## ROAD SAFETY AUDIT

# Main Street (Route 6A) from Iyannough Road (Route 132) to Rendezvous Lane <br> Town of Barnstable 

November 29, 2023

Prepared For: MassDOT
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Massachusetts Department of Transportation Massachusetts Departmen
Highway Division

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## Background

Howard Stein Hudson (HSH) has completed this Road Safety Audit (RSA) for the Main Street (Route 6A) corridor from Iyannough Road (Route 132) to Rendezvous Lane in Barnstable, Massachusetts. The Massachusetts Department of Transportation (MassDOT) Impact Network Screening Crash Based tool shows Route 6A, from the Barnstable-West Barnstable Elementary School to Ice House Lane, as a Top 5 location based on Metropolitan Planning Organization/Regional Planning Agency (MPO/RPA) ranking for all crash severities. The MassDOT Impact Network Screening Risk Based tool identifies Route 6A as a primary risk site for motorcycles based on statewide and MPO/RPA ranking at the intersection of Route 6A at Route 132. The intersection of Route 6A at Route 132 is a primary risk site for speeding based on the MPO/RPA Ranking. Route 6A just east of Route 132 to Maggie Lane is identified as a primary risk site for older drivers and Route 6A between Scudder's Lane and Rendezvous Lane is identified as a primary risk for occupant protection based on MPO/RPA ranking.

This RSA is focused on this section of Route 6A in Barnstable, MA as part of the Route 6A pedestrian improvements project extending from Route 6A at Route 132 to Route 6A at Old Jail Lane.

The RSA is intended to identify potential safety improvements that can be evaluated for inclusion as part of future design efforts along Route 6A. The short-term, low-cost potential improvements could be considered by the responsible agency for implementation, as appropriate.

## Project Data

The RSA was conducted on Wednesday, November 29, 2023 from 12:00-4:00 p.m. at the Cape Cod Commission in Barnstable, MA. RSA team members attended the meeting and site visit in-person. Table 1 shows the participating members of the audit team, which included multidisciplinary representatives from state, regional, and local agencies. The agenda for the meeting is provided in Appendix A. Contact information for the RSA team has been provided in Appendix B.

Crash data was compiled at the clustered intersections for the time period from 2017-2020. Crash data was obtained from MassDOT's IMPACT Portal, and the local police crash reports were provided by the MassDOT Traffic and Safety Engineering Section.

Along the corridor, from 2017 through 2020, 31 crashes occurred, including ten crashes (or 32\%) that resulted in personal injury. Of the 31 crashes, 22 ( $71 \%$ ) were single-vehicle crashes, 4 ( $13 \%$ ) were angle crashes, $2(6 \%)$ were sideswipe crashes, $2(6 \%)$ were rear-end crashes, and $1(3 \%)$ was a head-on crash. 8 crashes ( $26 \%$ ) occurred after dark. Most crashes ( 26, or $84 \%$ ) occurred on dry pavement. No crashes involved a pedestrian or bicyclist. The crash data are included in Appendix C.

Road Safety Audit — Main Street (Route 6A) from lyannough Road (Route 132) to Rendezvous Lane Prepared by Howard Stein Hudson

| Table 1: Participating Audit Team Members |  |
| :--- | :--- |
| Audit Team Member | Agency/Affiliation |
| Paul Graves | Town of Barnstable DPW |
| Derek Jackson | MassDOT District 5 Projects |
| Evan Costa | Cape Cod Commission |
| David Nolan | Cape Cod Commission |
| Joyia Smikle | Cape Cod Commission |
| Thomas Currier | MassDOT Project Management |
| Chris Beal | Barnstable Fire Department |
| Jason Walters | MassDOT District 5 Projects |
| Ana Fill | MassDOT Traffic and Safety |
| Matt Lounsbury | Barnstable Police Department |
| Ethan Costa | MassDOT District 5 Traffic |
| Mojtaba Moharrer | MassDOT District 5 Traffic |
| Michelle Deng | MassDOT Traffic and Safety |
| Emma Enteado | Howard Stein Hudson |
| Steve Findlen | Howard Stein Hudson |
| Kevia Szeto | Howard Stein Hudson |
| Meghana Paras | Howard Stein Hudson |

## Project Location and Description

The study area is shown in Figure 1. A description of the RSA roadways and intersections is provided in the section following.

Figure 1: Locus Map


Main Street (Route 6A) is classified as an urban minor arterial within the study area and is under MassDOT jurisdiction from the Iyannough Road intersection to just east of the Old Jail Lane intersection. Route 6A is under local jurisdiction from the Old Jail Lane intersection to the study area limits at Rendezvous Lane. It is a two-way, two-lane roadway. Route 6A is a designated scenic road denoted as Old King's Highway, located within a historic district and designated as a national scenic byway. No onstreet parking is permitted within the study area. Land use along Route 6A in the immediate area of the study location is primarily residential. Barnstable-West Barnstable Elementary School is located just south of Route 6A and has two driveway entry points on Route 6A just west of Aunt Hatch Lane. No dedicated bicycle facilities are provided along Route 6A within the study area. An asphalt sidewalk is provided intermittently on the north side of the roadway from the Iyannough Road intersection to the Harris Meadow Lane intersection at which point the sidewalk switches to the south side of the roadway. A pedestrian crosswalk is provided at Harris Meadow Lane crossing Route 6A to connect the north side sidewalk to the south side. Sidewalks are provided on both sides of the roadway from just east of Crocker Lane to the study area limits at Rendezvous Lane. A pedestrian crosswalk is provided crossing Route 6A at the west entrance to the Barnstable-West Barnstable Elementary School. The posted speed limit on Route 6A is variable and ranges from 25 miles per hour ( mph ) to 40 mph at various points throughout the corridor. A school zone speed limit of 20 mph is in place from just west of the Barnstable-West Barnstable Elementary School west driveway entrance to the Aunt Hatch Lane intersection. The Cape Code Regional Transit Authority (CCRTA) Barnstable Villager bus route is provided along Route 6A. Pavement markings along Route 6A are in good condition and signage along the corridor ranges from poor to fair condition.

Iyannough Road (Route 132) is classified as an urban minor arterial roadway and is under the jurisdiction of MassDOT. Route 132 is a two-way, two-lane roadway. On-street parking and dedicated bicycle facilities are not provided. Land use along Route 132 is primarily residential and institutional with the Cape Cod Community College campus, Cape Cod YMCA, and Cape Cod Conservatory located along Route 132. Route 132 provides access to the Mid-Cape Highway (Route 6). An asphalt sidewalk is provided on the west side of the roadway. The posted speed limit is 30 mph approaching the intersection with Route 6A and 40 mph departing the intersection.

Oak Street is classified as an urban minor arterial roadway and is under local jurisdiction. Oak Street is a two-way, two-lane roadway. On-street parking, dedicated bicycle facilities, and sidewalks are not provided. Land use along Oak Street is primarily residential. The posted speed limit is 35 mph .

Maggie Lane is a paved two-way, one-lane local roadway that results in a dead end. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. Land use along Maggie Lane is primarily residential. There is no posted speed limit on Maggie Lane.

Aunt Hatch Lane is a dirt two-way, one-lane local roadway that results in a dead end. Land use along Aunt Hatch Lane is primarily undeveloped wooded land and conservation area. Aunt Hatch Lane provides access to the Old Jail Lane Conservation Area (also accessible via a marked entrance on Old Jail Lane).

Scudder's Lane is a paved two-way, one-lane local roadway. Land use along Scudder's Lane is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. There is no posted speed limit on Scudder's Lane.

Allyn Lane is a paved two-way local roadway that results in a dead end. Land use along Allyn Lane is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. There is no posted speed limit on Allyn Lane.

Governor's Way is a paved two-way local roadway that results in a dead end. Land use along Governor's Way is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. There is no posted speed limit on Governor's Way.

Harris Meadow Lane is a paved two-way local roadway that results in a dead end. Land use along Harris Meadow Lane is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. There is no posted speed limit on Harris Meadow Lane.

Old Jail Lane is a paved two-way local roadway. Land use along Old Jail Lane is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. The width of Old Jail Lane ranges between 12.5 and 17 feet wide but operates as a two-way. There is no posted speed limit on Old Jail Lane.

Rendezvous Lane is a paved two-way local roadway. Land use along Rendezvous Lane is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. The posted speed limit is 20 mph on Rendezvous Lane.

The intersection of Route 6A at Route 132 and Oak Street is an unsignalized intersection with four approaches under the jurisdiction of MassDOT. The Route 6A eastbound approach consists of a shared through/right-turn lane and a departure lane separated by a median island. The Route 6A westbound approach consists of a shared left-turn/through lane and a departure lane separated by a median island. The Route 132 northbound approach is stop controlled and consists of a shared left/right-turn lane and a departure lane separated by a median island. The Oak Street northeast-bound approach is located approximately 75 feet south of Route 6A. This approach is stop controlled and consists of a shared left/right-turn lane and a departure lane. A sidewalk is provided on the west side of Route 132 south of Oak Street, the corner of Route 6A and Oak Street, and the north side of Route 6A within the intersection. Pedestrian crossings and on-street parking are not provided at this intersection. Signage and pavement markings are in fair condition.

The intersection of Route 6A at the Barnstable-West Barnstable Elementary School west driveway is an unsignalized intersection with two approaches under the jurisdiction of MassDOT. The eastbound Route 6A approach consists of a shared through/right-turn lane. The westbound Route 6A approach consists of a shared through/left-turn lane. The Barnstable-West Barnstable Elementary School driveway is a one-way entrance to the school. A sidewalk is provided on the north side of Route 6A and along the west side of the driveway. A crosswalk is provided crossing Route 6A on the west side of the intersection connecting the northern sidewalk to the sidewalk next to the driveway. No on-street parking is provided along either intersection approach. Pavement markings and signage are in fair to good condition.

The intersection of Route 6A at the Barnstable-West Barnstable Elementary School east driveway is an unsignalized intersection with three approaches under the jurisdiction of MassDOT. The eastbound Route 6A approach consists of a shared through/right-turn lane. The westbound Route 6A approach consists of a shared through/left-turn lane. The eastbound Route 6A approach consists of a shared through/right-turn lane and a departure lane. The driveway northbound approach consists of a shared left/right-turn lane. A sidewalk is provided on the north side of Route 6A and along the east side of the driveway. There are no pedestrian crosswalks provided at this intersection. No on-street parking is provided along either intersection approach. Pavement markings and signage are in fair to good condition.

The intersection of Route 6A at Aunt Hatch Lane is an unsignalized intersection with three approaches under the jurisdiction of MassDOT. The eastbound Route 6A approach consists of a shared through/rightturn lane. The westbound Route 6A approach consists of a shared through/left-turn lane. The northbound Aunt Hatch Lane approach is a dirt road approximately 20 feet wide. A sidewalk is provided on the north side of Route 6A. Crosswalks are not provided across any leg of this intersection. No on-street parking is provided near the intersection. Pavement markings and signage are in fair to good condition.

The intersection of Route 6A at Harris Meadow Lane is an unsignalized intersection with three approaches under the jurisdiction of MassDOT. The eastbound Route 6A approach consists of a shared through/left-turn lane. The westbound Route 6A approach consists of a shared through/right-turn lane. The southbound Harris Meadow Lane approach consists of a shared left/right-turn lane. There is a pull off area along the north side of Route 6A just west of Harris Meadow Lane that vehicles have been observed to park along. A sidewalk is provided on the north side of Route 6A west of the intersection and on the south side of Main Street east of the intersection. A crosswalk is provided crossing the west leg of the intersection with pedestrian curb ramps equipped with detectable warning panels on both sides. A rectangular rapid flashing beacon (RRFB) was installed at the crosswalk at the time of the audit but had not yet been connected to a power source. No on-street parking is provided near the intersection. Pavement markings and signage are in fair to good condition. The crosswalk is in new condition.

The intersection of Route 6A at Old Jail Lane is an unsignalized intersection with three approaches under the jurisdiction of MassDOT. The eastbound Route 6A approach consists of a shared through/rightturn lane. The westbound Route 6A approach consists of a shared through/left-turn lane. The northbound Old Jail Lane approach consists of a shared left/right-turn lane varying from approximately 12.5 feet to 17 feet wide. A sidewalk is provided along the south side of Route 6A. No on-street parking is allowed near the intersection. Pavement markings and signage are in fair to good condition.

## Audit Observations and Potential Safety Enhancements

The following sections will identify the noted or observed safety issues and recommended potential safety enhancements throughout the corridor between the intersections of Main Street (Route 6A) at Iyannough Road (Route 132) and Oak Street, and Main Street (Route 6A) at Rendezvous Lane in Barnstable, MA. Some safety issues may require further study and engineering judgment to determine the feasibility of implementing applicable enhancements.

## Safety Issue \#1: Driver Behavior

## Corridor-Wide Issues

Topics of driver behavior that were discussed during the RSA referred to the state of the vehicle operator (fatigued, asleep, distracted, under the influence) as well as the manner of vehicle operation (operating in a reckless or erratic manner, failure to abide by the law or signage, or type of vehicle being operated). There is an existing $12^{\prime} 11^{\prime \prime}$ clearance railroad bridge over Route 6A between Aberle Way and Ice House Lane. Due to heavy vehicle activity in the area, audit members noted that heavy vehicles that do not meet the low clearance attempt to pass under the low clearance bridge on a weekly occurrence. This issue has resulted in collisions with the bridge, or heavy vehicles being required to turn around or reverse out from under the bridge which causes queuing. One reported crash between 2017 and 2020 (collision diagram \#29) involved


Image 1: Dashboard view of a low clearance bridge across Route 6A. In this location, heavy vehicles often collide with, attempt to reverse, or turn around from the bridge. a heavy vehicle that became stuck after approaching the low clearance bridge and attempting to turn around. RSA audit members recalled having seen or assisting with collisions with the bridge, and believed these collisions may go unreported or not meet the minimum property damage value to be reported. Resultingly, these collisions are not reflected in current crash data. Audit members noted that heavy vehicle operators utilizing Route 6A are missing or neglecting to comply with existing warning signage for the low clearance bridge, contributing to this issue.

RSA members also noted driver behavior issues such as speeding throughout the corridor, as well as collision data which showed trends of drivers falling asleep at the wheel or driving under the influence along the corridor. In specific, six reported crashes, or $19 \%$ of the summarized collision data, involved drivers falling asleep at the wheel, driver distraction, or driving under the influence. Audit members mentioned this could be attributed to the fact that drivers are aware there is currently no space for enforcement to monitor this roadway and may be opting to take this route knowing the lack of enforcement along the corridor.

