queue lengths are not expected to exceed 75 feet on any of the approaches.

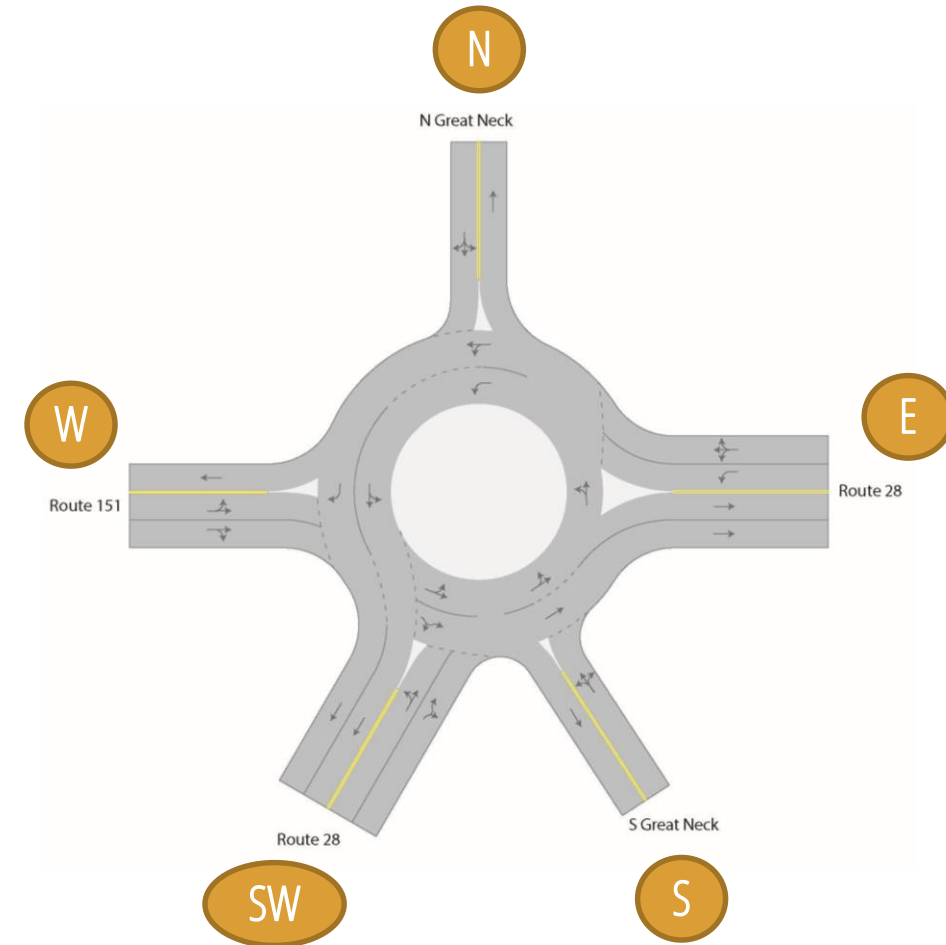
| Rotary Leg | N | | E | | S | | SW | | W | |
|----------------------------|----------|-----------|----------|----------|-----------|------------|-----------|------------|---|--|
| | Lf-Th-Rt | Left only | Lf-Th-Rt | Lf-Th-Rt | Left-Thru | Right-Thru | Left-Thru | Right-Thru | | |
| Entry Flow Rates, vph | 432 | 425 | 390 | 297 | 259 | 212 | 69 | 366 | | |
| V/C ratio | 0.74 | 0.46 | 0.43 | 0.35 | 0.32 | 0.24 | 0.11 | 0.54 | | |
| Control Delay, sec/pcu | 25.1 | 9.6 | 9.0 | 8.3 | 8.2 | 6.6 | 7.2 | 14.0 | | |
| Average Queue (ft) | 75 | 28 | 24 | 17 | 15 | 10 | 3 | 36 | | |
| 95th Percentile Queue (ft) | 161 | 63 | 55 | 40 | 36 | 24 | 10 | 82 | | |

Unit Legend:

vph = vehicles per hour

sec/pcu = seconds per passenger car unit

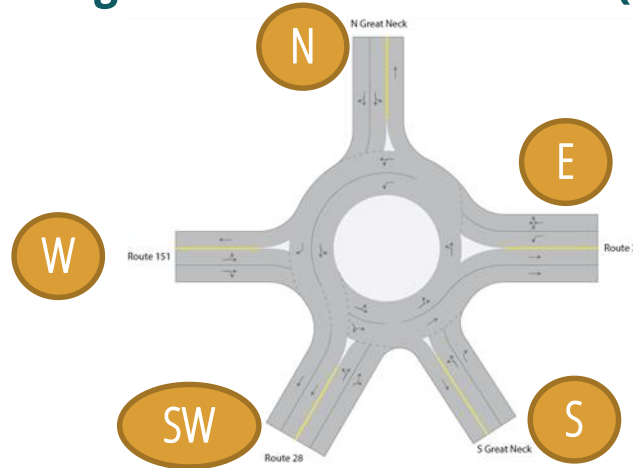
Assumes a 0.95 Peak Hour Factor and a 1.5 percent heavy vehicles



Proposed Roundabout Configurations PM Peak Hour (4-5 p.m.) Peak Season Operations

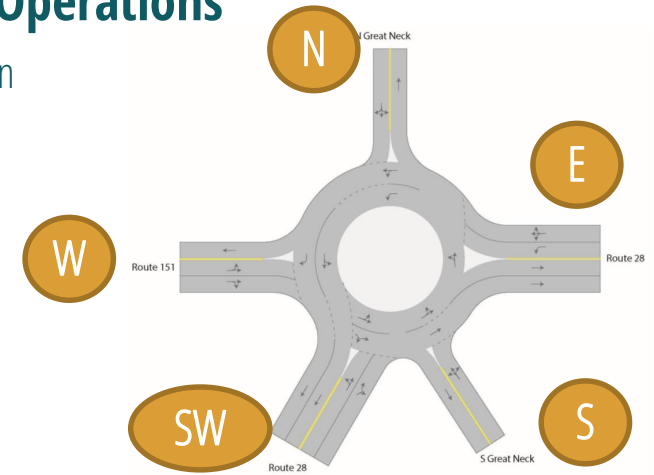
Alternative 1 Lane Configuration

Alternative 1 roundabout lane configuration is estimated to handle the PM Peak Hour future traffic growth scenario well, with all approaches operating at less than capacity and average queues not exceeding 120 feet. The overall average intersection control delay is estimated at 21.4 seconds during the future PM Peak Hour.



Alternative 2 Lane Configuration

Alternative 2 lane configuration is estimated to create over-saturated operating conditions along the northern leg, N Great Neck Road, which leads to long delays for drivers from this leg. The overall average intersection control delay is estimated at 43.9 seconds during the PM Peak Hour with the longest queue length approaching 580 feet.



| Rotary Leg | N | | E | | S | | SW | | W | |
|----------------------------|-----------|------------|-----------|----------|-----------|------------|-----------|------------|-----------|------------|
| | Left-Thru | Right-Thru | Left only | Lf-Th-Rt | Left-Thru | Right Only | Left-Thru | Right-Thru | Left-Thru | Right-Thru |
| Entry Flow Rates, vph | 289 | 326 | 516 | 618 | 258 | 146 | 334 | 378 | 286 | 325 |
| V/C ratio | 0.65 | 0.64 | 0.69 | 0.83 | 0.64 | 0.31 | 0.60 | 0.60 | 0.58 | 0.58 |
| Control Delay, sec/pcu | 24.9 | 21.9 | 18.5 | 28.1 | 26.3 | 12.7 | 18.7 | 17.1 | 20.1 | 18.1 |
| Average Queue (ft) | 50 | 50 | 66 | 120 | 47 | 13 | 43 | 45 | 40 | 41 |
| 95th Percentile Queue (ft) | 113 | 113 | 144 | 235 | 108 | 33 | 100 | 103 | 94 | 95 |

Unit Legend:

vph = vehicles per hour

sec/pcu = seconds per passenger car unit

Assumes a 0.95 Peak Hour Factor and a 1.5 percent heavy vehicles

| Rotary Leg | N | E | | S | SW | | W | |
|----------------------------|----------|-----------|----------|----------|-----------|------------|-----------|------------|
| | Lf-Th-Rt | Left only | Lf-Th-Rt | Lf-Th-Rt | Left-Thru | Right-Thru | Left-Thru | Right-Thru |
| Entry Flow Rates, vph | 615 | 516 | 618 | 404 | 334 | 378 | 286 | 325 |
| V/C ratio | 1.21 | 0.69 | 0.83 | 0.87 | 0.60 | 0.60 | 0.58 | 0.58 |
| Control Delay, sec/pcu | 135.4 | 18.5 | 28.1 | 44.3 | 18.7 | 17.1 | 20.1 | 18.1 |
| Average Queue (ft) | 578 | 66 | 120 | 124 | 43 | 45 | 40 | 41 |
| 95th Percentile Queue (ft) | 586 | 144 | 235 | 228 | 100 | 103 | 94 | 95 |

Proposed Roundabout Configurations PM Peak Hour (4-5 p.m.) Off-Season Operations

Alternative 2 Lane Configuration

Alternative 2 is estimated to operate acceptably during the off-season with volume to capacity ratios below 0.72. The intersection is estimated to operate with an average control delay of 12.9 seconds during the AM peak hour. Average queue lengths are not expected to exceed 75 feet on any of the approaches.

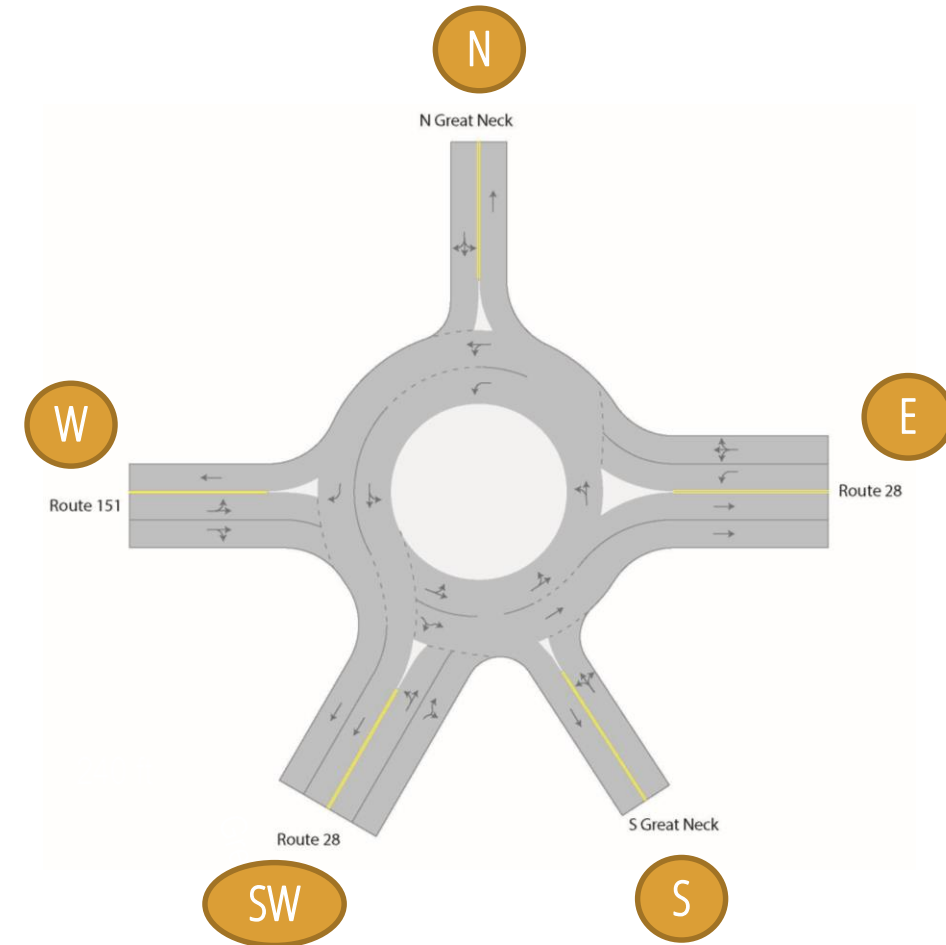
| Rotary Leg | N | | E | | S | | SW | | W | |
|----------------------------|----------|-----------|----------|----------|-----------|------------|-----------|------------|---|--|
| | Lf-Th-Rt | Left only | Lf-Th-Rt | Lf-Th-Rt | Left-Thru | Right-Thru | Left-Thru | Right-Thru | | |
| Entry Flow Rates, vph | 467 | 392 | 470 | 307 | 254 | 287 | 218 | 247 | | |
| V/C ratio | 0.72 | 0.45 | 0.54 | 0.51 | 0.37 | 0.38 | 0.35 | 0.36 | | |
| Control Delay, sec/pcu | 22.0 | 9.8 | 11.7 | 14.3 | 10.1 | 9.5 | 10.6 | 9.8 | | |
| Average Queue (ft) | 71 | 27 | 38 | 31 | 18 | 19 | 16 | 17 | | |
| 95th Percentile Queue (ft) | 154 | 61 | 85 | 72 | 43 | 45 | 40 | 41 | | |

Unit Legend:

vph = vehicles per hour

sec/pcu = seconds per passenger car unit

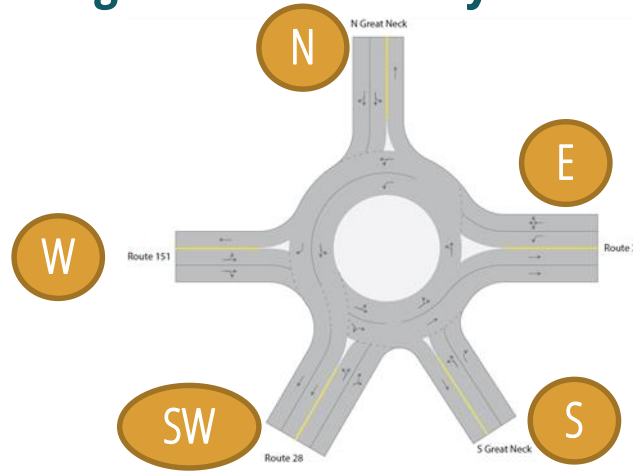
Assumes a 0.95 Peak Hour Factor and a 1.5 percent heavy vehicles



Proposed Roundabout Configurations Saturday Peak Hour (11 a.m.-12 p.m.) Peak Season Operations

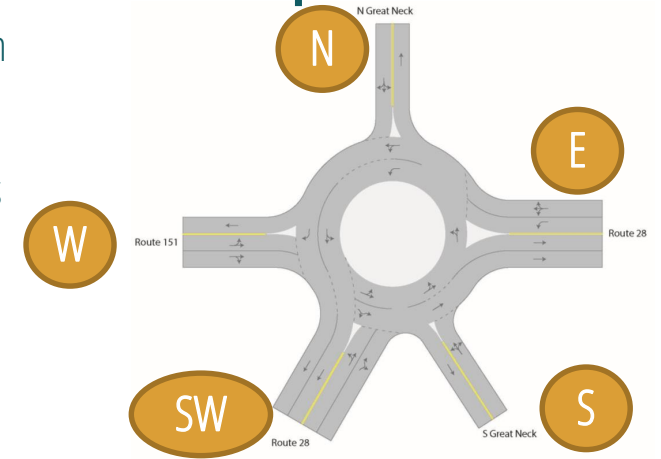
Alternative 1 Lane Configuration

Alternative 1 roundabout lane configuration is estimated to operate acceptably during the future traffic growth scenario for the Saturday Midday peak hour. The east Route 28 leg of the intersection would likely approach capacity but would still operate with less than 40 seconds of delay. Overall the intersection would operate with an average control delay of 25.3 seconds during the Saturday Peak Hour and average queue lengths less than 175 feet.



Alternative 2 Lane Configuration

Both single-lane entrances on the Grate Neck Road legs are estimated to be over-saturated, which leads to long delays for drivers from these legs. The east Route 28 leg of the intersection would also likely approach capacity with the Alternative 2 lane configuration. The overall average intersection control delay is estimated at 41.4 seconds during the Saturday Midday Peak Hour with the longest average queue length approaching 300 feet.



| Rotary Leg | N | | E | | S | | SW | | W | |
|----------------------------|-----------|------------|-----------|----------|-----------|------------|-----------|------------|-----------|------------|
| | Left-Thru | Right-Thru | Left only | Lf-Th-Rt | Left-Thru | Right Only | Left-Thru | Right-Thru | Left-Thru | Right-Thru |
| Entry Flow Rates, vph | 241 | 276 | 530 | 635 | 289 | 162 | 364 | 411 | 312 | 353 |
| V/C ratio | 0.56 | 0.56 | 0.76 | 0.91 | 0.77 | 0.37 | 0.66 | 0.66 | 0.60 | 0.60 |
| Control Delay, sec/pcu | 21.4 | 19.1 | 23.3 | 39.7 | 39.4 | 15.0 | 21.8 | 19.9 | 19.5 | 17.7 |
| Average Queue (ft) | 36 | 37 | 86 | 175 | 79 | 17 | 55 | 57 | 42 | 43 |
| 95th Percentile Queue (ft) | 85 | 87 | 180 | 305 | 161 | 43 | 124 | 127 | 98 | 100 |

| Rotary Leg | N | E | | S | SW | | W | |
|----------------------------|----------|-----------|----------|----------|-----------|------------|-----------|------------|
| | Lf-Th-Rt | Left only | Lf-Th-Rt | Lf-Th-Rt | Left-Thru | Right-Thru | Left-Thru | Right-Thru |
| Entry Flow Rates, vph | 518 | 530 | 635 | 451 | 364 | 411 | 312 | 353 |
| V/C ratio | 1.05 | 0.76 | 0.91 | 1.04 | 0.66 | 0.66 | 0.60 | 0.60 |
| Control Delay, sec/pcu | 84.2 | 23.3 | 39.7 | 85.1 | 21.8 | 19.9 | 19.5 | 17.7 |
| Average Queue (ft) | 303 | 86 | 175 | 266 | 55 | 57 | 42 | 43 |
| 95th Percentile Queue (ft) | 397 | 180 | 305 | 358 | 124 | 127 | 98 | 100 |

Unit Legend:

vph = vehicles per hour

sec/pcu = seconds per passenger car unit

Assumes a 0.95 Peak Hour Factor and a 1.5 percent heavy vehicles

Proposed Roundabout Configurations Saturday Peak Hour (11 a.m.-12 p.m.) Off-Season Operations

Alternative 2 Lane Configuration

Alternative 2 is estimated to operate acceptably during the off-season with volume to capacity ratios below 0.60. The intersection is estimated to operate with an average control delay of 12.7 seconds during the Saturday midday peak hour. Average queue lengths are not expected to exceed 50 feet on any of the approaches.

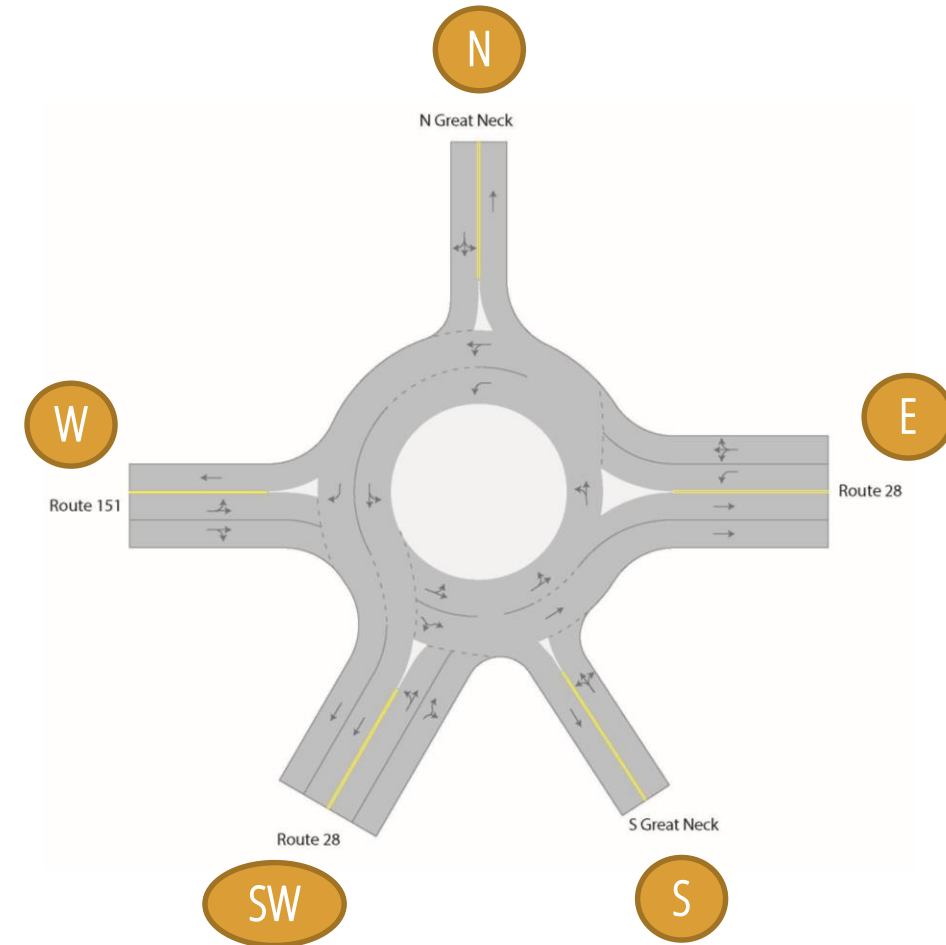
| Rotary Leg | N | | E | | S | SW | | W | |
|----------------------------|----------|-----------|----------|----------|----------|-----------|------------|-----------|------------|
| | Lf-Th-Rt | Left only | Lf-Th-Rt | Lf-Th-Rt | Lf-Th-Rt | Left-Thru | Right-Thru | Left-Thru | Right-Thru |
| Entry Flow Rates, vph | 376 | 402 | 482 | 334 | 277 | 312 | 237 | 268 | |
| V/C ratio | 0.60 | 0.49 | 0.59 | 0.58 | 0.41 | 0.42 | 0.36 | 0.36 | |
| Control Delay, sec/pcu | 16.7 | 10.9 | 13.3 | 17.5 | 10.9 | 10.2 | 10.2 | 9.5 | |
| Average Queue (ft) | 44 | 30 | 44 | 41 | 21 | 22 | 17 | 18 | |
| 95th Percentile Queue (ft) | 100 | 69 | 99 | 94 | 50 | 52 | 41 | 43 | |

Unit Legend:

vph = vehicles per hour

sec/pcu = seconds per passenger car unit

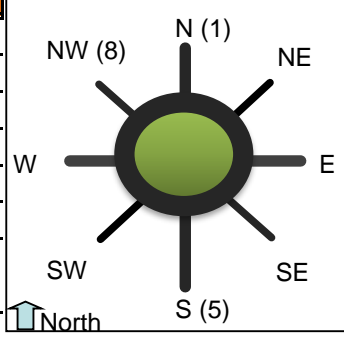
Assumes a 0.95 Peak Hour Factor and a 1.5 percent heavy vehicles



Technical Calculation Sheets Appendix

HCM 6th Edition Future Traffic Operations Calculations Alternative 1

| General & Site Information | | v 4.2 | | | | | | | |
|----------------------------|--------------------------------|-------|--|--|--|--|--|--|--|
| Analyst: | RIN | | | | | | | | |
| Agency/Co: | Kittelson & Associates Inc | | | | | | | | |
| Date: | 6/5/2019 | | | | | | | | |
| Project or PI#: | 19436.11 | | | | | | | | |
| Year, Peak Hour: | Proposed Alt 1, Future AM Peak | | | | | | | | |
| County/District: | Barstable | | | | | | | | |
| Intersection: | Mashpee Rotary | | | | | | | | |



| Volumes | | Entry Legs (FROM) | | | | | | | |
|---------------------------|-------------|-------------------|------------|-----------|------------|-----------|------------|----------|-----------|
| | | N1 (1) | N2 (1) | NE1 (2) | NE2 (2) | E1 (3) | E2 (3) | SE1 (4) | SE2 (4) |
| Lane Designation | | Left-Thru | Right-Thru | SELECT | SELECT | Left Only | Lf-Th-Rt | SELECT | SELECT |
| Exit Legs (TO) | N (1), vph | | | | | | 102 | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 264 | | | | 10 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 130 | | | | 91 | | | |
| | SW (6), vph | | 86 | | | 430 | 29 | | |
| | W (7), vph | | 59 | | | | 357 | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 395 | 145 | 0 | 0 | 531 | 488 | 0 | 0 |
| | | S1 (5) | S2 (5) | SW1 (6) | SW2 (6) | W1 (7) | W2 (7) | NW1 (8) | NW2 (8) |
| Lane Designation | | Left-Thru | Right only | Left-Thru | Right-Thru | Left-Thru | Right-Thru | SELECT | SELECT |
| | N (1), vph | 134 | | 53 | | 43 | | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | | 163 | | 47 | 43 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | | | | 218 | | 98 | | |
| | SW (6), vph | 8 | | | | | 359 | | |
| | W (7), vph | 67 | | 271 | | | | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 209 | 163 | 324 | 266 | 86 | 457 | 0 | 0 |
| | | N | NE | E | SE | S | SW | W | NW |
| # of Entry Flow Lanes | | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 0 |
| # of Conflict Flow Lanes | | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |
| | | N | NE | E | SE | S | SW | W | NW |
| Volume Characteristics | | | | | | | | | |
| % Cars | | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycles | | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{hv} | | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| Entry/Conflicting Flows | | N | NE | E | SE | S | SW | W | NW |
|--------------------------|-------------------|-----|-----|------|-----|-----|------|-----|----|
| Flow to | N (1), pcu/h | 0 | 0 | 109 | 0 | 144 | 56 | 46 | 0 |
| Leg # | NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | E (3), pcu/h | 283 | 0 | 10 | 0 | 175 | 51 | 46 | 0 |
| | SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | S (5), pcu/h | 139 | 0 | 98 | 0 | 0 | 233 | 105 | 0 |
| | SW (6), pcu/h | 92 | 0 | 490 | 0 | 8 | 0 | 384 | 0 |
| | W (7), pcu/h | 63 | 0 | 381 | 0 | 71 | 289 | 0 | 0 |
| | NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Entry flow, pcu/h | 577 | 0 | 1089 | 0 | 397 | 629 | 580 | 0 |
| Entry flow Lane 1, pcu/h | 422 | 0 | 567 | 0 | 223 | 346 | 92 | 0 | |
| Entry flow Lane 2, pcu/h | 155 | 0 | 521 | 0 | 175 | 284 | 488 | 0 | |
| Conflicting flow, pcu/h | 1348 | 0 | 614 | 0 | 781 | 726 | 1120 | 0 | |