RSA attendees discussed corridor-wide speeding as a safety issue related to driver behavior. The high speeds at which drivers are maneuvering Route 6A may be contributing to the significant number of single-vehicle collisions in the reported crash data. Three of the reported single-vehicle collisions between 2017 and 2020 (collision diagram \#20, 22, and 26) were not attributed to any cause such as weather, animals, or driving under the influence, meaning that the cause may have been related to high speeds. It has also been noted that motorists may be traveling at excessive speeds along Route 6A which may be related to lower traffic volumes along the corridor, with a recorded average daily traffic (ADT) of 6,300 vehicles. Speeding with relation to the corridor geometry and corridor signage is discussed in later sections of this report.


Image 2: CCRTA bus passing through Route 6A at Route 132 and Oak Street intersection.

## Route 6A at Route 132 and Route 132 at Oak Street

Local participants also contributed anecdotal knowledge from familiarity with the area, noting that abutter concerns have been raised regarding noise disturbance from frequent beeping in the intersection. This discussion helped bring attention the potential for driver frustration in the area.

## Potential Enhancements

1. Explore opportunities to provide designated area(s) to allow for police enforcement along the corridor to target speed reduction and discourage distracted driving or driving under the influence.
2. Explore opportunities to target speed management practices such as speed feedback signs and/or improved enforcement, which could lead to a posted speed limit reduction and lower traveled speeds along Route 6A.
3. Implement additional signage of low bridge clearance between Route 132 and the bridge. Assess and revise any existing warning signage for the bridge to provide simplification and clarification for heavy vehicle operators to comply with height restrictions based on standard signage.
4. Evaluate the possibility of making a portion or entire length of Route 6 A a truck exclusion route to reduce the chance of conflict with the low clearance bridge.
5. Implement advanced height warning by utilizing a physical method (hanging clearance bar) or other methods such as a radar flasher for over height vehicles to reduce the chance of conflict with the low clearance bridge.

## Safety Issue \#2: Corridor Geometry

## Corridor-Wide Issues

A safety issue discussed by attendees was the horizontal and vertical curvature throughout the corridor. Audit members deemed it noteworthy that the posted speed limit throughout the corridor varies between 25,35 , and 40 mph and vehicles traveling at the higher end range of these speeds may have trouble slowing to maneuver sharp turns in the roadway Similarly, RSA members noted that vehicles approach high speeds as they travel downhill. This was specifically brought up between Main Street (Route 6A) at Dodge Lane and Main Street (Route 6A) at Aunt Hatch Lane. RSA attendees specified that the downhill change in elevation through this stretch often causes increased speed of vehicles as they are passing by Barnstable-West Barnstable Elementary, and that vehicles are reaching these higher speeds in a school zone where the speed limit during school arrival and dismissal periods is 20 mph . Additionally, the significant changes in horizontal and vertical curvature pose an issue for visibility as observed by RSA team members during the site visit; vehicles traveling around tight curves in the roadway may not have sufficient stopping sight distance. It has been noted that the


Image 3: Dashboard view of horizontal road curvature on Main Street (Route 6A) at Aunt Hatch Lane. In this location, vehicles often have trouble maneuvering the turn and cannot fully see roadway behind the curve. horizontal and vertical curvature along the corridor may not be adequately signed for or lit. There are no vertical alignment signs within the study area, and the changes in horizontal alignment signs that exist were noted to be faded or in poor condition and may not be placed with proper advanced placement for the speed of the roadway. The corridor curvature was noted as a contributing factor to one of the reported collisions between 2017 and 2020, which involved a vehicle that traveled around the corner of a sharp curvature going east on Route 6A, crossed the double yellow center lines, and collided head-on with a vehicle traveling west on Route 6A (collision diagram \#3). The collision resulted in both operators sustaining serious injuries. RSA members discussed and observed in field the roadway curvature as a safety concern.

Audit members also noted roadside trees along the Route 6A corridor showing signs of being struck by vehicles, especially in areas where trees are in close proximity to the horizontal curves of the road. With curves being taken at higher speeds and two-foot shoulders corridor-wide, there is a concern amongst RSA attendees regarding a lack of clear zone adjacent to the roadway. These geometric factors may have contributed to three single-vehicle collisions of the reported collision data from 2017 to 2021 which involved out-of-control collisions with roadside trees (collision diagrams \#8, 11, and 30).

Audit members also noted that the approach width at Old Jail Lane was only wide enough to accommodate one car despite operating as a bidirectional roadway, with the approach being 12 feet at its narrowest point. Audit members noted that this causes confusion and queueing on Route 6A when vehicles are trying to enter and exit Old Jail Lane simultaneously. This condition may have contributed to one reported angle collision, which involved a vehicle waiting to turn left to Old Jail Lane and another vehicle attempting to pass on the driver's side causing both vehicles to collide with each other (collision diagram \#16). It was also noted during the site visit that the Old Jail Lane approach is utilized by large vehicles such as school buses, which further emphasizes the insufficient width for bidirectional travel. Audit participants noted that the design is non-standard, insufficient, and may cause driver confusion. Audit members also noted that this


Image 4: School bus turning left from Route 6A on to Old Jail Lane. The approach only wide enough to accommodate one vehicle despite being a two-way road. issue is compounded when Old Jail Lane serves as a detour route during village events and during construction, because it provides access to Phinneys Lane.

## Route 6A at Route 132 and Route 132 at Oak Street

The geometry and large footprint of Route 6A at Route 132 and Route 132 at Oak Street was noted as a primary concern of this area. Audit members emphasized that all intersection approaches and lane widths for Route 6A at Route 132 and Route 132 at Oak Street are wide, yielding high speeds through the intersection. The wide approaches and large radii at the intersection lead to high-speed turning movements and unclear lane usage. The wide radius of the southwest corner of the intersection was noted during the audit as a particularly concerning intersection corner, leading to high speeds of the eastbound right-turning vehicles traveling from Route 6A to Route 132. One reported collision occurred when a vehicle turning left from Route 132 to Route 6A attempted to shift lanes despite the current configuration being a one-lane approach while another vehicle was proceeding straight through the intersection (collision diagram \#28). This collision may have occurred because the drivers involved were unclear regarding the lane geometry due to the wide approaches and large footprint of the intersection. The Route 6 A eastbound approach is 35 feet in width with no lane markings, the Route 6 A westbound approach is 25 feet in width with no lane markings, and the Route 132 northbound approach is 46 feet wide with no lane markings. None of the receiving legs of the intersection have lane markings although they all have a pavement width of 30 feet or more.


Image 5: Aerial image of existing conditions of Route 6A at Route 132 and Oak Street, showing large footprint of intersection and wide approaches.

Relating to the geometry at the intersection just south of Route 6A at Route 132, Oak Street's approach at Route 132 has a significant width of 77 feet and a skewed alignment. These geometric factors were discussed as a visibility concern for vehicles turning out of Oak Street. Audit members noted that the large width and skewed alignment of this specific approach present sightline issues for drivers trying to turn left or right out of the approach. While there were no specific crashes attributed to this concern, audit participants local to the area recalled this concern based on off-hand knowledge and observed nearmiss collisions. It was noted that due to the excessive width and the skewed alignment of the Oak Street approach at Route 132, it was difficult for vehicles turning left from Route 132 northbound to Oak Street without encroachment. It was observed in field that vehicles turning from Route 132 northbound to Oak Street had to cross the double yellow center line on Oak Street while maneuvering the turning movement. Two reported collisions between 2017 and 2020 may be related to this issue (collision diagram \#12 and 14).

RSA participants emphasized that driver confusion is largely a result of the intersection spacing between Route 6A at Route 132 and Route 132 at Oak Street. Currently, there is 128 feet between the Route 6A at Route 132 approach and the Oak Street at Route 132 approach. During the site visit, attendees observed vehicles turning right, around a wide radius from Route 6 A eastbound to Route 132 southbound, and consequently approaching Oak Street very quickly due to the short distance between the two intersections, with approximately only 90 feet provided between intersections. This was noted to be leading to potential conflict and may also be a contributing factor to one of the reported collisions (collision diagram \#12). This reported collision involved a vehicle traveling


Image 6: Driver attempting to complete turning movement on the incorrect side of the island within Route 6A at Route 132 intersection. southbound on Route 132 and colliding with a vehicle attempting to turn left from Route 132 northbound to Oak Street. Audit members also noted concern with the island size, noting that they may be too small within the wide approaches. RSA attendees also noted that the skewed alignments of the intersection approaches often lead to vehicles attempting to complete turning movements on the incorrect sides of the islands. It was noted that the close proximity of the Oak Street at Route 132 intersection to Route 6A at Route 132 causes drivers to turn left from Oak Street to Route 132 northbound and turn onto the wrong side of the island on the Route 132 approach, as observed during the RSA site visit and shown in Image 6. These geometric factors may be contributing to driver confusion within the intersection.

## Potential Enhancements

1. Assess and collect inventory of which/if any trees are decaying and could potentially be removed to reduce the risk of vehicle-tree collisions, paying particularly close attention to trees that are located near horizontal curves. Route 6A is a designated scenic road within Old King's Highway Historic District; therefore, special permission would be required prior to removing trees.
2. Assess and revise horizontal alignment signs at horizontal curves across the corridor to provide drivers with advanced warning of curvature, provide enhanced delineation at horizontal curves, and further enhance visibility of alignment changes along Route 6A. Assess if horizontal alignment requires advisory speed signage to supplement the horizontal alignment warning signs. The FHWA notes that chevron horizontal alignment signs can reduce non-intersection fatal and injury crashes by up to $16 \%{ }^{1}$.
3. Assess the need for vertical grade signage corridor wide to provide drivers advanced warning of change in grade along Route 6 A , alerting them of where the grade of the roadway may affect sight distance or where they may need to decrease speed.
4. Evaluate widening the approach to Old Jail Lane to allow two vehicles to travel in opposite directions simultaneously and provide sufficient width for the bidirectional roadway so that vehicles are given enough width to bypass one another without conflict.
5. Evaluate widening Route 6A at Old Jail Lane to provide vehicles a left-turn pocket to wait in until they have room to proceed into Old Jail Lane to reduce queueing behind vehicles waiting to turn left and reduce the risk of rear-end collisions with vehicles waiting to turn left.
6. Explore the feasibility of converting Old Jail Lane from two-way to one-way, since the existing width of Old Jail Lane is not wide enough for the vehicles to bypass one another without conflict.
7. Explore access management opportunities such as narrowing, relocating, or removing the driveway of 1919 Main Street that intersects Route 132 between Route 6A and Oak Street to reduce access points into the intersection, and remove an access point where vehicles are taking particularly high speeds around the wide radii between Route 6A eastbound and Route 132 southbound.
8. Explore the feasibility of restricting left turns in and out of the Oak Street approach to reduce the chance of collision with vehicles headed southbound on Route 132. Consider the impact to rerouting these movements to alternate routes.
9. Consider realigning and narrowing the intersection approaches at Route 6 A and Route 132 to target lower speeds and provide clarification on intersection approaches and receiving lanes to reduce driver confusion.

[^0]10. Explore tightening radii at the Route 6 A and Route 132 intersection geometry with paint, flex posts, or other tactile means to target lower speeds for right turning vehicles from Route 6A eastbound to Route 132 southbound.
11. Reassess or extend islands within Route 6A at Route 132 to provide clarity to vehicles making turning movements through the intersection and reduce driver confusion.
12. Analyze clear zones across the corridor and assess areas where vertical separation between the roadway and roadside obstacles using a barrier could be considered to reduce the risk of singlevehicle collisions with roadside objects.

## Safety Issue \#3: Utilities and Maintenance

## Corridor-Wide Issues

Audit participants noted different aspects related to general maintenance that posed safety issues throughout the corridor. One notable issue that was raised was drainage throughout the corridor. RSA members described that wet leaves collecting in the roadway have often caused slippery roads as well as drainage back-up in catch basins. This condition likely contributed to one reported collision, which was a single-vehicle crash involving a vehicle that lost control traveling westbound on Route 6A due to wet leaves covering the roadway. Audit participants noted poor drainage throughout the corridor, listing ineffective catch basin spacing or an insufficient quantity of catch basins as potential causes. Local participants also noted that the area is lined with small streams or marsh areas to the north, which could potentially contribute to flooding. One reported collision may be attributed to this condition as it involved a single-vehicle collision with a tree after the vehicle skidded on black ice near 2615 Main Street (collision diagram \#10).

Audit members also emphasized the lack of sufficient lighting throughout the corridor, mentioning that some areas of the roadway lack lighting entirely. As discussed in other sections of this report, this presents a safety concern with the amount of vertical and horizontal curvature throughout the corridor that vehicles may be taking at high speeds with low light conditions. Three of 31 reported collisions took place in areas where the roadway was listed as not lighted, and nine (or $29 \%$ ) of reported collisions occurred during dark lighting conditions.

Audit members noted that overgrown tree roots were causing accessibility issues on the existing sidewalk. Tree roots have penetrated through the existing sidewalk pavement, causing large cracks and changes in elevation to the sidewalk. This issue was further supported during the site walk, where RSA participants were able to capture the pedestrian experience and encountered the uneven sidewalks first-hand. Additionally, audit participants mentioned overgrown tree branches are currently obstructing existing signage and driver sight lines. This was specifically observed between Main Street (Route 6A) at Dodge Lane and Main Street (Route 6A) at Aunt Hatch Lane, where existing overgrown tree branches are located at points of the roadway where visibility is already low due to geometry. While there is no collision data to support these issues, participants relayed that it was a concern from personal experience driving or walking along the corridor.

## Route 6A at Route 132 and Route 132 at Oak Street

Audit members noted specifically a lack of lighting within and around the intersection. It was noted that due to the large size of the intersection and amount of pavement, the lack of lighting in the middle of the intersection may contribute to the confusions regarding intersection operations and geometry during low light conditions. One of the nine reported collisions at the intersections within Route 6A at Route 132 and Route 132 at Oak Street happened during a dark lighting condition (collision diagram \#14).


Image 7: Overgrown tree roots penetrating the sidewalk along Route 6A.

## Potential Enhancements:

1. Assess drainage and catch basin spacing throughout the corridor to reduce the chance of collisions caused by ponding or ice on the roadway.
2. Explore frequency of maintenance for catch basins for clogging due to leaves, to reduce the chance of collisions caused by ponding or ice on the roadway.
3. Trim tree branches where appropriate to increase visibility.
4. Investigate lighting options (streetlights) with special consideration to visibility at road curves, the Route 6A at Route 132 and Oak Street intersection, areas where potential crossings may be evaluated, and throughout corridor to improve visibility where there are changes in horizontal alignment.
5. Implement sidewalk maintenance due to overgrown vegetation and other conditions, to provide pedestrian comfort and provide compliant pedestrian accommodations along the corridor.

## Safety Issue \#4: Pavement Marking, Signage and Traffic Control Devices

## Corridor-Wide Issues

RSA attendees discussed various safety concerns related to traffic control measures including pavement markings, signage, and other methods used to convey messages to roadway users. Within this topic, a safety issue that was discussed by RSA team attendees was the frequency of vehicles that crossed the double yellow center line due to narrow lane widths being taken at higher speeds across the corridor. This was observed during the site walk as well. Audit participants further emphasized this hazard with personal experiences and noted that they have crossed over the double yellow center lines slightly when navigating around the horizontal curves.

Audit participants also noted that speed limits are


Image 8: Vehicle to the right crossing over the double yellow line and vehicle to the left crossing over shoulder while navigating a sharp curve along Route 6A. inconsistent across the corridor, with speed limit signage ranging from 25,35 , and 40 mph . Participants noted this could be contributing to speeding along the corridor as it may be difficult for drivers to accurately maintain the speed limit as posted due to the amount of variation from sign to sign. Similarly, it was noted that there were not enough speed limit signs and RSA team members noted that current speed limit signage is not always facing in both directions of travel across the corridor.

Warning signage and pavement markings were a topic of concern amongst audit team participants particularly in the area of Barnstable-West Barnstable Elementary School, an elementary school located within the study area. It was noted that there was a lack of advanced warning signage addressing the school zone. There are school zone flasher assemblies on Route 6A in either direction of travel approaching the elementary school, but neither has advanced warning signage of the reduced posted speed limit ahead of the flasher assembly. While there is no collision data within the reported collisions from 2017 to 2020 to support this issue directly, participants noted that this was a concern during the site visit at Barnstable-West Barnstable Elementary School.

In addition to this, audit participants determined that there was a lack of animal warning signage given the high animal activity in the area. Four of the 31 collisions summarized, or about $13 \%$ of the total crashes, involved an animal in the roadway (collision diagram \#9, 11, 19, and 31). Speeding may also further exacerbate this issue as drivers traveling at higher speeds have less time to react to sudden roadway hazards such as animals. Existing conditions currently show no animal warning signs along the corridor, and audit team members noted that it may be crucial in this area due to nearby wetlands causing high animal activity.

Furthering the discussion on warning signage, RSA attendees brought to attention the lack of appropriate signage addressing Old Jail Lane's one-lane approach despite being a two-way road. There is one existing
warning sign mounted on a utility pole adjacent to Old Jail Lane that specifies "Caution One Lane Road Ahead". During the site visit at Old Jail Lane, RSA attendees noted that the text on this warning sign does not clearly convey the message and is oriented so that it can only be seen once a vehicle has started to turn into Old Jail Lane, which may be too late. Multiple RSA attendees emphasized this point with personal experiences, agreeing that is uncomfortable to cause queues on Route 6A when a vehicle is waiting to turn on to Old Jail Lane when another vehicle is occupying Old Jail Lane and must exit before the turning vehicle is able to proceed. The frequency of this occurrence was not able to be quantified, but local RSA attendees, including emergency response representatives, noted that it is a daily occurrence, especially when they are maneuvering larger emergency response vehicles into Old Jail Lane.

## Route 6A at Route 132 and Route 132 at Oak Street

During the RSA, many team members raised concern about pavement marking, signage, and traffic control issues at the intersections of Route 6A at Route 132 and Route 132 at Oak Street. It was noted that there were insufficient pavement markings within the intersection, including no current inside shoulder markings or lane markings on the approaches. This condition may have contributed to one reported collision from 2017 to 2020, which involved a vehicle attempting to turn left from Route 132 to Route 6A westbound and a second vehicle traveling eastbound on Route 132 (collision diagram \#28). Vehicle 1 attempted to change lanes while the second vehicle


Image 9: Route 6A at Route 132 intersection; there are no inner shoulder or lane pavement markings. was approaching, resulting in a sideswipe collision. The lack of lane markings at this wide approach could have contributed to confusion between drivers. The lack of lane delineation on the intersection approaches was mentioned to have additional impacts to heavy vehicles traveling through the intersections of Route 6A at Route 132 and Route 132 at Oak Street by RSA members. A local member noted that heavy vehicles, including buses from the Cape Cod Regional Transit Authority, often slow or stop while initiating a turning movement through the intersection due to confusion regarding the intersection's configuration and lack of markings. This behavior causes confusion with drivers at other approaches, and often prompts those vehicles to proceed through the intersection when not appropriate.

RSA attendees also listed that the current guide signage within the intersection is in poor condition and provides low legibility to drivers looking for directional information in dark hours due to faded or warped reflective paint. Additionally, there are existing height restriction signs on the Route 132 northbound approach and the Route 6A eastbound receiving lane that are non-standard and difficult to read due to the size of the sign and the amount of text on a single sign. RSA attendees noted that this may also be a contributing factor to the heavy vehicles that often come up to or hit the low clearance bridge.

Additionally, RSA members discussed the existing control type at the intersection of Route 6A and Route 132. The intersection currently operates under minor-street stop-control. RSA attendees noted that this
control type may not be suitable for the intersection based on the geometry and roadway characteristics like posted speed. RSA attendees noted that vehicles often bypass stop signs and discussed that other control types may be more compatible with this intersection. RSA attendees also noted in the field and based off knowledge of the area that there are often u-turning vehicles on all approaches of the intersection of Route 6A and Route 132, and the minor-street stop-control type is not providing a safe way for u-turning vehicles to proceed through the intersection. This claim is supported by traffic counts collected in June of 2023 that recorded u-turning vehicles on all approaches at various times of day.


Image 10: Vehicle (white car) crossing over the stop line in front of the stop sign at Route 132 and Oak Street to gain visibility into the intersection.

RSA attendees also brought up the placement of the existing stop line and stop sign on the Oak Street approach at Route 132 and on the Route 132 northbound approach at Route 6A. Members noted that for the Oak Street approach, the existing stop line and stop signs are set too far back, and create visibility issues for drivers attempting to turn out of Oak Street, resulting in an obstructed sightline towards the Route 6A at Route 132 intersection. Of the 31 collisions summarized, three collisions involved vehicles turning in or out of Oak Street (collision diagrams \#1, 23, 12).

One of the three collisions involving vehicles turning out of Oak Street was a rear-end collision on Oak Street at Route 132 with one vehicle attempting to turn right on to Route 132 southbound and the second vehicle approaching the Oak Street eastbound approach behind it (collision diagram \#1). According to the report, the second vehicle was under the assumption that vehicle one had already begun its turning movement and proceeded to rear-end it. Coinciding with this collision, observations of vehicle operators driving beyond the stop line on Oak Street to gain visibility into the intersection during the site visit were made. RSA members identified concern for the deep-set stop line placement on Oak Street's approach and difficulty anticipating turning movement timing as a result.

For the Route 132 northbound approach stop sign, attendees noted that the stop line was set too far forward, often resulting in vehicles rolling across the stop line and stopping within the intersection itself. RSA participants also indicated that the stop sign is often concealed by roadside vegetation.

## Potential Enhancements:

1. Evaluate lighting at road curvatures to provide better visibility where there are changes in the horizontal alignment of Route 6A and prevent them from crossing over the double yellow center line.
2. Restripe pavement markings throughout corridor with high-visibility markings, for improved visibility in low light conditions.
3. Utilize center line rumble or mumble strips to alert drivers when crossing over the double yellow center line and reduce the risk of lane departure crashes.
4. Provide maintenance for existing reflectors and replace reflectors as needed on the double yellow center line to provide enhanced visibility of the double yellow center line and reduce the chance of vehicle encroachment over it, and the chance of lane departure crashes.
5. Evaluate all existing signage locations, condition, visibility, and appropriateness for the issue at hand throughout the corridor and replace as needed to ensure all signs are legible and compliant.
6. Ensure all signage corridor wide is Manual on Uniform Traffic Control Devices (MUTCD) compliant to provide consistency of driver expectations.
7. Implement speed feedback signs around the school zone and/or throughout corridor to target speed reduction.
8. Consider transverse rumble or mumble strips at the curb approaching the school zone to alert drivers of the reduced speed zone, and target lower traveled speeds through the school zone.
9. Evaluate opportunities to revise the speed limit to be more consistent across corridor to target lower traveled speeds.
10. Assess and revise warning sign for the narrow Old Jail Lane approach to provide advanced warning of the narrow roadway width.
11. Enhance pavement markings within Route 6A at Route 132 intersection with consideration to large lane widths by marking as one lane or two where needed to provide clarification on lane use for the intersection approaches and reduce driver confusion.
12. Evaluate control type of Route 6A at Route 132 intersection to determine a control strategy that is best in line with the safety and operational goals of the intersection, including reducing driver confusion, traffic calming, and lane clarification.
13. Consider transverse rumble or mumble strips on Route 132 approaching Route 6 A at Route 132 intersection to target speed reduction through the intersection.
14. Consider moving the stop line and stop sign on Oak Street to better assist drivers with visibility into the Route 6A at Route 132 intersection, to reduce the chance of conflict for vehicles turning out of Oak Street.
15. Consider moving the stop line on Route 132 northbound approach closer to Route 6A to improve intersection safety, to reduce the chance of conflict for vehicles turning off of Route 132.
16. Consider implementing extension or vehicle tracking pavement marking lines through the intersection of Route 6A at Route 132 to clarify receiving lanes.

## Safety Issue \#5: Pedestrian and Bicycle Accommodations

## Corridor-Wide Issues

RSA attendees discussed the condition of existing pedestrian facilities and the lack of dedicated bicycle facilities as an issue corridor-wide within the study area. There is an existing crosswalk across Route 6A within the study area at Harris Meadow Lane. This crosswalk is provided at the location along the corridor in which the sidewalk switches from being provided on the north side of Route 6A to the south side. This crosswalk has pedestrian curb ramps with detectable warning panels and RRFBs that were installed in 2023 but at the time of the audit were yet to be attached to a power source.

RSA attendees discussed a general lack of pedestrian accommodations across the corridor, and specifically emphasized the lack of crosswalks for pedestrians


Image 11: Existing condition of exit from Barnstable-West Barnstable Elementary School at Route 6A. There are currently no crosswalks provided in this area. accessing Barnstable-West Barnstable Elementary School. There is one existing crosswalk provided at the entrance (west driveway) of the school; however, multiple local participants noted that there is high desire amongst school attendees to also cross at the school exit (east driveway) and pedestrians continue to cross even without a crosswalk. The crosswalk that is provided at the school entrance driveway has no high-visibility markings, no pedestrian curb ramps, does not connect to a sidewalk on either side, and lacks any sort of supplemental warning device like an RRFB. RSA attendees also noted that Barnstable-West Barnstable Elementary School does not currently have a crossing guard. There is an existing path at the school exit driveway that comes to an end in the roadway, with no connection to a crosswalk or sidewalk. While crash data analyzed may not be directly reflective of pedestrian insufficiencies in this area, locals relayed that pedestrians in the area feel uncomfortable and intimidated walking and crossing this area and may avoid doing so altogether.

No sidewalk is provided on the same side of Route 6A as Barnstable-West Barnstable Elementary School, and the sidewalk that is provided on the opposite side is currently non-ADA compliant. The existing sidewalk is uneven, narrow, and in places lacks a sufficient buffer between the sidewalk and Route 6A. Sections of the existing sidewalk along Route 6A become as narrow as 2.5 to 3.5 feet wide. RSA participants also noticed in the field that the sidewalk is uneven due to overgrown tree roots, and thus is not considered ADA-compliant in its current state.


Image 12: Existing condition of sidewalks along the opposite side of Barnstable Elementary School on Route 6A. Sidewalks are extremely narrow, uneven, and close to the roadway.

Most of the study area lacks a compliant sidewalk for pedestrians walking along Route 6A. There are areas where the sidewalk and roadway edge merge together with no curb or form of separation. Where sidewalk exists, it tends to be narrow, cracked, buckled, and overgrown with vegetation, creating a safety hazard for pedestrians.

Bicyclists do not have any accommodations on Route 6A within the study area and yet RSA attendees reported that cyclists still tend to ride along the corridor. Audit participants emphasized that the area is a designated bike route, heavily bicycle trafficked, even mentioning that group biking, biking during dark hours, and biking events such as the Pan-Mass Challenge all take place within this portion of Route 6A. Discussion surrounding this topic included concerns of safety, operations, and intimidation from local cyclists. It was importantly noted that cyclists have been observed to cause queueing due to driver inability to pass cyclists and ensure the compliant four-foot passing distance on the shared road when vehicles are traveling in the opposing direction, or when motorists cannot see the opposing direction of travel around horizontal curves. Collision data within the study area does not directly support bicycle accommodation concerns, but it remained a heavy topic of discussion within the RSA meeting.

## Route 6A at Route 132 and Route 132 at Oak Street

The intersection of Route 6A at Route 132 and Route 132 at Oak Street also lacks sufficient pedestrian and bicycle accommodation. While there are curbed sidewalks along the north side of Route 6A and the west side of Route 132, the intersection lacks crosswalks, and the roadway geometry and vehicle speeds create uncomfortable conditions for pedestrians to cross. There is also no bicycle accommodation throughout the intersections, and any cyclists wishing to pass through the area must share the roadway with vehicles.

## Potential Enhancements:

1. Explore pedestrian desire lines across the corridor for crossing to provide dedicated, compliant pedestrian accommodations where pedestrians are currently seeking to cross Route 6A.
2. Provide accessible crosswalks across the corridor to provide pedestrians compliant means to cross Route 6A throughout the corridor.
3. Ensure existing and proposed crossing opportunities for pedestrians are well lit and visible to increase pedestrian visibility and reduce pedestrian crash risk throughout the corridor. The FHWA notes that intersection and crossing lighting can reduce pedestrian crashes by up to $40 \%{ }^{2}$.
4. Provide improved curb definition throughout the corridor between pedestrian accommodations and the roadway to define the sidewalk where gaps exist today and provide vertical separation between vehicles and pedestrians and increase pedestrian comfort levels. The FHWA notes that sidewalks can reduce crashes involving pedestrians walking along roadways by up to $65-89 \%{ }^{3}$.