Results: Approach Measures of Effectiveness

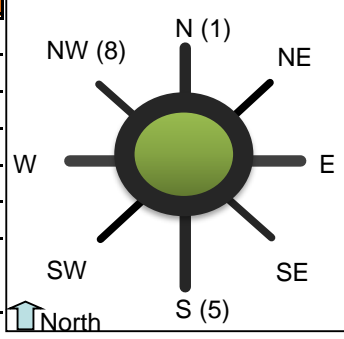
| HCM 6th Edition | N | | E | | S | | W | |
|-------------------------|-----------------|------------|-----------------|----------|-----------------|------------|-----------------|------------|
| Lane Designations | Left-Thru | Right-Thru | Left Only | Lf-Th-Rt | Left-Thru | Right only | Left-Thru | Right-Thru |
| Entry Capacity, veh/h | 385 | 445 | 800 | 800 | 648 | 720 | 475 | 540 |
| Entry Flow Rates, veh/h | 415 | 153 | 559 | 514 | 220 | 172 | 91 | 481 |
| V/C ratio | 1.08 | 0.34 | 0.70 | 0.64 | 0.34 | 0.24 | 0.19 | 0.89 |
| Control Delay, s/veh | 102.0 | 14.0 | 17.7 | 15.4 | 10.1 | 7.8 | 10.3 | 43.7 |
| LOS | F | B | C | C | B | A | B | E |
| Average Queue (ft) | 294 | 15 | 69 | 55 | 15 | 9 | 6 | 146 |
| 95th % Queue (ft) | 369 | 38 | 148 | 121 | 38 | 24 | 18 | 260 |
| Approach Delay, LOS | 78.3 sec, LOS F | | 16.6 sec, LOS C | | 9 sec, LOS A | | 38.4 sec, LOS E | |
| | NE | | SE | | SW | | NW | |
| Lane Designations | Lane 1 | Lane 2 | Lane 1 | Lane 2 | Left-Thru | Right-Thru | Lane 1 | Lane 2 |
| Entry Capacity, veh/h | NA | NA | NA | NA | 682 | 755 | NA | NA |
| Entry Flow Rates, veh/h | 0 | 0 | 0 | 0 | 341 | 280 | 0 | 0 |
| V/C ratio | | | #VALUE! | #VALUE! | 0.50 | 0.37 | #VALUE! | #VALUE! |
| Control Delay, sec/pcu | | | 0.0 | 0.0 | 12.9 | 9.4 | 0.0 | 0.0 |
| LOS | | | #N/A | #N/A | | | #N/A | #N/A |
| Average Queue (ft) | | | 0 | 0 | 31 | 18 | 0 | 0 |
| 95th % Queue (ft) | | | #VALUE! | #VALUE! | 71 | 44 | #VALUE! | #VALUE! |
| Approach Delay, LOS | | | #DIV/0! | | 11.3 sec, LOS B | | #DIV/0! | |
| Int Control Delay (sec) | 29.4 | | | | | | | |

v 4.2

Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| # of Conflicting Exit Flow Lanes | 2 | 2 | 2 | 2 | 2 | 2 |
| Volumes | | | | | | |
| Entry Leg: Insert Right Turn Volume | | | | | | |
| Exit Leg: (Select Input Method) | | | | | | |
| Lane Flow in Exit Leg*** | | | | | | |
| Sum of inner circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |

| | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Sum of outer circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |
| Critical Lane Flow (Manual) in Exit Leg*** | | | | | | |
| Volume Characteristics | | | | | | |
| PHF (Entry Leg) | | | | | | |
| F _{HV} (Entry Leg) | | | | | | |
| F _{ped} | | | | | | |
| PHF (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| F _{HV} (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| ***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method. | | | | | | |
| Entry/Conflicting Flows | | | | | | |
| Entry Flow | | | | | | |
| Conflicting Critical Flow | | | | | | |
| Bypass Lane Results | | | | | | |
| Entry Capacity of Bypass, veh/h | | | | | | |
| Flow Rates of Exiting Traffic, veh/h | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, sec/pcu | | | | | | |
| LOS | | | | | | |
| LOS (signalized) | | | | | | |
| 95th Percentile Queue (veh) | | | | | | |
| 95th % Queue (ft) | | | | | | |

| General & Site Information | | v 4.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|--------------------------------|--|------------|-----------|------------|-----------|------------|---------|---------|------------------------|---|----|---|----|---|----|---|----|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------------|------|------|------|------|------|------|------|------|------------|------|------|------|------|------|------|------|------|---------------------------|---|---|---|---|---|---|---|---|-----|------|------|------|------|------|------|------|------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Analyst: | RIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Agency/Co: | Kittelson & Associates Inc | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date: | 6/5/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project or PI#: | 19436.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Year, Peak Hour: | Proposed Alt 1, Future PM Peak | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| County/District: | Barstable | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Intersection: | Mashpee Rotary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Volumes | | Entry Legs (FROM) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | N1 (1) | N2 (1) | NE1 (2) | NE2 (2) | E1 (3) | E2 (3) | SE1 (4) | SE2 (4) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lane Designation | | Left-Thru | Right-Thru | SELECT | SELECT | Left Only | Lf-Th-Rt | SELECT | SELECT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exit Legs (TO) | N (1), vph | | | | | | 97 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NE (2), vph | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | E (3), vph | 94 | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | SE (4), vph | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | S (5), vph | 140 | | | | 108 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | SW (6), vph | 41 | 245 | | | 372 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | W (7), vph | | 65 | | | | 490 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NW (8), vph | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Entry Volume, vph | | 274 | 310 | 0 | 0 | 490 | 587 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | S1 (5) | S2 (5) | SW1 (6) | SW2 (6) | W1 (7) | W2 (7) | NW1 (8) | NW2 (8) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lane Designation | | Left-Thru | Right only | Left-Thru | Right-Thru | Left-Thru | Right-Thru | SELECT | SELECT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | N (1), vph | 169 | | 247 | | 104 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NE (2), vph | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | E (3), vph | | 139 | 16 | 298 | 168 | 216 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | SE (4), vph | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | S (5), vph | | | | 61 | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | SW (6), vph | 8 | | | | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | W (7), vph | 69 | | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NW (8), vph | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Entry Volume, vph | | 245 | 139 | 317 | 359 | 272 | 309 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <thead> <tr> <th></th> <th>N</th> <th>NE</th> <th>E</th> <th>SE</th> <th>S</th> <th>SW</th> <th>W</th> <th>NW</th> </tr> </thead> <tbody> <tr> <td># of Entry Flow Lanes</td> <td>2</td> <td>0</td> <td>2</td> <td>0</td> <td>2</td> <td>2</td> <td>2</td> <td>0</td> </tr> <tr> <td># of Conflict Flow Lanes</td> <td>2</td> <td>2</td> <td>1</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> </tr> </tbody> </table> | | | | | | | | | N | NE | E | SE | S | SW | W | NW | # of Entry Flow Lanes | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 0 | # of Conflict Flow Lanes | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | N | NE | E | SE | S | SW | W | NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # of Entry Flow Lanes | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # of Conflict Flow Lanes | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <thead> <tr> <th>Volume Characteristics</th> <th>N</th> <th>NE</th> <th>E</th> <th>SE</th> <th>S</th> <th>SW</th> <th>W</th> <th>NW</th> </tr> </thead> <tbody> <tr> <td>% Cars</td> <td>98.5%</td> <td>98.5%</td> <td>98.5%</td> <td>98.5%</td> <td>98.5%</td> <td>98.5%</td> <td>98.5%</td> <td>98.5%</td> </tr> <tr> <td>% Heavy Vehicles</td> <td>1.5%</td> <td>1.5%</td> <td>1.5%</td> <td>1.5%</td> <td>1.5%</td> <td>1.5%</td> <td>1.5%</td> <td>1.5%</td> </tr> <tr> <td>% Bicycles</td> <td>0.0%</td> <td>0.0%</td> <td>0.0%</td> <td>0.0%</td> <td>0.0%</td> <td>0.0%</td> <td>0.0%</td> <td>0.0%</td> </tr> <tr> <td># of Pedestrians (ped/hr)</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>PHF</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> </tr> <tr> <td>F_{hv}</td> <td>0.985</td> <td>1.000</td> <td>0.985</td> <td>1.000</td> <td>0.985</td> <td>0.985</td> <td>0.985</td> <td>1.000</td> </tr> <tr> <td>F_{ped}</td> <td>1.000</td> <td>1.000</td> <td>1.000</td> <td>1.000</td> <td>1.000</td> <td>1.000</td> <td>1.000</td> <td>1.000</td> </tr> </tbody> </table> | | | | | | | | Volume Characteristics | N | NE | E | SE | S | SW | W | NW | % Cars | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | % Heavy Vehicles | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | % Bicycles | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | # of Pedestrians (ped/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | F _{hv} | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 | F _{ped} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Volume Characteristics | N | NE | E | SE | S | SW | W | NW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| % Cars | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| % Bicycles | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # of Pedestrians (ped/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F _{hv} | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F _{ped} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Entry/Conflicting Flows | | N | NE | E | SE | S | SW | W | NW |
|--------------------------|-------------------|-----|-----|------|------|-----|------|-----|----|
| Flow to | N (1), pcu/h | 0 | 0 | 103 | 0 | 180 | 264 | 111 | 0 |
| Leg # | NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | E (3), pcu/h | 100 | 0 | 11 | 0 | 148 | 335 | 410 | 0 |
| | SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | S (5), pcu/h | 149 | 0 | 115 | 0 | 0 | 65 | 49 | 0 |
| | SW (6), pcu/h | 306 | 0 | 397 | 0 | 8 | 0 | 49 | 0 |
| | W (7), pcu/h | 69 | 0 | 524 | 0 | 74 | 57 | 0 | 0 |
| | NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Entry flow, pcu/h | 624 | 0 | 1151 | 0 | 410 | 722 | 620 | 0 |
| Entry flow Lane 1, pcu/h | 293 | 0 | 524 | 0 | 262 | 339 | 291 | 0 | |
| Entry flow Lane 2, pcu/h | 331 | 0 | 627 | 0 | 148 | 384 | 330 | 0 | |
| Conflicting flow, pcu/h | 1186 | 0 | 695 | 0 | 1290 | 946 | 1087 | 0 | |

Results: Approach Measures of Effectiveness

| HCM 6th Edition | N | | E | | S | | W | |
|-------------------------|-----------------|------------|-----------------|----------|-----------------|------------|-----------------|------------|
| | Left-Thru | Right-Thru | Left Only | Lf-Th-Rt | Left-Thru | Right only | Left-Thru | Right-Thru |
| Entry Capacity, veh/h | 446 | 510 | 743 | 743 | 406 | 467 | 489 | 556 |
| Entry Flow Rates, veh/h | 289 | 326 | 516 | 618 | 258 | 146 | 286 | 325 |
| V/C ratio | 0.65 | 0.64 | 0.69 | 0.83 | 0.64 | 0.31 | 0.58 | 0.58 |
| Control Delay, s/veh | 24.9 | 21.9 | 18.5 | 28.1 | 26.3 | 12.7 | 20.1 | 18.1 |
| LOS | C | C | C | D | D | B | C | C |
| Average Queue (ft) | 50 | 50 | 66 | 120 | 47 | 13 | 40 | 41 |
| 95th % Queue (ft) | 113 | 113 | 144 | 235 | 108 | 33 | 94 | 95 |
| Approach Delay, LOS | 23.3 sec, LOS C | | 23.7 sec, LOS C | | 21.4 sec, LOS C | | 19.1 sec, LOS C | |
| Lane Designations | NE | | SE | | SW | | NW | |
| | Lane 1 | Lane 2 | Lane 1 | Lane 2 | Left-Thru | Right-Thru | Lane 1 | Lane 2 |
| Entry Capacity, veh/h | NA | NA | NA | NA | 557 | 626 | NA | NA |
| Entry Flow Rates, veh/h | 0 | 0 | 0 | 0 | 334 | 378 | 0 | 0 |
| V/C ratio | | | #VALUE! | #VALUE! | 0.60 | 0.60 | #VALUE! | #VALUE! |
| Control Delay, sec/pcu | | | 0.0 | 0.0 | 18.7 | 17.1 | 0.0 | 0.0 |
| LOS | | | #N/A | #N/A | | | #N/A | #N/A |
| Average Queue (ft) | | | 0 | 0 | 43 | 45 | 0 | 0 |
| 95th % Queue (ft) | | | #VALUE! | #VALUE! | 100 | 103 | #VALUE! | #VALUE! |
| Approach Delay, LOS | | | #DIV/0! | | 17.9 sec, LOS C | | #DIV/0! | |
| Int Control Delay (sec) | 21.4 | | | | | | | |

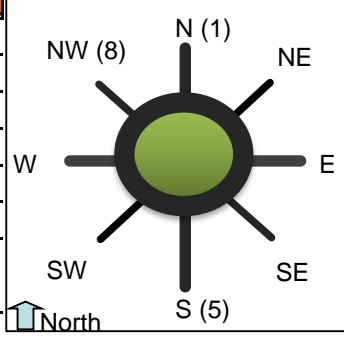
v 4.2

Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| # of Conflicting Exit Flow Lanes | 2 | 2 | 2 | 2 | 2 | 2 |
| Volumes | | | | | | |
| Entry Leg: Insert Right Turn Volume | | | | | | |
| Exit Leg: (Select Input Method) | | | | | | |
| Lane Flow in Exit Leg*** | | | | | | |
| Sum of inner circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |

| | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Sum of outer circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |
| Critical Lane Flow (Manual) in Exit Leg*** | | | | | | |
| Volume Characteristics | | | | | | |
| PHF (Entry Leg) | | | | | | |
| F _{HV} (Entry Leg) | | | | | | |
| F _{ped} | | | | | | |
| PHF (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| F _{HV} (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| ***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method. | | | | | | |
| Entry/Conflicting Flows | | | | | | |
| Entry Flow | | | | | | |
| Conflicting Critical Flow | | | | | | |
| Bypass Lane Results | | | | | | |
| Entry Capacity of Bypass, veh/h | | | | | | |
| Flow Rates of Exiting Traffic, veh/h | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, sec/pcu | | | | | | |
| LOS | | | | | | |
| LOS (signalized) | | | | | | |
| 95th Percentile Queue (veh) | | | | | | |
| 95th % Queue (ft) | | | | | | |

| General & Site Information | | v 4.2 | | | | | | | |
|----------------------------|---|-------|--|--|--|--|--|--|--|
| Analyst: | RIN | | | | | | | | |
| Agency/Co: | Kittelson & Associates Inc | | | | | | | | |
| Date: | 6/5/2019 | | | | | | | | |
| Project or PI#: | 19436.11 | | | | | | | | |
| Year, Peak Hour: | Proposed Alt 1, Future Sat Mid-Day Peak | | | | | | | | |
| County/District: | Barstable | | | | | | | | |
| Intersection: | Mashpee Rotary | | | | | | | | |



| Volumes | | Entry Legs (FROM) | | | | | | | |
|---------------------------|-------------|-------------------|------------|-----------|------------|-----------|------------|---------|---------|
| | | N1 (1) | N2 (1) | NE1 (2) | NE2 (2) | E1 (3) | E2 (3) | SE1 (4) | SE2 (4) |
| Lane Designation | | Left-Thru | Right-Thru | SELECT | SELECT | Left Only | Lf-Th-Rt | SELECT | SELECT |
| Exit Legs (TO) | N (1), vph | | | | | | 100 | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 78 | | | | 11 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 118 | | | | 111 | | | |
| | SW (6), vph | 32 | 209 | | | 382 | | | |
| | W (7), vph | | 54 | | | | 503 | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 229 | 262 | 0 | 0 | 503 | 603 | 0 | 0 |
| | | S1 (5) | S2 (5) | SW1 (6) | SW2 (6) | W1 (7) | W2 (7) | NW1 (8) | NW2 (8) |
| Lane Designation | | Left-Thru | Right only | Left-Thru | Right-Thru | Left-Thru | Right-Thru | SELECT | SELECT |
| | N (1), vph | 188 | | 269 | | 114 | | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | | 154 | 18 | 324 | 183 | 234 | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | | | | 67 | | 51 | | |
| | SW (6), vph | 9 | | | | | 51 | | |
| | W (7), vph | 77 | | 59 | | | | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 274 | 154 | 346 | 390 | 297 | 335 | 0 | 0 |
| | | | | | | | | | |
| | | N | NE | E | SE | S | SW | W | NW |
| # of Entry Flow Lanes | | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 0 |
| # of Conflict Flow Lanes | | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |
| | | | | | | | | | |
| Volume Characteristics | | N | NE | E | SE | S | SW | W | NW |
| % Cars | | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycles | | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{hv} | | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| Entry/Conflicting Flows | | N | NE | E | SE | S | SW | W | NW |
|--------------------------|-------------------|-----|-----|------|------|-----|------|-----|----|
| Flow to | N (1), pcu/h | 0 | 0 | 107 | 0 | 201 | 287 | 122 | 0 |
| Leg # | NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | E (3), pcu/h | 84 | 0 | 11 | 0 | 164 | 365 | 446 | 0 |
| | SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | S (5), pcu/h | 126 | 0 | 118 | 0 | 0 | 71 | 54 | 0 |
| | SW (6), pcu/h | 257 | 0 | 408 | 0 | 9 | 0 | 54 | 0 |
| | W (7), pcu/h | 57 | 0 | 538 | 0 | 83 | 63 | 0 | 0 |
| | NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Entry flow, pcu/h | 525 | 0 | 1182 | 0 | 457 | 787 | 675 | 0 |
| Entry flow Lane 1, pcu/h | 245 | 0 | 538 | 0 | 293 | 370 | 317 | 0 | |
| Entry flow Lane 2, pcu/h | 280 | 0 | 644 | 0 | 164 | 417 | 358 | 0 | |
| Conflicting flow, pcu/h | 1230 | 0 | 765 | 0 | 1378 | 961 | 1014 | 0 | |

Results: Approach Measures of Effectiveness

| HCM 6th Edition | N | | E | | S | | W | |
|-------------------------|-----------------|------------|-----------------|----------|-----------------|------------|-----------------|------------|
| Lane Designations | Left-Thru | Right-Thru | Left Only | Lf-Th-Rt | Left-Thru | Right only | Left-Thru | Right-Thru |
| Entry Capacity, veh/h | 429 | 492 | 697 | 697 | 374 | 434 | 523 | 591 |
| Entry Flow Rates, veh/h | 241 | 276 | 530 | 635 | 289 | 162 | 312 | 353 |
| V/C ratio | 0.56 | 0.56 | 0.76 | 0.91 | 0.77 | 0.37 | 0.60 | 0.60 |
| Control Delay, s/veh | 21.4 | 19.1 | 23.3 | 39.7 | 39.4 | 15.0 | 19.5 | 17.7 |
| LOS | C | C | C | E | E | C | C | C |
| Average Queue (ft) | 36 | 37 | 86 | 175 | 79 | 17 | 42 | 43 |
| 95th % Queue (ft) | 85 | 87 | 180 | 305 | 161 | 43 | 98 | 100 |
| Approach Delay, LOS | 20.2 sec, LOS C | | 32.3 sec, LOS D | | 30.6 sec, LOS D | | 18.6 sec, LOS C | |
| | NE | | SE | | SW | | NW | |
| Lane Designations | Lane 1 | Lane 2 | Lane 1 | Lane 2 | Left-Thru | Right-Thru | Lane 1 | Lane 2 |
| Entry Capacity, veh/h | NA | NA | NA | NA | 549 | 618 | NA | NA |
| Entry Flow Rates, veh/h | 0 | 0 | 0 | 0 | 364 | 411 | 0 | 0 |
| V/C ratio | | | #VALUE! | #VALUE! | 0.66 | 0.66 | #VALUE! | #VALUE! |
| Control Delay, sec/pcu | | | 0.0 | 0.0 | 21.8 | 19.9 | 0.0 | 0.0 |
| LOS | | | #N/A | #N/A | | | #N/A | #N/A |
| Average Queue (ft) | | | 0 | 0 | 55 | 57 | 0 | 0 |
| 95th % Queue (ft) | | | #VALUE! | #VALUE! | 124 | 127 | #VALUE! | #VALUE! |
| Approach Delay, LOS | | | #DIV/0! | | 20.8 sec, LOS C | | #DIV/0! | |
| Int Control Delay (sec) | 25.3 | | | | | | | |

v 4.2

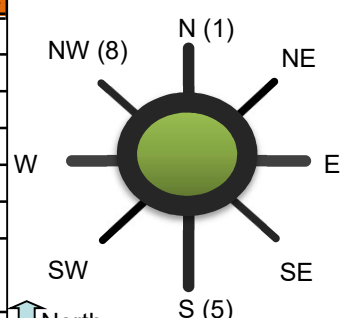
Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| # of Conflicting Exit Flow Lanes | 2 | 2 | 2 | 2 | 2 | 2 |
| Volumes | | | | | | |
| Entry Leg: Insert Right Turn Volume | | | | | | |
| Exit Leg: (Select Input Method) | | | | | | |
| Lane Flow in Exit Leg*** | | | | | | |
| Sum of inner circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |

| | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Sum of outer circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |
| Critical Lane Flow (Manual) in Exit Leg*** | | | | | | |
| Volume Characteristics | | | | | | |
| PHF (Entry Leg) | | | | | | |
| F _{HV} (Entry Leg) | | | | | | |
| F _{ped} | | | | | | |
| PHF (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| F _{HV} (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| ***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method. | | | | | | |
| Entry/Conflicting Flows | | | | | | |
| Entry Flow | | | | | | |
| Conflicting Critical Flow | | | | | | |
| Bypass Lane Results | | | | | | |
| Entry Capacity of Bypass, veh/h | | | | | | |
| Flow Rates of Exiting Traffic, veh/h | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, sec/pcu | | | | | | |
| LOS | | | | | | |
| LOS (signalized) | | | | | | |
| 95th Percentile Queue (veh) | | | | | | |
| 95th % Queue (ft) | | | | | | |

HCM 6th Edition Future Traffic Operations Calculations Alternative 2

| General & Site Information | | v 4.2 |
|----------------------------|--------------------------------|-------|
| Analyst: | LEH | |
| Agency/Co: | Kittelson & Associates Inc | |
| Date: | 11/12/2019 | |
| Project or PI#: | 19436.11 | |
| Year, Peak Hour: | Proposed Alt 2, Future AM Peak | |
| County/District: | Barnstable | |
| Intersection: | Mashpee Rotary | |



Volumes Entry Legs (FROM)

| | | N1 (1) | N2 (1) | NE1 (2) | NE2 (2) | E1 (3) | E2 (3) | SE1 (4) | SE2 (4) |
|-------------------------|-------------|----------|--------|---------|---------|-----------|----------|---------|---------|
| Lane Designation | | Lf-Th-Rt | SELECT | SELECT | SELECT | Left Only | Lf-Th-Rt | SELECT | SELECT |
| Exit Legs (TO) | N (1), vph | | | | | | 102 | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 264 | | | | 10 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 130 | | | | 91 | | | |
| | SW (6), vph | 86 | | | | 430 | 29 | | |
| | W (7), vph | 59 | | | | | 357 | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 540 | 0 | 0 | 0 | 531 | 488 | 0 | 0 |

S1 (5) S2 (5) SW1 (6) SW2 (6) W1 (7) W2 (7) NW1 (8) NW2 (8)

| Lane Designation | | Lf-Th-Rt | SELECT | Left-Thru | Right-Thru | Left-Thru | Right-Thru | SELECT | SELECT |
|-------------------|-------------|----------|--------|-----------|------------|-----------|------------|--------|--------|
| | N (1), vph | 134 | | 53 | | 43 | | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 163 | | | 47 | 43 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | | | | 218 | | 98 | | |
| | SW (6), vph | 8 | | | | | 359 | | |
| | W (7), vph | 67 | | 271 | | | | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 372 | 0 | 324 | 266 | 86 | 457 | 0 | 0 |

| | N | NE | E | SE | S | SW | W | NW |
|---------------------------------|---|----|---|----|---|----|---|----|
| # of Entry Flow Lanes | 1 | 0 | 2 | 0 | 1 | 2 | 2 | 0 |
| # of Conflict Flow Lanes | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |

Volume Characteristics

| | N | NE | E | SE | S | SW | W | NW |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycles | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{hv} | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| Entry/Conflicting Flows | | N | NE | E | SE | S | SW | W | NW |
|-------------------------|--------------------------|------|----|------|----|-----|-----|------|----|
| Flow to | N (1), pcu/h | 0 | 0 | 109 | 0 | 144 | 56 | 46 | 0 |
| Leg # | NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | E (3), pcu/h | 283 | 0 | 10 | 0 | 174 | 51 | 46 | 0 |
| | SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | S (5), pcu/h | 139 | 0 | 98 | 0 | 0 | 233 | 105 | 0 |
| | SW (6), pcu/h | 92 | 0 | 490 | 0 | 8 | 0 | 384 | 0 |
| | W (7), pcu/h | 63 | 0 | 381 | 0 | 71 | 289 | 0 | 0 |
| | NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Entry flow, pcu/h | 576 | 0 | 1089 | 0 | 397 | 629 | 580 | 0 |
| | Entry flow Lane 1, pcu/h | 576 | 0 | 567 | 0 | 397 | 346 | 92 | 0 |
| | Entry flow Lane 2, pcu/h | 0 | 0 | 521 | 0 | 0 | 284 | 488 | 0 |
| | Conflicting flow, pcu/h | 1348 | 0 | 614 | 0 | 781 | 726 | 1120 | 0 |

Results: Approach Measures of Effectiveness

| HCM 6th Edition | | N | | E | | S | | W | |
|--------------------------|--|------------------|---------------|------------------|-----------------|------------------|-------------------|------------------|-------------------|
| <i>Lane Designations</i> | | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left Only</i> | <i>Lf-Th-Rt</i> | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> |
| Entry Capacity, veh/h | | 445 | NA | 800 | 800 | 720 | NA | 475 | 540 |
| Entry Flow Rates, veh/h | | 568 | 0 | 559 | 514 | 391 | 0 | 91 | 481 |
| V/C ratio | | 1.28 | #VALUE! | 0.70 | 0.64 | 0.54 | #VALUE! | 0.19 | 0.89 |
| Control Delay, s/veh | | 167.9 | 0.0 | 17.7 | 15.4 | 13.5 | 0.0 | 10.3 | 43.7 |
| LOS | | F | #N/A | C | C | B | #N/A | B | E |
| Average Queue (ft) | | 662 | 0 | 69 | 55 | 37 | 0 | 6 | 146 |
| 95th % Queue (ft) | | 614 | #VALUE! | 148 | 121 | 84 | #VALUE! | 18 | 260 |
| Approach Delay, LOS | | 167.9 sec, LOS F | | 16.6 sec, LOS C | | 13.5 sec, LOS B | | 38.4 sec, LOS E | |
| | | NE | | SE | | SW | | NW | |
| <i>Lane Designations</i> | | <i>Lane 1</i> | <i>Lane 2</i> | <i>Lane 1</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> | <i>Lane 1</i> | <i>Lane 2</i> |
| Entry Capacity, veh/h | | NA | NA | NA | NA | 682 | 755 | NA | NA |
| Entry Flow Rates, veh/h | | 0 | 0 | 0 | 0 | 341 | 280 | 0 | 0 |
| V/C ratio | | | | #VALUE! | #VALUE! | 0.50 | 0.37 | #VALUE! | #VALUE! |
| Control Delay, sec/pcu | | | | 0.0 | 0.0 | 12.9 | 9.4 | 0.0 | 0.0 |
| LOS | | | | #N/A | #N/A | | | #N/A | #N/A |
| Average Queue (ft) | | | | 0 | 0 | 31 | 18 | 0 | 0 |
| 95th % Queue (ft) | | | | #VALUE! | #VALUE! | 71 | 44 | #VALUE! | #VALUE! |
| Approach Delay, LOS | | | | #DIV/0! | | 11.3 sec, LOS B | | #DIV/0! | |
| Int Control Delay (sec) | | 45.7 | | | | | | | |

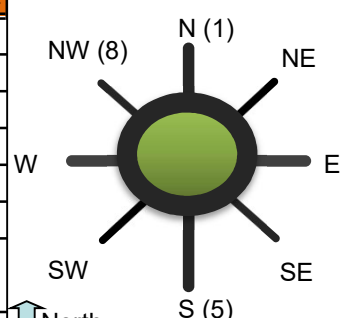
v 4.2

Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| # of Conflicting Exit Flow Lanes | 2 | 2 | 2 | 2 | 2 | 2 |
| <i>Volumes</i> | | | | | | |
| Entry Leg: Insert Right Turn Volume | | | | | | |
| Exit Leg: (Select Input Method) | | | | | | |
| Lane Flow in Exit Leg*** | | | | | | |
| Sum of inner circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |

| | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Sum of outer circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |
| Critical Lane Flow (Manual) in Exit Leg*** | | | | | | |
| Volume Characteristics | | | | | | |
| PHF (Entry Leg) | | | | | | |
| F _{HV} (Entry Leg) | | | | | | |
| F _{ped} | | | | | | |
| PHF (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| F _{HV} (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| ***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method. | | | | | | |
| Entry/Conflicting Flows | | | | | | |
| Entry Flow | | | | | | |
| Conflicting Critical Flow | | | | | | |
| Bypass Lane Results | | | | | | |
| Entry Capacity of Bypass, veh/h | | | | | | |
| Flow Rates of Exiting Traffic, veh/h | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, sec/pcu | | | | | | |
| LOS | | | | | | |
| LOS (signalized) | | | | | | |
| 95th Percentile Queue (veh) | | | | | | |
| 95th % Queue (ft) | | | | | | |

| General & Site Information | | v 4.2 |
|----------------------------|--------------------------------|-------|
| Analyst: | LEH | |
| Agency/Co: | Kittelson & Associates Inc | |
| Date: | 11/12/2019 | |
| Project or PI#: | 19436.11 | |
| Year, Peak Hour: | Proposed Alt 2, Future PM Peak | |
| County/District: | Barnstable | |
| Intersection: | Mashpee Rotary | |



| Volumes | | Entry Legs (FROM) | | | | | | | |
|------------------|-------------------|-------------------|--------|---------|---------|-----------|----------|---------|---------|
| | | N1 (1) | N2 (1) | NE1 (2) | NE2 (2) | E1 (3) | E2 (3) | SE1 (4) | SE2 (4) |
| Lane Designation | Exit Legs (TO) | Lf-Th-Rt | SELECT | SELECT | SELECT | Left Only | Lf-Th-Rt | SELECT | SELECT |
| | N (1), vph | | | | | | 97 | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 94 | | | | 11 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 140 | | | | 108 | | | |
| | SW (6), vph | 286 | | | | 372 | | | |
| | W (7), vph | 65 | | | | | 490 | | |
| | NW (8), vph | | | | | | | | |
| | Entry Volume, vph | 584 | 0 | 0 | 0 | 490 | 587 | 0 | 0 |

| | | S1 (5) | S2 (5) | SW1 (6) | SW2 (6) | W1 (7) | W2 (7) | NW1 (8) | NW2 (8) |
|------------------|-------------------|----------|--------|-----------|------------|-----------|------------|---------|---------|
| Lane Designation | | Lf-Th-Rt | SELECT | Left-Thru | Right-Thru | Left-Thru | Right-Thru | SELECT | SELECT |
| | N (1), vph | 169 | | 247 | | 104 | | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 139 | | 16 | 298 | 168 | 216 | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | | | | 61 | | 46 | | |
| | SW (6), vph | 8 | | | | | 46 | | |
| | W (7), vph | 69 | | 54 | | | | | |
| | NW (8), vph | | | | | | | | |
| | Entry Volume, vph | 384 | 0 | 317 | 359 | 272 | 309 | 0 | 0 |

| | N | NE | E | SE | S | SW | W | NW |
|--------------------------|---|----|---|----|---|----|---|----|
| # of Entry Flow Lanes | 1 | 0 | 2 | 0 | 1 | 2 | 2 | 0 |
| # of Conflict Flow Lanes | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |

| Volume Characteristics | N | NE | E | SE | S | SW | W | NW |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycles | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{hv} | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| Entry/Conflicting Flows | | N | NE | E | SE | S | SW | W | NW |
|-------------------------|--------------------------|------|----|------|----|------|-----|------|----|
| Flow to | N (1), pcu/h | 0 | 0 | 103 | 0 | 180 | 264 | 111 | 0 |
| Leg # | NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | E (3), pcu/h | 100 | 0 | 11 | 0 | 149 | 335 | 410 | 0 |
| | SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | S (5), pcu/h | 149 | 0 | 115 | 0 | 0 | 65 | 49 | 0 |
| | SW (6), pcu/h | 306 | 0 | 397 | 0 | 8 | 0 | 49 | 0 |
| | W (7), pcu/h | 69 | 0 | 524 | 0 | 74 | 57 | 0 | 0 |
| | NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Entry flow, pcu/h | 624 | 0 | 1151 | 0 | 410 | 722 | 620 | 0 |
| | Entry flow Lane 1, pcu/h | 624 | 0 | 524 | 0 | 410 | 339 | 291 | 0 |
| | Entry flow Lane 2, pcu/h | 0 | 0 | 627 | 0 | 0 | 384 | 330 | 0 |
| | Conflicting flow, pcu/h | 1186 | 0 | 695 | 0 | 1290 | 946 | 1087 | 0 |

Results: Approach Measures of Effectiveness

| HCM 6th Edition | | N | | E | | S | | W | |
|--------------------------|--|------------------|---------------|------------------|-----------------|------------------|-------------------|------------------|-------------------|
| <i>Lane Designations</i> | | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left Only</i> | <i>Lf-Th-Rt</i> | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> |
| Entry Capacity, veh/h | | 510 | NA | 743 | 743 | 467 | NA | 489 | 556 |
| Entry Flow Rates, veh/h | | 615 | 0 | 516 | 618 | 404 | 0 | 286 | 325 |
| V/C ratio | | 1.21 | #VALUE! | 0.69 | 0.83 | 0.87 | #VALUE! | 0.58 | 0.58 |
| Control Delay, s/veh | | 135.4 | 0.0 | 18.5 | 28.1 | 44.3 | 0.0 | 20.1 | 18.1 |
| LOS | | F | #N/A | C | D | E | #N/A | C | C |
| Average Queue (ft) | | 578 | 0 | 66 | 120 | 124 | 0 | 40 | 41 |
| 95th % Queue (ft) | | 586 | #VALUE! | 144 | 235 | 228 | #VALUE! | 94 | 95 |
| Approach Delay, LOS | | 135.4 sec, LOS F | | 23.7 sec, LOS C | | 44.3 sec, LOS E | | 19.1 sec, LOS C | |
| <i>Lane Designations</i> | | <i>NE</i> | | <i>SE</i> | | <i>SW</i> | | <i>NW</i> | |
| <i>Lane Designations</i> | | <i>Lane 1</i> | <i>Lane 2</i> | <i>Lane 1</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> | <i>Lane 1</i> | <i>Lane 2</i> |
| Entry Capacity, veh/h | | NA | NA | NA | NA | 557 | 626 | NA | NA |
| Entry Flow Rates, veh/h | | 0 | 0 | 0 | 0 | 334 | 378 | 0 | 0 |
| V/C ratio | | | | #VALUE! | #VALUE! | 0.60 | 0.60 | #VALUE! | #VALUE! |
| Control Delay, sec/pcu | | | | 0.0 | 0.0 | 18.7 | 17.1 | 0.0 | 0.0 |
| LOS | | | | #N/A | #N/A | | | #N/A | #N/A |
| Average Queue (ft) | | | | 0 | 0 | 43 | 45 | 0 | 0 |
| 95th % Queue (ft) | | | | #VALUE! | #VALUE! | 100 | 103 | #VALUE! | #VALUE! |
| Approach Delay, LOS | | | | #DIV/0! | | 17.9 sec, LOS C | | #DIV/0! | |
| Int Control Delay (sec) | | 43.9 | | | | | | | |