[^1]5. Consider implementing signage indicating to share roadway with cyclists such as a four-foot passing distance sign for passing cyclists to emphasize the requirement to motorists and increase compliance.
6. Evaluate the possibility of providing a separated bicycle facility and consider connecting to an existing bike network.
7. Assess areas where a vertical separation between the roadway and sidewalk using a barrier could be implemented to provide vertical separation between vehicles and pedestrians and increase pedestrian safety.
8. Implement pedestrian crossing opportunities along Route 6 A and evaluate the appropriateness of providing high-visibility markings, advanced warning signage, and potentially RRFBs or Pedestrian Hybrid Beacons (PHBs) if warranted to increase the visibility and increase motorist yielding rates at proposed pedestrian crossings along Route 6A. The FHWA notes that PHBs can reduce pedestrian crashes by up to $55 \%$, and that RRFBs can reduce pedestrian crashes by up to $47 \%{ }^{4}$.
9. Consider providing crosswalk(s) to facilitate pedestrian travel to Barnstable-West Barnstable Elementary School across the school driveway(s) and/or along the same side of Route 6A as the school to provide safe, compliant crossings at both pedestrian access points to the school.
10. Consider the possibility of a crossing guard if demand warrants one, to provide increased visibility, safety, and vehicle yielding compliance at the crossings adjacent to the school.
11. Consider providing fully accessible crossings across the Route 6 A at Route 132 intersection to connect pedestrian accommodations safely through the corridor; utilize islands as pedestrian refuge islands or narrow approaches to reduce crossing widths.

[^2]
## Summary of Road Safety Audit

Table 2 shows the estimated time frames of short-term, mid-term, and long-term solutions, as well as the cost ranges of low-cost, medium-cost, and high-cost projects. On the following pages, Table 3 provides an estimate of the time frame and cost of each potential safety issue that may address each of the identified safety issues. Safety payoff determinations are also provided in Table 3 and are based on engineering judgment.

Table 2: Estimated Time Frame and Costs Breakdown

| Time Frame |  |
| :---: | :---: |
| Short-Term | $<1$ Year |
| Mid-Term | $1-3$ Years |
| Long-Term | $>3$ Years |


| Costs |  |
| :---: | :---: |
| Low | $<\$ 10,000$ |
| Medium | $\$ 10,001-\$ 50,000$ |
| High | $>\$ 50,000$ |

Table 3: Potential Safety Enhancement Summary, Corridor Wide

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Driver Behavior | Explore opportunities to provide designated area(s) to allow for police enforcement along the corridor to target speed reduction and fewer instances of distracted driving or driving under the influence. | Low | Short-term | Low | MassDOT/Town of Barnstable |
| Driver Behavior | Explore opportunities to target speed management practices such as speed feedback signs and/or improved enforcement, which could lead to a posted speed limit reduction, and lower traveled speeds along Route 6A. | Medium | Short-term | Medium | MassDOT/Town of Barnstable |
| Driver Behavior | Implement additional signage of low bridge clearance between Route 132, and the bridge, assess and revise any existing warning signage for bridge to provide simplification and clarification for heavy vehicle operators to easily understand signage yielding increased compliance with height restrictions. | Low | Short-term | Low | MassDOT |
| Driver Behavior | Evaluate the possibility of making a portion or entire length of Route 6A a truck exclusion route to minimize the chance of conflict with the low clearance bridge. | Low | Long-term | Low | MassDOT |


| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Driver Behavior | Implement advanced height warning by utilizing a physical method (hanging clearance bar) or other methods such as a radar flasher for over height vehicles to minimize the chance of conflict with the low clearance bridge. | Low | Short-term | Low | MassDOT/Town of Barnstable |
| Corridor Geometry | Assess and collect inventory of which/if any trees are decaying and could potentially be removed to minimize the risk of vehicle-tree collisions, paying particularly close attention to trees that are located near horizontal curves. Route 6A is a designated scenic road within Old King's Highway Historic District; therefore, special permission would be required prior to removing trees | High | Medium-term | Low | MassDOT/Town of Barnstable |
| Corridor Geometry | Assess and revise horizontal alignment signs at horizontal curves across the corridor to provide drivers advanced warning of curvature along Route 6A. | Medium | Short-term | Low | MassDOT/Town of Barnstable |
| Corridor Geometry | Assess the need for vertical grade signage corridor wide to provide drivers advanced warning of change in grade along Route 6A. | Low | Short-term | Low | MassDOT/Town of Barnstable |
| Corridor Geometry | Evaluate widening the approach to Old Jail Lane to allow two vehicles to travel in opposite directions simultaneously and provide sufficient/compliant width for the bidirectional roadway. | Medium | Long-term | High | MassDOT/Town of Barnstable |


| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Corridor Geometry | Evaluate widening Route 6A at Old Jail Lane to provide vehicles with a left-turn pocket to wait in until they have room to proceed into Old Jail Lane to minimize queueing behind vehicles waiting to turn left and minimize the risk of rear-end collisions with vehicles waiting to turn left. | Medium | Long-term | High | MassDOT |
| Corridor Geometry | Explore the feasibility of converting Old Jail Lane from two-way to one-way, since the existing width of Old Jail Lane is only wide enough for one vehicle lane. | High | Short-term | High | MassDOT/Town of Barnstable |
| Corridor Geometry | Analyze roadside clear zones across the corridor and assess areas where vertical separation between the roadway and roadside obstacles using a barrier could be considered to minimize the risk of single-vehicle collisions with roadside objects. | High | Long-term | High | MassDOT/Town of Barnstable |
| Utilities and Maintenance | Assess drainage and catch basin spacing throughout the corridor to minimize the chance of ice on the roadway, or other collisions related to retained water in the roadway. | Low | Long-term | Medium | MassDOT/Town of Barnstable |
| Utilities and Maintenance | Explore frequency of maintenance for catch basins for clogging due to leaves, to ensure the leaves on the roadway do not cover the roadway surface and introduce a crash risk. | Low | Short-term | Low | MassDOT/Town of Barnstable |


| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Utilities and Maintenance | Trim tree branches where appropriate to increase visibility. | Medium | Short-term | Low | MassDOT/Town of Barnstable |
| Utilities and Maintenance | Implement sidewalk maintenance due to overgrown vegetation and other conditions, to provide safe and compliant pedestrian accommodations along the corridor. | Medium | Short-term | Low | MassDOT/Town of Barnstable |
| Pavement Marking, Signage, and Traffic Control Devices | Evaluate lighting at road curvatures to provide better visibility for drivers and prevent them from crossing over the double yellow center line. | Medium | Mid-term | Medium | MassDOT/Town of Barnstable |
| Pavement Marking, Signage, and Traffic Control Devices | Restripe pavement markings throughout corridor with high visibility markings. | Low | Short-term | Medium | MassDOT/Town of Barnstable |
| Pavement Marking, Signage, and Traffic Control Devices | Utilize center line rumble or mumble strips to alert drivers when crossing over the double yellow center line. | Low | Short-term | Medium | MassDOT/Town of Barnstable |
| Pavement Marking, Signage, and Traffic Control Devices | Provide maintenance for existing reflectors and replace reflectors as needed on double yellow center line to provide enhanced visibility of the double yellow center line and minimize the chance of vehicle encroachment over it. | Low | Short-term | Low | MassDOT/Town of Barnstable |


| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Pavement Marking, Signage, and Traffic Control Devices | Evaluate all existing signage locations, condition, visibility, and appropriateness for the issue at hand throughout the corridor and replace as needed to ensure all signs are legible and compliant. | Low | Short-term | Low | MassDOT/Town of Barnstable |
| Pavement Marking, Signage, and Traffic Control Devices | Ensure all signage corridor wide is MUTCD compliant. | Low | Short-term | Low | MassDOT/Town of Barnstable |
| Pavement Marking, Signage, and Traffic Control Devices | Implement speed feedback signs around school zone and/or throughout corridor to target speed reduction. | Medium | Short-term | Low | MassDOT/Town of Barnstable |
| Pavement Marking, Signage, and Traffic Control Devices | Consider transverse rumble or mumble strips at the curb approaching the school zone to alert drivers of the reduced speed zone. | Low | Short-term | Medium | MassDOT/Town of Barnstable |
| Pavement Marking, Signage, and Traffic Control Devices | Evaluate opportunities to revise the speed limit to be more consistent across corridor to target lower traveled speeds. | High | Long-term | Low | MassDOT |
| Pavement Marking, Signage, and Traffic Control Devices | Assess and revise warning signs for the narrow Old Jail Lane approach to provide advanced warning of the narrow roadway width. | Low | Short-term | Low | MassDOT/Town of Barnstable |
| Pedestrian and Bicycle Accommodations | Explore pedestrian desire lines across the corridor for crossing in order to provide safe pedestrian accommodations where pedestrians are currently seeking to cross Route 6A. | Low | Short-term | Low | MassDOT/Town of Barnstable |

Road Safety Audit — Main Street (Route 6A) from lyannough Road (Route 132) to Rendezvous Lane Prepared by Howard Stein Hudson

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Pedestrian and Bicycle Accommodations | Provide accessible crosswalks across the corridor to improve pedestrian safety throughout the corridor. | Medium | Mid-term | High | MassDOT/Town of Barnstable |
| Pedestrian and Bicycle Accommodations | Ensure existing and proposed crossing opportunities for pedestrians are well-lit and visible to improve pedestrian safety throughout the corridor. | High | Long-term | High | MassDOT/Town of Barnstable |
| Pedestrian and Bicycle Accommodations | Provide improved curb definition throughout corridor between pedestrian accommodations and roadway to provide vertical separation between vehicles and pedestrians and increase pedestrian safety. | Medium | Long-term | High | MassDOT/Town of Barnstable |
| Pedestrian and Bicycle Accommodations | Consider implementing signage indicating to share roadway with cyclists such as a 4' passing distance sign for passing cyclists to emphasize the requirement to motorists and increase compliance. | Low | Short-term | Low | MassDOT/Town of Barnstable |
| Pedestrian and Bicycle Accommodations | Evaluate the possibility of providing a separated bicycle facility and consider connecting to an existing bike network to provide safe, separated, and connected facilities for bicyclists. | High | Long-term | High | MassDOT/Town of Barnstable |


| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost |
| :--- | :--- | :--- | :--- | :--- |
|  | Assess areas where a vertical separation <br> between roadway and sidewalk using a <br> barrier could be implemented to provide <br> vertical separation between vehicles and <br> pedestrians and increase pedestrian <br> safety. | High | Lurisdiction |  |
| Accommodations |  |  |  |  |

Table 4: Potential Safety Enhancement Summary, Route 6A at Route 132 and Route 132 at Oak Street

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Corridor Geometry | Explore access management opportunities such as narrowing, relocating, or removing the driveway of 1919 Main Street that intersects Route 132 between Route 6A and Oak Street to reduce access points into the intersection, and remove an access point where vehicles are taking particularly high speeds around the wide radii between Route 6A eastbound and Route 132 southbound. | Medium | Long-Term | Medium | MassDOT |
| Corridor Geometry | Explore the feasibility of restricting left turns in and out of the Oak Street approach to reduce the chance of collision with vehicles headed southbound on Route 132. | High | Mid-term | Medium | MassDOT/Town of Barnstable |
| Corridor Geometry | Consider realigning and narrowing the intersection approaches at Route 6A and Route 132 to target lower speeds and provide clarification on intersection approaches and receiving lanes. | High | Mid-term | High | MassDOT |
| Corridor Geometry | Explore tightening radii at Route 6A and Route 132 intersection geometry with paint, flex posts, or other tactile means to target lower speeds for right turning vehicles from Route 6A eastbound to Route 132 southbound. | High | Mid-term | Low | MassDOT |


| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Corridor Geometry | Reassess or extend islands within Route 6A at Route 132 to provide clarity to vehicles making turning movements through the intersection. | High | Mid-term | Medium | MassDOT |
| Utilities and Maintenance | Investigate lighting options (streetlights) with special consideration to visibility at road curves, Route 6A at Route 132 and Oak Street intersection, areas where potential crossings may be evaluated, and throughout corridor to improve visibility. | High | Mid-term | High | MassDOT/Town of Barnstable |
| Pavement Marking, Signage, and Traffic Control Devices | Enhance pavement markings within Route 6A at Route 132 intersection with consideration to large lane widths by marking as one lane or two where needed to provide clarification on lane use for the intersection approaches and minimize driver confusion. | Medium | Mid-term | Medium | MassDOT |
| Pavement Marking, Signage, and Traffic Control Devices | Evaluate control type of Route 6A at Route 132 intersection, to determine which control type is most compatible with the intersection that balances safety, operations, and cost. | High | Long-term | High | MassDOT |
| Pavement Marking, Signage, and Traffic Control Devices | Consider transverse rumble or mumble strips on Route 132 approaching Route 6A at Route 132 intersection to target speed reduction through the intersection. | Medium | Short-term | Low | MassDOT |


| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Pavement Marking, Signage, and Traffic Control Devices | Consider moving the stop line and stop sign on Oak Street to better assist drivers with visibility into the Route 6A at Route 132 intersection, to minimize the chance of conflict for vehicles turning out of Oak Street. | Medium | Short-term | Low | Town of Barnstable |
| Pavement Marking, Signage, and Traffic Control Devices | Consider moving the stop line on Route 132 northbound approach closer to Route 6A to improve intersection safety, to minimize the chance of conflict for vehicles turning off of Route 132. | Medium | Short-term | Low | MassDOT |
| Pavement Marking, Signage, and Traffic Control Devices | Consider implementing extension or vehicle tracking pavement marking lines through the intersection of Route 6A at Route 132 to clarify receiving lanes. | Low | Short-Term | Low | MassDOT |
| Pedestrian and Bicycle Accommodations | Consider providing fully accessible crossings across the Route 6A at Route 132 intersection; utilize islands as pedestrian refuge islands or narrow approaches to reduce crossing widths. | High | Mid-term | High | MassDOT |

## Appendix A. RSA Meeting Agenda

| A0tors | Road Safety Audit <br> Barnstable, MA <br> Main Street (Route 6A) Corridor <br> Meeting Location: Cape Cod Commission The Ocean Room 3225 Main St, Barnstable, MA <br> Wednesday, November 29, 2023 <br> 12:00 PM - 4:00 PM |
| :---: | :---: |
| Type of meeting: Attendees: Please bring: | Road Safety Audit Invited Participants to Comprise a Multidisciplinary Team Thoughts and Enthusiasm!! |
| 12:00 PM | Welcome and Introductions |
| 12:15 PM | Discussion of Safety Issues <br> - Crash history - provided in advance <br> - Existing Geometries and Conditions <br> - Observe site from videos, street view, aerial maps <br> - As a group, identify areas for improvement |
| 1:00 PM | Site Visit - Main Street (Route 6A) |
| 3:00 PM | Discussion of Potential Improvements |
| Meet at The Ocean Room, Cape Cod Commission | - Discuss observations and finalize safety issue areas <br> - Discuss potential improvements and finalize recommendations |
| 4:00 PM | Adjourn for the Day - but the RSA has not ended |
| Instructions for Participants: |  |
| - Before attending the RSA on November 29, 2023, participants are encouraged to drive through the interchange and complete/consider elements on the RSA Prompt List with a focus on safety. <br> - All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process. <br> - After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team. |  |

## Appendix B. RSA Audit Team Contact List

Participating Audit Team Members
Date:

| Audit Team Members | Agency/Affiliation | Email Address | Location: |
| :--- | :--- | :--- | :--- |
|  | Barnstable, MA |  |  |
| Dave Nolan | Cape Cod Commission | david.nolan@capecodcommission.org | $508-744-1228$ |
| Matt Lounsbury | Barnstable Police Department | 218@barnstablepolice.com | $508-778-3858$ |
| Ethan Costa | MassDOT District 5 | ethan.r.costa@state.ma.us | $508-837-5360$ |
| Mojtaba Moharrer | MassDOT District 5 | mojtaba.m.moharrer@dot.state.ma.us |  |
| Michelle Deng | MassDOT Traffic and Safety | michelle.deng@state.ma.us |  |
| Paul Graves | Barnstable Department of <br> Public Works | paul.graves@town.barnstable.ma.us | $774-487-0641$ |
| Derek Jackson | MassDOT District 5 | derek.m.jackson@dot.state.ma.us | $617-699-0044$ |
| Evan Costa | Cape Cod Commission | evan.costa@capecodcommission.org |  |
| Joyia Smikle | Cape Cod Commission | joyia.smikle@capecodcommission.org |  |
| Tom Currier | MassDOT | thomas.h.currier@dot.state.ma.us | $617-480-2226$ |
| Chris Beal | Barnstable Fire Department | cbeal@barnstablefire.org | $508-392-3312$ |
| Jason Walters | MassDOT District 5 | jason.walters@dot.state.ma.us |  |
| Ana Fill | MassDOT Traffic Safety | ana.fill@dot.state.ma.us |  |
| Emma Enteado | Howard Stein Hudson | eenteado@hshassoc.com | $617-348-3373$ |
| Kevin Szeto | Howard Stein Hudson | kszeto@hshassoc.com | $978-844-5258$ |
| Steve Findlen | Howard Stein Hudson | sfindlen@hshassoc.com | $781-405-2432$ |
| Meghana Paras | Howard Stein Hudson | mparas@hshassoc.com |  |

## Appendix C. Detailed Crash Data

| Crash Data Summary Table <br> Barnstable Route 6A - Route 132 to Rendezvous Lane <br> JAN 2017 - DEC 2020 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Diagram Ref\# | Sheet \# | Crash Date | Crash Day | Crash Time | Driver 1 Age | Driver 2 <br> Age | Driver Contributing Code | Max Injury Status | Light Condition | Weather Condition | Road Surface | Manner of Collision | Summary |
| 1 | 1 | 01/25/2017 | Wednesday | 1:03 PM | 21 | 64 | D1:(Inattention),(Distra cted) D2:(No improper driving) | No injury | Daylight | Clear; Other | Dry | Rear-end | Vehicle 2 was stopped and waiting to turn right onto lyannough Road southbound from Oak Street eastbound. Vehicle 1 was traveling east on Oak Street and rear ended Vehicle 2. |
| 2 | 3 | 03/22/2017 | Wednesday | 7:09 PM | 55 |  | D1:(Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) | Non-fatal injury -Non-incapacitating | Dark - lighted roadway | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling west on Main Street (Route 6A) near Barstable School when it struck a utility pole and lost control and spun across traffic. The crash report specifies that the operator of Vehicle 1 was assumed to be under the influence of alcohol. |
| 3 | 7 | 04/28/2017 | Friday | 2:00 PM | 21 | 34 | D1:(Inattention) D2:(No improper driving) | Non-fatal injury -Non-incapacitating | Daylight | Clear | Dry | Head-on | Vehicle 1 was traveling east on Main Street (Route 6A) near 3010 Main Street when It traveled around a corner and crossed the double yellow lines. Vehicle 2 was traveling west on Main Street and was struck head on when Vehicle 1 crossed the line. |
| 4 | 2 | 05/17/2017 | Wednesday | 9:27 PM | 47 |  | D1:(Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) | Non-fatal injury -Non-incapacitating | Dark - roadway not lighted | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling eastbound on Main Street (Route 6A) when it lost control and struck a utility pole before spinning out. The opperator of Vehicle 1 was assumed to be under the influence of alcohol. |
| 5 | 3 | 05/21/2017 | Sunday | 6:03 AM | 20 |  | D1:(Fatigued/asleep),(F ailure to keep in proper lane or running off road) | No injury | Daylight | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling east on Main Street (Route 6A) when it crossed the center line and collided with a mailbox in front of 2504 Route 6A and collided with several other fixed objects. The operator of Vehicle 1 fell asleep at the wheel. |
| 6 | 2 | 07/26/2017 | Wednesday | 8:56 PM | 21 |  | Unknown | Non-fatal injury Possible | Dark - lighted roadway | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling west on Main Street (Route 6A) when it crossed the center line and crashed into the property of 2395 Main Street. |
| 7 | 3 | 09/23/2017 | Saturday | 2:03 AM | 21 |  | D1:(No improper driving) | No injury | Dark - lighted roadway | Rain | Wet | Single vehicle crash | Vehicle 1 was traveling west on Main Street (Route 6A) when it lost control and collided with a mailbox at 2440 Main Street due to leaves covering the roadway. |
| 8 | 3 | 10/26/2017 | Thursday | 1:11 AM | 25 |  | D1:(Fatigued/asleep) | No injury | Dark - unknown roadway lighting | Rain | Wet | Single vehicle crash | Vehicle 1 was traveling east on Main Street (Route 6A) when the operator fell asleep at the wheel and collided with a tree near 2530 Main Street. |
| 9 | 2 | 12/29/2017 | Friday | 11:01 AM | 61 |  | D1:(No improper driving) | No injury | Daylight | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling north on Main Street (Route 6A) when a deer crossed in front of the street. Vehicle 1 struck the deer near 2354 Main Street and lost control of the vehicle. |
| 10 | 4 | 03/16/2018 | Friday | 8:15 AM | 51 |  | Unknown | No injury | Daylight | Clear | Ice | Single vehicle crash | Vehicle 1 was traveling west on Main Street (Route 6A) when it struck black ice near 2615 Main Street, lost control and collided with a tree. |


| 11 | 4 | 06/06/2018 | Wednesday | 9:12 PM | 29 |  | D1:(No improper driving) | No injury | Dark - roadway not lighted | Clear; Cloudy | Dry | Single vehicle crash | Vehicle 1 was traveling north on Main Street (Route 6A) when an animal ran in front of the vehicle. Vehicle 1 swerved to avoid the animal and crashed into a tree in front of 2581 Main Street. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12 | 1 | 05/06/2019 | Monday | 4:22 PM | 51 | 29 | D1:(No improper driving) D2:(No improper driving) | No Apparent Injury | Daylight | Clear | Dry | Angle | Vehicle 2 was traveling south on Iyannough Road (Route 132). Vehicle 1 was traveling north on Iyannough Road (Route 132) and attempted to make a left-turn onto Oak Street and struck Vehicle 2. |
| 13 | 3 | 05/26/2019 | Sunday | 10:11 AM | 18 |  | D1:(Distracted) | Possible Injury (C) | Daylight | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling west on Main Street (Route 6A) and got distracted and collided with a utility pole in front of 2446 Main Street. |
| 14 | 1 | 06/08/2019 | Saturday | 10:56 PM | 66 |  | Unknown | Possible Injury | Dark - lighted roadway | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling north on lyannough Road (Route 132) and attempted to turn left onto Oak Street when it lost control and struck a tree. |
| 15 | 5 | 06/15/2019 | Saturday | 2:38 PM | 50 | 72 | Unknown | Possible Injury (C) | Daylight | Clear | Dry | Rear-end | Vehicle 1 was traveling west on Main Street (Route 6A) and was stopped while waiting to take a left turn into 2723 Main Street. Vehicle 2 looked away from the road and collided with Vehicle 1. |
| 16 | 6 | 07/07/2019 | Sunday | 9:21 AM | 81 | 78 | D1:(Inattention) D2:(No improper driving) | No Apparent Injury (O) | Daylight | Clear | Unknown | Angle | Vehicle 1 was traveling west on Main Street (Route 6A) and was attempting to turn left onto Old Jail Lane when Vehicle 1 attemped to pass on the driver side. Vehicle 2 collided with Vehicle 1 sending it into mailboxes. |
| 17 | 3 | 07/19/2019 | Friday | 9:19 PM | 34 |  | D1:(Distracted) | No Apparent Injury (O) | Dark - roadway not lighted | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling west on Main Street (Route 6A) when she got distracted and collided with a utility pole in front of 2426 Main Street. |
| 18 | 3 | 09/21/2019 | Saturday | 3:55 PM | 35 |  | Unknown | No Apparent Injury (O) | Daylight | Clear | Dry | Single vehicle crash | Vehicle 1 (a truck hauling equipment) attempted to turn left from Main Street (Route 6A) westbound to Aberle Way when it collided with telephone lines and got struck. |
| 19 | 1 | 11/27/2019 | Wednesday | 7:43 AM | 24 |  | D1:(No improper driving) | No Apparent Injury | Daylight | Cloudy | Dry | Single vehicle crash | Vehicle 1 was traveling westbound on Oak Street near Iyannough Street (Route 132) when it collided with a deer. |
| 20 | 1 | 01/23/2020 | Thursday | 9:14 AM | 30 |  | Unknown | No Apparent Injury | Daylight | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling west on Main Street (Route 6A) near Maggie Lane when he began swerving and collided with a traffic sign. |
| 21 | 1 | 01/23/2020 | Thursday | 9:14 AM | 43 |  | D1:(No improper driving) | No Apparent Injury | Daylight | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling east on Main Street (Route 6A) when it attempted to make a u-turn near Maggie Lane when it struck a sign. |
| 22 | 1 | 01/26/2020 | Sunday | 2:23 PM | 43 |  | D1:(Inattention),(Over-correcting/oversteering) | Suspected Minor Injury | Daylight | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling westbound on Oak Street near lyannough Road (Route 132) and lost control and ran off the road. |
| 23 | 1 | 02/20/2020 | Thursday | 9:31 AM | 72 | 53 | D1:(Inattention) D2:(No improper driving) | No Apparent Injury | Daylight | Clear | Dry | Sideswipe, same direction | Vehicle 1 attempted to turn right onto lyannough Road (Route 132) from Oak Street and sideswept Vehicle 2 that was stopped at the stop sign. |
| 24 | 1 | 02/26/2020 | Wednesday | 10:03 AM | 25 | 35 | Unknown | No Apparent Injury (O) | Daylight | Clear | Dry | Angle | Vehicle 1 was turning left onto Main Street (Route 6A) eastbound from Stonewall Drive and was struck by Vehicle 2 who was traveling westbound on Main Street (Route 6A). |


| 25 | 6 | 03/29/2020 | Sunday | 7:32 AM | 29 |  | Unknown | Possible Injury (C) | Dawn | Cloudy; Rain | Wet | Single vehicle crash | Vehicle 1 was traveling east on Main Street (Route 6A) near 2971 Main Street when an object appeared in the road causing the operator to swerve and strike a wall. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 26 | 4 | 08/24/2020 | Monday | 1:43 PM | 78 |  | D1:(Failure to keep in proper lane or running off road),(Inattention) | No Apparent Injury (O) | Daylight | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling east on Main Street (Route 6A) near 2604 Main Street when it ran off the road and struck a tree. |
| 27 | 1 | 09/22/2020 | Tuesday | 2:27 PM | 54 |  | Unknown | No Apparent Injury | Daylight | Clear | Dry | Single vehicle crash | Vehicle 1 (a truck and trailer) attempted to turn left from Iyannough Road (Route 132) onto Main Street (Route 6A) westbound while it overturned. |
| 28 | 1 | 10/01/2020 | Thursday | 4:44 PM | 80 | 35 | D1:(Unknown) D2:(No improper driving) | No Apparent Injury | Daylight | Clear | Dry | Sideswipe, same direction | Vehicle 1 was attempting to turn left from Iyannough Road (Route 132) to Main Street (Route 6A) westbound. Vehicle 2 was traveling eastbound when Vehicle 1 changed lanes collided with Vehicle 2 in a sideswipe manner. |
| 29 | 4 | 10/09/2020 | Friday | 8:46 AM | 28 |  | D1:(No improper driving) | No Apparent Injury (O) | Daylight | Clear | Dry | Single vehicle crash | Vehicle 1 (a truck/trailer) was traveling west on Main Street (Route 6A) near 2576 Main Street when it approached the low clearence bridge and attempted to turn around when it became stuck. |
| 30 | 6 | 10/25/2020 | Sunday | 6:16 AM | 18 |  | D1:(Fatigued/asleep) | Suspected Minor Injury (B) | Dark - lighted roadway | Clear | Dry | Single vehicle crash | Vehicle 1 was traveling east on Main Street (Route 6A) near Beale Way when the operator fell asleep at the wheel and collided with a tree. |
| 31 | 1 | 11/14/2020 | Saturday | 9:28 AM | 49 |  | Unknown | No Apparent Injury | Daylight | Clear | Dry | Angle | Vehicle 1 was traveling east on Main Street (Route 6A) near the intersection with Oak Street when a deer collided with the side of the vehicle. |




COLLISION DIAGRAM
SHEET 3 OF 7

MAIN STREET (ROUTE 6A) FROM THE BARNSTABLE ELEMENTARY SCHOOLDRIVEWAY TO ABERLE WAY
TIME PERIOD ANALYZED: 2017-2020
SOURCE OF CRASH DATA: TOWN OF BARNSTABLE POLICE DEPARTMENT
DATE PREPARED: JULY 2023





| - howard stein hudson | BARNSTABLE, MA MAIN STEET ROUTE AA) FROM CROCKER LANETO 3074 MAIN STREET REGION: CCC |
| :---: | :---: |
| COLLISION DIAGRAM <br> SHEET 7 OF 7 | IME PERIOD ANALYZED: 2017-2020 <br> SOURCE OF CRASH DATA: TOWN OF BARNSTABLE POLICE DEPARTMENT <br> DATE PREPARED: JULY 2023 PREPARED BY: E. PARISI |


| SYMBOLS |  |  | TYPES OF CRASH |  | SEVERITY |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\longrightarrow$ Moving Vehicle <br>  Backing Vehicle <br>  Non-Involved Vehicle <br>  Bicycle <br>  Animal |  | Fixed Object <br> Parked Vehicle <br> Exact location could not be determined based on crash report |  |  | $\bigcirc 0$ <br> Injury Fatal |