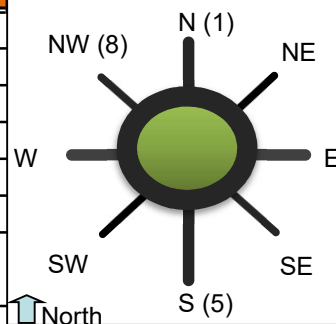
v 4.2

Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| # of Conflicting Exit Flow Lanes | 2 | 2 | 2 | 2 | 2 | 2 |
| <i>Volumes</i> | | | | | | |
| Entry Leg: Insert Right Turn Volume | | | | | | |
| Exit Leg: (Select Input Method) | | | | | | |
| Lane Flow in Exit Leg*** | | | | | | |
| Sum of inner circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |

| | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Sum of outer circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |
| Critical Lane Flow (Manual) in Exit Leg*** | | | | | | |
| Volume Characteristics | | | | | | |
| PHF (Entry Leg) | | | | | | |
| F _{HV} (Entry Leg) | | | | | | |
| F _{ped} | | | | | | |
| PHF (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| F _{HV} (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| ***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method. | | | | | | |
| Entry/Conflicting Flows | | | | | | |
| Entry Flow | | | | | | |
| Conflicting Critical Flow | | | | | | |
| Bypass Lane Results | | | | | | |
| Entry Capacity of Bypass, veh/h | | | | | | |
| Flow Rates of Exiting Traffic, veh/h | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, sec/pcu | | | | | | |
| LOS | | | | | | |
| LOS (signalized) | | | | | | |
| 95th Percentile Queue (veh) | | | | | | |
| 95th % Queue (ft) | | | | | | |

| General & Site Information | | v 4.2 |
|----------------------------|---|-------|
| Analyst: | LEH | |
| Agency/Co: | Kittelson & Associates Inc | |
| Date: | 11/12/2019 | |
| Project or PI#: | 19436.11 | |
| Year, Peak Hour: | Proposed Alt 2, Future Sat Mid-Day Peak | |
| County/District: | Barnstable | |
| Intersection: | Mashpee Rotary | |



Volumes **Entry Legs (FROM)**

| Lane Designation | | N1 (1) | N2 (1) | NE1 (2) | NE2 (2) | E1 (3) | E2 (3) | SE1 (4) | SE2 (4) |
|-----------------------|-------------|----------|--------|---------|---------|-----------|----------|---------|---------|
| Lane Designation | | Lf-Th-Rt | SELECT | SELECT | SELECT | Left Only | Lf-Th-Rt | SELECT | SELECT |
| Exit Legs (TO) | N (1), vph | | | | | | 100 | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 78 | | | | 11 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 118 | | | | 111 | | | |
| | SW (6), vph | 241 | | | | 382 | | | |
| | W (7), vph | 54 | | | | | 503 | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 492 | 0 | 0 | 0 | 503 | 603 | 0 | 0 |

S1 (5) S2 (5) SW1 (6) SW2 (6) W1 (7) W2 (7) NW1 (8) NW2 (8)

| Lane Designation | | Lf-Th-Rt | SELECT | Left-Thru | Right-Thru | Left-Thru | Right-Thru | SELECT | SELECT |
|-------------------|--|----------|--------|-----------|------------|-----------|------------|--------|--------|
| N (1), vph | | 188 | | 269 | | 114 | | | |
| NE (2), vph | | | | | | | | | |
| E (3), vph | | 154 | | 18 | 324 | 183 | 234 | | |
| SE (4), vph | | | | | | | | | |
| S (5), vph | | | | | 67 | | 51 | | |
| SW (6), vph | | 9 | | | | | 51 | | |
| W (7), vph | | 77 | | 59 | | | | | |
| NW (8), vph | | | | | | | | | |
| Entry Volume, vph | | 428 | 0 | 346 | 390 | 297 | 335 | 0 | 0 |

| | N | NE | E | SE | S | SW | W | NW |
|---------------------------------|---|----|---|----|---|----|---|----|
| # of Entry Flow Lanes | 1 | 0 | 2 | 0 | 1 | 2 | 2 | 0 |
| # of Conflict Flow Lanes | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |

| Volume Characteristics | | N | NE | E | SE | S | SW | W | NW |
|---------------------------|--|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars | | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycles | | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{hv} | | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| Entry/Conflicting Flows | | N | NE | E | SE | S | SW | W | NW |
|-------------------------|--------------------------|------|----|------|----|------|-----|------|----|
| Flow to | N (1), pcu/h | 0 | 0 | 107 | 0 | 201 | 287 | 122 | 0 |
| Leg # | NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | E (3), pcu/h | 84 | 0 | 11 | 0 | 165 | 365 | 446 | 0 |
| | SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | S (5), pcu/h | 126 | 0 | 118 | 0 | 0 | 71 | 54 | 0 |
| | SW (6), pcu/h | 257 | 0 | 408 | 0 | 9 | 0 | 54 | 0 |
| | W (7), pcu/h | 58 | 0 | 538 | 0 | 83 | 63 | 0 | 0 |
| | NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Entry flow, pcu/h | 525 | 0 | 1182 | 0 | 457 | 787 | 675 | 0 |
| | Entry flow Lane 1, pcu/h | 525 | 0 | 538 | 0 | 457 | 370 | 317 | 0 |
| | Entry flow Lane 2, pcu/h | 0 | 0 | 644 | 0 | 0 | 417 | 358 | 0 |
| | Conflicting flow, pcu/h | 1230 | 0 | 765 | 0 | 1378 | 961 | 1014 | 0 |

Results: Approach Measures of Effectiveness

| HCM 6th Edition | | N | | E | | S | | W | |
|--------------------------|--|-----------------|---------------|------------------|-----------------|------------------|-------------------|------------------|-------------------|
| <i>Lane Designations</i> | | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left Only</i> | <i>Lf-Th-Rt</i> | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> |
| Entry Capacity, veh/h | | 492 | NA | 697 | 697 | 434 | NA | 523 | 591 |
| Entry Flow Rates, veh/h | | 518 | 0 | 530 | 635 | 451 | 0 | 312 | 353 |
| V/C ratio | | 1.05 | #VALUE! | 0.76 | 0.91 | 1.04 | #VALUE! | 0.60 | 0.60 |
| Control Delay, s/veh | | 84.2 | 0.0 | 23.3 | 39.7 | 85.1 | 0.0 | 19.5 | 17.7 |
| LOS | | F | #N/A | C | E | F | #N/A | C | C |
| Average Queue (ft) | | 303 | 0 | 86 | 175 | 266 | 0 | 42 | 43 |
| 95th % Queue (ft) | | 397 | #VALUE! | 180 | 305 | 358 | #VALUE! | 98 | 100 |
| Approach Delay, LOS | | 84.2 sec, LOS F | | 32.3 sec, LOS D | | 85.1 sec, LOS F | | 18.6 sec, LOS C | |
| | | NE | | SE | | SW | | NW | |
| <i>Lane Designations</i> | | <i>Lane 1</i> | <i>Lane 2</i> | <i>Lane 1</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> | <i>Lane 1</i> | <i>Lane 2</i> |
| Entry Capacity, veh/h | | NA | NA | NA | NA | 549 | 618 | NA | NA |
| Entry Flow Rates, veh/h | | 0 | 0 | 0 | 0 | 364 | 411 | 0 | 0 |
| V/C ratio | | | | #VALUE! | #VALUE! | 0.66 | 0.66 | #VALUE! | #VALUE! |
| Control Delay, sec/pcu | | | | 0.0 | 0.0 | 21.8 | 19.9 | 0.0 | 0.0 |
| LOS | | | | #N/A | #N/A | | | #N/A | #N/A |
| Average Queue (ft) | | | | 0 | 0 | 55 | 57 | 0 | 0 |
| 95th % Queue (ft) | | | | #VALUE! | #VALUE! | 124 | 127 | #VALUE! | #VALUE! |
| Approach Delay, LOS | | | | #DIV/0! | | 20.8 sec, LOS C | | #DIV/0! | |
| Int Control Delay (sec) | | 41.4 | | | | | | | |

v 4.2

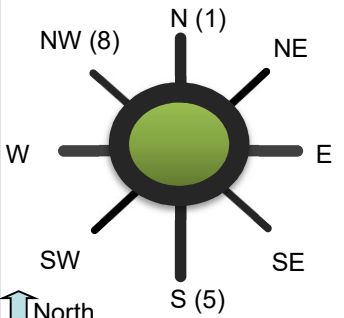
Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| # of Conflicting Exit Flow Lanes | 2 | 2 | 2 | 2 | 2 | 2 |
| <i>Volumes</i> | | | | | | |
| Entry Leg: Insert Right Turn Volume | | | | | | |
| Exit Leg: (Select Input Method) | | | | | | |
| Lane Flow in Exit Leg*** | | | | | | |
| Sum of inner circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |

| | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Sum of outer circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |
| Critical Lane Flow (Manual) in Exit Leg*** | | | | | | |
| Volume Characteristics | | | | | | |
| PHF (Entry Leg) | | | | | | |
| F _{HV} (Entry Leg) | | | | | | |
| F _{ped} | | | | | | |
| PHF (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| F _{HV} (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| ***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method. | | | | | | |
| Entry/Conflicting Flows | | | | | | |
| Entry Flow | | | | | | |
| Conflicting Critical Flow | | | | | | |
| Bypass Lane Results | | | | | | |
| Entry Capacity of Bypass, veh/h | | | | | | |
| Flow Rates of Exiting Traffic, veh/h | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, sec/pcu | | | | | | |
| LOS | | | | | | |
| LOS (signalized) | | | | | | |
| 95th Percentile Queue (veh) | | | | | | |
| 95th % Queue (ft) | | | | | | |

HCM 6th Edition Off-Season Future Traffic Operations Calculations

| General & Site Information | | v 4.2 |
|----------------------------|---|-------|
| Analyst: | LEH | |
| Agency/Co: | Kittelson & Associates Inc | |
| Date: | 11/12/2019 | |
| Project or PI#: | 19436.11 | |
| Year, Peak Hour: | Off-Season Sensitivity Analysis, Future AM Peak | |
| County/District: | Barnstable | |
| Intersection: | Mashpee Rotary | |



| Volumes | | Entry Legs (FROM) | | | | | | | |
|----------------------|-------------|-------------------|--------|---------|---------|-----------|----------|---------|---------|
| | | N1 (1) | N2 (1) | NE1 (2) | NE2 (2) | E1 (3) | E2 (3) | SE1 (4) | SE2 (4) |
| Lane Designation | | Lf-Th-Rt | SELECT | SELECT | SELECT | Left Only | Lf-Th-Rt | SELECT | SELECT |
| Exit Legs (TO) | N (1), vph | | | | | | 78 | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 201 | | | | 7 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 99 | | | | 69 | | | |
| | SW (6), vph | 65 | | | | 327 | 22 | | |
| | W (7), vph | 45 | | | | | 271 | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 410 | 0 | 0 | 0 | 404 | 371 | 0 | 0 |

| | | S1 (5) | S2 (5) | SW1 (6) | SW2 (6) | W1 (7) | W2 (7) | NW1 (8) | NW2 (8) |
|-------------------|-------------|----------|--------|-----------|------------|-----------|------------|---------|---------|
| Lane Designation | | Lf-Th-Rt | SELECT | Left-Thru | Right-Thru | Left-Thru | Right-Thru | SELECT | SELECT |
| | N (1), vph | 102 | | 40 | | 33 | | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 124 | | | 36 | 33 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | | | | 166 | | 74 | | |
| | SW (6), vph | 6 | | | | | 273 | | |
| | W (7), vph | 51 | | 206 | | | | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 282 | 0 | 246 | 202 | 65 | 347 | 0 | 0 |

| | N | NE | E | SE | S | SW | W | NW |
|--------------------------|---|----|---|----|---|----|---|----|
| # of Entry Flow Lanes | 1 | 0 | 2 | 0 | 1 | 2 | 2 | 0 |
| # of Conflict Flow Lanes | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |

| Volume Characteristics | N | NE | E | SE | S | SW | W | NW |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycles | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{hv} | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| Entry/Conflicting Flows | | N | NE | E | SE | S | SW | W | NW |
|-------------------------|--------------------------|------|----|-----|----|-----|-----|-----|----|
| Flow to | N (1), pcu/h | 0 | 0 | 83 | 0 | 109 | 43 | 35 | 0 |
| Leg # | NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | E (3), pcu/h | 215 | 0 | 8 | 0 | 132 | 38 | 35 | 0 |
| | SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | S (5), pcu/h | 106 | 0 | 74 | 0 | 0 | 177 | 79 | 0 |
| | SW (6), pcu/h | 70 | 0 | 373 | 0 | 6 | 0 | 292 | 0 |
| | W (7), pcu/h | 48 | 0 | 290 | 0 | 54 | 220 | 0 | 0 |
| | NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Entry flow, pcu/h | 438 | 0 | 828 | 0 | 302 | 478 | 441 | 0 |
| | Entry flow Lane 1, pcu/h | 438 | 0 | 431 | 0 | 302 | 263 | 70 | 0 |
| | Entry flow Lane 2, pcu/h | 0 | 0 | 396 | 0 | 0 | 216 | 371 | 0 |
| | Conflicting flow, pcu/h | 1025 | 0 | 467 | 0 | 594 | 552 | 851 | 0 |

Results: Approach Measures of Effectiveness

| HCM 6th Edition | | N | | E | | S | | W | |
|--------------------------|--|-----------------|---------------|------------------|-----------------|------------------|-------------------|------------------|-------------------|
| <i>Lane Designations</i> | | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left Only</i> | <i>Lf-Th-Rt</i> | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> |
| Entry Capacity, veh/h | | 585 | NA | 915 | 915 | 845 | NA | 608 | 679 |
| Entry Flow Rates, veh/h | | 432 | 0 | 425 | 390 | 297 | 0 | 69 | 366 |
| V/C ratio | | 0.74 | #VALUE! | 0.46 | 0.43 | 0.35 | #VALUE! | 0.11 | 0.54 |
| Control Delay, s/veh | | 25.1 | 0.0 | 9.6 | 9.0 | 8.3 | 0.0 | 7.2 | 14.0 |
| LOS | | D | #N/A | A | A | A | #N/A | A | B |
| Average Queue (ft) | | 75 | 0 | 28 | 24 | 17 | 0 | 3 | 36 |
| 95th % Queue (ft) | | 161 | #VALUE! | 63 | 55 | 40 | #VALUE! | 10 | 82 |
| Approach Delay, LOS | | 25.1 sec, LOS D | | 9.3 sec, LOS A | | 8.3 sec, LOS A | | 12.9 sec, LOS B | |
| | | NE | | SE | | SW | | NW | |
| <i>Lane Designations</i> | | <i>Lane 1</i> | <i>Lane 2</i> | <i>Lane 1</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> | <i>Lane 1</i> | <i>Lane 2</i> |
| Entry Capacity, veh/h | | NA | NA | NA | NA | 801 | 875 | NA | NA |
| Entry Flow Rates, veh/h | | 0 | 0 | 0 | 0 | 259 | 212 | 0 | 0 |
| V/C ratio | | | | #VALUE! | #VALUE! | 0.32 | 0.24 | #VALUE! | #VALUE! |
| Control Delay, sec/pcu | | | | 0.0 | 0.0 | 8.2 | 6.6 | 0.0 | 0.0 |
| LOS | | | | #N/A | #N/A | | | #N/A | #N/A |
| Average Queue (ft) | | | | 0 | 0 | 15 | 10 | 0 | 0 |
| 95th % Queue (ft) | | | | #VALUE! | #VALUE! | 36 | 24 | #VALUE! | #VALUE! |
| Approach Delay, LOS | | | | #DIV/0! | | 7.5 sec, LOS A | | #DIV/0! | |
| Int Control Delay (sec) | | 12.3 | | | | | | | |

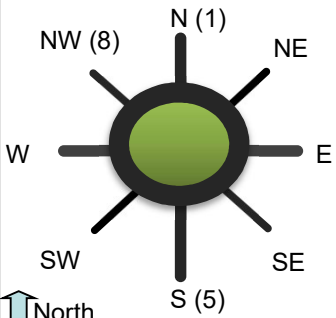
v 4.2

Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| # of Conflicting Exit Flow Lanes | 2 | 2 | 2 | 2 | 2 | 2 |
| <i>Volumes</i> | | | | | | |
| Entry Leg: Insert Right Turn Volume | | | | | | |
| Exit Leg: (Select Input Method) | | | | | | |
| Lane Flow in Exit Leg*** | | | | | | |
| Sum of inner circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |

| | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Sum of outer circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |
| Critical Lane Flow (Manual) in Exit Leg*** | | | | | | |
| Volume Characteristics | | | | | | |
| PHF (Entry Leg) | | | | | | |
| F _{HV} (Entry Leg) | | | | | | |
| F _{ped} | | | | | | |
| PHF (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| F _{HV} (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| ***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method. | | | | | | |
| Entry/Conflicting Flows | | | | | | |
| Entry Flow | | | | | | |
| Conflicting Critical Flow | | | | | | |
| Bypass Lane Results | | | | | | |
| Entry Capacity of Bypass, veh/h | | | | | | |
| Flow Rates of Exiting Traffic, veh/h | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, sec/pcu | | | | | | |
| LOS | | | | | | |
| LOS (signalized) | | | | | | |
| 95th Percentile Queue (veh) | | | | | | |
| 95th % Queue (ft) | | | | | | |

| General & Site Information | | v 4.2 |
|----------------------------|---|-------|
| Analyst: | LEH | |
| Agency/Co: | Kittelson & Associates Inc | |
| Date: | 11/12/2019 | |
| Project or PI#: | 19436.11 | |
| Year, Peak Hour: | Off-Season Sensitivity Analysis, Future PM Peak | |
| County/District: | Barnstable | |
| Intersection: | Mashpee Rotary | |



Volumes **Entry Legs (FROM)**

| Lane Designation | | N1 (1) | N2 (1) | NE1 (2) | NE2 (2) | E1 (3) | E2 (3) | SE1 (4) | SE2 (4) |
|-----------------------|-------------|----------|--------|---------|---------|-----------|----------|---------|---------|
| Lane Designation | | Lf-Th-Rt | SELECT | SELECT | SELECT | Left Only | Lf-Th-Rt | SELECT | SELECT |
| Exit Legs (TO) | N (1), vph | | | | | | 74 | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 71 | | | | 8 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 106 | | | | 82 | | | |
| | SW (6), vph | 217 | | | | 283 | | | |
| | W (7), vph | 49 | | | | | 373 | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 444 | 0 | 0 | 0 | 373 | 446 | 0 | 0 |

S1 (5) S2 (5) SW1 (6) SW2 (6) W1 (7) W2 (7) NW1 (8) NW2 (8)

| Lane Designation | | Lf-Th-Rt | SELECT | Left-Thru | Right-Thru | Left-Thru | Right-Thru | SELECT | SELECT |
|-------------------|--|----------|--------|-----------|------------|-----------|------------|--------|--------|
| N (1), vph | | 128 | | 188 | | 79 | | | |
| NE (2), vph | | | | | | | | | |
| E (3), vph | | 106 | | 12 | 226 | 127 | 164 | | |
| SE (4), vph | | | | | | | | | |
| S (5), vph | | | | | 47 | | 35 | | |
| SW (6), vph | | 6 | | | | | 35 | | |
| W (7), vph | | 52 | | 41 | | | | | |
| NW (8), vph | | | | | | | | | |
| Entry Volume, vph | | 292 | 0 | 241 | 273 | 207 | 234 | 0 | 0 |

| | N | NE | E | SE | S | SW | W | NW |
|---------------------------------|---|----|---|----|---|----|---|----|
| # of Entry Flow Lanes | 1 | 0 | 2 | 0 | 1 | 2 | 2 | 0 |
| # of Conflict Flow Lanes | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |

| Volume Characteristics | | N | NE | E | SE | S | SW | W | NW |
|---------------------------|--|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars | | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycles | | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{hv} | | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| Entry/Conflicting Flows | | N | NE | E | SE | S | SW | W | NW |
|-------------------------|--------------------------|-----|----|-----|----|-----|-----|-----|----|
| Flow to | N (1), pcu/h | 0 | 0 | 79 | 0 | 137 | 201 | 85 | 0 |
| Leg # | NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | E (3), pcu/h | 76 | 0 | 9 | 0 | 113 | 255 | 312 | 0 |
| | SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | S (5), pcu/h | 113 | 0 | 87 | 0 | 0 | 50 | 38 | 0 |
| | SW (6), pcu/h | 232 | 0 | 302 | 0 | 6 | 0 | 38 | 0 |
| | W (7), pcu/h | 53 | 0 | 398 | 0 | 56 | 44 | 0 | 0 |
| | NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Entry flow, pcu/h | 474 | 0 | 875 | 0 | 312 | 549 | 471 | 0 |
| | Entry flow Lane 1, pcu/h | 474 | 0 | 398 | 0 | 312 | 258 | 221 | 0 |
| | Entry flow Lane 2, pcu/h | 0 | 0 | 477 | 0 | 0 | 292 | 251 | 0 |
| | Conflicting flow, pcu/h | 902 | 0 | 528 | 0 | 980 | 719 | 826 | 0 |

Results: Approach Measures of Effectiveness

| HCM 6th Edition | | N | | E | | S | | W | |
|--------------------------|--|-----------------|---------------|------------------|-----------------|------------------|-------------------|------------------|-------------------|
| <i>Lane Designations</i> | | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left Only</i> | <i>Lf-Th-Rt</i> | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> |
| Entry Capacity, veh/h | | 650 | NA | 865 | 865 | 608 | NA | 622 | 693 |
| Entry Flow Rates, veh/h | | 467 | 0 | 392 | 470 | 307 | 0 | 218 | 247 |
| V/C ratio | | 0.72 | #VALUE! | 0.45 | 0.54 | 0.51 | #VALUE! | 0.35 | 0.36 |
| Control Delay, s/veh | | 22.0 | 0.0 | 9.8 | 11.7 | 14.3 | 0.0 | 10.6 | 9.8 |
| LOS | | C | #N/A | A | B | B | #N/A | B | A |
| Average Queue (ft) | | 71 | 0 | 27 | 38 | 31 | 0 | 16 | 17 |
| 95th % Queue (ft) | | 154 | #VALUE! | 61 | 85 | 72 | #VALUE! | 40 | 41 |
| Approach Delay, LOS | | 22 sec, LOS C | | 10.8 sec, LOS B | | 14.3 sec, LOS B | | 10.2 sec, LOS B | |
| | | NE | | SE | | SW | | NW | |
| <i>Lane Designations</i> | | <i>Lane 1</i> | <i>Lane 2</i> | <i>Lane 1</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> | <i>Lane 1</i> | <i>Lane 2</i> |
| Entry Capacity, veh/h | | NA | NA | NA | NA | 686 | 759 | NA | NA |
| Entry Flow Rates, veh/h | | 0 | 0 | 0 | 0 | 254 | 287 | 0 | 0 |
| V/C ratio | | | | #VALUE! | #VALUE! | 0.37 | 0.38 | #VALUE! | #VALUE! |
| Control Delay, sec/pcu | | | | 0.0 | 0.0 | 10.1 | 9.5 | 0.0 | 0.0 |
| LOS | | | | #N/A | #N/A | | | #N/A | #N/A |
| Average Queue (ft) | | | | 0 | 0 | 18 | 19 | 0 | 0 |
| 95th % Queue (ft) | | | | #VALUE! | #VALUE! | 43 | 45 | #VALUE! | #VALUE! |
| Approach Delay, LOS | | | | #DIV/0! | | 9.8 sec, LOS A | | #DIV/0! | |
| Int Control Delay (sec) | | 12.9 | | | | | | | |

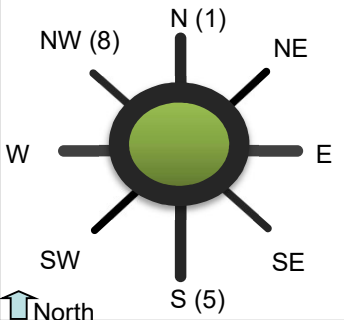
v 4.2

Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| # of Conflicting Exit Flow Lanes | 2 | 2 | 2 | 2 | 2 | 2 |
| <i>Volumes</i> | | | | | | |
| Entry Leg: Insert Right Turn Volume | | | | | | |
| Exit Leg: (Select Input Method) | | | | | | |
| Lane Flow in Exit Leg*** | | | | | | |
| Sum of inner circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |

| | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Sum of outer circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |
| Critical Lane Flow (Manual) in Exit Leg*** | | | | | | |
| Volume Characteristics | | | | | | |
| PHF (Entry Leg) | | | | | | |
| F _{HV} (Entry Leg) | | | | | | |
| F _{ped} | | | | | | |
| PHF (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| F _{HV} (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| ***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method. | | | | | | |
| Entry/Conflicting Flows | | | | | | |
| Entry Flow | | | | | | |
| Conflicting Critical Flow | | | | | | |
| Bypass Lane Results | | | | | | |
| Entry Capacity of Bypass, veh/h | | | | | | |
| Flow Rates of Exiting Traffic, veh/h | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, sec/pcu | | | | | | |
| LOS | | | | | | |
| LOS (signalized) | | | | | | |
| 95th Percentile Queue (veh) | | | | | | |
| 95th % Queue (ft) | | | | | | |

| General & Site Information | | v 4.2 |
|----------------------------|---|-------|
| Analyst: | LEH | |
| Agency/Co: | Kittelson & Associates Inc | |
| Date: | 11/12/2019 | |
| Project or PI#: | 19436.11 | |
| Year, Peak Hour: | Off-Season Sensitivity, Future Sat Mid-Day Peak | |
| County/District: | Barnstable | |
| Intersection: | Mashpee Rotary | |



Volumes **Entry Legs (FROM)**

| Lane Designation | | N1 (1) | N2 (1) | NE1 (2) | NE2 (2) | E1 (3) | E2 (3) | SE1 (4) | SE2 (4) |
|-----------------------|-------------|----------|--------|---------|---------|-----------|----------|---------|---------|
| Lane Designation | | Lf-Th-Rt | SELECT | SELECT | SELECT | Left Only | Lf-Th-Rt | SELECT | SELECT |
| Exit Legs (TO) | N (1), vph | | | | | | 76 | | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 60 | | | | 8 | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 90 | | | | 84 | | | |
| | SW (6), vph | 170 | | | | 290 | | | |
| | W (7), vph | 38 | | | | | 382 | | |
| | NW (8), vph | | | | | | | | |
| Entry Volume, vph | | 358 | 0 | 0 | 0 | 382 | 458 | 0 | 0 |

S1 (5) S2 (5) SW1 (6) SW2 (6) W1 (7) W2 (7) NW1 (8) NW2 (8)

| Lane Designation | | Lf-Th-Rt | SELECT | Left-Thru | Right-Thru | Left-Thru | Right-Thru | SELECT | SELECT |
|-------------------|--|----------|--------|-----------|------------|-----------|------------|--------|--------|
| N (1), vph | | 143 | | 204 | | 87 | | | |
| NE (2), vph | | | | | | | | | |
| E (3), vph | | 109 | | 14 | 246 | 139 | 178 | | |
| SE (4), vph | | | | | | | | | |
| S (5), vph | | | | | 51 | | 38 | | |
| SW (6), vph | | 7 | | | | | 38 | | |
| W (7), vph | | 59 | | 45 | | | | | |
| NW (8), vph | | | | | | | | | |
| Entry Volume, vph | | 317 | 0 | 263 | 297 | 225 | 255 | 0 | 0 |

| | N | NE | E | SE | S | SW | W | NW |
|---------------------------------|---|----|---|----|---|----|---|----|
| # of Entry Flow Lanes | 1 | 0 | 2 | 0 | 1 | 2 | 2 | 0 |
| # of Conflict Flow Lanes | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |

| Volume Characteristics | | N | NE | E | SE | S | SW | W | NW |
|---------------------------|--|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars | | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% | 98.5% |
| % Heavy Vehicles | | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| % Bicycles | | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{hv} | | 0.985 | 1.000 | 0.985 | 1.000 | 0.985 | 0.985 | 0.985 | 1.000 |
| F _{ped} | | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| Entry/Conflicting Flows | | N | NE | E | SE | S | SW | W | NW |
|-------------------------|--------------------------|-----|----|-----|----|------|-----|-----|----|
| Flow to | N (1), pcu/h | 0 | 0 | 81 | 0 | 153 | 218 | 93 | 0 |
| Leg # | NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | E (3), pcu/h | 64 | 0 | 9 | 0 | 116 | 278 | 339 | 0 |
| | SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | S (5), pcu/h | 96 | 0 | 90 | 0 | 0 | 54 | 41 | 0 |
| | SW (6), pcu/h | 182 | 0 | 310 | 0 | 7 | 0 | 41 | 0 |
| | W (7), pcu/h | 41 | 0 | 409 | 0 | 63 | 48 | 0 | 0 |
| | NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Entry flow, pcu/h | 382 | 0 | 898 | 0 | 339 | 598 | 513 | 0 |
| | Entry flow Lane 1, pcu/h | 382 | 0 | 409 | 0 | 339 | 281 | 241 | 0 |
| | Entry flow Lane 2, pcu/h | 0 | 0 | 490 | 0 | 0 | 317 | 272 | 0 |
| | Conflicting flow, pcu/h | 935 | 0 | 581 | 0 | 1047 | 731 | 757 | 0 |