(4)

# Collision Trends - Route 6A from Route 132 to Rendezvous Lane <br> Barnstable, MA <br> Years Analyzed: 2017-2020 











Appendix D. Traffic Count Data


Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

1238_6_HSH

$$
\text { Location } 1
$$

Barnstable, MA
Main Street
6/24/2023

Cloudy then Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 0170
Saturday

Office: 978-746-1259
DataRequest@BostonTrafficData.com www.BostonTrafficData.com

## PASSENGER CARS \& HEAVY VEHICLES COMBINED

lyannough Road Northbound

| Northbound |  |  |  |  | Northeastbound |  |  |  | Eastbound |  |  |  | Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
| 10:00 AM | 0 | 18 | 32 | 9 | 0 | 2 | 12 | 17 | 0 | 16 | 44 | 3 | 0 | 15 | 10 | 24 |
| 10:15 AM | 0 | 17 | 34 | 14 | 0 | 0 | 10 | 17 | 1 | 24 | 36 | 1 | 0 | 14 | 11 | 23 |
| 10:30 AM | 0 | 19 | 32 | 10 | 0 | 1 | 9 | 18 | 0 | 23 | 45 | 2 | 0 | 17 | 9 | 28 |
| 10:45 AM | 1 | 24 | 42 | 8 | 0 | 3 | 11 | 25 | 0 | 26 | 41 | 2 | 0 | 10 | 14 | 22 |
| 11:00 AM | 0 | 25 | 36 | 11 | 0 | 2 | 15 | 16 | 1 | 34 | 42 | 4 | 0 | 17 | 15 | 35 |
| 11:15 AM | 0 | 29 | 41 | 13 | 0 | 5 | 3 | 20 | 0 | 33 | 45 | 1 | 0 | 8 | 14 | 34 |
| 11:30 AM | 0 | 21 | 36 | 17 | 0 | 1 | 8 | 14 | 2 | 30 | 40 | 3 | 0 | 11 | 11 | 30 |
| 11:45 AM | 0 | 29 | 36 | 8 | 0 | 3 | 17 | 11 | 0 | 31 | 56 | 2 | 0 | 13 | 18 | 30 |
| 12:00 PM | 0 | 23 | 42 | 6 | 0 | 2 | 15 | 28 | 0 | 22 | 58 | 1 | 0 | 11 | 12 | 33 |
| 12:15 PM | 0 | 35 | 46 | 14 | 0 | 0 | 20 | 20 | 0 | 35 | 25 | 3 | 0 | 10 | 17 | 26 |
| 12:30 PM | 0 | 21 | 48 | 13 | 0 | 0 | 14 | 23 | 0 | 20 | 47 | 4 | 0 | 13 | 18 | 31 |
| 12:45 PM | 0 | 24 | 40 | 12 | 0 | 1 | 12 | 18 | 0 | 29 | 39 | 2 | 0 | 14 | 15 | 25 |
| 1:00 PM | 0 | 22 | 35 | 14 | 0 | 3 | 10 | 18 | 0 | 27 | 28 | 2 | 0 | 9 | 13 | 28 |
| 1:15 PM | 0 | 29 | 35 | 19 | 0 | 0 | 9 | 14 | 0 | 25 | 39 | 0 | 0 | 20 | 12 | 18 |
| 1:30 PM | 0 | 22 | 53 | 12 | 0 | 0 | 19 | 22 | 0 | 26 | 28 | 3 | 0 | 16 | 15 | 23 |
| 1:45 PM | 0 | 17 | 46 | 9 | 0 | 1 | 11 | 28 | 0 | 32 | 33 | 2 | 0 | 17 | 19 | 25 |


| MID PEAK HOUR <br> 11:45 AM | Iyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
| 12:45 PM | 0 | 108 | 172 | 41 | 0 | 5 | 66 | 82 | 0 | 108 | 186 | 10 | 0 | 47 | 65 | 120 |
| PHF | 0.84 |  |  |  | 0.85 |  |  |  | 0.85 |  |  |  | 0.94 |  |  |  |
| HV\% | 0.0\% | 1.9\% | 1.2\% | 2.4\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 6.4\% | 1.5\% | 0.0\% |

Project \#
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

1238_6_HSH
Location 1
Barnstable, MA
Main Street
Iyannough Road \& Oak Street
6/24/2023
Saturday
Cloudy then Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 0170 Office: 978-746-1259
DataRequest@BostonTrafficData.com www.BostonTrafficData.com

|  | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
| 10:00 AM | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 |
| 11:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MID PEAK HOUR 10:15 AM | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| to | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
| 11:15 AM | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 1 |
| PHF | 0.56 |  |  |  | 0.75 |  |  |  | 1.00 |  |  |  | 0.50 |  |  |  |

Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

$$
\text { Location } 1
$$

Barnstable, MA
Main Street

> Office: 978-746-1259

DataRequest@BostonTrafficData.com www.BostonTrafficData.com

## PEDESTRIANS \& BICYCLES

lyannough Road

|  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Start Time | Hard Left | Left | Right | P |
| $10: 00$ AM | 0 | 0 | 0 |  |
| $10: 15 \mathrm{AM}$ | 0 | 0 | 0 |  |
| $10: 30$ AM | 0 | 0 | 0 |  |
| $10: 45 \mathrm{AM}$ | 0 | 0 | 0 |  |
| $11: 00 \mathrm{AM}$ | 0 | 0 | 0 |  |
| $11: 15 \mathrm{AM}$ | 0 | 0 | 0 |  |
| $11: 30 \mathrm{AM}$ | 0 | 0 | 0 |  |
| $11: 45 \mathrm{AM}$ | 0 | 0 | 0 |  |
| $12: 00 \mathrm{PM}$ | 0 | 0 | 0 |  |
| $12: 15 \mathrm{PM}$ | 0 | 0 | 0 |  |
| $12: 30 \mathrm{PM}$ | 0 | 0 | 0 |  |
| $12: 45 \mathrm{PM}$ | 0 | 0 | 0 |  |
| $1: 00 \mathrm{PM}$ | 0 | 0 | 0 |  |
| $1: 15 \mathrm{PM}$ | 0 | 0 | 0 |  |
| $1: 30 \mathrm{PM}$ | 0 | 0 | 0 |  |
| $1: 45 \mathrm{PM}$ | 0 | 0 | 0 |  |

MID PEAK HOUR
MID PEAK HO
$11: 45 \mathrm{AM}$
to
12:45 PM
lyannough Road
Northbound
$\qquad$

Oak Street
Northeastbound

| Northeastbound | Main Stree |
| :--- | :--- | :--- | :--- |
| Soft Right | Eastbound |

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined

| Client: | Emma Enteado |
| :--- | :---: |
| Project \#: | $1238 \_$___HSH |
| BTD \#: | Location 1 |
| Location: | Barnstable, MA |
| Street 1: | Main Street |
| Street 2: | Iyannough Road \& Oak Street |
| Count Date: | $14 / 06 / 2023$ |
| Day of Week: | Wednesday |
| Weather: | Clouds \& Sun, $60^{\circ} \mathrm{F}$ |

BOSTON<br>TRAFFIC DATA<br>PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259<br>DataRequest@BostonTrafficData.com www.BostonTrafficData.com

| Start Time | PASSENGER CARS \& HEAVY VEHICLES COMBINED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
|  | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right\| | U-Turn | Left | Soft Left | Thru |
| 7:00 AM | 0 | 20 | 15 | 10 | 0 | 0 | 13 | 44 | 0 | 11 | 43 | 0 | 0 | 14 | 5 | 9 |
| 7:15 AM | 0 | 25 | 24 | 9 | 0 | 2 | 7 | 46 | 0 | 13 | 44 | 2 | 0 | 15 | 8 | 7 |
| 7:30 AM | 0 | 23 | 26 | 17 | 0 | 2 | 26 | 62 | 0 | 16 | 38 | 0 | 0 | 14 | 12 | 16 |
| 7:45 AM | 0 | 33 | 25 | 29 | 0 | 3 | 41 | 52 | 0 | 38 | 51 | 3 | 0 | 18 | 16 | 16 |
| 8:00 AM | 0 | 22 | 29 | 23 | 0 | 0 | 31 | 44 | 1 | 14 | 38 | 2 | 0 | 18 | 10 | 14 |
| 8:15 AM | 0 | 20 | 30 | 28 | 0 | 3 | 42 | 38 | 0 | 27 | 42 | 0 | 0 | 10 | 7 | 14 |
| 8:30 AM | 0 | 27 | 26 | 31 | 0 | 1 | 30 | 39 | 0 | 29 | 41 | 1 | 0 | 10 | 11 | 12 |
| 8:45 AM | 0 | 18 | 19 | 27 | 0 | 1 | 37 | 42 | 0 | 30 | 43 | 1 | 0 | 18 | 15 | 18 |
| 9:00 AM | 0 | 22 | 30 | 18 | 0 | 0 | 15 | 31 | 1 | 24 | 43 | 2 | 0 | 28 | 16 | 18 |
| 9:15 AM | 0 | 13 | 41 | 16 | 0 | 1 | 23 | 25 | 0 | 20 | 28 | 1 | 1 | 13 | 8 | 12 |
| 9:30 AM | 0 | 22 | 30 | 10 | 0 | 1 | 10 | 21 | 0 | 17 | 45 | 2 | 0 | 11 | 10 | 17 |
| 9:45 AM | 1 | 26 | 32 | 11 | 0 | 1 | 17 | 14 | 0 | 20 | 46 | 8 | 0 | 12 | 10 | 13 |
| 10:00 AM | 0 | 11 | 28 | 14 | 0 | 1 | 8 | 20 | 0 | 23 | 34 | 4 | 0 | 14 | 7 | 16 |
| 10:15 AM | 0 | 20 | 36 | 11 | 0 | 3 | 16 | 22 | 0 | 20 | 40 | 0 | 1 | 16 | 11 | 29 |
| 10:30 AM | 0 | 22 | 46 | 11 | 0 | 1 | 10 | 17 | 0 | 36 | 45 | 2 | 0 | 12 | 23 | 20 |
| 10:45 AM | 0 | 17 | 35 | 10 | 0 | 2 | 20 | 15 | 0 | 37 | 45 | 6 | 0 | 23 | 14 | 31 |
| 11:00 AM | 0 | 15 | 29 | 15 | 0 | 3 | 17 | 11 | 1 | 40 | 56 | 4 | 0 | 12 | 11 | 17 |
| 11:15 AM | 1 | 24 | 34 | 12 | 0 | 1 | 15 | 18 | 0 | 48 | 71 | 1 | 0 | 10 | 14 | 29 |
| 11:30 AM | 2 | 16 | 40 | 4 | 0 | 2 | 12 | 18 | 0 | 39 | 56 | 1 | 0 | 15 | 14 | 22 |
| 11:45 AM | 0 | 26 | 52 | 15 | 0 | 4 | 14 | 22 | 0 | 52 | 73 | 1 | 0 | 22 | 16 | 23 |
| 12:00 PM | 0 | 24 | 31 | 8 | 0 | 1 | 14 | 41 | 0 | 54 | 101 | 9 | 0 | 19 | 12 | 26 |
| 12:15 PM | 0 | 21 | 26 | 10 | 0 | 0 | 21 | 50 | 1 | 40 | 109 | 5 | 0 | 14 | 14 | 18 |
| 12:30 PM | 0 | 22 | 58 | 46 | 0 | 1 | 16 | 21 | 0 | 41 | 92 | 1 | 1 | 11 | 11 | 21 |
| 12:45 PM | 0 | 24 | 44 | 24 | 0 | 3 | 17 | 19 | 0 | 35 | 51 | 4 | 0 | 13 | 11 | 18 |
| 1:00 PM | 1 | 19 | 39 | 16 | 0 | 0 | 11 | 12 | 0 | 48 | 31 | 1 | 0 | 15 | 17 | 21 |
| 1:15 PM | 0 | 13 | 32 | 13 | 0 | 0 | 15 | 18 | 0 | 41 | 34 | 3 | 0 | 7 | 18 | 22 |
| 1:30 PM | 0 | 16 | 41 | 14 | 0 | 0 | 16 | 11 | 2 | 34 | 40 | 7 | 0 | 20 | 21 | 26 |
| 1:45 PM | 0 | 25 | 31 | 6 | 0 | 1 | 12 | 13 | 0 | 38 | 39 | 1 | 0 | 16 | 13 | 21 |
| 2:00 PM | 0 | 28 | 30 | 9 | 1 | 2 | 12 | 21 | 0 | 33 | 40 | 1 | 1 | 15 | 15 | 32 |
| 2:15 PM | 0 | 25 | 44 | 17 | 0 | 1 | 9 | 22 | 0 | 27 | 39 | 3 | 0 | 11 | 9 | 28 |
| 2:30 PM | 0 | 28 | 64 | 17 | 0 | 1 | 16 | 19 | 0 | 30 | 34 | 4 | 0 | 16 | 19 | 31 |
| 2:45 PM | 0 | 30 | 37 | 13 | 0 | 3 | 15 | 12 | 0 | 27 | 40 | 3 | 0 | 17 | 13 | 33 |
| 3:00 PM | 0 | 41 | 38 | 14 | 1 | 3 | 21 | 20 | 0 | 32 | 40 | 4 | 0 | 16 | 22 | 29 |
| 3:15 PM | 0 | 51 | 49 | 19 | 0 | 4 | 16 | 26 | 0 | 28 | 34 | 3 | 0 | 16 | 11 | 23 |
| 3:30 PM | 0 | 40 | 48 | 16 | 0 | 2 | 22 | 16 | 0 | 26 | 46 | 2 | 0 | 29 | 18 | 32 |
| 3:45 PM | 0 | 42 | 56 | 14 | 0 | 0 | 20 | 28 | 0 | 29 | 36 | 3 | 0 | 12 | 15 | 28 |
| 4:00 PM | 0 | 47 | 43 | 13 | 0 | 3 | 12 | 21 | 0 | 18 | 46 | 1 | 0 | 27 | 25 | 44 |
| 4:15 PM | 0 | 91 | 55 | 13 | 0 | 1 | 12 | 33 | 0 | 23 | 46 | 6 | 0 | 25 | 24 | 36 |
| 4:30 PM | 1 | 55 | 61 | 9 | 0 | 0 | 12 | 23 | 0 | 32 | 36 | 3 | 0 | 26 | 45 | 51 |
| 4:45 PM | 0 | 69 | 61 | 18 | 0 | 2 | 12 | 21 | 0 | 25 | 35 | 2 | 0 | 21 | 32 | 42 |
| 5:00 PM | 1 | 55 | 55 | 16 | 0 | 2 | 16 | 33 | 0 | 25 | 32 | 3 | 0 | 17 | 22 | 23 |
| 5:15 PM | 0 | 74 | 63 | 18 | 0 | 0 | 12 | 15 | 0 | 17 | 29 | 5 | 0 | 16 | 24 | 34 |
| 5:30 PM | 1 | 50 | 65 | 8 | 0 | 2 | 14 | 19 | 0 | 18 | 25 | 2 | 0 | 13 | 20 | 19 |
| 5:45 PM | 0 | 46 | 52 | 15 | 0 | 6 | 10 | 17 | 0 | 16 | 24 | 3 | 0 | 11 | 12 | 16 |