Results: Approach Measures of Effectiveness

| HCM 6th Edition | | N | | E | | S | | W | |
|--------------------------|--|-----------------|---------------|------------------|-----------------|------------------|-------------------|------------------|-------------------|
| <i>Lane Designations</i> | | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left Only</i> | <i>Lf-Th-Rt</i> | <i>Lf-Th-Rt</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> |
| Entry Capacity, veh/h | | 632 | NA | 824 | 824 | 574 | NA | 663 | 735 |
| Entry Flow Rates, veh/h | | 376 | 0 | 402 | 482 | 334 | 0 | 237 | 268 |
| V/C ratio | | 0.60 | #VALUE! | 0.49 | 0.59 | 0.58 | #VALUE! | 0.36 | 0.36 |
| Control Delay, s/veh | | 16.7 | 0.0 | 10.9 | 13.3 | 17.5 | 0.0 | 10.2 | 9.5 |
| LOS | | C | #N/A | B | B | C | #N/A | B | A |
| Average Queue (ft) | | 44 | 0 | 30 | 44 | 41 | 0 | 17 | 18 |
| 95th % Queue (ft) | | 100 | #VALUE! | 69 | 99 | 94 | #VALUE! | 41 | 43 |
| Approach Delay, LOS | | 16.7 sec, LOS C | | 12.2 sec, LOS B | | 17.5 sec, LOS C | | 9.8 sec, LOS A | |
| <i>Lane Designations</i> | | <i>NE</i> | | <i>SE</i> | | <i>SW</i> | | <i>NW</i> | |
| <i>Lane Designations</i> | | <i>Lane 1</i> | <i>Lane 2</i> | <i>Lane 1</i> | <i>Lane 2</i> | <i>Left-Thru</i> | <i>Right-Thru</i> | <i>Lane 1</i> | <i>Lane 2</i> |
| Entry Capacity, veh/h | | NA | NA | NA | NA | 679 | 752 | NA | NA |
| Entry Flow Rates, veh/h | | 0 | 0 | 0 | 0 | 277 | 312 | 0 | 0 |
| V/C ratio | | | | #VALUE! | #VALUE! | 0.41 | 0.42 | #VALUE! | #VALUE! |
| Control Delay, sec/pcu | | | | 0.0 | 0.0 | 10.9 | 10.2 | 0.0 | 0.0 |
| LOS | | | | #N/A | #N/A | | | #N/A | #N/A |
| Average Queue (ft) | | | | 0 | 0 | 21 | 22 | 0 | 0 |
| 95th % Queue (ft) | | | | #VALUE! | #VALUE! | 50 | 52 | #VALUE! | #VALUE! |
| Approach Delay, LOS | | | | #DIV/0! | | 10.6 sec, LOS B | | #DIV/0! | |
| Int Control Delay (sec) | | 12.7 | | | | | | | |

v 4.2

Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| # of Conflicting Exit Flow Lanes | 2 | 2 | 2 | 2 | 2 | 2 |
| <i>Volumes</i> | | | | | | |
| Entry Leg: Insert Right Turn Volume | | | | | | |
| Exit Leg: (Select Input Method) | | | | | | |
| Lane Flow in Exit Leg*** | | | | | | |
| Sum of inner circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |

| | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| Sum of outer circulatory flow lane to exit leg (leg bypass merges into) | N/A | N/A | N/A | N/A | N/A | N/A |
| Critical Lane Flow (Manual) in Exit Leg*** | | | | | | |
| Volume Characteristics | | | | | | |
| PHF (Entry Leg) | | | | | | |
| F _{HV} (Entry Leg) | | | | | | |
| F _{ped} | | | | | | |
| PHF (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| F _{HV} (Exit Leg)*** | N/A | N/A | N/A | N/A | N/A | N/A |
| ***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method. | | | | | | |
| Entry/Conflicting Flows | | | | | | |
| Entry Flow | | | | | | |
| Conflicting Critical Flow | | | | | | |
| Bypass Lane Results | | | | | | |
| Entry Capacity of Bypass, veh/h | | | | | | |
| Flow Rates of Exiting Traffic, veh/h | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, sec/pcu | | | | | | |
| LOS | | | | | | |
| LOS (signalized) | | | | | | |
| 95th Percentile Queue (veh) | | | | | | |
| 95th % Queue (ft) | | | | | | |

Lanes, Volumes, Timings

36: Route 28 & Great Neck Road South/Great Neck Road North

03/10/2020



| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | ↕ | ↗ | ↖ | ↕ | ↗ | ↖ | ↕↗ | | ↖ | ↕↗ | ↗ |
| Traffic Volume (vph) | 8 | 169 | 139 | 94 | 140 | 370 | 384 | 760 | 61 | 108 | 894 | 97 |
| Future Volume (vph) | 8 | 169 | 139 | 94 | 140 | 370 | 384 | 760 | 61 | 108 | 894 | 97 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 100 | 100 | | 100 | 200 | | 0 | 150 | | 100 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | 0.989 | | | | 0.850 |
| Flt Protected | | 0.998 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1859 | 1583 | 1770 | 1863 | 1583 | 1770 | 3500 | 0 | 1770 | 3539 | 1583 |
| Flt Permitted | | 0.982 | | 0.458 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1829 | 1583 | 853 | 1863 | 1583 | 1770 | 3500 | 0 | 1770 | 3539 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 182 | | | 402 | | 9 | | | | 182 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 469 | | | 472 | | | 492 | | | | 720 |
| Travel Time (s) | | 10.7 | | | 10.7 | | | 11.2 | | | | 16.4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 9 | 184 | 151 | 102 | 152 | 402 | 417 | 826 | 66 | 117 | 972 | 105 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 193 | 151 | 102 | 152 | 402 | 417 | 892 | 0 | 117 | 972 | 105 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | Prot | NA | | Prot | NA | Perm |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | | | | 6 |
| Detector Phase | 4 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 18.0 | 18.0 | 18.0 | 9.5 | 22.5 | 22.5 | 9.5 | 22.5 | | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 18.0 | 18.0 | 18.0 | 9.5 | 27.5 | 27.5 | 10.0 | 30.0 | | 10.0 | 30.0 | 30.0 |
| Total Split (%) | 20.0% | 20.0% | 20.0% | 10.6% | 30.6% | 30.6% | 11.1% | 33.3% | | 11.1% | 33.3% | 33.3% |
| Maximum Green (s) | 13.5 | 13.5 | 13.5 | 5.0 | 23.0 | 23.0 | 5.5 | 25.5 | | 5.5 | 25.5 | 25.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lead | Lead | Lag | | | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | C-Min |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effect Green (s) | | 12.6 | 12.6 | 21.4 | 20.3 | 20.3 | 30.7 | 42.3 | | 13.9 | 25.5 | 25.5 |
| Actuated g/C Ratio | | 0.14 | 0.14 | 0.24 | 0.23 | 0.23 | 0.34 | 0.47 | | 0.15 | 0.28 | 0.28 |
| v/c Ratio | | 0.75 | 0.40 | 0.40 | 0.36 | 0.60 | 0.69 | 0.54 | | 0.43 | 0.97 | 0.18 |
| Control Delay | | 56.5 | 6.7 | 34.4 | 30.9 | 7.2 | 24.9 | 22.3 | | 39.6 | 55.1 | 1.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | | 56.5 | 6.7 | 34.4 | 30.9 | 7.2 | 24.9 | 22.3 | | 39.6 | 55.1 | 1.0 |

Lanes, Volumes, Timings

36: Route 28 & Great Neck Road South/Great Neck Road North

03/10/2020

| | |
|-------------------------|------|
| Lane Group | Ø9 |
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Ideal Flow (vphpl) | |
| Storage Length (ft) | |
| Storage Lanes | |
| Taper Length (ft) | |
| Lane Util. Factor | |
| Frt | |
| Flt Protected | |
| Satd. Flow (prot) | |
| Flt Permitted | |
| Satd. Flow (perm) | |
| Right Turn on Red | |
| Satd. Flow (RTOR) | |
| Link Speed (mph) | |
| Link Distance (ft) | |
| Travel Time (s) | |
| Peak Hour Factor | |
| Adj. Flow (vph) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 5.0 |
| Minimum Split (s) | 22.5 |
| Total Split (s) | 22.5 |
| Total Split (%) | 25% |
| Maximum Green (s) | 18.0 |
| Yellow Time (s) | 3.5 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | 7.0 |
| Flash Dont Walk (s) | 11.0 |
| Pedestrian Calls (#/hr) | 0 |
| Act Effect Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |

Lanes, Volumes, Timings

36: Route 28 & Great Neck Road South/Great Neck Road North

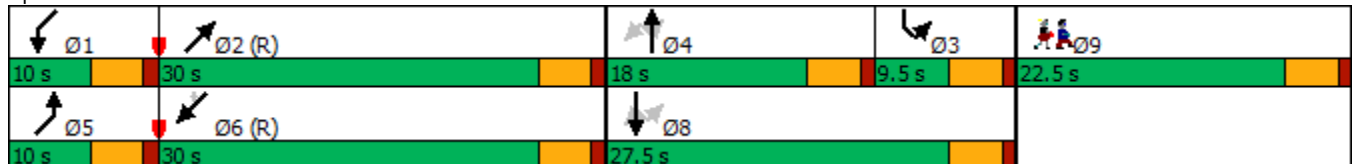
03/10/2020

| Lane Group | NBL | NBT | NBR | SBL | SBT | SBR | NEL | NET | NER | SWL | SWT | SWR |
|-------------------------|-----|------|------|------|------|------|------|------|-----|------|------|------|
| LOS | | E | A | C | C | A | C | C | | D | E | A |
| Approach Delay | | 34.6 | | | 16.9 | | | 23.1 | | | 48.9 | |
| Approach LOS | | C | | | B | | | C | | | D | |
| Queue Length 50th (ft) | | 106 | 0 | 46 | 70 | 0 | 181 | 242 | | 61 | 286 | 0 |
| Queue Length 95th (ft) | | #199 | 35 | 88 | 124 | 71 | #275 | 311 | | 112 | #417 | 4 |
| Internal Link Dist (ft) | | 389 | | | 392 | | | 412 | | | 640 | |
| Turn Bay Length (ft) | | | 100 | 100 | | 100 | 200 | | | 150 | | 100 |
| Base Capacity (vph) | | 274 | 392 | 255 | 476 | 703 | 603 | 1649 | | 273 | 1002 | 578 |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | | 0.70 | 0.39 | 0.40 | 0.32 | 0.57 | 0.69 | 0.54 | | 0.43 | 0.97 | 0.18 |

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Green, Master Intersection
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 31.9 Intersection LOS: C
 Intersection Capacity Utilization 77.7% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
















Splits and Phases: 36: Route 28 & Great Neck Road South/Great Neck Road North



| | |
|-------------------------|----|
| Lane Group | Ø9 |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |
| Intersection Summary | |

Lanes, Volumes, Timings
37: Route 28 & Route 151

03/10/2020

| |  |  |  |  |  |  | Ø9 |
|-------------------------|---|--|--|---|---|---|----|
| Lane Group | NBL | NBT | SBT | SBR | SEL | SER | Ø9 |
| Lane Configurations |  |   |   |  |    | | |
| Traffic Volume (vph) | 123 | 658 | 691 | 581 | 547 | 92 | |
| Future Volume (vph) | 123 | 658 | 691 | 581 | 547 | 92 | |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Storage Length (ft) | 100 | | | 100 | 0 | 100 | |
| Storage Lanes | 1 | | | 1 | 2 | 0 | |
| Taper Length (ft) | 25 | | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.97 | 0.95 | |
| Frt | | | | 0.850 | 0.978 | | |
| Flt Protected | 0.950 | | | | 0.959 | | |
| Satd. Flow (prot) | 1770 | 3539 | 3539 | 1583 | 3389 | 0 | |
| Flt Permitted | 0.268 | | | | 0.959 | | |
| Satd. Flow (perm) | 499 | 3539 | 3539 | 1583 | 3389 | 0 | |
| Right Turn on Red | | | | Yes | | Yes | |
| Satd. Flow (RTOR) | | | | 632 | 22 | | |
| Link Speed (mph) | | 30 | 30 | | 30 | | |
| Link Distance (ft) | | 267 | 492 | | 454 | | |
| Travel Time (s) | | 6.1 | 11.2 | | 10.3 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 134 | 715 | 751 | 632 | 595 | 100 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 134 | 715 | 751 | 632 | 695 | 0 | |
| Turn Type | pm+pt | NA | NA | pm+ov | Prot | | |
| Protected Phases | 5 | 2 | 6 | 4 | 4 | 9 | |
| Permitted Phases | 2 | | | 6 | | | |
| Detector Phase | 5 | 2 | 6 | 4 | 4 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 9.5 | 22.5 | 22.5 | 22.5 | 22.5 | 9.5 | |
| Total Split (s) | 10.0 | 39.0 | 29.0 | 31.5 | 31.5 | 19.5 | |
| Total Split (%) | 11.1% | 43.3% | 32.2% | 35.0% | 35.0% | 22% | |
| Maximum Green (s) | 5.5 | 34.5 | 24.5 | 27.0 | 27.0 | 15.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | |
| Lead/Lag | Lead | | Lag | | | | |
| Lead-Lag Optimize? | Yes | | Yes | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | C-Max | C-Max | None | None | None | |
| Act Effct Green (s) | 57.0 | 57.0 | 43.7 | 72.2 | 24.0 | | |
| Actuated g/C Ratio | 0.63 | 0.63 | 0.49 | 0.80 | 0.27 | | |
| v/c Ratio | 0.31 | 0.32 | 0.44 | 0.45 | 0.75 | | |
| Control Delay | 9.1 | 8.5 | 19.9 | 2.7 | 22.1 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | | |
| Total Delay | 9.1 | 8.5 | 19.9 | 3.0 | 22.1 | | |
| LOS | A | A | B | A | C | | |
| Approach Delay | | 8.6 | 12.2 | | 22.1 | | |
| Approach LOS | | A | B | | C | | |

Lanes, Volumes, Timings
37: Route 28 & Route 151

03/10/2020



| Lane Group | NBL | NBT | SBT | SBR | SEL | SER | Ø9 |
|-------------------------|------|------|------|------|------|-----|----|
| Queue Length 50th (ft) | 29 | 93 | 122 | 33 | 158 | | |
| Queue Length 95th (ft) | 55 | 131 | m150 | m49 | 237 | | |
| Internal Link Dist (ft) | | 187 | 412 | | 374 | | |
| Turn Bay Length (ft) | 100 | | | 100 | | | |
| Base Capacity (vph) | 439 | 2239 | 1717 | 1426 | 1032 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 248 | 0 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.31 | 0.32 | 0.44 | 0.54 | 0.67 | | |

Intersection Summary

| | |
|---|--|
| Area Type: | Other |
| Cycle Length: | 90 |
| Actuated Cycle Length: | 90 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green |
| Natural Cycle: | 65 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.75 |
| Intersection Signal Delay: | 13.5 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 55.7% |
| ICU Level of Service | B |
| Analysis Period (min) | 15 |
| m Volume for 95th percentile queue is metered by upstream signal. | |

Splits and Phases: 37: Route 28 & Route 151

| | | |
|------------------------------|--------------------------------|--------------|
| Ø2 (R) Ø5 39 s 10 s | Ø4 Ø6 (R) 31.5 s 29 s | Ø9 19.5 s |
|------------------------------|--------------------------------|--------------|

Lanes, Volumes, Timings
36: Route 28 & Route 151 & Great Neck Road North

03/10/2020



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 105 | 442 | 92 | 493 | 509 | 97 | 123 | 448 | 457 | 94 | 438 | 72 |
| Future Volume (vph) | 105 | 442 | 92 | 493 | 509 | 97 | 123 | 448 | 457 | 94 | 438 | 72 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 200 | 200 | | 0 | 100 | | 0 | 100 | | 100 |
| Storage Lanes | 1 | | 0 | 2 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.974 | | | 0.976 | | | | 0.850 | | 0.979 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3447 | 0 | 3433 | 3454 | 0 | 1770 | 1863 | 1583 | 1770 | 3465 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.281 | | | 0.250 | | |
| Satd. Flow (perm) | 1770 | 3447 | 0 | 3433 | 3454 | 0 | 523 | 1863 | 1583 | 466 | 3465 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 23 | | | 23 | | | | 143 | | | 19 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 558 | | | 720 | | | 1127 | | | | 472 |
| Travel Time (s) | | 12.7 | | | 16.4 | | | 25.6 | | | | 10.7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 114 | 480 | 100 | 536 | 553 | 105 | 134 | 487 | 497 | 102 | 476 | 78 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 114 | 580 | 0 | 536 | 658 | 0 | 134 | 487 | 497 | 102 | 554 | 0 |
| Turn Type | Prot | NA | | Prot | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | 1 | 3 | 8 | |
| Permitted Phases | | | | | | | 4 | | 4 | 8 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 7 | 4 | 1 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | 9.5 | 9.5 | 22.5 | 22.5 |
| Total Split (s) | 17.2 | 27.0 | | 25.0 | 34.8 | | 13.8 | 38.0 | 25.0 | 10.0 | 34.2 | 34.2 |
| Total Split (%) | 17.2% | 27.0% | | 25.0% | 34.8% | | 13.8% | 38.0% | 25.0% | 10.0% | 34.2% | 34.2% |
| Maximum Green (s) | 12.7 | 22.5 | | 20.5 | 30.3 | | 9.3 | 33.5 | 20.5 | 5.5 | 29.7 | 29.7 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | Lead | Lead | | Lag | Lag | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | Max |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | 7.0 |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| Act Effect Green (s) | 10.8 | 22.5 | | 20.5 | 32.2 | | 42.8 | 35.5 | 56.9 | 35.8 | 30.3 | 30.3 |
| Actuated g/C Ratio | 0.11 | 0.22 | | 0.20 | 0.32 | | 0.43 | 0.36 | 0.57 | 0.36 | 0.30 | 0.30 |
| v/c Ratio | 0.60 | 0.73 | | 0.76 | 0.58 | | 0.40 | 0.74 | 0.52 | 0.43 | 0.52 | 0.52 |
| Control Delay | 58.8 | 54.3 | | 45.6 | 30.2 | | 21.2 | 37.1 | 7.8 | 23.7 | 30.1 | 30.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 58.8 | 54.3 | | 45.6 | 30.2 | | 21.2 | 37.1 | 7.8 | 23.7 | 30.1 | 30.1 |

Lanes, Volumes, Timings

36: Route 28 & Route 151 & Great Neck Road North

03/10/2020

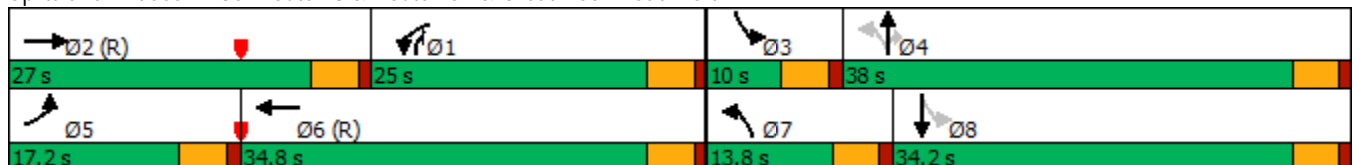


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|-----|
| LOS | E | D | | D | C | | C | D | A | C | C | |
| Approach Delay | | 55.0 | | | 37.1 | | | 22.2 | | | 29.1 | |
| Approach LOS | | E | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 78 | 202 | | 167 | 179 | | 51 | 277 | 83 | 38 | 149 | |
| Queue Length 95th (ft) | m112 | 260 | | 226 | 242 | | 90 | #416 | 140 | 71 | 202 | |
| Internal Link Dist (ft) | | 478 | | | 640 | | | 1047 | | | 392 | |
| Turn Bay Length (ft) | 150 | | | 200 | | | 100 | | | 100 | | |
| Base Capacity (vph) | 224 | 793 | | 703 | 1127 | | 340 | 661 | 962 | 238 | 1062 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.51 | 0.73 | | 0.76 | 0.58 | | 0.39 | 0.74 | 0.52 | 0.43 | 0.52 | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 34.5
 Intersection LOS: C
 Intersection Capacity Utilization 73.0%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: Route 28 & Route 151 & Great Neck Road North



Lanes, Volumes, Timings
 36: Route 28 & Route 151 & Great Neck Road North

03/10/2020



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | ↖ | ↖↗ | | ↖↗ | ↖↗ | | ↖ | ↖ | ↖ | ↖ | ↖↗ | |
| Traffic Volume (vph) | 105 | 442 | 92 | 493 | 509 | 97 | 123 | 448 | 457 | 94 | 438 | 72 |
| Future Volume (vph) | 105 | 442 | 92 | 493 | 509 | 97 | 123 | 448 | 457 | 94 | 438 | 72 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 200 | 200 | | 0 | 100 | | 0 | 100 | | 100 |
| Storage Lanes | 1 | | 0 | 2 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.974 | | | 0.976 | | | | 0.850 | | 0.979 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 3447 | 0 | 3433 | 3454 | 0 | 1770 | 1863 | 1583 | 1770 | 3465 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.281 | | | 0.250 | | |
| Satd. Flow (perm) | 1770 | 3447 | 0 | 3433 | 3454 | 0 | 523 | 1863 | 1583 | 466 | 3465 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 23 | | | 23 | | | | 143 | | | 19 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 558 | | | 720 | | | 595 | | | | 472 |
| Travel Time (s) | | 12.7 | | | 16.4 | | | 13.5 | | | | 10.7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 114 | 480 | 100 | 536 | 553 | 105 | 134 | 487 | 497 | 102 | 476 | 78 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 114 | 580 | 0 | 536 | 658 | 0 | 134 | 487 | 497 | 102 | 554 | 0 |
| Turn Type | Prot | NA | | Prot | NA | | pm+pt | NA | pm+ov | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 7 | 4 | 1 | 3 | 8 | |
| Permitted Phases | | | | | | | 4 | | 4 | 8 | | |
| Detector Phase | 5 | 2 | | 1 | 6 | | 7 | 4 | 1 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 9.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | 9.5 | 9.5 | 22.5 | |
| Total Split (s) | 17.2 | 27.0 | | 25.0 | 34.8 | | 13.8 | 38.0 | 25.0 | 10.0 | 34.2 | |
| Total Split (%) | 17.2% | 27.0% | | 25.0% | 34.8% | | 13.8% | 38.0% | 25.0% | 10.0% | 34.2% | |
| Maximum Green (s) | 12.7 | 22.5 | | 20.5 | 30.3 | | 9.3 | 33.5 | 20.5 | 5.5 | 29.7 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | |
| Lead/Lag | Lead | Lead | | Lag | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | C-Max | | None | C-Max | | None | Max | None | None | Max | |
| Walk Time (s) | | 7.0 | | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | | | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | 10.8 | 22.5 | | 20.5 | 32.2 | | 42.8 | 35.5 | 56.9 | 35.8 | 30.3 | |
| Actuated g/C Ratio | 0.11 | 0.22 | | 0.20 | 0.32 | | 0.43 | 0.36 | 0.57 | 0.36 | 0.30 | |
| v/c Ratio | 0.60 | 0.73 | | 0.76 | 0.58 | | 0.40 | 0.74 | 0.52 | 0.43 | 0.52 | |
| Control Delay | 47.1 | 31.4 | | 45.6 | 30.2 | | 21.2 | 37.1 | 7.8 | 23.7 | 30.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 47.1 | 31.4 | | 45.6 | 30.2 | | 21.2 | 37.1 | 7.8 | 23.7 | 30.1 | |

Lanes, Volumes, Timings

36: Route 28 & Route 151 & Great Neck Road North

03/10/2020

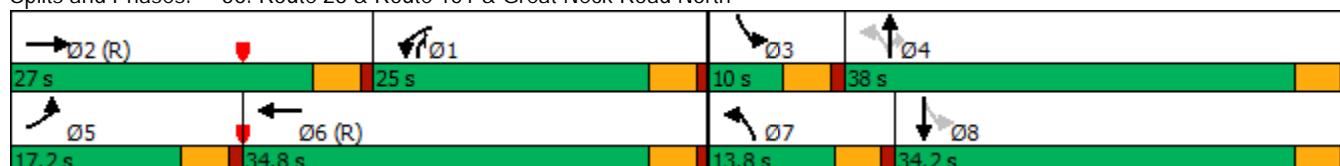


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|-----|------|------|------|------|------|-----|
| LOS | D | C | | D | C | | C | D | A | C | C | |
| Approach Delay | | 34.0 | | | 37.1 | | | 22.2 | | | 29.1 | |
| Approach LOS | | C | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 61 | 161 | | 167 | 179 | | 51 | 277 | 83 | 38 | 149 | |
| Queue Length 95th (ft) | m93 | 213 | | 226 | 242 | | 90 | #416 | 140 | 71 | 202 | |
| Internal Link Dist (ft) | | 478 | | | 640 | | | 515 | | | 392 | |
| Turn Bay Length (ft) | 150 | | | 200 | | | 100 | | | 100 | | |
| Base Capacity (vph) | 224 | 793 | | 703 | 1127 | | 340 | 661 | 962 | 238 | 1062 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.51 | 0.73 | | 0.76 | 0.58 | | 0.39 | 0.74 | 0.52 | 0.43 | 0.52 | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 46 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 30.5
 Intersection LOS: C
 Intersection Capacity Utilization 73.0%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: Route 28 & Route 151 & Great Neck Road North



| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | ↗ | ↕ | | ↖ | ↕ |
| Traffic Vol, veh/h | 0 | 377 | 651 | 61 | 294 | 729 |
| Future Vol, veh/h | 0 | 377 | 651 | 61 | 294 | 729 |
| 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 | - | - | 150 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 410 | 708 | 66 | 320 | 792 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | - | 387 | 0 | 0 | 774 |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | 4.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | 2.22 |
| Pot Cap-1 Maneuver | 0 | 611 | - | - | 837 |
| Stage 1 | 0 | - | - | - | - |
| Stage 2 | 0 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | - | 611 | - | - | 837 |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 22.1 | 0 | 3.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 611 | 837 |
| HCM Lane V/C Ratio | - | - | 0.671 | 0.382 |
| HCM Control Delay (s) | - | - | 22.1 | 11.9 |
| HCM Lane LOS | - | - | C | B |
| HCM 95th %tile Q(veh) | - | - | 5.1 | 1.8 |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | ↗ | ↖ | ↕ | | ↖ | ↗ | |
| Traffic Volume (vph) | 44 | 134 | 117 | 33 | 128 | 155 | 180 | 736 | 15 | 233 | 823 | 39 |
| Future Volume (vph) | 44 | 134 | 117 | 33 | 128 | 155 | 180 | 736 | 15 | 233 | 823 | 39 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 100 | | 0 | 200 | | 0 | 150 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.930 | | | | 0.850 | | 0.997 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1732 | 0 | 1770 | 1863 | 1583 | 1770 | 3529 | 0 | 1770 | 3514 | 0 |
| Flt Permitted | 0.320 | | | 0.462 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 596 | 1732 | 0 | 861 | 1863 | 1583 | 1770 | 3529 | 0 | 1770 | 3514 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 30 | | | | 168 | | 2 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 289 | | | 484 | | | 813 | | | 464 | |
| Travel Time (s) | | 6.6 | | | 11.0 | | | 18.5 | | | 10.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 48 | 146 | 127 | 36 | 139 | 168 | 196 | 800 | 16 | 253 | 895 | 42 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 48 | 273 | 0 | 36 | 139 | 168 | 196 | 816 | 0 | 253 | 937 | 0 |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Prot | NA | | Prot | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | | | | | | |
| Detector Phase | 7 | 4 | | 3 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 20.0 | | 6.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 21.0 | | 11.5 | 21.0 | 21.0 | 12.0 | 26.5 | | 12.0 | 26.5 | |
| Total Split (s) | 10.4 | 22.0 | | 11.5 | 23.1 | 23.1 | 18.0 | 35.5 | | 22.0 | 39.5 | |
| Total Split (%) | 8.7% | 18.3% | | 9.6% | 19.3% | 19.3% | 15.0% | 29.6% | | 18.3% | 32.9% | |
| Maximum Green (s) | 5.9 | 16.5 | | 6.0 | 17.6 | 17.6 | 13.0 | 29.0 | | 17.0 | 33.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 | 4.5 | | 3.5 | 4.5 | |
| All-Red Time (s) | 1.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 1.5 | 2.0 | | 1.5 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 5.5 | | 5.5 | 5.5 | 5.5 | 5.0 | 6.5 | | 5.0 | 6.5 | |
| Lead/Lag | Lead | Lead | | Lag | Lag | Lag | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | None | None | C-Min | | None | Min | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effect Green (s) | 20.0 | 19.0 | | 19.9 | 17.6 | 17.6 | 21.9 | 51.3 | | 25.8 | 55.2 | |
| Actuated g/C Ratio | 0.17 | 0.16 | | 0.17 | 0.15 | 0.15 | 0.18 | 0.43 | | 0.22 | 0.46 | |
| v/c Ratio | 0.31 | 0.91 | | 0.19 | 0.51 | 0.45 | 0.61 | 0.54 | | 0.67 | 0.58 | |
| Control Delay | 50.1 | 79.0 | | 49.1 | 54.9 | 10.9 | 53.6 | 27.9 | | 52.2 | 26.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 50.1 | 79.0 | | 49.1 | 54.9 | 10.9 | 53.6 | 27.9 | | 52.2 | 26.2 | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020

| | |
|-------------------------|------|
| Lane Group | Ø9 |
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Ideal Flow (vphpl) | |
| Storage Length (ft) | |
| Storage Lanes | |
| Taper Length (ft) | |
| Lane Util. Factor | |
| Frt | |
| Flt Protected | |
| Satd. Flow (prot) | |
| Flt Permitted | |
| Satd. Flow (perm) | |
| Right Turn on Red | |
| Satd. Flow (RTOR) | |
| Link Speed (mph) | |
| Link Distance (ft) | |
| Travel Time (s) | |
| Peak Hour Factor | |
| Adj. Flow (vph) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 5.0 |
| Minimum Split (s) | 29.0 |
| Total Split (s) | 29.0 |
| Total Split (%) | 24% |
| Maximum Green (s) | 25.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 0.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | 7.0 |
| Flash Dont Walk (s) | 18.0 |
| Pedestrian Calls (#/hr) | 0 |
| Act Effect Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020

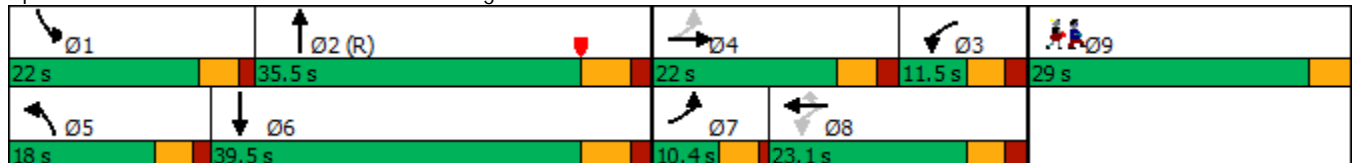


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|-----|------|------|------|------|------|-----|------|------|-----|
| LOS | D | E | | D | D | B | D | C | | D | C | |
| Approach Delay | | 74.6 | | | 32.7 | | | 32.9 | | | 31.7 | |
| Approach LOS | | E | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 33 | -206 | | 25 | 101 | 0 | 142 | 250 | | 181 | 281 | |
| Queue Length 95th (ft) | 70 | #381 | | 57 | 168 | 63 | 216 | 328 | | 264 | 365 | |
| Internal Link Dist (ft) | | 209 | | | 404 | | | 733 | | | 384 | |
| Turn Bay Length (ft) | | | | 100 | | | 200 | | | 150 | | |
| Base Capacity (vph) | 156 | 299 | | 187 | 290 | 388 | 322 | 1510 | | 380 | 1619 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.31 | 0.91 | | 0.19 | 0.48 | 0.43 | 0.61 | 0.54 | | 0.67 | 0.58 | |

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow, Master Intersection
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 37.1 Intersection LOS: D
 Intersection Capacity Utilization 71.9% ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Route 28 & Jobs Fishing Rd/Donnas Lane



| | |
|-------------------------|----|
| Lane Group | Ø9 |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |
| Intersection Summary | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | ↕ | ↗ | ↖ | ↕ | ↗ | ↖ | ↕↗ | | ↖ | ↕↗ | |
| Traffic Volume (vph) | 44 | 134 | 117 | 33 | 128 | 86 | 180 | 736 | 15 | 233 | 823 | 39 |
| Future Volume (vph) | 44 | 134 | 117 | 33 | 128 | 86 | 180 | 736 | 15 | 233 | 823 | 39 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 100 | | 0 | 200 | | 0 | 150 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | 0.997 | | | 0.993 | |
| Flt Protected | | 0.988 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1840 | 1583 | 1770 | 1863 | 1583 | 1770 | 3529 | 0 | 1770 | 3514 | 0 |
| Flt Permitted | | 0.850 | | 0.469 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1583 | 1583 | 874 | 1863 | 1583 | 1770 | 3529 | 0 | 1770 | 3514 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 127 | | | 169 | | 2 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 289 | | | 484 | | | 813 | | | 464 | |
| Travel Time (s) | | 6.6 | | | 11.0 | | | 18.5 | | | 10.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 48 | 146 | 127 | 36 | 139 | 93 | 196 | 800 | 16 | 253 | 895 | 42 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 194 | 127 | 36 | 139 | 93 | 196 | 816 | 0 | 253 | 937 | 0 |
| Turn Type | pm+pt | NA | pm+ov | Perm | NA | Perm | Prot | NA | | Prot | NA | |
| Protected Phases | 7 | 4 | 5 | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | | | | |
| Detector Phase | 7 | 4 | 5 | 8 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 20.0 | | 6.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 21.0 | 12.0 | 21.0 | 21.0 | 21.0 | 12.0 | 26.5 | | 12.0 | 26.5 | |
| Total Split (s) | 9.5 | 30.5 | 16.0 | 21.0 | 21.0 | 21.0 | 16.0 | 31.5 | | 19.0 | 34.5 | |
| Total Split (%) | 8.6% | 27.7% | 14.5% | 19.1% | 19.1% | 19.1% | 14.5% | 28.6% | | 17.3% | 31.4% | |
| Maximum Green (s) | 5.0 | 25.0 | 11.0 | 15.5 | 15.5 | 15.5 | 11.0 | 25.0 | | 14.0 | 28.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 4.5 | | 3.5 | 4.5 | |
| All-Red Time (s) | 1.0 | 2.0 | 1.5 | 2.0 | 2.0 | 2.0 | 1.5 | 2.0 | | 1.5 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 5.5 | 5.0 | 5.5 | 5.5 | 5.5 | 5.0 | 6.5 | | 5.0 | 6.5 | |
| Lead/Lag | Lead | | Lead | Lag | Lag | Lag | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effect Green (s) | | 20.3 | 47.5 | 20.3 | 20.3 | 20.3 | 21.7 | 46.6 | | 26.1 | 51.0 | |
| Actuated g/C Ratio | | 0.18 | 0.43 | 0.18 | 0.18 | 0.18 | 0.20 | 0.42 | | 0.24 | 0.46 | |
| v/c Ratio | | 0.67 | 0.17 | 0.22 | 0.41 | 0.22 | 0.56 | 0.55 | | 0.60 | 0.57 | |
| Control Delay | | 52.4 | 3.3 | 39.7 | 42.0 | 1.2 | 56.5 | 21.2 | | 44.4 | 24.1 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 52.4 | 3.3 | 39.7 | 42.0 | 1.2 | 56.5 | 21.2 | | 44.4 | 24.1 | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020

| | |
|-------------------------|------|
| Lane Group | Ø9 |
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Ideal Flow (vphpl) | |
| Storage Length (ft) | |
| Storage Lanes | |
| Taper Length (ft) | |
| Lane Util. Factor | |
| Frt | |
| Flt Protected | |
| Satd. Flow (prot) | |
| Flt Permitted | |
| Satd. Flow (perm) | |
| Right Turn on Red | |
| Satd. Flow (RTOR) | |
| Link Speed (mph) | |
| Link Distance (ft) | |
| Travel Time (s) | |
| Peak Hour Factor | |
| Adj. Flow (vph) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 5.0 |
| Minimum Split (s) | 29.0 |
| Total Split (s) | 29.0 |
| Total Split (%) | 26% |
| Maximum Green (s) | 25.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 0.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | 7.0 |
| Flash Dont Walk (s) | 18.0 |
| Pedestrian Calls (#/hr) | 0 |
| Act Effect Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020

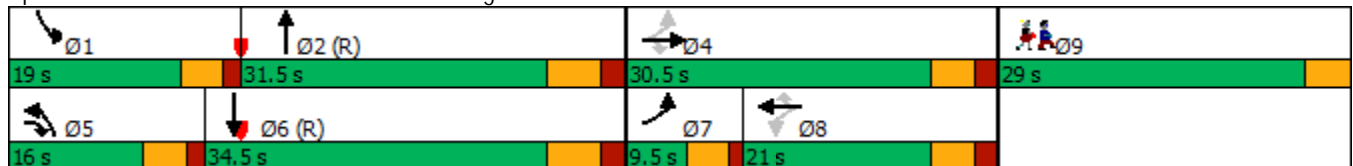


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|------|------|------|------|------|------|-----|------|------|-----|
| LOS | | D | A | D | D | A | E | C | | D | C | |
| Approach Delay | | 33.0 | | | 27.5 | | | 28.0 | | | 28.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Queue Length 50th (ft) | | 127 | 0 | 22 | 86 | 0 | 144 | 231 | | 162 | 246 | |
| Queue Length 95th (ft) | | 197 | 31 | 50 | 140 | 0 | 207 | 187 | | 245 | 345 | |
| Internal Link Dist (ft) | | 209 | | | 404 | | | 733 | | | 384 | |
| Turn Bay Length (ft) | | | | 100 | | | 200 | | | 150 | | |
| Base Capacity (vph) | | 359 | 755 | 165 | 352 | 436 | 349 | 1496 | | 419 | 1631 | |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.54 | 0.17 | 0.22 | 0.39 | 0.21 | 0.56 | 0.55 | | 0.60 | 0.57 | |

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 28.7
 Intersection LOS: C
 Intersection Capacity Utilization 68.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Route 28 & Jobs Fishing Rd/Donnas Lane



| | |
|-------------------------|----|
| Lane Group | Ø9 |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |
| Intersection Summary | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 44 | 134 | 117 | 33 | 128 | 519 | 180 | 736 | 15 | 527 | 823 | 39 |
| Future Volume (vph) | 44 | 134 | 117 | 33 | 128 | 519 | 180 | 736 | 15 | 527 | 823 | 39 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 100 | | 200 | 200 | | 0 | 150 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 2 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | 0.997 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3529 | 0 | 3433 | 3514 | 0 |
| Flt Permitted | 0.556 | | | 0.486 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1036 | 1863 | 1583 | 905 | 1863 | 1583 | 1770 | 3529 | 0 | 3433 | 3514 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 200 | | | 564 | | 2 | | | 4 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 289 | | | 567 | | | 813 | | | 464 | |
| Travel Time (s) | | 6.6 | | | 12.9 | | | 18.5 | | | 10.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 48 | 146 | 127 | 36 | 139 | 564 | 196 | 800 | 16 | 573 | 895 | 42 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 48 | 146 | 127 | 36 | 139 | 564 | 196 | 816 | 0 | 573 | 937 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | Prot | NA | | Prot | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | | | | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 20.0 | | 6.0 | 20.0 | |
| Minimum Split (s) | 9.5 | 21.0 | 21.0 | 11.5 | 21.0 | 21.0 | 12.0 | 26.5 | | 12.0 | 26.5 | |
| Total Split (s) | 9.5 | 21.0 | 21.0 | 11.5 | 23.0 | 23.0 | 18.0 | 34.5 | | 24.0 | 40.5 | |
| Total Split (%) | 7.9% | 17.5% | 17.5% | 9.6% | 19.2% | 19.2% | 15.0% | 28.8% | | 20.0% | 33.8% | |
| Maximum Green (s) | 5.0 | 15.5 | 15.5 | 6.0 | 17.5 | 17.5 | 13.0 | 28.0 | | 19.0 | 34.0 | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 4.5 | | 3.5 | 4.5 | |
| All-Red Time (s) | 1.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.5 | 2.0 | | 1.5 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.0 | 6.5 | | 5.0 | 6.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Walk Time (s) | | | | | | | | | | | | |
| Flash Dont Walk (s) | | | | | | | | | | | | |
| Pedestrian Calls (#/hr) | | | | | | | | | | | | |
| Act Effect Green (s) | 19.5 | 15.5 | 15.5 | 19.6 | 14.8 | 14.8 | 21.9 | 51.7 | | 28.9 | 58.7 | |
| Actuated g/C Ratio | 0.16 | 0.13 | 0.13 | 0.16 | 0.12 | 0.12 | 0.18 | 0.43 | | 0.24 | 0.49 | |
| v/c Ratio | 0.24 | 0.61 | 0.34 | 0.19 | 0.61 | 0.82 | 0.61 | 0.54 | | 0.69 | 0.54 | |
| Control Delay | 40.5 | 60.8 | 2.8 | 39.9 | 60.8 | 14.7 | 50.5 | 27.4 | | 46.6 | 24.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 40.5 | 60.8 | 2.8 | 39.9 | 60.8 | 14.7 | 50.5 | 27.4 | | 46.6 | 24.1 | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020

| | |
|-------------------------|------|
| Lane Group | Ø9 |
| Lane Configurations | |
| Traffic Volume (vph) | |
| Future Volume (vph) | |
| Ideal Flow (vphpl) | |
| Storage Length (ft) | |
| Storage Lanes | |
| Taper Length (ft) | |
| Lane Util. Factor | |
| Frt | |
| Flt Protected | |
| Satd. Flow (prot) | |
| Flt Permitted | |
| Satd. Flow (perm) | |
| Right Turn on Red | |
| Satd. Flow (RTOR) | |
| Link Speed (mph) | |
| Link Distance (ft) | |
| Travel Time (s) | |
| Peak Hour Factor | |
| Adj. Flow (vph) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 9 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 5.0 |
| Minimum Split (s) | 29.0 |
| Total Split (s) | 29.0 |
| Total Split (%) | 24% |
| Maximum Green (s) | 25.0 |
| Yellow Time (s) | 4.0 |
| All-Red Time (s) | 0.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | |
| Lead-Lag Optimize? | |
| Vehicle Extension (s) | 3.0 |
| Recall Mode | None |
| Walk Time (s) | 7.0 |
| Flash Dont Walk (s) | 18.0 |
| Pedestrian Calls (#/hr) | 0 |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |

Lanes, Volumes, Timings
 14: Route 28 & Jobs Fishing Rd/Donnas Lane

03/13/2020

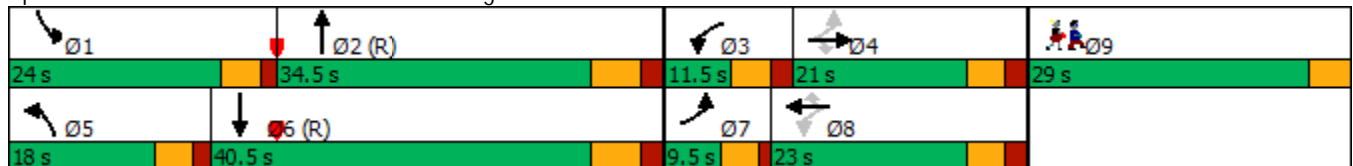


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|-----|------|------|-----|
| LOS | D | E | A | D | E | B | D | C | | D | C | |
| Approach Delay | | 34.8 | | | 24.6 | | | 31.8 | | | 32.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 30 | 109 | 0 | 22 | 102 | 0 | 144 | 265 | | 211 | 272 | |
| Queue Length 95th (ft) | 63 | 180 | 4 | 51 | 168 | 121 | 183 | 348 | | 267 | 360 | |
| Internal Link Dist (ft) | | 209 | | | 487 | | | 733 | | | 384 | |
| Turn Bay Length (ft) | | | | 100 | | 200 | 200 | | | 150 | | |
| Base Capacity (vph) | 199 | 262 | 394 | 190 | 271 | 712 | 322 | 1522 | | 826 | 1722 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.24 | 0.56 | 0.32 | 0.19 | 0.51 | 0.79 | 0.61 | 0.54 | | 0.69 | 0.54 | |

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 30.9
 Intersection LOS: C
 Intersection Capacity Utilization 70.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Route 28 & Jobs Fishing Rd/Donnas Lane



| | |
|-------------------------|----|
| Lane Group | Ø9 |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |
| Intersection Summary | |

Lanes, Volumes, Timings
 19: Great Neck Rd S & Donnas Lane/Windchime

03/13/2020



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 101 | 13 | 176 | 1 | 14 | 7 | 151 | 433 | 3 | 8 | 302 | 48 |
| Future Volume (vph) | 101 | 13 | 176 | 1 | 14 | 7 | 151 | 433 | 3 | 8 | 302 | 48 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr _t | | 0.918 | | | 0.955 | | | 0.999 | | | 0.982 | |
| Fl _t Protected | | 0.983 | | | 0.998 | | | 0.987 | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1681 | 0 | 0 | 1775 | 0 | 0 | 1837 | 0 | 0 | 1827 | 0 |
| Fl _t Permitted | | 0.874 | | | 0.983 | | | 0.817 | | | 0.985 | |
| Satd. Flow (perm) | 0 | 1495 | 0 | 0 | 1749 | 0 | 0 | 1520 | 0 | 0 | 1802 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 191 | | | 8 | | | 1 | | | 21 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 652 | | | 112 | | | 156 | | | 174 | |
| Travel Time (s) | | 14.8 | | | 2.5 | | | 3.5 | | | 4.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 110 | 14 | 191 | 1 | 15 | 8 | 164 | 471 | 3 | 9 | 328 | 52 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 315 | 0 | 0 | 24 | 0 | 0 | 638 | 0 | 0 | 389 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (%) | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | | 50.0% | 50.0% | |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | | 18.0 | 18.0 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | Min | Min | | Min | Min | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 9.4 | | | 9.4 | | | 20.1 | | | 20.1 | |
| Actuated g/C Ratio | | 0.24 | | | 0.24 | | | 0.52 | | | 0.52 | |
| v/c Ratio | | 0.62 | | | 0.06 | | | 0.81 | | | 0.41 | |
| Control Delay | | 10.7 | | | 8.1 | | | 22.5 | | | 8.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 10.7 | | | 8.1 | | | 22.5 | | | 8.2 | |
| LOS | | B | | | A | | | C | | | A | |
| Approach Delay | | 10.7 | | | 8.1 | | | 22.5 | | | 8.2 | |
| Approach LOS | | B | | | A | | | C | | | A | |

Lanes, Volumes, Timings
 19: Great Neck Rd S & Donnas Lane/Windchime

03/13/2020

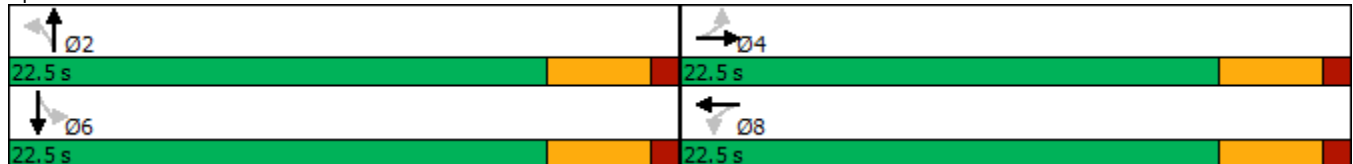


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Queue Length 50th (ft) | | 20 | | | 2 | | | 88 | | | 37 | |
| Queue Length 95th (ft) | | 63 | | | 12 | | | #333 | | | 119 | |
| Internal Link Dist (ft) | | 572 | | | 32 | | | 76 | | | 94 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 805 | | | 828 | | | 791 | | | 947 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.39 | | | 0.03 | | | 0.81 | | | 0.41 | |

Intersection Summary

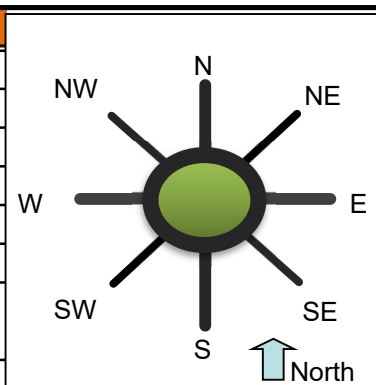
| | |
|---|------------------------|
| Area Type: | Other |
| Cycle Length: | 45 |
| Actuated Cycle Length: | 38.6 |
| Natural Cycle: | 60 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.81 |
| Intersection Signal Delay: | 15.4 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 85.6% |
| ICU Level of Service: | E |
| Analysis Period (min): | 15 |
| # 95th percentile volume exceeds capacity, queue may be longer. | |
| Queue shown is maximum after two cycles. | |

Splits and Phases: 19: Great Neck Rd S & Donnas Lane/Windchime



General & Site Information v 4.1

| | |
|--------------------|-------------------|
| Analyst: | CMM |
| Agency/Co: | CCC |
| Date: | 10/30/2019 |
| Project or PI#: | Mashpee Rotary |
| Year, Peak Hour: | 2028 Future PM |
| County/District: | |
| Intersection Name: | GNRS at Donnas Ln |



Volumes Entry Legs (FROM)

| | | N (1) | NE (2) | E (3) | SE (4) | S (5) | SW (6) | W (7) | NW (8) |
|-----------------------|----------------|-------|--------|-------|--------|-------|--------|-------|--------|
| Exit Legs (TO) | N (1), vph | | | 7 | | 433 | | 101 | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | 8 | | | | 3 | | 13 | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 302 | | 1 | | | | 176 | |
| | SW (6), vph | | | | | | | | |
| | W (7), vph | 48 | | 14 | | 143 | | | |
| | NW (8), vph | | | | | | | | |
| Output | Total Vehicles | 358 | 0 | 22 | 0 | 579 | 0 | 290 | 0 |

Volume Characteristics

| | N | NE | E | SE | S | SW | W | NW |
|---------------------------|-------|--------|-------|--------|--------|--------|-------|--------|
| % Cars | 98.0% | 100.0% | 98.0% | 100.0% | 100.0% | 100.0% | 98.0% | 100.0% |
| % Heavy Vehicles | 2.0% | 0.0% | 2.0% | 0.0% | 0.0% | 0.0% | 2.0% | 0.0% |
| % Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | 0.92 | 0.92 | 0.95 | 0.92 | 0.92 | 0.92 | 0.95 | 0.92 |
| F _{HV} | 0.980 | 1.000 | 0.980 | 1.000 | 1.000 | 1.000 | 0.980 | 1.000 |
| F _{ped} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

Entry/Conflicting Flows

| | N | NE | E | SE | S | SW | W | NW |
|-------------------------|-----|----|-----|----|-----|----|-----|----|
| Flow to Leg # | | | | | | | | |
| N (1), pcu/h | 0 | 0 | 8 | 0 | 471 | 0 | 108 | 0 |
| NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| E (3), pcu/h | 9 | 0 | 0 | 0 | 3 | 0 | 14 | 0 |
| SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| S (5), pcu/h | 335 | 0 | 1 | 0 | 0 | 0 | 189 | 0 |
| SW (6), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| W (7), pcu/h | 53 | 0 | 15 | 0 | 155 | 0 | 0 | 0 |
| NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry flow, pcu/h | 397 | 0 | 24 | 0 | 629 | 0 | 311 | 0 |
| Conflicting flow, pcu/h | 172 | 0 | 735 | 0 | 131 | 0 | 345 | 0 |

| Results: Approach Measures of Effectiveness | | | | | | | | |
|--|-------------|----|-------------|----|-------------|----|-------------|----|
| HCM 6th Edition | N | NE | E | SE | S | SW | W | NW |
| Entry Capacity, vph | 1136 | NA | 640 | NA | 1207 | NA | 952 | NA |
| Entry Flow Rates, vph | 389 | NA | 23 | NA | 629 | NA | 305 | NA |
| V/C ratio | 0.34 | | 0.04 | | 0.52 | | 0.32 | |
| Control Delay, sec/pcu | 7 | | 6 | | 9 | | 7 | |
| LOS | A | | A | | A | | A | |
| 95th % Queue (ft) | 39 | | 3 | | 78 | | 36 | |

Notes:

v 4.0

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)

| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| Select Entry Leg from Bypass (FROM) | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | |
| <i>Volumes</i> | | | | | | |
| Right Turn Volume removed from Entry Leg | | | | | | |
| <i>Volume Characteristics (for entry leg)</i> | | | | | | |
| PHF | | | | | | |
| F _{HV} | | | | | | |
| F _{ped} | | | | | | |
| NOTE: Volume Characteristics for Exit Leg are already taken into account | | | | | | |
| <i>Entry/Conflicting Flows</i> | | | | | | |
| Entry Flow, pcu/hr | | | | | | |
| Conflicting Flow, pcu/hr | | | | | | |
| Bypass Lane Results (HCM 6th Edition) | | | | | | |
| Entry Capacity of Bypass, vph | | | | | | |
| Flow Rates of Exiting Traffic, vph | | | | | | |
| V/C ratio | | | | | | |
| Control Delay, s/veh | | | | | | |
| LOS | | | | | | |
| 95th % Queue (ft) | | | | | | |
| <i>Approach w/Bypass Delay, s/veh</i> | | | | | | |
| <i>Approach w/Bypass LOS</i> | | | | | | |

Lanes, Volumes, Timings
 23: Great Neck Rd N & Old Barnstable Rd

03/13/2020



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------------|-------|-------|------|-------|-------|------|-------|-------|------|------|------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 29 | 0 | 69 | 25 | 70 | 13 | 54 | 496 | 0 | 0 | 464 | 19 |
| Future Volume (vph) | 29 | 0 | 69 | 25 | 70 | 13 | 54 | 496 | 0 | 0 | 464 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr _t | | 0.905 | | | 0.984 | | | | | | | 0.995 |
| Fl _t Protected | | 0.985 | | | 0.989 | | | 0.995 | | | | |
| Satd. Flow (prot) | 0 | 1660 | 0 | 0 | 1813 | 0 | 0 | 1853 | 0 | 0 | 1853 | 0 |
| Fl _t Permitted | | 0.897 | | | 0.924 | | | 0.921 | | | | |
| Satd. Flow (perm) | 0 | 1512 | 0 | 0 | 1694 | 0 | 0 | 1716 | 0 | 0 | 1853 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 109 | | | 12 | | | | | | | 4 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 281 | | | 1861 | | | 249 | | | | 362 |
| Travel Time (s) | | 6.4 | | | 42.3 | | | 5.7 | | | | 8.2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 32 | 0 | 75 | 27 | 76 | 14 | 59 | 539 | 0 | 0 | 504 | 21 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 107 | 0 | 0 | 117 | 0 | 0 | 598 | 0 | 0 | 525 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | 4 | | | 8 | | | 2 | | | | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | | | 5.0 |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | | | 22.5 |
| Total Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 37.5 | | | | 28.0 |
| Total Split (%) | 37.5% | 37.5% | | 37.5% | 37.5% | | 15.8% | 62.5% | | | | 46.7% |
| Maximum Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 5.0 | 33.0 | | | | 23.5 |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | | | 3.5 |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | | | 1.0 |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | | 0.0 |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | | 4.5 | | | | 4.5 |
| Lead/Lag | | | | | | | Lead | | | | | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | | | 3.0 |
| Recall Mode | None | None | | None | None | | None | Max | | | | Max |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | | 7.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | | 0 |
| Act Effct Green (s) | | 8.6 | | | 8.6 | | | 37.7 | | | | 37.7 |
| Actuated g/C Ratio | | 0.16 | | | 0.16 | | | 0.72 | | | | 0.72 |
| v/c Ratio | | 0.32 | | | 0.41 | | | 0.48 | | | | 0.39 |
| Control Delay | | 7.4 | | | 21.6 | | | 6.5 | | | | 5.4 |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | | 0.0 |
| Total Delay | | 7.4 | | | 21.6 | | | 6.5 | | | | 5.4 |
| LOS | | A | | | C | | | A | | | | A |
| Approach Delay | | 7.4 | | | 21.6 | | | 6.5 | | | | 5.4 |
| Approach LOS | | A | | | C | | | A | | | | A |

Lanes, Volumes, Timings

23: Great Neck Rd N & Old Barnstable Rd

03/13/2020

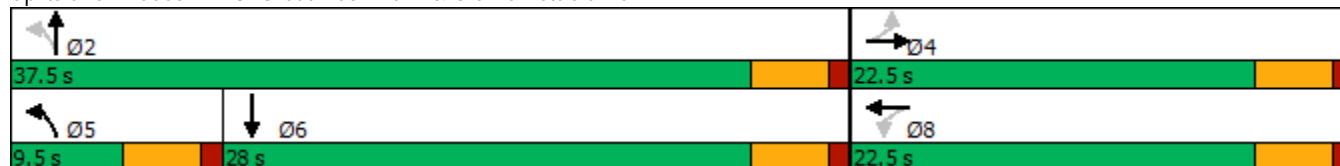


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Queue Length 50th (ft) | | 0 | | | 28 | | | 73 | | | 58 | |
| Queue Length 95th (ft) | | 30 | | | 65 | | | 167 | | | 129 | |
| Internal Link Dist (ft) | | 201 | | | 1781 | | | 169 | | | 282 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 591 | | | 589 | | | 1235 | | | 1335 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.18 | | | 0.20 | | | 0.48 | | | 0.39 | |

Intersection Summary

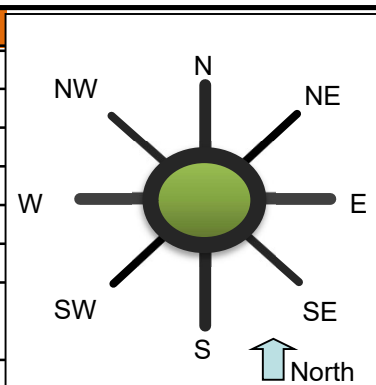
| | |
|-----------------------------------|------------------|
| Area Type: | Other |
| Cycle Length: | 60 |
| Actuated Cycle Length: | 52.4 |
| Natural Cycle: | 60 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 0.48 |
| Intersection Signal Delay: | 7.5 |
| Intersection LOS: | A |
| Intersection Capacity Utilization | 74.5% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

Splits and Phases: 23: Great Neck Rd N & Old Barnstable Rd



General & Site Information v 4.1

| | |
|--------------------|--|
| Analyst: | CMM |
| Agency/Co: | CCC |
| Date: | 9/20/2019 |
| Project or PI#: | Mashpee Rotary |
| Year, Peak Hour: | 2028 Future PM |
| County/District: | |
| Intersection Name: | Great Neck Rd North at Old Barnstable Rd |



Volumes Entry Legs (FROM)

| | | N (1) | NE (2) | E (3) | SE (4) | S (5) | SW (6) | W (7) | NW (8) |
|-----------------------|----------------|-------|--------|-------|--------|-------|--------|-------|--------|
| Exit Legs (TO) | N (1), vph | | | 13 | | 496 | | 29 | |
| | NE (2), vph | | | | | | | | |
| | E (3), vph | | | | | | | | |
| | SE (4), vph | | | | | | | | |
| | S (5), vph | 464 | | 25 | | | | 69 | |
| | SW (6), vph | | | | | | | | |
| | W (7), vph | 19 | | 70 | | 54 | | | |
| | NW (8), vph | | | | | | | | |
| Output | Total Vehicles | 483 | 0 | 108 | 0 | 550 | 0 | 98 | 0 |

Volume Characteristics

| | N | NE | E | SE | S | SW | W | NW |
|---------------------------|-------|--------|--------|--------|-------|--------|--------|--------|
| % Cars | 98.0% | 100.0% | 100.0% | 100.0% | 98.0% | 100.0% | 100.0% | 100.0% |
| % Heavy Vehicles | 2.0% | 0.0% | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 0.0% |
| % Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| # of Pedestrians (ped/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| F _{HV} | 0.980 | 1.000 | 1.000 | 1.000 | 0.980 | 1.000 | 1.000 | 1.000 |
| F _{ped} | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

Entry/Conflicting Flows

| | N | NE | E | SE | S | SW | W | NW |
|-------------------------|-----|----|-----|----|-----|----|-----|----|
| Flow to Leg # | | | | | | | | |
| N (1), pcu/h | 0 | 0 | 14 | 0 | 533 | 0 | 31 | 0 |
| NE (2), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| E (3), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SE (4), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| S (5), pcu/h | 498 | 0 | 26 | 0 | 0 | 0 | 73 | 0 |
| SW (6), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| W (7), pcu/h | 20 | 0 | 74 | 0 | 58 | 0 | 0 | 0 |
| NW (8), pcu/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry flow, pcu/h | 519 | 0 | 114 | 0 | 591 | 0 | 103 | 0 |
| Conflicting flow, pcu/h | 158 | 0 | 621 | 0 | 31 | 0 | 525 | 0 |

| Results: Approach Measures of Effectiveness | | | | | | | | |
|--|-------------|-----------|-------------|-----------|-------------|-----------|-------------|----|
| HCM 6th Edition | N | NE | E | SE | S | SW | W | NW |
| Entry Capacity, vph | 1152 | NA | 732 | NA | 1311 | NA | 808 | NA |
| Entry Flow Rates, vph | 508 | NA | 114 | NA | 579 | NA | 103 | NA |
| V/C ratio | 0.44 | | 0.16 | | 0.44 | | 0.13 | |
| Control Delay, sec/pcu | 8 | | 7 | | 7 | | 6 | |
| LOS | A | | A | | A | | A | |
| 95th % Queue (ft) | 59 | | 14 | | 59 | | 11 | |
| Notes: v 4.0 | | | | | | | | |
| Unit Legend: vph = vehicles per hour PHF = peak hour factor F _{HV} = heavy vehicle factor pcu = passenger car unit | | | | | | | | |
| Bypass Lane Merge Point Analysis (if applicable) | | | | | | | | |
| Bypass Characteristics | Bypass #1 | Bypass #2 | Bypass #3 | Bypass #4 | Bypass #5 | Bypass #6 | | |
| Select Entry Leg from Bypass (FROM) | | | | | | | | |
| Select Exit Leg for Bypass (TO) | | | | | | | | |
| Does the bypass have a dedicated receiving lane? | | | | | | | | |
| <i>Volumes</i> | | | | | | | | |
| Right Turn Volume removed from Entry Leg | | | | | | | | |
| <i>Volume Characteristics (for entry leg)</i> | | | | | | | | |
| PHF | | | | | | | | |
| F _{HV} | | | | | | | | |
| F _{ped} | | | | | | | | |
| NOTE: Volume Characteristics for Exit Leg are already taken into account | | | | | | | | |
| <i>Entry/Conflicting Flows</i> | | | | | | | | |
| Entry Flow, pcu/hr | | | | | | | | |
| Conflicting Flow, pcu/hr | | | | | | | | |
| Bypass Lane Results (HCM 6th Edition) | | | | | | | | |
| Entry Capacity of Bypass, vph | | | | | | | | |
| Flow Rates of Exiting Traffic, vph | | | | | | | | |
| V/C ratio | | | | | | | | |
| Control Delay, s/veh | | | | | | | | |
| LOS | | | | | | | | |
| 95th % Queue (ft) | | | | | | | | |
| Approach w/Bypass Delay, s/veh | | | | | | | | |
| Approach w/Bypass LOS | | | | | | | | |

HCM 2010 TWSC
 26: Route 28 & Meetinghouse Way

03/13/2020

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↙ | ↑ | ↘ | | ↙ | |
| Traffic Vol, veh/h | 26 | 994 | 1099 | 4 | 2 | 23 |
| Future Vol, veh/h | 26 | 994 | 1099 | 4 | 2 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 1080 | 1195 | 4 | 2 | 25 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 1199 | 0 | 0 2333 1197 |
| Stage 1 | - | - | - 1197 - |
| Stage 2 | - | - | - 1136 - |
| Critical Hdwy | 4.12 | - | - 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - 5.42 - |
| Critical Hdwy Stg 2 | - | - | - 5.42 - |
| Follow-up Hdwy | 2.218 | - | - 3.518 3.318 |
| Pot Cap-1 Maneuver | 582 | - | - 41 226 |
| Stage 1 | - | - | - 286 - |
| Stage 2 | - | - | - 306 - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 582 | - | - 39 226 |
| Mov Cap-2 Maneuver | - | - | - 39 - |
| Stage 1 | - | - | - 272 - |
| Stage 2 | - | - | - 306 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0 | 31.5 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 582 | - | - | - | 163 |
| HCM Lane V/C Ratio | 0.049 | - | - | - | 0.167 |
| HCM Control Delay (s) | 11.5 | - | - | - | 31.5 |
| HCM Lane LOS | B | - | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 0.6 |

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

| | |
|-----------------------|---------------------------------|
| Project Name | Mashpee - Intersection Analysis |
| Project/File # | XXX-XX-XX |
| Scenario | 43692 |

| Intersection Information | | | |
|--------------------------|-------------------|-------------------------|-------------------|
| Major Street (N/S Road) | Great Neck Rd N | Minor Street (E/W Road) | Old Barnstable Rd |
| Analyzed with | 1 approach lane | Analyzed with | 1 Approach Lane |
| Total Approach Volume | 8680 vehicles | Total Approach Volume | 1626 vehicles |
| Total Ped/Bike Volume | 18 crossings | Total Ped/Bike Volume | 14 crossings |
| Right turn reduction of | 0 percent applied | Right turn reduction of | 0 percent applied |

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

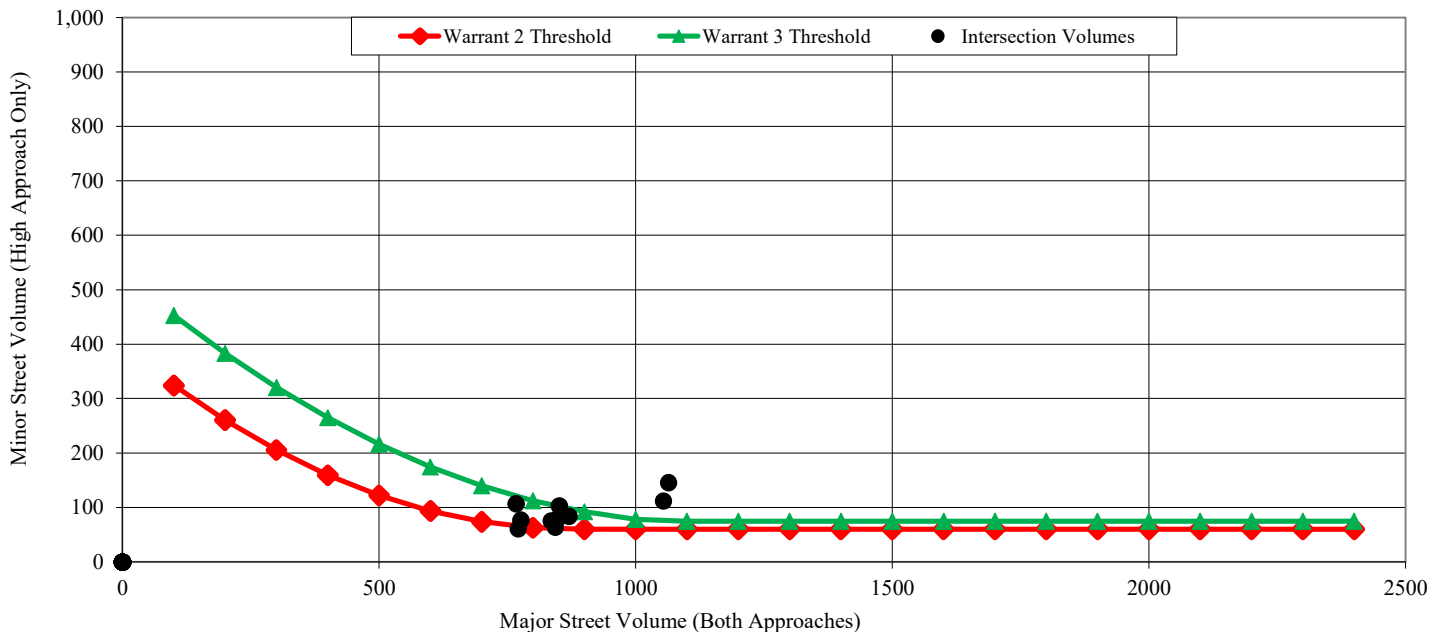
| Warrant 1, Eight Hour Vehicular Volume | | | |
|--|----------------------|------------------|-------------------------------|
| | Condition A | Condition B | Condition A+B* |
| Condition Satisfied? | Not Satisfied | Satisfied | Not Satisfied |
| Required values reached for | 3 hours | 10 hours | 5 (Cond. A) & 10 (Cond. B) |
| Criteria - Major Street (veh/hr) | 350 | 525 | 280 (Cond. A) & 420 (Cond. B) |
| Criteria - Minor Street (veh/hr) | 105 | 53 | 84 (Cond. A) & 42 (Cond. B) |

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

| Warrant 2, Four Hour Vehicular Volume | |
|---------------------------------------|------------------|
| Condition Satisfied? | Satisfied |
| Required values reached for | 9 hours |
| Criteria | See Figure Below |

| Warrant 3, Peak Hour Vehicular Volume | | |
|--|---------------------------|------------------|
| | Condition A | Condition B |
| Condition Satisfied? | Not Satisfied | Satisfied |
| Required values reached for | 0 total, 0 minor, 0 delay | 3 hours |
| Criteria - Total Approach Volume (veh in one hour) | 800 | See Figure Below |
| Criteria - Minor Street High Side Volume (veh in one hour) | 100 | |
| Criteria - Minor Street High Side Delay (veh-hrs) | 4 | |

Figure 4C-2 (Warrant 2 - 70% Factor) & Figure 4C-4 (Warrant 3 - 70% Factor)



Deductive Reasoning Volume

Spack Academy is part of the Spack Enterprise family of companies

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

| | |
|-----------------------|---------------------------------|
| Project Name | Mashpee - Intersection Analysis |
| Project/File # | XXX-XX-XX |
| Scenario | 43636 |

| Intersection Information | | | |
|--------------------------|-------------------|-------------------------|--------------------|
| Major Street (N/S Road) | Great Neck Rd S | Minor Street (E/W Road) | Donna's Ln |
| Analyzed with | 1 approach lane | Analyzed with | 1 Approach Lane |
| Total Approach Volume | 6986 vehicles | Total Approach Volume | 2184 vehicles |
| Total Ped/Bike Volume | 27 crossings | Total Ped/Bike Volume | 29 crossings |
| Right turn reduction of | 0 percent applied | Right turn reduction of | 10 percent applied |

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

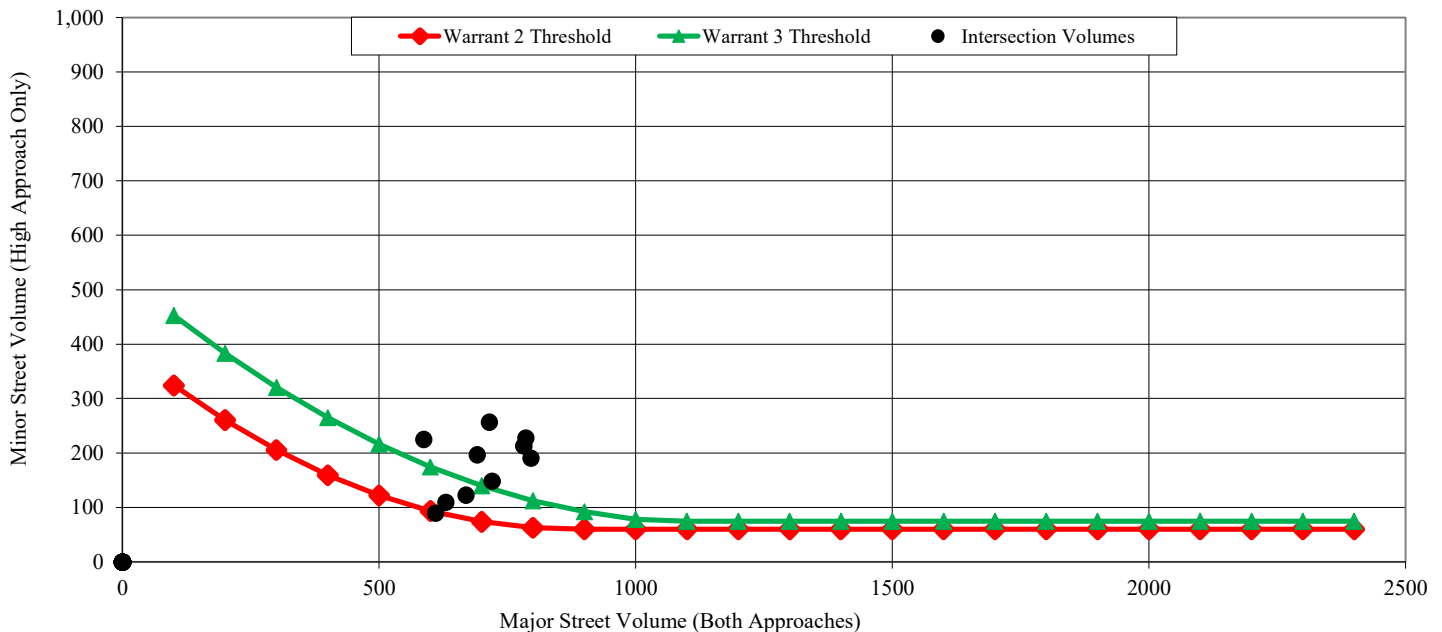
| Warrant 1, Eight Hour Vehicular Volume | | | |
|--|-------------|-------------|-------------------------------|
| | Condition A | Condition B | Condition A+B* |
| Condition Satisfied? | Satisfied | Satisfied | Satisfied |
| Required values reached for | 9 hours | 10 hours | 10 (Cond. A) & 10 (Cond. B) |
| Criteria - Major Street (veh/hr) | 350 | 525 | 280 (Cond. A) & 420 (Cond. B) |
| Criteria - Minor Street (veh/hr) | 105 | 53 | 84 (Cond. A) & 42 (Cond. B) |

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

| Warrant 2, Four Hour Vehicular Volume | |
|---------------------------------------|------------------|
| Condition Satisfied? | Satisfied |
| Required values reached for | 9 hours |
| Criteria | See Figure Below |

| Warrant 3, Peak Hour Vehicular Volume | | |
|--|---------------------------|------------------|
| | Condition A | Condition B |
| Condition Satisfied? | Not Satisfied | Satisfied |
| Required values reached for | 0 total, 0 minor, 0 delay | 7 hours |
| Criteria - Total Approach Volume (veh in one hour) | 800 | See Figure Below |
| Criteria - Minor Street High Side Volume (veh in one hour) | 100 | |
| Criteria - Minor Street High Side Delay (veh-hrs) | 4 | |

Figure 4C-2 (Warrant 2 - 70% Factor) & Figure 4C-4 (Warrant 3 - 70% Factor)



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APPENDIX D: DECEMBER 5, 2019 PUBLIC MEETING NOTES AND PRESENTATION

Appendix D: Discussion of Eliminated Alternatives

Mashpee Rotary

- Replacement of rotary to form a signalized intersection with all five existing roadways: *Eliminated due to the complexity of accommodating all movements within a traditional traffic signal operation. Unacceptable traffic operations would likely result.*
- Install traffic signals within the existing rotary layout: *Eliminated due to the complexity of accommodating the heavy traffic volumes without causing additional poor traffic operations within the rotary and downstream on all approach roadways.*
- Construct a tunnel for one or two approaches of rotary to reduce traffic volumes within the rotary: *Eliminated due to the high construction costs and major roadway widening/construction in comparison to the anticipated benefits. In addition, there are likely major utility conflicts under the rotary.*

Great Neck Road North at Old Barnstable Road

- Restrict turning movements on Old Barnstable Road approaches: *Eliminated as the majority of westbound volume on Old Barnstable Road are not right turns, which would put additional traffic volumes back into the rotary. Restricting eastbound would affect access to the schools. There are other viable alternatives for this local intersection that could accommodate all turning movements while improving safety.*
- Closure of one-way section of Old Barnstable Road: *During the listening sessions held in April, we heard that residents appreciate having adjacent bypass roads, such as Old Barnstable Road, to alleviate stress on the Mashpee Rotary.*

Route 28 at Meetinghouse Road

- Install a traffic signal or roundabout: *Eliminated as Meetinghouse Road traffic volumes do not currently meet the minimum warrants for installation of a traffic signal. Future consideration of a traffic signal or roundabout is possible if traffic conditions change or volumes are warranted.*

Route 28 at Quinaquisset Avenue

- Realign Quinaquisset Avenue to intersect Route 28 at its intersection with Meetinghouse Road to form a new 4-way intersection: *Eliminated as this intersection is not a high crash location and does not have significant turning volumes to warrant a traffic signal or major reconstruction project. To realign Quinaquisset Avenue with Meetinghouse Road, it would require going through land that is designated as Open Space as part of the Summerwood Condominium development.*

MEETING SUMMARY
MASHPEE ROTARY CORRIDOR STUDY
PRESENTATION OF ALTERNATIVES

Thursday December 5, 2019 2PM and 5:30PM

Mashpee Public Library, 64 Steeple Street, Mashpee

ATTENDEES (2 PM)

| | |
|--|-------------------|
| Steven Tupper, Cape Cod Commission | Brad Sweet |
| Colleen Medeiros, Cape Cod Commission | Chuck Augot |
| David Nolan, Cape Cod Commission | Alison Leschen |
| Lev Malakhoff, Cape Cod Commission | Geoff Spillane |
| Sarah Colvin, Cape Cod Commission | Elinor Glaner |
| Ernie Virgilio, Cape Cod Commission Mashpee Representative | Paul B |
| Evan Lehrer, Town of Mashpee | Peter Naum |
| Tom Cahir, CCRTA | Anne Malone |
| Chris Kennedy, CCRTA | Bruce Johnson |
| James Boutilier | Ryan Spencer |
| Yvonne Courtney | Rob Wilson |
| Craig Marquette | Ava Costello |
| Thomas Feronti | Maria MacInnis |
| Karen Faulkner | Tom Fudala |
| Rob Hansen | Gretchen Naylor |
| Alex Cohen | Sam Rowe |
| Corinne Wickel | Lynne Barbee |
| Don Allen | Bernadette Murphy |

ATTENDEES (5:30 PM)

| | |
|---------------------------------------|--------------------|
| Steven Tupper, Cape Cod Commission | Russ McDonald |
| Colleen Medeiros, Cape Cod Commission | Sue McDonald |
| David Nolan, Cape Cod Commission | Bobbi Christensen |
| Lev Malakhoff, Cape Cod Commission | Tony Venuti |
| Sarah Colvin, Cape Cod Commission | Mary Waygan |
| Catherine Laurent, Town of Mashpee | Bev O'Connell |
| Kerry Munroe | David O'Connell |
| Bob Fulton | Bob LaFrenaye |
| Jim Saret | Diane LaFrenaye |
| George Boiros | Kathy Jacobson |
| Marriz Boiros | Maggie Cole |
| Mary Maraggio | Joe Foley |
| Marjorie Hecht | Darryl Christensen |
| Sandra Horsman | Dennis Bazarini |
| Paul Warren | Tracy Warren |
| Kathleen Irwin | John Miller |
| Alex Cohen | Thomas O'Hara |
| Jean West | Peggy But |
| Tom Fudala | |

MASHPEE ROTARY ALTERNATIVES

ROTARY RETROFIT

- Best option (x6)
- Yes to retrofit
- Rotary upgrade works well
- Best option, easiest to design
- The rotary works. Make improvements.
- Prefer rotary retrofit. Don't like adding signals
- Ideal short term (x2)
- Good solution
- Best alternative – Improves flow & like Middleboro design
- Upgrade rotary. No traffic lights. The rotary is a landmark, especially during holiday time. Take it away & Mashpee is just like any town in America.
- I strongly like retrofit: wider roads, 2 lanes, marked lanes, slower, more time to read signs
- Like this design – Nicer looking than others
- Would like to see safety islands at crosswalks
- Concerned with pedestrian crosswalk location – too close to rotary
- Add marked bike lane
- Best of ideas presented. Need better markings for people who don't know how to drive.
- Pedestrian bridges to center of the rotary
- Need better signage
- Add overpass for bikes and walkers

ROTARY RETROFIT (continued)

- Extend the two receiving lanes on Route 28 (east leg) further
- Saves the Christmas lights and community character
- Step 1: Retrofit. Add rumble strip with markings
- Rotary Retrofit: Plausible & Probable
- Good
- Ok
- Least costly (x2)
- Great Idea
- Love it
- Like this (x2)
- Yes! Supports the Planning Board's Mashpee Greenway (x2)
- Yes the best midterm; less expensive, pedestrian and bike benefits, speeds lower
- Makes most sense
- Keeps it more like Mashpee
- May be best option short term – would improve things
- Gets my vote
- Concerned with access to Picnic Box
- Add sign – “use turn signal when exiting rotary”
- Lower speed limit on Route 151
- Possible RRFB for crosswalks

TWO-LANE ROUNDABOUT

- Ideal long term
- Good idea
- Best option
- Add right turn bypass from Great Neck Road North
- Slow traffic at rotary – best idea
- Will add to congestion with slower traffic than retrofit
- 2nd best option (x2)
- Okay but not great (x2) – takes away from the town
- Stupid
- Would slow traffic too much, back up down Route 28 & 151 (x2)
- Okay
- Like this
- More visibility, clearer directions, supports safety

ROUTE 28 OVERPASS

- Insane
- No (x5)
- Stupid (x6)
- Too expensive (x2)
- Investigate Route 151 Eastbound underpass to Route 28 East
- Do not want overpass

ROUTE 28 OVERPASS (continued)

- I like a tunnel – National Grid can do it
- Yes on overpass – Route 28 N to Route 151
- Overpass is a distorted idea
- Would hurt area businesses
- This is an awful option, not in Mashpee!
- Boo
- Worst of all
- Terrible
- Do Route 151 to 28 underpass
- Overpass would take care of 50% of through traffic
- Would be the best to improve congestion, but would ruin Mashpee character

TRAFFIC SIGNAL OPTION A

- No (x9)
- Keep the rotary (x4)
- Don't need more lights
- 6-lane profiles are a huge negative
- Would mean 4 traffic lights in a mile on Route 28
- Awful, this is not Mashpee
- Hate it
- Traffic lights at problem intersections often make congestion worse

TRAFFIC SIGNAL OPTION B

- No (x13)
- Any traffic signal addition is a no
- Don't need additional lights – will slow flow
- Awful, this is not Mashpee
- Might work
- Hate it
- Hate eliminating Great Neck South beach route
- Keep the rotary (x4)

TRAFFIC SIGNAL OPTION C

- No (x11)
- Don't need to add lights. Have too many now – slows traffic flow
- Awful, this is not Mashpee
- Hate it
- Congestion could increase
- Keep the rotary (x4)

MULTI-MODAL ACCOMODATIONS

MULTI-USE PATH AROUND ROTARY

- Or consider marked bike lane.
- Yes to multi-use path. Do not consider a marked bike lane – not safe and doesn't encourage biking.
- Bike lane please
- Yes (x5)
- We need a greenway connecting all our open space north & south of the rotary. This is excellent for economic development and eco-tourism.
- Still seems a little unsafe
- No
- Concern about location of crosswalks – move back
- Bike lanes need to be separated from traffic

FILL MISSING SIDEWALK AND PATH GAPS

- Desperately need (x4)
- Yes (x6)
- Ped/Bike lane much preferred to sidewalk
- Connect sidewalks & bike paths around rotary but not necessarily through the rotary
- Need lights and sidewalks on Jobs Fishing Road
- I guess but no lights
- Don't do on-road bike lanes. Separated & protected lanes much better for encouraging biking & making it safe.
- Great upgrade
- All priorities
- More is better
- Install contraflow bike lane on one-way path of Old Barnstable Road
- Need bike trails back to Orchard Rd.

ADA UPGRADES

- Yes (x7)
- Need bike lanes
- 4-way stop (Jobs/Donna/Rt 28) is good.

TRANSIT IMPROVEMENTS

BUS PULLOUTS

- All transit options need to be considered
- Wonderful idea
- Make multi-use path outside of bus pull-off. Don't have buses cross paths with bikes.
- Much needed and will help with efficiency.
- Promotes walkability
- Need more pullouts all along Rt 28

BUS PULLOUTS (continued)

- Bus pullouts will slow traffic when pulling in & out. Keep stops at Commons and Stop and Shop.
- Yes (x4)
- Very good idea
- Not sure these proposed placements are good
- Parents love to have bus stops in parking lots; it's a safe place for the dozens of students using the CCRTA to/from school choice to private schools (x2)

LOCAL CIRCULATOR ROUTE

- Love this idea
- Good idea (x4)
- No
- Yes plus it helps tourism & economic development
- Excellent (with the aging of population)
- Let's try it

REVIEW CCRTA ROUTES FOR EFFICIENCY

- The bus stop at Stop and Shop is the shabbiest part of the Commons. Like any of these transit improvements as long as there are internal transfers for shoppers.
- I agree with improving routes and the bus pullouts.
- Yes (x5)
- No

CONSIDER SMALL MULTI-MODAL CENTER

- Nice
- Far superior to shabby bus stop at Stop and Shop
- No (x2)
- Yes (x2)
- Tons of students use the buses & this it introduces public transportation
- Ok

LOCAL INTERSECTIONS

ROUTE 28 AT JOBS FISHING ROAD/DONNAS LANE

- Install Donna's Lane right turn & restripe Job's Fishing lanes
 - o Yes (x7)
 - o Yes right lane on Donna's (x2)
 - o Good solution this will work
 - o No – should be a free right turn on Jobs Fishing (x3)
 - o Can this solution be modified to not include additional travel lanes? Adding lanes is too often explored.
 - o Route 28 left turn to Donna's sensor not working
 - o Yes never made sense why the lanes were never identified with arrows
 - o Yes, especially restriping Jobs Fishing Rd

ROUTE 28 AT JOBS FISHING ROAD/DONNAS LANE (continued)

- Great idea left turn lane off Jobs Fishing
- Yes, restripe mid-term, less costly solution

ROUTE 28 AT MEETINGHOUSE ROAD

- Install an eastbound left turn lane on Route 28
 - Left turn from Meetinghouse Rd unnecessary
 - Good idea (x4)
 - Yes (x10)
 - Good design to minimize accident potential to dump
 - Understanding that a land restriction is in place, might be worth exploring a land swap to relocate Quinquisset Ave to align with Meetinghouse Rd and connect the conservation land to the river.
 - Yes, but roundabout better
 - Mark it clearly
 - Yes, because it is one of main directions people travel to get to transfer station

GREAT NECK ROAD NORTH AT OLD BARNSTABLE ROAD

- Roundabout
 - Best idea (x2)
 - Roundabout is the best, traffic signal too fast and dangerous
 - Good solution (x5)
 - Could be costly
 - Preferable
 - Roundabouts work best
 - Ideal location
 - Prefer roundabout to traffic signal
 - Not sure how a roundabout works with a one way the wrong way
 - Not necessary
- Traffic Signal
 - Yes (x2)
 - No (x4)
 - Might increase congestion from the rotary traveling north
 - No - when power goes out it always increases congestion
 - This might make school drop-off awful

GREAT NECK ROAD SOUTH AT DONNAS LANE

- Install a right turn lane
 - Yes (x8)
 - No left turn from Donna's
 - Make a 4-way stop
 - Need left turn at Donna & Great Neck Road South
 - Makes sense (x3)

GREAT NECK ROAD SOUTH AT DONNAS LANE (continued)

- Make improvements for pedestrians and bicyclists
- Consider flashing caution light maybe (x2)
- This is a go, do this
- Excellent idea
- Ok
- Roundabout
 - Roundabouts work well here
 - Ideal location
 - Like this
 - This will work best
 - Issue with ROW for bikes
 - Like old red/yellow ped light
 - No (x3)
 - Maybe
 - Might not be necessary at this point
 - No roundabout, too close to Mashpee rotary, too dizzying
 - This is not terrible, but kind of unnecessary
- Traffic Signal
 - Yes (x2)
 - Maybe
 - No (x7) – too many traffic signals

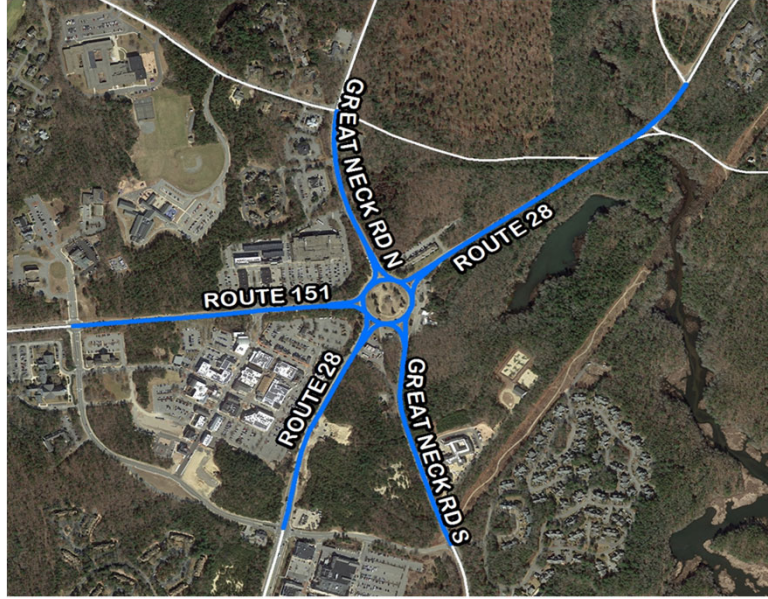


1



2

STUDY AREA



3

PROJECT GOALS

Improve Safety



Reduce Congestion



Accommodate All Users



4

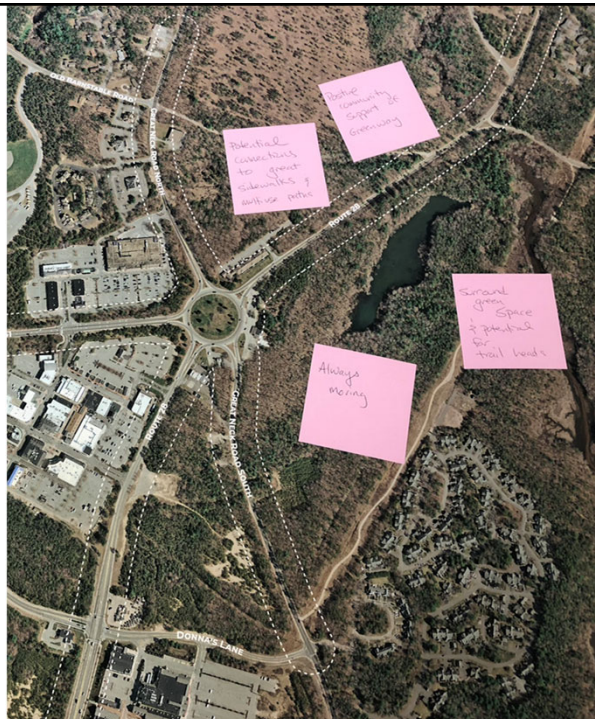
APRIL LISTENING SESSION



5

LIKES

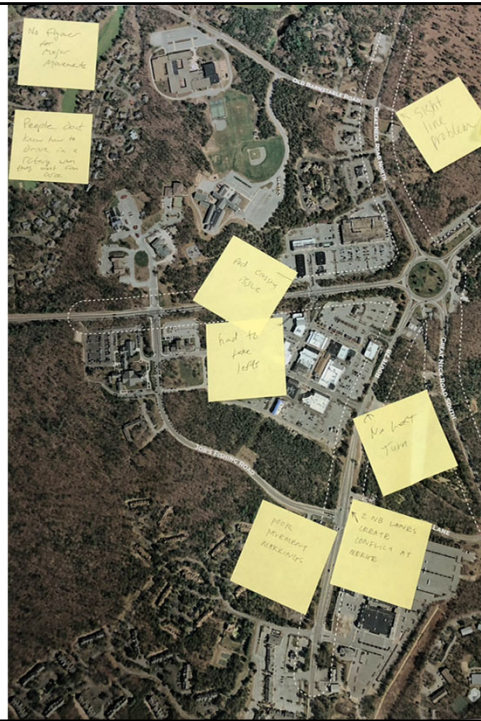
- Multi-use paths
- Bypass roads
- Open space
- Walking paths in Commons
- Holiday Lights
- How Rotary is always Moving
- Rotary Works Well Most of Year
- Rotary over traffic light, easy & efficient



6

ISSUES

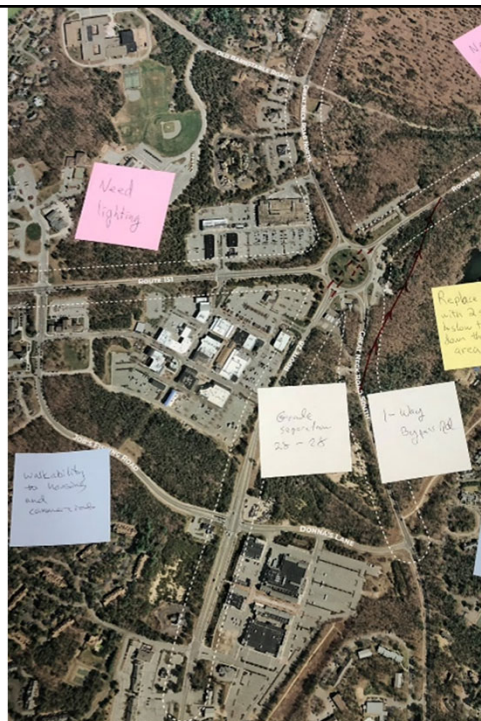
- Challenging for peds/bikes
- Rotary too large/unsure if two lanes
- Additional turn lanes needed
- High speeds
- People don't know how to drive rotary
- Lane merges
- Rotary curb cuts problematic
- Rotary over traffic light, easy & efficient
- Lack of signage and pavement markings



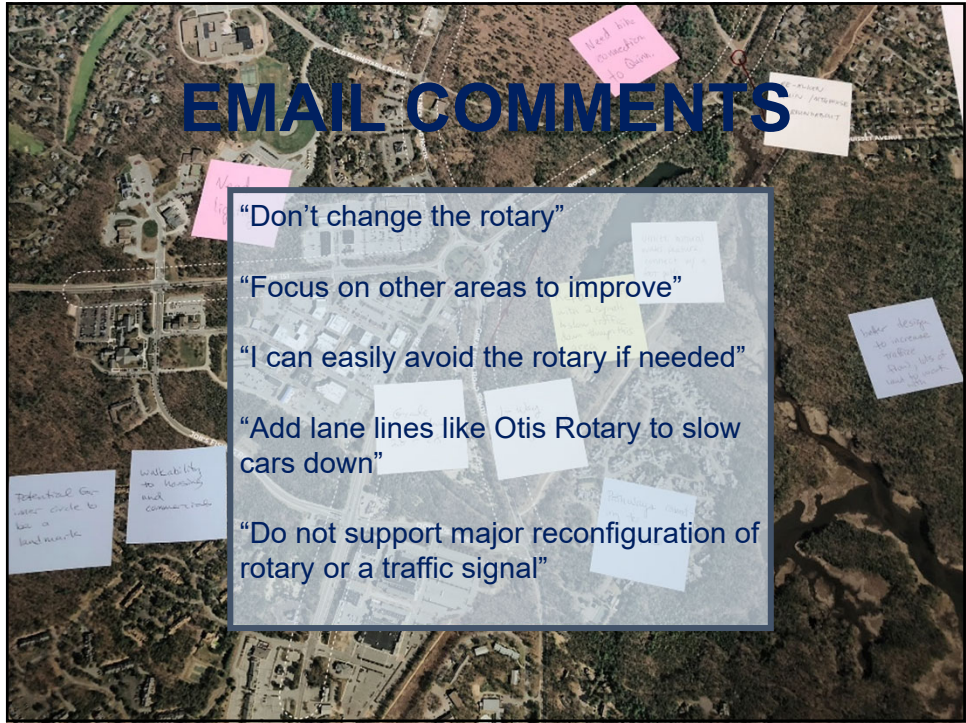
7

SUGGESTIONS

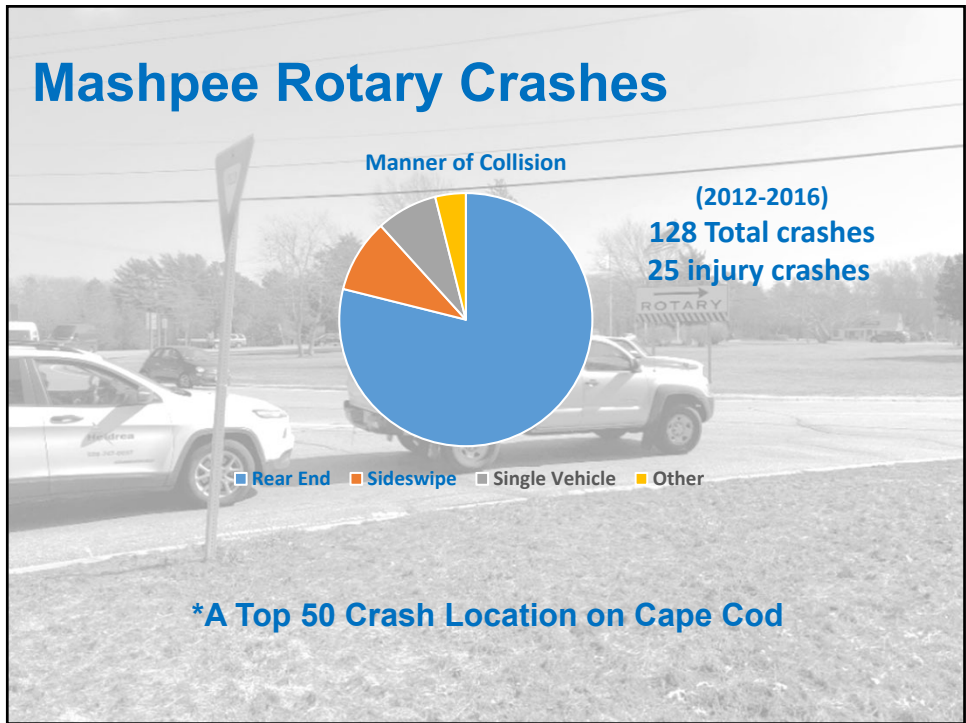
- Smarter signals
- Bike connections & walking paths
- More lighting
- Grade separation
- Traffic signals
- Roundabouts
- More speed signage
- Remove one road from rotary
- Add lane lines in rotary
- Add/lengthen turn lanes at traffic signals



8



9



10

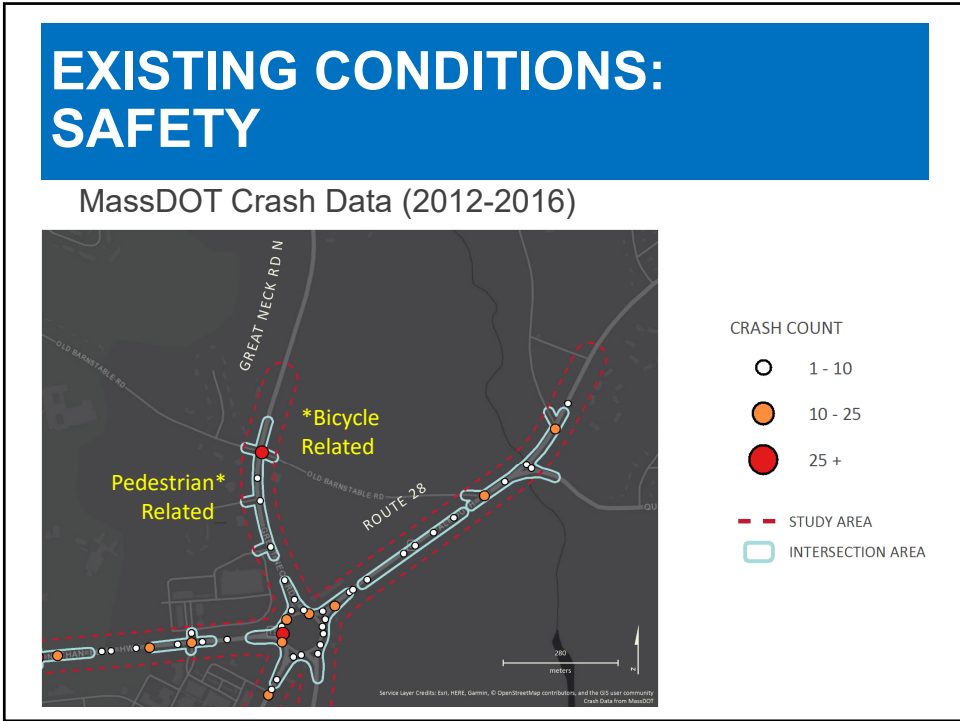


11

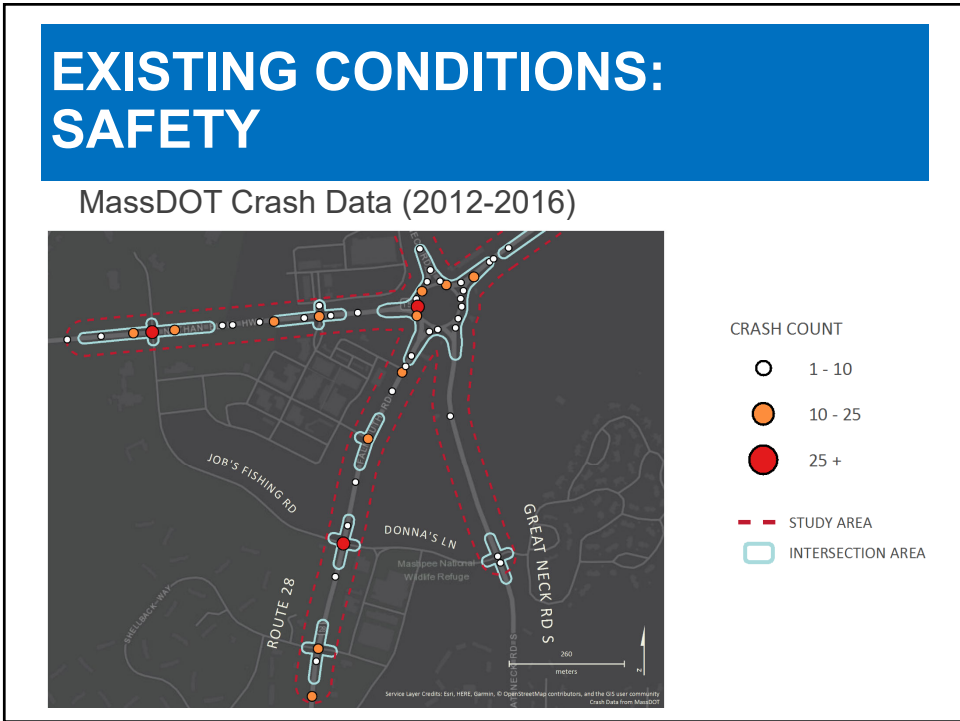
ROADWAY SAFETY AUDIT Recommendations

| Short Term | Mid-Term | Long Term |
|---|--|--|
| Replace deteriorated "State Law" signs | Re-design splitter islands | Investigate rotary replacement |
| Add yield striping and a 2 nd "Yield" sign on all approaches | Install wayfinding diagrammatic signage for rotary | Consider redesigning into a two-lane modern roundabout |
| Install "Reduce Speed Ahead" signs | Retrofit the rotary with lane markings |  |
| Confirm Rt 151 queue detection is working. | Construct a shared use path around rotary | |

12



13



14

CONCEPT DEVELOPMENT

Roundabout Analysis Tool
Multi-Lane
10/9/2019
Version 4.1

General & Site Information

Analyst: RIN
 Agency/Co: Kirtelson & Associates Inc.
 Date: 6/5/2019
 Project or P#B: 19436.11
 Year, Peak Hour: Proposed Alt 1, Future PM Peak
 County/District: Barnstable
 Intersection: Mashpee Rotary

Volumes

| Lane Designation | Entry Legs (FROM) | | | | | | | |
|-------------------|-------------------|--------|---------|---------|--------|--------|---------|---------|
| | N1 (1) | N2 (1) | NE1 (2) | NE2 (2) | E1 (3) | E2 (3) | SE1 (4) | SE2 (4) |
| N (1) vph | | | | | | | | 97 |
| Exit NE (2) vph | | | | | | | | |
| Legs (TO) | | | | | | | | |
| E (3) vph | 94 | | | | 11 | | | |
| SE (4) vph | 140 | | | | 108 | | | |
| S (5) vph | 41 | 245 | | | 372 | | | |
| SW (6) vph | | | 65 | | | 490 | | |
| NW (8) vph | | | | | | | | |
| Entry Volume, vph | 274 | 310 | 0 | 0 | 490 | 587 | 0 | 0 |

| Lane Designation | S1 (5) | | S2 (5) | | SW1 (6) | | SW2 (6) | | N1 (1) | | N2 (1) | | NW1 (8) | | NW2 (8) | |
|-------------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|
| | Left-Thru | Right only | Left-Thru | Right-Thru | Left-Thru | Right-Thru | Left-Thru | Right-Thru | Left-Thru | Right-Thru | Left-Thru | Right-Thru | Left-Thru | Right-Thru | Left-Thru | Right-Thru |
| N (1) vph | 169 | | | 247 | | | | 104 | | | | | | | | |
| NE (2) vph | | | | | | | | | | | | | | | | |
| E (3) vph | | | 139 | 16 | 298 | 168 | 216 | | | | | | | | | |
| SE (4) vph | | | | | | 61 | | 46 | | | | | | | | |
| S (5) vph | | | | | | | | 46 | | | | | | | | |
| SW (6) vph | | | 8 | | | | | | | | | | | | | |
| W (7) vph | | | 69 | | 54 | | | | | | | | | | | |
| NW (8) vph | | | | | | | | | | | | | | | | |
| Entry Volume, vph | 245 | 139 | 317 | 359 | 272 | 309 | 0 | 0 | | | | | | | | |

Alternative 1 Lane Configuration

Alternative 1 roundabout lane configuration allows two lanes to travel between the Route 28 and Route 151 Intersection legs. Increased future peak season traffic volumes are estimated to create over-saturated operating conditions along the northern leg, N Great Neck Road, which leads to long delays for drivers making a left turn maneuver from this leg. However, the overall average intersection control delay is estimated at 29.4 seconds during the AM Peak Hour with average queue lengths not exceeding 300 feet on any of the approaches.

| Rotary Leg | N | | E | | S | | SW | | W | |
|----------------------------|-----------|-------|------|------------|-----------|------------|-----------|------------|-----------|------------|
| | Left-Thru | Right | Left | Left-Right | Left-Thru | Right-Only | Left-Thru | Right-Thru | Left-Thru | Right-Thru |
| Entry Flow Rates, vph | 415 | 153 | 559 | 514 | 220 | 172 | 341 | 280 | 91 | 481 |
| W/C ratio | 1.08 | 0.34 | 0.70 | 0.64 | 0.34 | 0.24 | 0.50 | 0.37 | 0.19 | 0.89 |
| Control Delay, sec/pcu | 102.0 | 14.0 | 17.7 | 15.4 | 10.1 | 7.8 | 12.9 | 9.4 | 10.3 | 43.7 |
| Average Queue (ft) | 294 | 15 | 69 | 55 | 15 | 9 | 31 | 18 | 6 | 146 |
| 95th Percentile Queue (ft) | 369 | 38 | 148 | 121 | 38 | 24 | 71 | 44 | 18 | 260 |

Unit Legend:
 vph = vehicles per hour
 sec/pcu = seconds per passenger car unit
 Assumes a 0.95 Peak Hour Factor and a 1.5 percent heavy vehicles

15

Traffic Terms Defined

Rotary vs. Roundabout

16

Mashpee Rotary

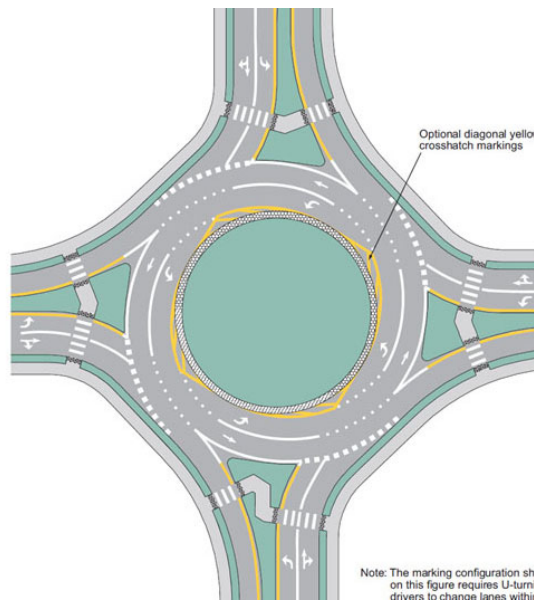
- Large diameter
- Wide circulatory lanes
- No directional striping or signage
- High speed



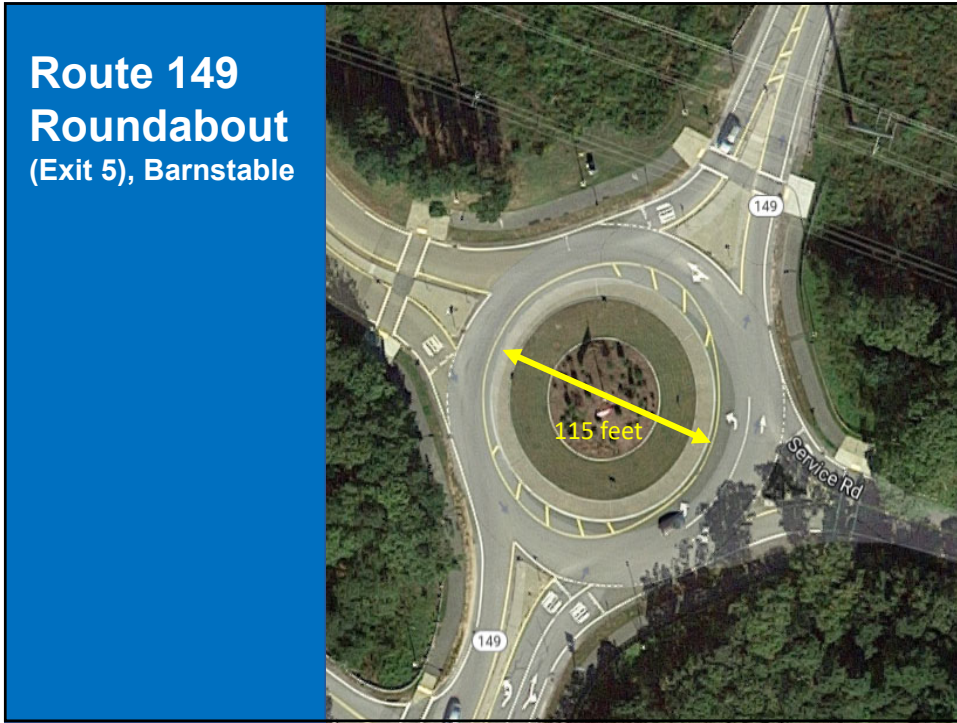
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Roundabout Design

- Smaller diameter
- Lane striping & assignment
- Low speed
- Multi-modal accommodation



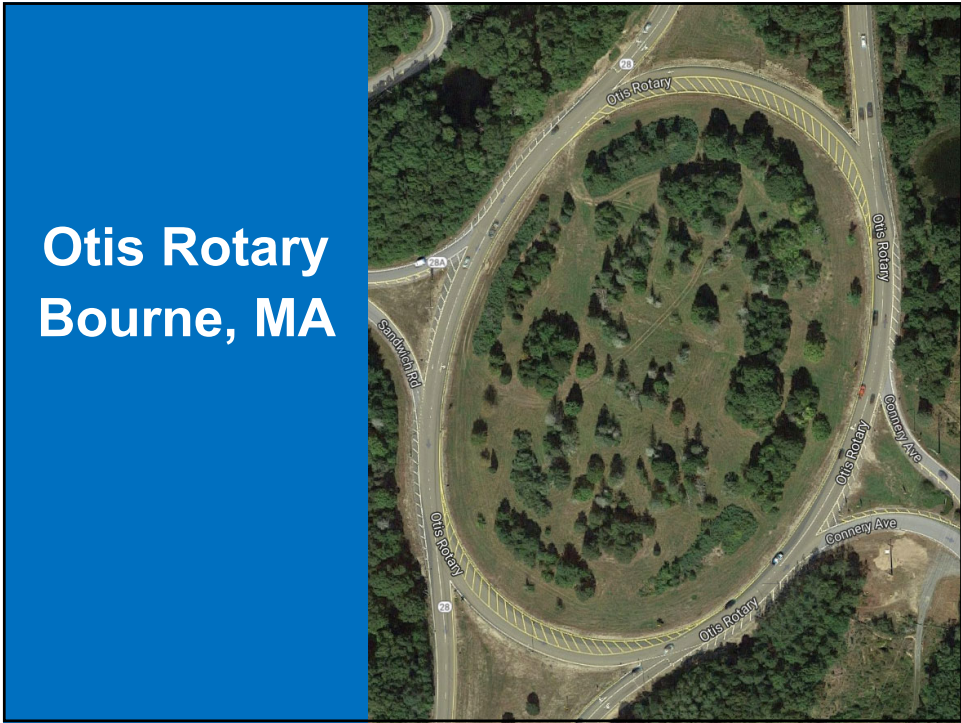
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**Otis Rotary
Bourne, MA**

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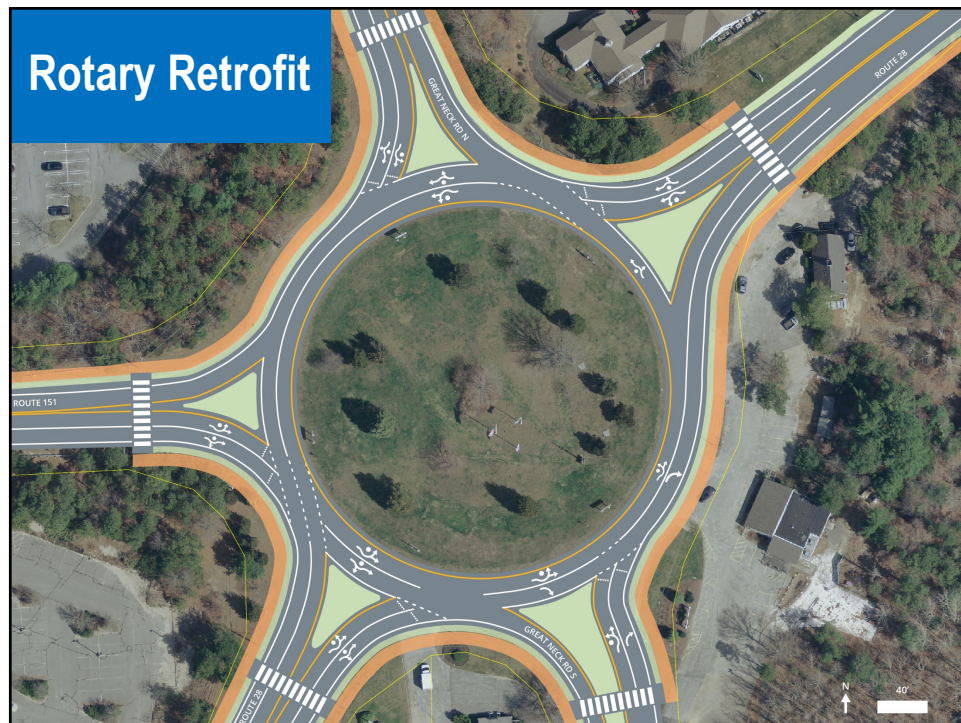


24

Mashpee Rotary Alternatives

- Rotary Retrofit
- Two-Lane Roundabout
- Overpass/Tunnel
- Traffic Signal
 - 3 options

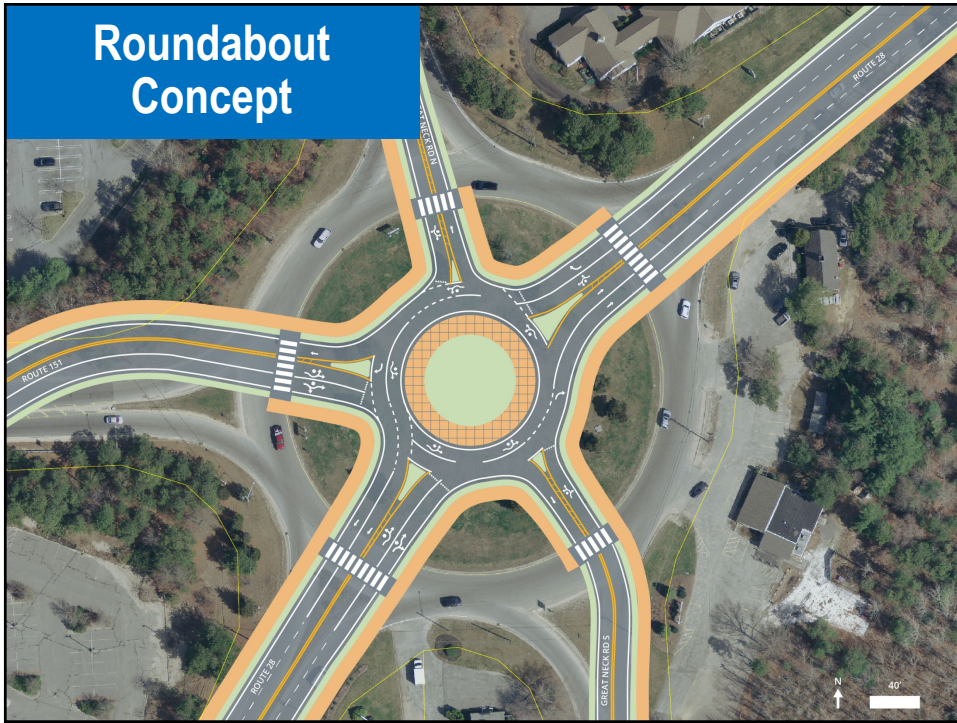
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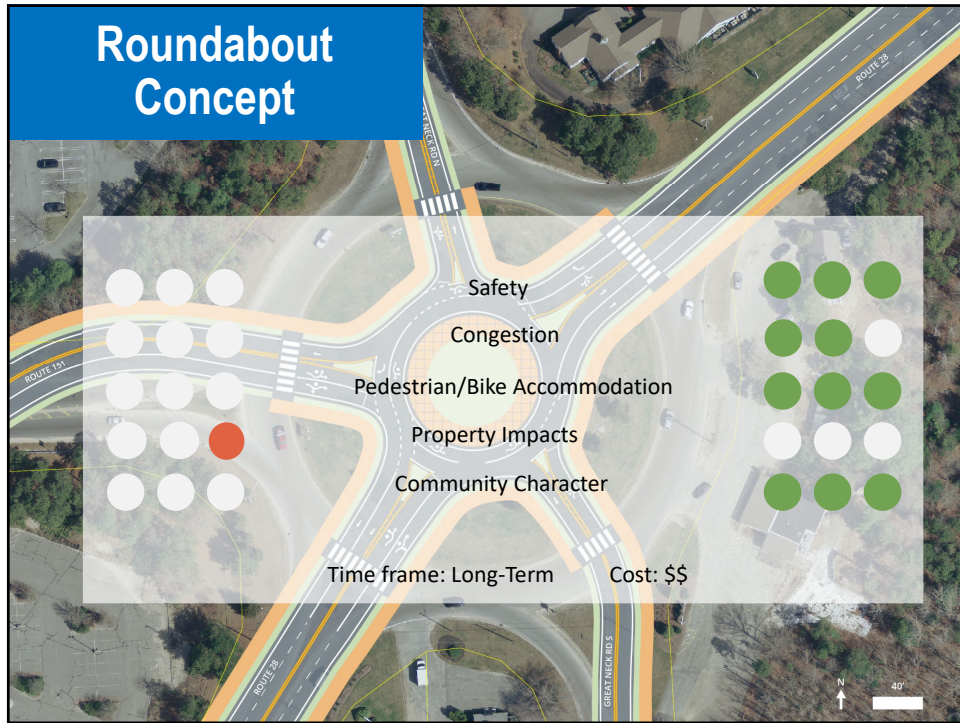
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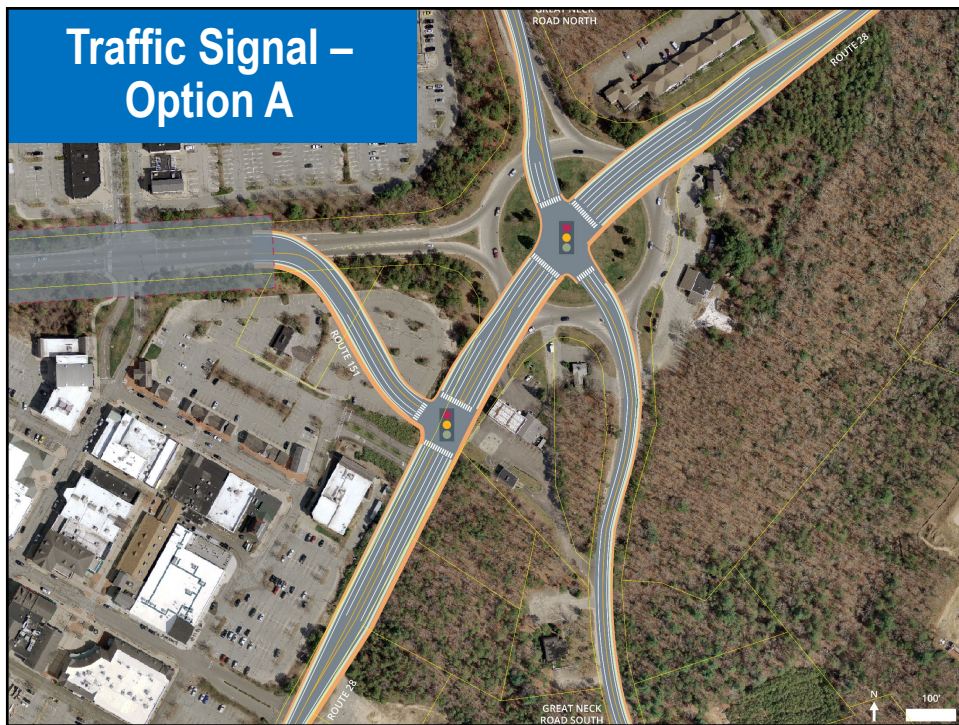
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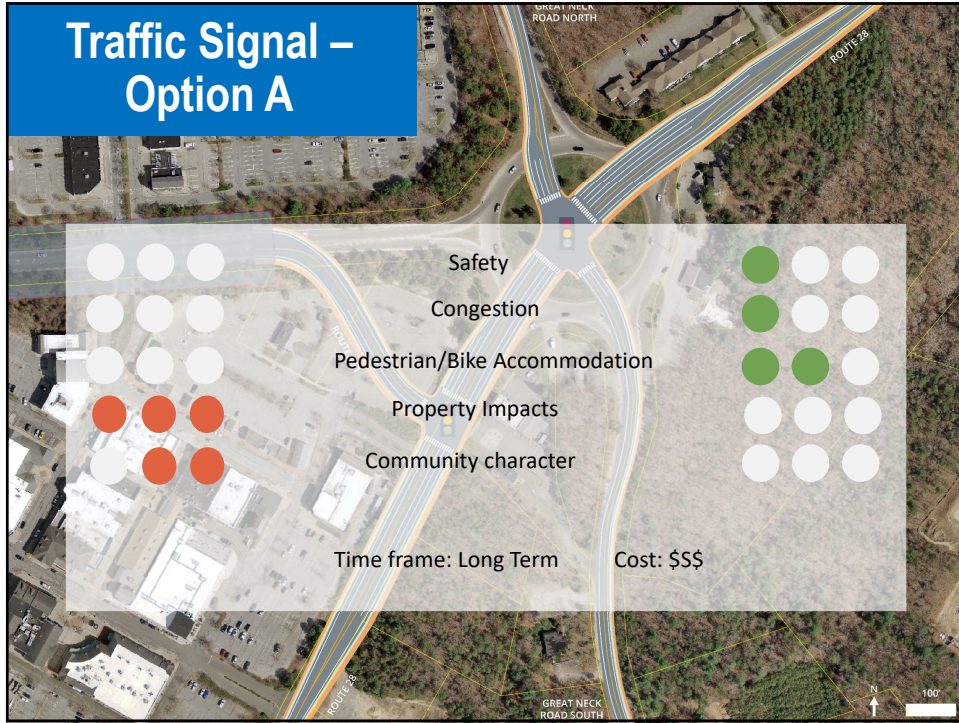
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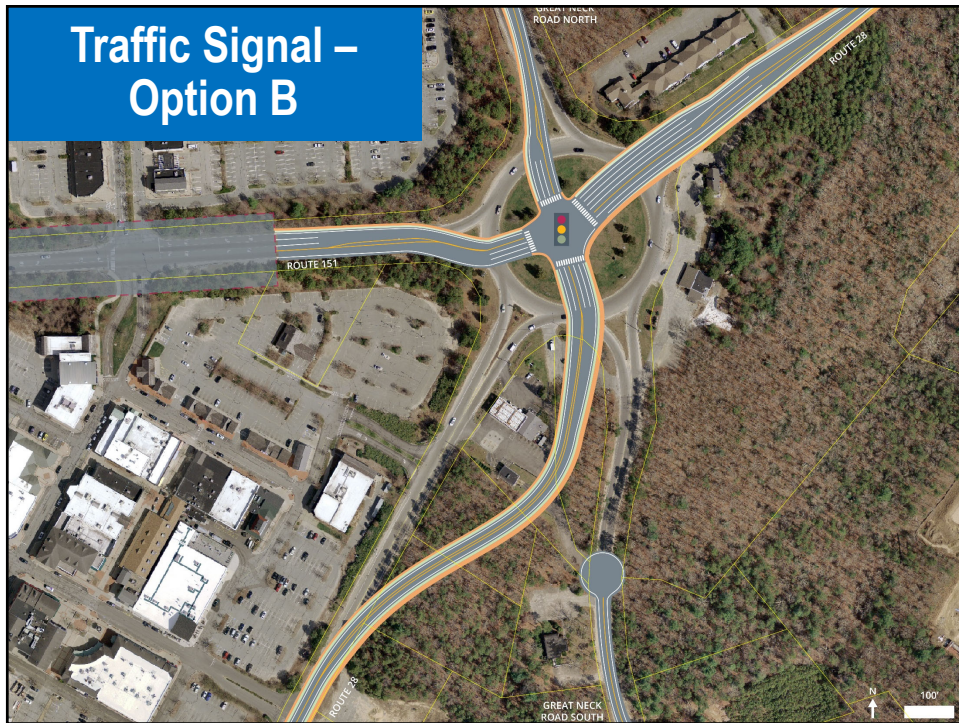
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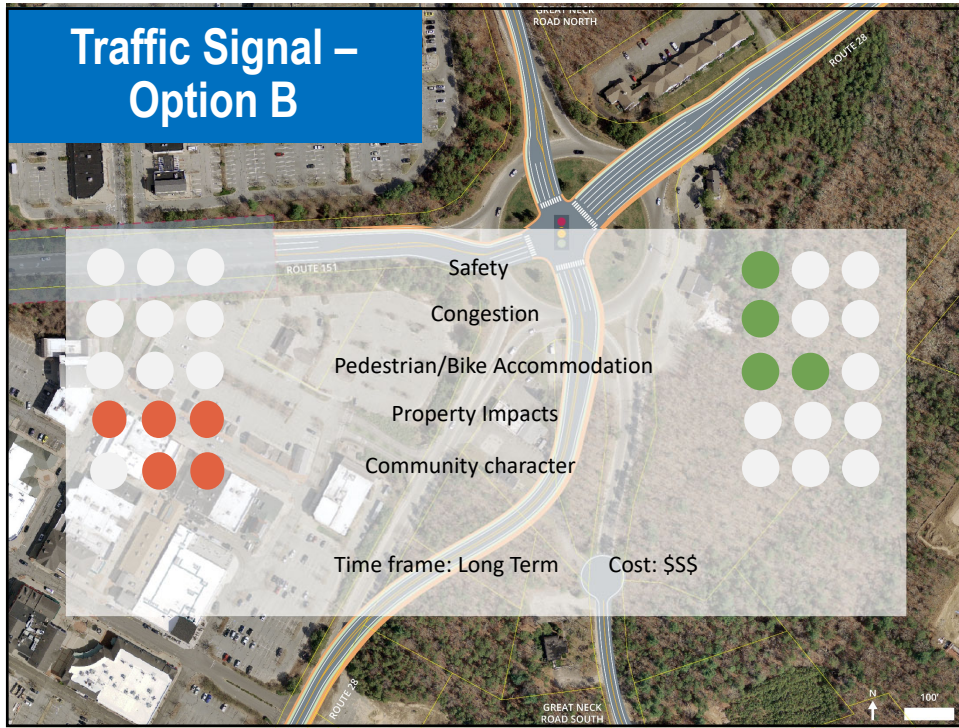
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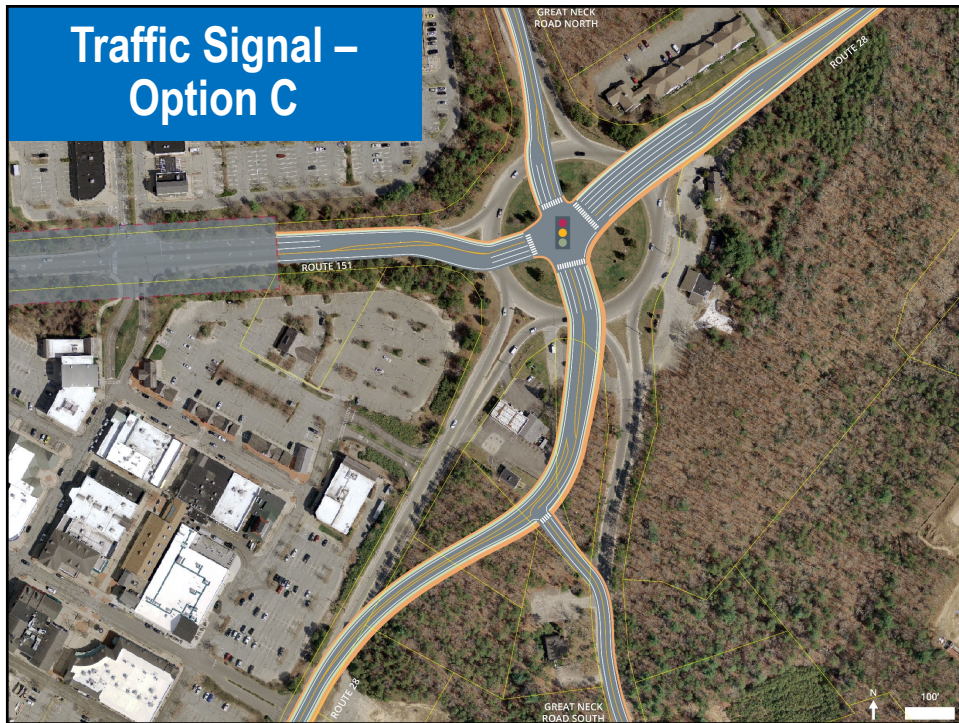
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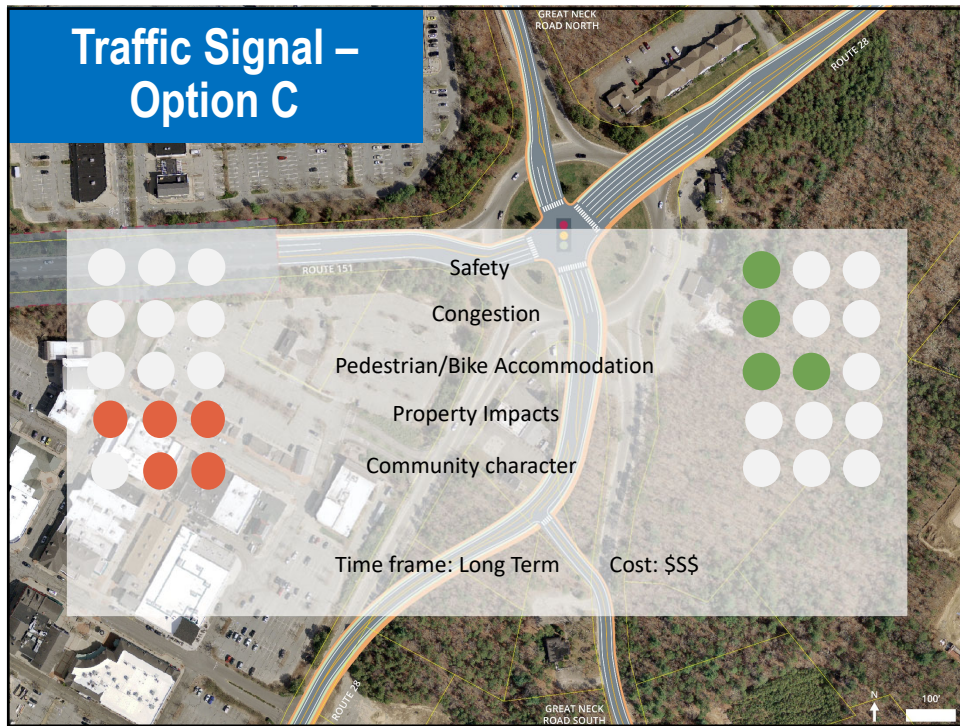
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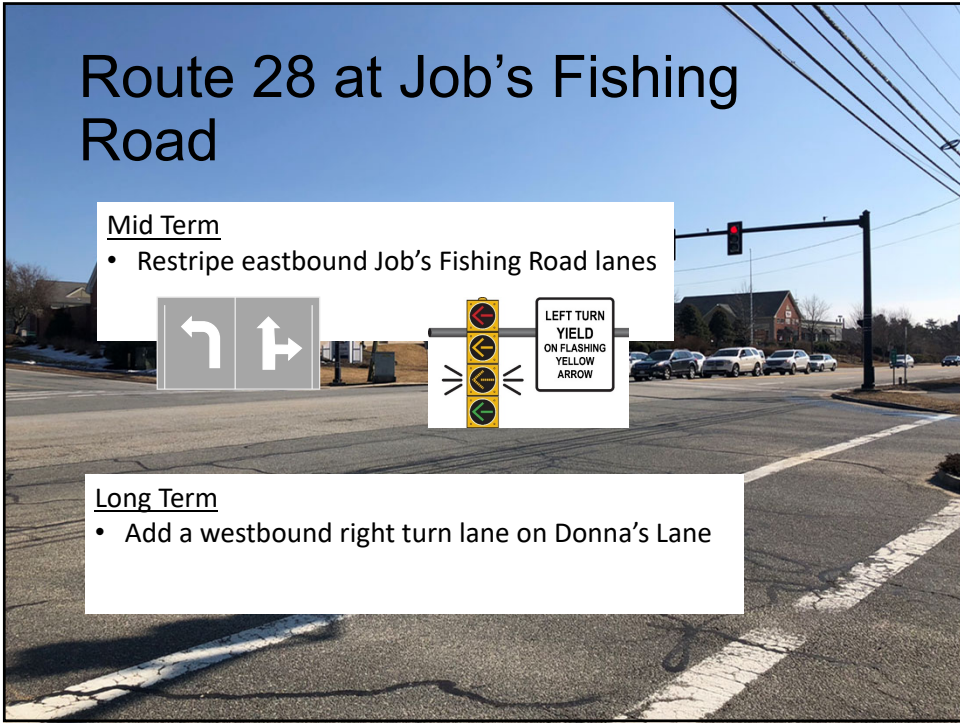


37

Local Intersections

- Route 28 at Job’s Fishing Rd/Donna’s Ln
- Great Neck Road North at Old Barnstable Road
- Great Neck Road South at Donna’s Ln
- Route 28 at Meetinghouse Road
- Route 28 at Quinaquisset Avenue

38



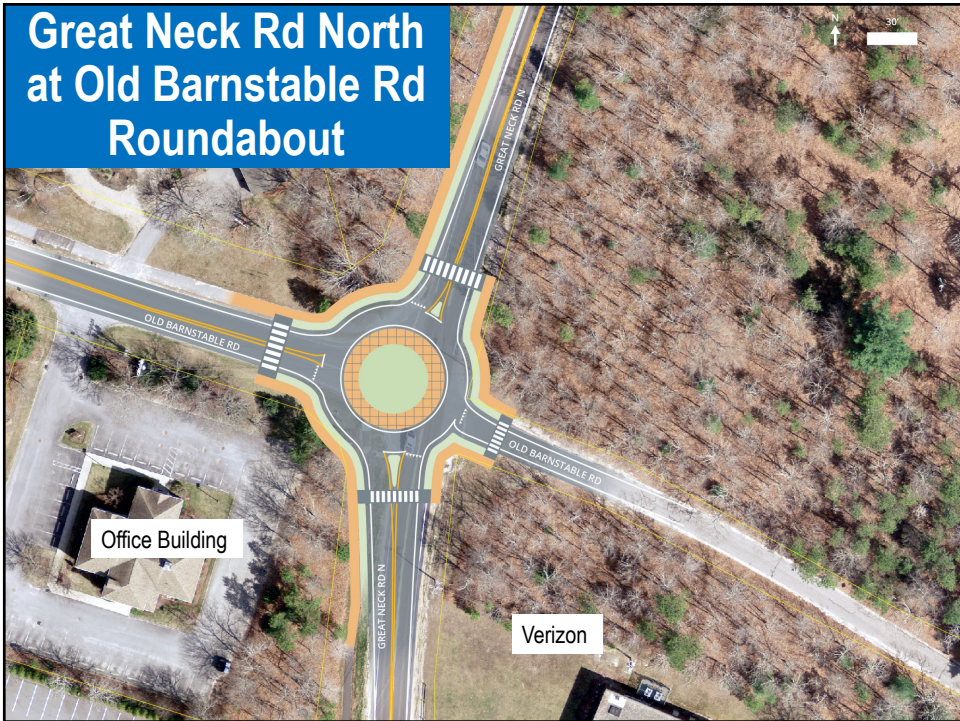
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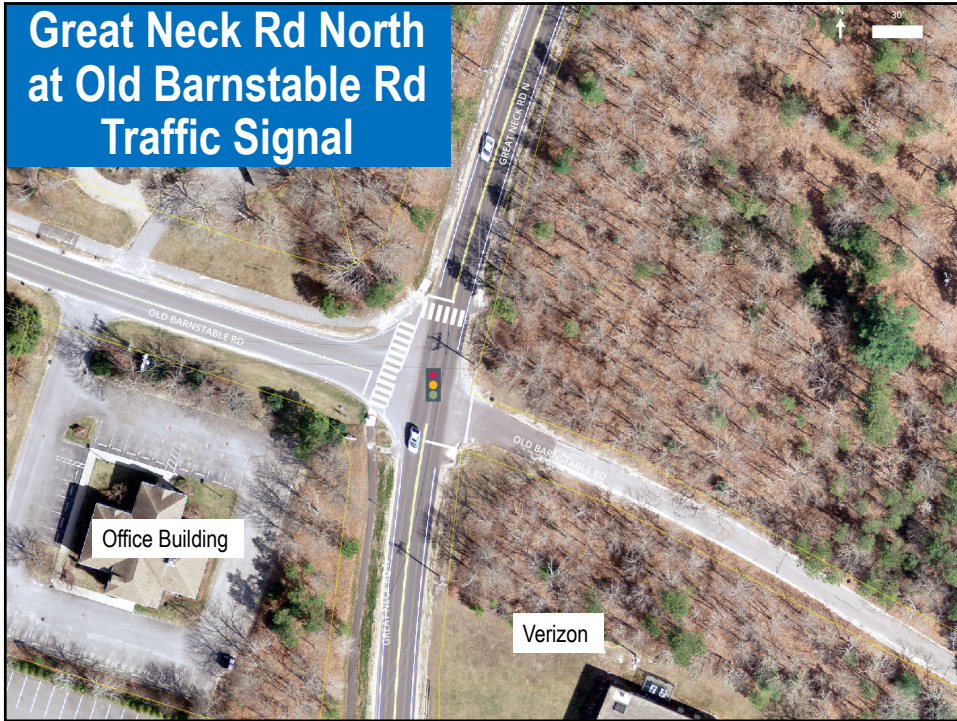
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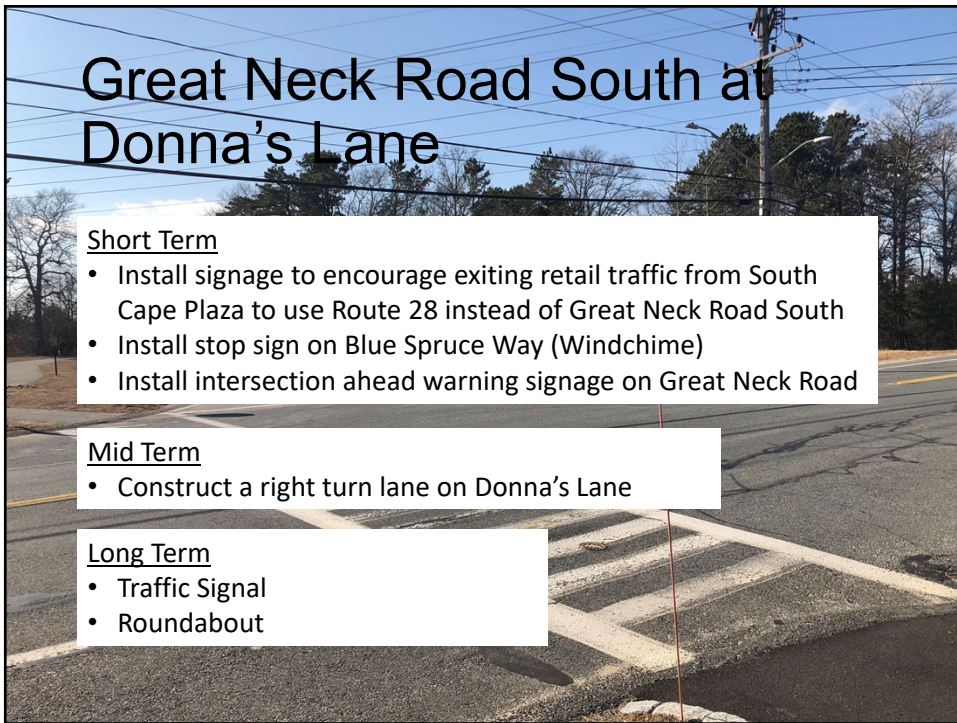
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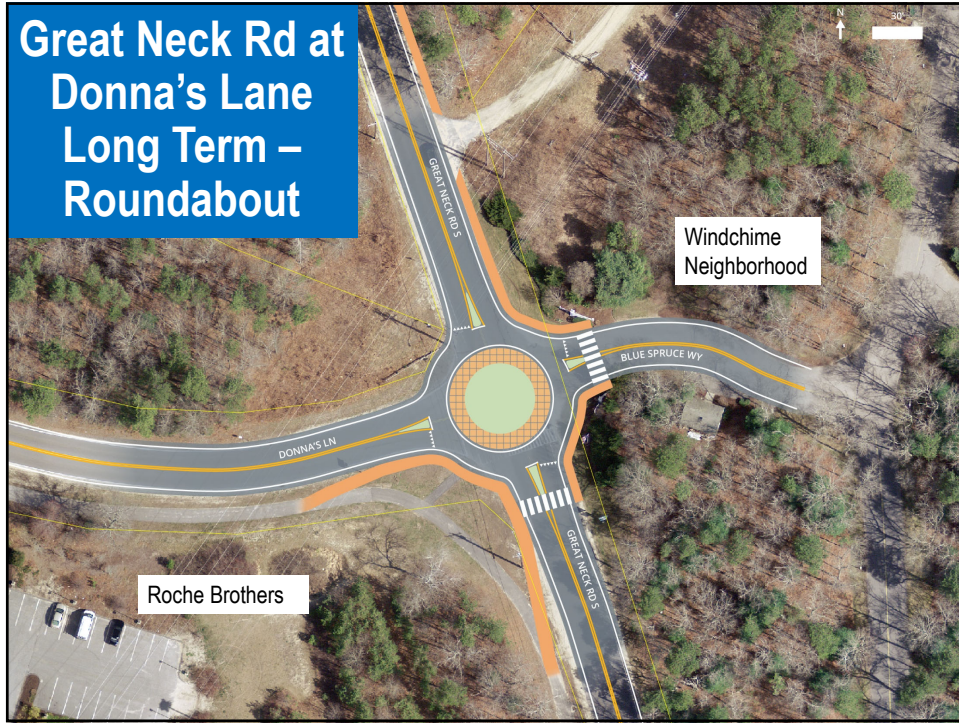
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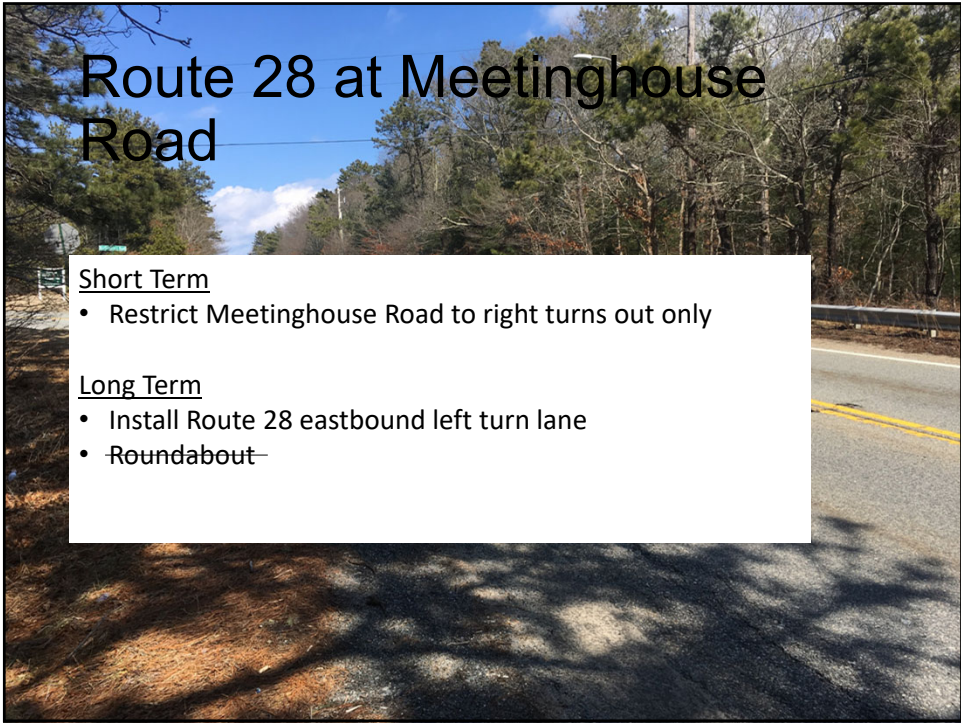
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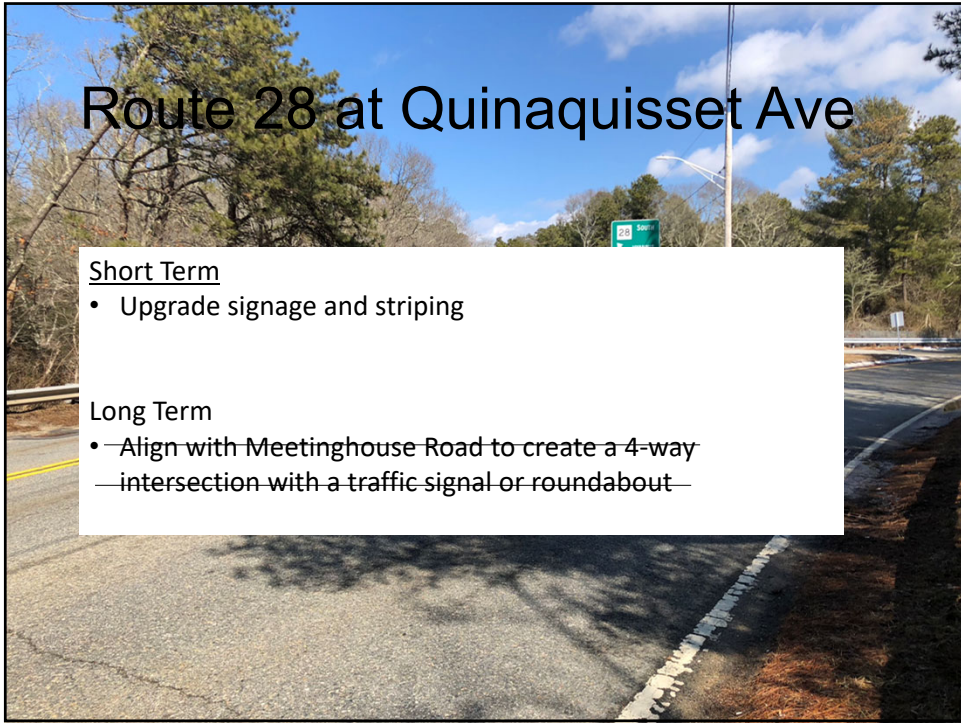
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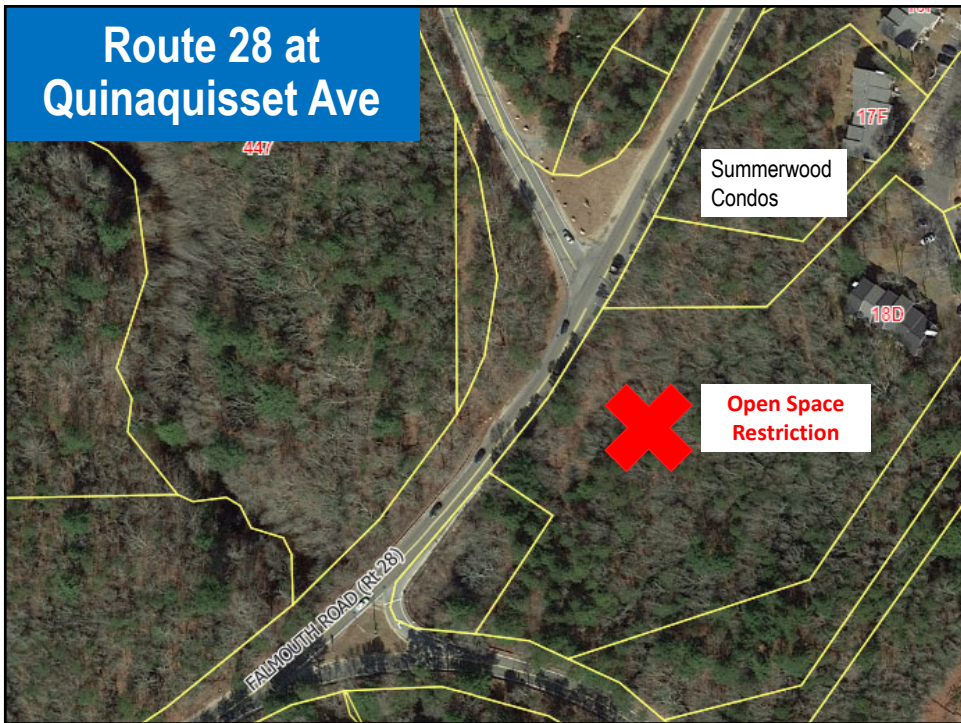
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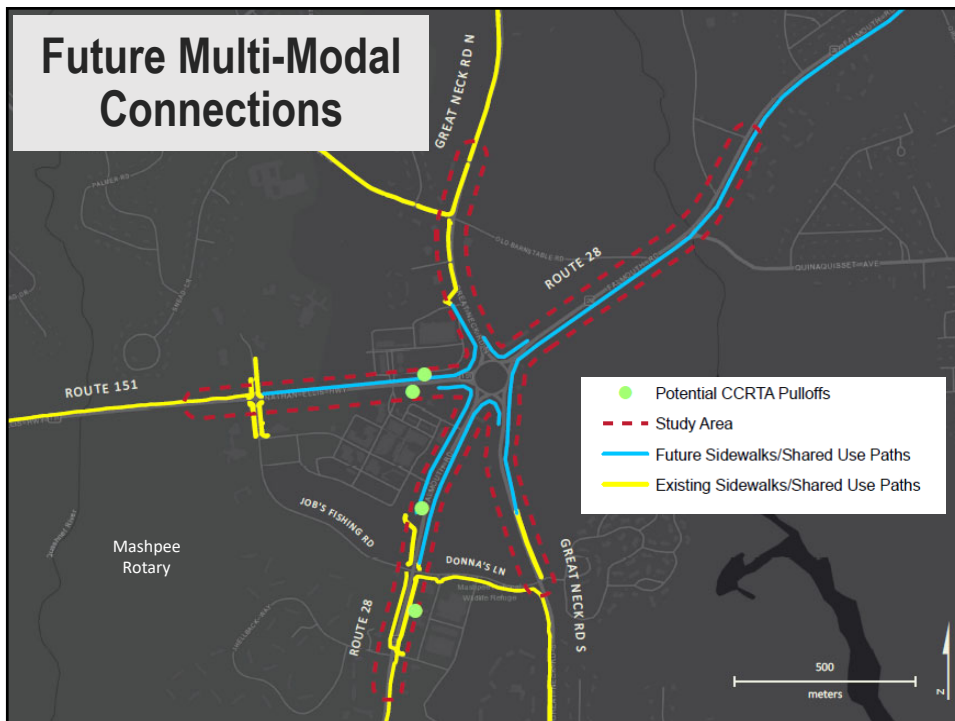
Multi-Modal Accommodations

- Add multi-use path around rotary
- Connect sidewalk and shared use path gaps within study area
- Upgrade traffic signals with pedestrian ADA (i.e. Route 28 and Orchard Road)



53

Future Multi-Modal Connections



54

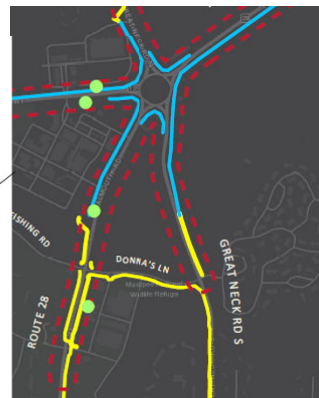
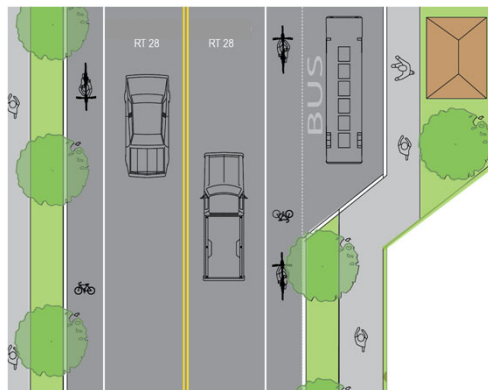
TRANSIT

- Consideration of small multi-modal center (long term)
- Consideration of small local circulator route (i.e. trolley)
- Review CCRTA routing (for regional efficiency)
- Identify areas for bus pull-offs (short term)



55

TRANSIT



- Potential CCRTA Pulloffs
- - - Study Area
- Future Sidewalks/Shared Use Paths
- Existing Sidewalks/Shared Use Paths

56



ALTERNATIVES FEEDBACK

- Which concepts do you **LIKE** and why?
- Which concepts do you **DISLIKE** and why?
- Do the concepts fit within the character and address the **ISSUES**?
- Any concepts that are not shown and should be considered?

Please write on the boards and provide your feedback.

- Rotary Upgrades
- Local Intersections
- Rotary Replacement
- Multi-Modal Improvements

57



Middleborough Rotary Retrofit

NEXT STEPS

- Public Comments – Open until December 20th
- Revise Concepts and Finalize Recommendations
- Draft and Final Report – Early 2020
- Work with MassDOT and Town to implement short and mid-term recommendations (1-5 years)
- Plan for long-term changes (5+ years) – would involve additional public input

58



THANK YOU

For more information,
www.capecodcommission.org/MashpeeRotary

| | |
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|---|---|

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