| $\begin{gathered} \text { AM PEAK HOUR } \\ 9: 00 \mathrm{AM} \end{gathered}$ | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
| 10:00 AM | 1 | 83 | 133 | 55 | 0 | 3 | 65 | 91 | 1 | 81 | 162 | 13 | 1 | 64 | 44 | 60 |
| PHF | 0.97 |  |  |  | 0.81 |  |  |  | 0.87 |  |  |  | 0.68 |  |  |  |
| HV\% | 0.0\% | 6.0\% | 4.5\% | 3.6\% | 0.0\% | 66.7\% | 7.7\% | 4.4\% | 0.0\% | 1.2\% | 0.6\% | 23.1\% | 0.0\% | 6.3\% | 4.5\% | 1.7\% |


| $\begin{gathered} \text { MID PEAK HOUR } \\ \text { 11:45 AM } \\ \text { to } \\ 12: 45 \mathrm{PM} \\ \hline \end{gathered}$ | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
|  | 0 | 93 | 167 | 79 | 0 | 6 | 65 | 134 | 1 | 187 | 375 | 16 | 1 | 66 | 53 | 88 |
| PHF | 0.67 |  |  |  | 0.72 |  |  |  | 0.88 |  |  |  | 0.85 |  |  |  |
| HV\% | 0.0\% | 4.3\% | 4.2\% | 3.8\% | 0.0\% | 33.3\% | 0.0\% | 6.0\% | 0.0\% | 1.6\% | 5.3\% | 12.5\% | 0.0\% | 3.0\% | 3.8\% | 1.1\% |


| PM PEAK HOUR <br> 4:00 PM <br> to <br> 5:00 PM | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
|  | 1 | 262 | 220 | 53 | 0 | 6 | 48 | 98 | 0 | 98 | 163 | 12 | 0 | 99 | 126 | 173 |
| PHF | 0.84 |  |  |  | 0.83 |  |  |  | 0.91 |  |  |  | 0.82 |  |  |  |
| HV\% | 0.0\% | 0.8\% | 0.9\% | 3.8\% | 0.0\% | 16.7\% | 2.1\% | 4.1\% | 0.0\% | 0.0\% | 1.2\% | 0.0\% | 0.0\% | 4.0\% | 0.8\% | 0.0\% |


| Client: | Emma Enteado |  |
| :---: | :---: | :---: |
| Project \#: | 1238_6_HSH | D |
| BTD \#: | Location 1 | I |
| Location: | Barnstable, MA |  |
| Street 1: | Main Street | R AFFIC |
| Street 2: | Iyannough Road \& Oak Street | RAFFIC DATA |
| Count Date: | 14/06/2023 | PO BOX 1723, Framingham, MA 01701 |
| Day of Week: | Wednesday | DataRequest@BostonTrafficData.com |

$$
\text { Clouds \& Sun, } 60^{\circ} \mathrm{F}
$$

HEAVY VEHICLES

| Start Time | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
| 7:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 |
| 8:00 AM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 1 | 1 |
| 9:00 AM | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 |
| 9:15 AM | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 |
| 9:45 AM | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 |
| 10:15 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 0 |
| 10:30 AM | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 | 0 | 2 |
| 10:45 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 2 |
| 11:00 AM | 0 | 5 | 4 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 9 | 1 | 0 | 1 | 1 | 1 |
| 11:45 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 1 | 9 | 1 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 |
| 12:45 PM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 1 |
| 1:15 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| 1:30 PM | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| 1:45 PM | 0 | 2 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 |
| 2:00 PM | 0 | 4 | 1 | 3 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2:15 PM | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 2:30 PM | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2:45 PM | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 |
| 3:00 PM | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 3:15 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 |
| 3:45 PM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 4:00 PM | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |
| 4:30 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |


| $\begin{array}{\|c} \hline \text { AM PEAK HOUR } \\ 9: 00 \mathrm{AM} \\ \text { to } \\ \text { 10:00 AM } \\ \hline \end{array}$ | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
|  | 0 | 5 | 6 | 2 | 0 | 2 | 5 | 4 | 0 | 1 | 1 | 3 | 0 | 4 | 2 | 1 |
| PHF | 0.81 |  |  |  | 0.39 |  |  |  | 0.42 |  |  |  | 0.44 |  |  |  |
| MID PEAK HOUR 11:00 AM | Iyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street <br> Westbound |  |  |  |
| to | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
| 12:00 PM | 0 | 8 | 5 | 2 | 0 | 4 | 2 | 8 | 0 | 3 | 28 | 4 | 0 | 1 | 1 | 1 |
| PHF | 0.38 |  |  |  | 0.50 |  |  |  | 0.73 |  |  |  | 0.25 |  |  |  |
| $\begin{gathered} \hline \text { PM PEAK HOUR } \\ \text { 2:00 PM } \end{gathered}$ | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| to | U-Turn | Hard Left | Left | Right | U-Turn | Left | Soft Right | Right | U-Turn | Thru | Right | Hard Right | U-Turn | Left | Soft Left | Thru |
| 3:00 PM | 0 | 10 | 5 | 4 | 0 | 3 | 2 | 6 | 0 | 1 | 2 | 1 | 0 | 3 | 1 | 4 |
| PHF | 0.59 |  |  |  | 0.55 |  |  |  | 0.50 |  |  |  | 0.67 |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
1238_6_HSH
Location 1
Barnstable, MA
Main Street
Iyannough Road \& Oak Street
14/06/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701

| Start Time | lyannough Road Northbound |  |  |  | Oak Street <br> Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Hard Left | Left | Right | Peds | Left | Soft Right | Right | Peds | Thru | Right | Hard Right | Peds | Left | Soft Left | Thru | Peds |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| $\begin{gathered} \text { AM PEAK HOUR } \\ 9: 00 \mathrm{AM} \\ \text { to } \end{gathered}$ | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Hard Left | Left | Right | Peds | Left | Soft Right | Right | Peds | Thru | Right | Hard Right | Peds | Left | Soft Left | Thru | Peds |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |


| MID PEAK HOUR <br> 11:45 AM to | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Hard Left | Left | Right | Peds | Left | Soft Right | Right | Peds | Thru | Right | Hard Right | Peds | Left | Soft Left | Thru | Peds |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| PM PEAK HOUR 4:00 PM to | lyannough Road Northbound |  |  |  | Oak Street Northeastbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Hard Left | Left | Right | Peds | Left | Soft Right | Right | Peds | Thru | Right | Hard Right | Peds | Left | Soft Left | Thru | Peds |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

1238_6_HSH

$$
\text { Location } 2
$$

Barnstable, MA
Main Street
Barnstable W Elementary S Dr (W)

$$
6 / 24 / 2023
$$

Saturday

Cloudy then Sun, $60^{\circ} \mathrm{F}$

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 0170
Office: 978-746-1259
DataRequest@BostonTrafficData.com www.BostonTrafficData.com

|  | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 47 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 1 | 0 | 42 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | 0 | 0 | 45 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 47 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 1 | 1 | 63 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 54 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 51 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 3 | 0 | 1 | 56 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 50 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 49 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 57 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 50 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 48 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 45 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 49 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 62 | 0 |


| ```MID PEAK HOUR 11:00 AM to 12:00 PM``` | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 3 | 1 | 2 | 224 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.86 |  |  |  | 0.87 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.5\% | 0.0\% | 0.0\% | 0.0\% | 0.9\% | 0.0\% |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week
Weather:

Emma Enteado, EIT
1238_6_HSH
Location 2
Barnstable, MA
Main Street
Barnstable W Elementary S Dr (W)
6/24/2023

Saturday
Cloudy then Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 0170 Office: 978-746-1259

DataRequest@BostonTrafficData.com www.BostonTrafficData.com

|  | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound HEAV |  |  |  | HICL |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Main Street Eastbound |  |  |  |  |
| Start Time | U-Turn | Left | Thru | Right |  |  |  |  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| ```MID PEAK HOUR 11:30 AM to 12:30 PM``` | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.25 |  |  |  | 0.50 |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado, EIT
1238_6_HSH
Location 2
Barnstable, MA
Main Street
Barnstable W Elementary S Dr (W)
6/24/2023
Saturday
Cloudy then Sun, $60^{\circ} \mathrm{F}$

|  |  |  |  |  | Southbound |  |  |  | BIC |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Barnstable W Elementary School Dr (West) Northbound |  |  |  |  |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| Start Time | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| $\begin{gathered} \text { MID PEAK HOUR } \\ \text { 11:00 AM } \\ \text { to } \\ \text { 12:00 PM } \end{gathered}$ | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

| Client: | Emma Enteado |  |
| :---: | :---: | :---: |
| Project \#: | 1238_6_HSH | D |
| BTD \#: | Location 2 | П |
| Location: | Barnstable, MA |  |
| Street 1: | Main Street |  |
| Street 2: | Barnstable W Elementary S Dr (W) |  |
| Count Date: | 6/14/2023 | PO BOX 1723, Framingham, MA 01701 |
| Day of Week: | Wednesday | Office: 978-746-1259 DataRequest@BostonTrafficData.com |
| Weather: | Clouds \& Sun, $60^{\circ} \mathrm{F}$ | www.BostonTrafficData.com |

Clouds \& Sun $60^{\circ}$
PASSENGER CARS \& HEAVY VEHICLES COMBINED

|  | Barnstable W Elementary School Dr (West)Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 4 | 0 | 0 | 26 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 2 | 24 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 7 | 0 | 3 | 43 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 4 | 0 | 1 | 39 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 6 | 0 | 4 | 38 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 12 | 0 | 5 | 28 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 16 | 0 | 10 | 34 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 30 | 0 | 11 | 60 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 8 | 0 | 4 | 51 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 3 | 0 | 1 | 31 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 3 | 0 | 2 | 38 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 1 | 0 | 0 | 29 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 1 | 0 | 0 | 39 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 3 | 52 | 0 |
| 10:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 2 | 0 | 0 | 54 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 3 | 0 | 0 | 57 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 3 | 0 | 0 | 41 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 1 | 0 | 0 | 51 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 42 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 1 | 0 | 0 | 67 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 1 | 0 | 1 | 52 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 1 | 0 | 0 | 41 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 5 | 0 | 0 | 46 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 12 | 0 | 2 | 47 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 1 | 0 | 0 | 69 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 1 | 0 | 1 | 45 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 64 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 2 | 0 | 0 | 50 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 2 | 0 | 0 | 59 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 2 | 0 | 0 | 52 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 4 | 1 | 0 | 65 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 9 | 0 | 3 | 58 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 19 | 0 | 10 | 62 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 13 | 0 | 3 | 56 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 2 | 0 | 0 | 78 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 2 | 0 | 0 | 61 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 85 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 3 | 0 | 0 | 88 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 5 | 0 | 2 | 123 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 5 | 0 | 2 | 86 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 11 | 0 | 1 | 64 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 12 | 0 | 0 | 65 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 4 | 0 | 1 | 44 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 4 | 0 | 2 | 42 | 0 |


| $\begin{gathered} \text { AM PEAK HOUR } \\ \text { 8:00 AM } \end{gathered}$ | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 | 64 | 0 | 30 | 160 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.90 |  |  |  | 0.67 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.1\% | 9.4\% | 0.0\% | 3.3\% | 6.9\% | 0.0\% |


| $\begin{gathered} \text { MID PEAK HOUR } \\ \text { 11:45 AM } \\ \text { to } \\ 12: 45 \mathrm{PM} \\ \hline \end{gathered}$ | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 323 | 8 | 0 | 1 | 206 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.83 |  |  |  | 0.77 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 1.5\% | 0.0\% |


| $\begin{gathered} \hline \text { PM PEAK HOUR } \\ \text { 4:00 PM } \end{gathered}$ | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 13 | 0 | 4 | 382 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.88 |  |  |  | 0.77 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 1.3\% | 0.0\% |

Client:

Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
1238_6_HSH
Location 2
Barnstable, MA
Main Street
Barnstable W Elementary S Dr (W)
6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

|  |  |  |  |  |  |  |  | AVY | HICLE |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 7 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 8 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| $\begin{array}{\|c\|} \hline \text { AM PEAK HOUR } \\ 9: 00 \mathrm{AM} \end{array}$ | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 1 | 6 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.67 |  |  |  | 0.58 |  |  |  |
| $\begin{array}{\|c\|} \hline \text { MID PEAK HOUR } \\ \text { 10:00 AM } \end{array}$ | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.25 |  |  |  | 0.63 |  |  |  |
| PM PEAK HOUR 2:45 PM | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound $\begin{gathered}\text { Main Street } \\ \text { Eastbound }\end{gathered}$ |  |  |  |  |  |  |  | Main Street Westbound |  |  |  |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 0 | 1 | 13 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.60 |  |  |  | 0.39 |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
1238_6_HSH
Location 2
Barnstable, MA
Main Street
Barnstable W Elementary S Dr (W)
6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com www.BostonTrafficData.com

|  | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |


| $\begin{gathered} \hline \text { AM PEAK HOUR } \\ \text { 8:00 AM } \end{gathered}$ | Barnstable W Elementary School Dr (West)Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| ```MID PEAK HOUR 11:45 AM to 12:45 PM``` | Barnstable W Elementary School Dr (West) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |


| PM PEAK HOUR <br> 4:00 PM <br> to <br> 5:00 PM | Barnstable W Elementary School Dr (West)Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |

Project \#:
BTD \#:
Location
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

1238_6_HSH

$$
\text { Location } 3
$$

Barnstable, MA
Main Street
Barnstable W Elementary S Dr (E)
6/24/2023
Saturday
Cloudy then Sun, $60^{\circ} \mathrm{F}$

BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com www.BostonTrafficData.com

|  | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Y VEH |  | IN |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Main Street Eastbound |  |  |  |  |
| Start Time | U-Turn | Left | Thru | Right |  |  |  |  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 46 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 44 | 0 |
| 10:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 1 | 0 | 43 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 47 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 67 | 0 |
| 11:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 51 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 51 | 0 |
| 11:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 59 | 0 |
| 12:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 47 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 46 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 57 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 50 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 50 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 42 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 51 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 62 | 0 |


| $\begin{gathered} \hline \text { MID PEAK HOUR } \\ \text { 11:00 AM } \\ \text { to } \\ \text { 12:00 PM } \\ \hline \end{gathered}$ | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 0 | 0 | 228 | 0 |
| PHF | 0.38 |  |  |  | 0.00 |  |  |  | 0.87 |  |  |  | 0.85 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.5\% | 0.0\% | 0.0\% | 0.0\% | 0.9\% | 0.0\% |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week
Weather:

Emma Enteado, EIT
1238_6_HSH
Location 3
Barnstable, MA
Main Street
Barnstable W Elementary S Dr (E)
6/24/2023
Saturday
Cloudy then Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 0170 Office: 978-746-1259

DataRequest@BostonTrafficData.com www.BostonTrafficData.com

|  | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| MID PEAK HOUR 11:30 AM <br> to $12: 30 \mathrm{PM}$ | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.25 |  |  |  | 0.50 |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado, EIT
1238_6_HSH
Location 3
Barnstable, MA
Main Street
Barnstable W Elementary S Dr (E)
6/24/2023
Saturday
Cloudy then Sun, $60^{\circ} \mathrm{F}$

|  | Barnstable W Elementary School Dr (East)Northbound |  |  |  | PEDESTRIANSouthbound |  |  |  | BI | ES |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Main Street Eastbound |  |  |  |  |
| Start Time | Left | Thru | Right | PED |  |  |  |  | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| $\begin{array}{\|c} \hline \text { MID PEAK HOUR } \\ \text { 11:00 AM } \\ \text { to } \\ \text { 12:00 PM } \\ \hline \end{array}$ | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

| Client: | Emma Enteado |  |
| :---: | :---: | :---: |
| Project \#: | 1238_6_HSH | D |
| BTD \#: | Location 3 | П |
| Location: | Barnstable, MA |  |
| Street 1: | Main Street |  |
| Street 2: | Barnstable W Elementary S Dr (E) |  |
| Count Date: | 6/14/2023 | PO BOX 1723, Framingham, MA 01701 |
| Day of Week: | Wednesday | Office: 978-746-1259 DataRequest@BostonTrafficData.com |
| Weather: | Clouds \& Sun, $60^{\circ} \mathrm{F}$ | www.BostonTrafficData.com |

Clouds \& Sun, $60^{\circ}$
PASSENGER CARS \& HEAVY VEHICLES COMBINED

|  | Barnstable W Elementary School Dr (East) Northbound |  |  |  |  |  |  |  |  |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | Sou | und |  |  |  |  |  |  |  |  |  |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 7:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 23 | 0 |
| 7:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 25 | 0 |
| 7:30 AM | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 37 | 0 |
| 7:45 AM | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 38 | 0 |
| 8:00 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 33 | 0 |
| 8:15 AM | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 32 | 0 |
| 8:30 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 40 | 0 |
| 8:45 AM | 0 | 28 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 44 | 0 |
| 9:00 AM | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 48 | 0 |
| 9:15 AM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 31 | 0 |
| 9:30 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 35 | 0 |
| 9:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 27 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 39 | 0 |
| 10:15 AM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 52 | 0 |
| 10:30 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 49 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 56 | 0 |
| 11:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 42 | 0 |
| 11:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 50 | 0 |
| 11:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 42 | 0 |
| 11:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 67 | 0 |
| 12:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 55 | 0 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 41 | 0 |
| 12:30 PM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 39 | 0 |
| 12:45 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 48 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 52 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 48 | 0 |
| 1:30 PM | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 61 | 0 |
| 1:45 PM | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 42 | 0 |
| 2:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 56 | 0 |
| 2:15 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 50 | 0 |
| 2:30 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 64 | 0 |
| 2:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 61 | 0 |
| 3:00 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 73 | 0 |
| 3:15 PM | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 50 | 0 |
| 3:30 PM | 0 | 22 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 56 | 0 |
| 3:45 PM | 0 | 10 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 50 | 0 |
| 4:00 PM | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 85 | 0 |
| 4:15 PM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 85 | 0 |
| 4:30 PM | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 122 | 0 |
| 4:45 PM | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 81 | 0 |
| 5:00 PM | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 62 | 0 |
| 5:15 PM | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 60 | 0 |
| 5:30 PM | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 40 | 0 |
| 5:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 43 | 0 |


| $\begin{gathered} \hline \text { AM PEAK HOUR } \\ 9: 00 \mathrm{AM} \end{gathered}$ | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 13 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 0 | 0 | 0 | 141 | 0 |
| PHF | 0.50 |  |  |  | 0.00 |  |  |  | 0.84 |  |  |  | 0.73 |  |  |  |
| HV\% | 0.0\% | 23.1\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 3.2\% | 0.0\% | 0.0\% | 0.0\% | 3.5\% | 0.0\% |


| $\begin{gathered} \text { MID PEAK HOUR } \\ \text { 11:45 AM } \\ \text { to } \\ 12: 45 \mathrm{PM} \end{gathered}$ | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 322 | 0 | 0 | 0 | 202 | 0 |
| PHF | 0.50 |  |  |  | 0.00 |  |  |  | 0.85 |  |  |  | 0.75 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 1.5\% | 0.0\% |


| PM PEAK HOUR4:00 PMto5:00 PM | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 16 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 0 | 0 | 0 | 373 | 0 |
| PHF | 0.60 |  |  |  | 0.00 |  |  |  | 0.91 |  |  |  | 0.76 |  |  |  |
| HV \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 1.3\% | 0.0\% |

Client:

Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
Emma Enteado
$1238 \_6 \_$HSH
Location 3
Barnstable, MA
Main Street
Barnstable W Elementary S Dr (E)
6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

BOSTON TRAFFIC DATA<br>PO BOX 1723, Framingham, MA 01701

|  | Barnstable W Elementary School Dr (East) Northbound |  |  |  |  |  |  | AVY | HICLE |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 8:45 AM | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 9:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 3:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\begin{gathered} \hline \text { AM PEAK HOUR } \\ 9: 00 \mathrm{AM} \end{gathered}$ | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 5 | 0 |
| PHF | 0.38 |  |  |  | 0.00 |  |  |  | 0.75 |  |  |  | 0.63 |  |  |  |
| $\begin{aligned} & \text { MID PEAK HOUR } \\ & \text { 10:00 AM } \end{aligned}$ | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.25 |  |  |  | 0.56 |  |  |  |
| $\begin{gathered} \hline \text { PM PEAK HOUR } \\ \text { 3:30 PM } \end{gathered}$ | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound $\begin{gathered}\text { Main Street } \\ \text { Eastbound }\end{gathered}$ |  |  |  |  |  |  |  | Main Street Westbound |  |  |  |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 4:30 PM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 |
| PHF | 0.29 |  |  |  | 0.00 |  |  |  | 0.50 |  |  |  | 1.00 |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
1238_6_HSH
Location 3
Barnstable, MA
Main Street
Barnstable W Elementary S Dr (E)
6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com www.BostonTrafficData.com

|  | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 1:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| AM PEAK HOUR <br> 9:00 AM <br> to <br> 10:00 AM | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |


| ```MID PEAK HOUR 11:45 AM to 12:45 PM``` | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |


| PM PEAK HOUR <br> 4:00 PM <br> to <br> 5:00 PM | Barnstable W Elementary School Dr (East) Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

1238_6_HSH

$$
\text { Location } 4
$$

Barnstable, MA
Main Street
Aunt Hatchs Lane
6/24/2023
Saturday
Cloudy then Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 0170
Office: 978-746-1259
DataRequest@BostonTrafficData.com www.BostonTrafficData.com

## PASSENGER CARS \& HEAVY VEHICLES COMBINED

Aunt Hatchs Lane

| Northbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | U-Turn |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 |


| Southbound |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 46 | 0 |
| 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 44 | 0 |
| 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 44 | 0 |
| 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 47 | 0 |
| 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 67 | 0 |
| 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 51 | 0 |
| 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 51 | 0 |
| 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 59 | 0 |
| 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 47 | 0 |
| 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 46 | 0 |
| 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 57 | 0 |
| 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 50 | 0 |
| 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 50 | 0 |
| 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 42 | 0 |
| 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 51 | 0 |
| 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 62 | 0 |


| MID PEAK HOUR 11:00 AM <br> to 12:00 PM | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 0 | 0 | 0 | 228 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.87 |  |  |  | 0.85 |  |  |  |
| HV \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.5\% | 0.0\% | 0.0\% | 0.0\% | 0.9\% | 0.0\% |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week
Weather:

Emma Enteado, EIT
1238_6_HSH
Location 4
Barnstable, MA
Main Street
Aunt Hatchs Lane

$$
6 / 24 / 2023
$$

Saturday
Cloudy then Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 0170 Office: 978-746-1259

DataRequest@BostonTrafficData.com www.BostonTrafficData.com

|  | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  |  |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Main Street Eastbound |  |  |  |  |
| Start Time | U-Turn | Left | Thru | Right |  |  |  |  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| ```MID PEAK HOUR 11:30 AM to 12:30 PM``` | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.25 |  |  |  | 0.50 |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week
Weather:

Emma Enteado, EIT
1238_6_HSH

$$
\text { Location } 4
$$

Barnstable, MA
Main Street
Aunt Hatchs Lane
6/24/2023
Saturday

Cloudy then Sun, $60^{\circ} \mathrm{F}$

| Start Time | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| ```MID PEAK HOUR 11:00 AM to 12:00 PM``` | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado 1238_6_HSH Location 4 Barnstable, MA Main Street Aunt Hatchs Lane 6/14/2023 Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

| Start Time | Aunt Hatchs Lane Northbound |  |  |  |  |  |  | \& | Y VEH | ES | BIN |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 23 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 25 | 0 |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 37 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 37 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 33 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 32 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 40 | 0 |
| 8:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 44 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 48 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 32 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 34 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 27 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 39 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 52 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 49 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 56 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 42 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 51 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 41 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 67 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 56 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 40 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 39 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 48 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 52 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 48 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 61 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 42 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 56 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 50 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 64 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 61 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 1 | 74 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 50 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 55 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 51 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 84 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 86 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 121 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 82 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 61 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 60 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 41 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 42 | 0 |


| AM PEAK HOUR <br> 9:00 AM <br> to <br> 10:00 AM | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 0 | 0 | 0 | 141 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.86 |  |  |  | 0.73 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 3.0\% | 0.0\% | 0.0\% | 0.0\% | 3.5\% | 0.0\% |


| $\begin{gathered} \text { MID PEAK HOUR } \\ \text { 11:45 AM } \\ \text { to } \\ \text { 12:45 } \mathrm{PM} \\ \hline \end{gathered}$ | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 0 | 0 | 0 | 202 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.85 |  |  |  | 0.75 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.2\% | 0.0\% | 0.0\% | 0.0\% | 1.5\% | 0.0\% |


| PM PEAK HOUR <br> 4:00 PM <br> to <br> 5:00 PM <br> PHF | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 0 | 0 | 373 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.89 |  |  |  | 0.77 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 1.3\% | 0.0\% |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
1238_6_HSH
Location 4
Barnstable, MA
Main Street
Aunt Hatchs Lane
6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$


| $\begin{gathered} \text { PM PEAK HOUR } \\ \text { 2:00 PM } \end{gathered}$ | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 8 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.56 |  |  |  | 0.50 |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
1238_6_HSH
Location 4
Barnstable, MA
Main Street
Aunt Hatchs Lane
6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest $@$ BostonTrafficData.com www.BostonTrafficData.com

| Start Time | Aunt Hatchs Lane Northbound |  |  |  | PEDESTRIANS \& BICYCLES |  |  |  |  |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  |  |  |  |  |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| AM PEAK HOUR9:00 AMto10:00 AM | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |


| ```MID PEAK HOUR 11:45 AM to 12:45 PM``` | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |


| PM PEAK HOUR <br> 4:00 PM | Aunt Hatchs Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

1238_6_HSH

$$
\text { Location } 5
$$

Barnstable, MA
Main Street
Harris Meadow Lane
6/24/2023

Cloudy then Sun, $60^{\circ} \mathrm{F}$

$$
5 / 24 / 2023
$$

PO BOX 1723, Framingham, MA 0170
Office: 978-746-1259
DataRequest@BostonTrafficData.com www.BostonTrafficData.com

PASSENGER CARS \& HEAVY VEHICLES COMBINED
Harris Meadow Lane Main Street
Main Street

| Northbound |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | U-Turn |  |  |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 |  |  |
| $10: 15 \mathrm{AM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $10: 30$ AM | 0 | 0 | 0 | 0 | 0 |  |  |
| $10: 45 \mathrm{AM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $11: 00$ AM | 0 | 0 | 0 | 0 | 0 |  |  |
| $11: 15 \mathrm{AM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $11: 30 \mathrm{AM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $11: 45 \mathrm{AM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $12: 00 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $12: 15 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $12: 30 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $12: 45 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $1: 00 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $1: 15 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $1: 30 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 |  |  |
| $1: 45 \mathrm{PM}$ | 0 | 0 | 0 | 0 | 0 |  |  |


| Southbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Left |
|  | 0 | 0 | 1 | 0 | 0 |


| Thru | Right | U-Turn | Left |
| :---: | :---: | :---: | :---: |
| 36 | 0 | 0 | 0 |
| 54 | 0 | 0 | 0 |
| 36 | 0 | 0 | 0 |
| 55 | 0 | 0 | 0 |
| 60 | 0 | 0 | 0 |
| 48 | 0 | 0 | 0 |
| 58 | 0 | 0 | 0 |
| 51 | 0 | 0 | 0 |
| 60 | 0 | 0 | 0 |
| 64 | 0 | 0 | 0 |
| 48 | 0 | 0 | 0 |
| 49 | 0 | 0 | 0 |
| 43 | 0 | 0 | 0 |
| 55 | 0 | 0 | 0 |
| 52 | 0 | 0 | 0 |
| 58 | 0 | 0 | 0 |


| $\begin{gathered} \hline \text { MID PEAK HOUR } \\ \text { 11:00 AM } \\ \text { to } \\ \text { 12:00 PM } \\ \hline \end{gathered}$ | Northbound |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 217 | 0 | 0 | 0 | 233 | 3 |
| PHF | 0.00 |  |  |  | 0.25 |  |  |  | 0.89 |  |  |  | 0.82 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 1.3\% | 0.0\% |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week
Weather:

Emma Enteado, EIT
1238_6_HSH
Location 5
Barnstable, MA
Main Street
Harris Meadow Lane
6/24/2023

Saturday
Cloudy then Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 0170 Office: 978-746-1259

DataRequest@BostonTrafficData.com www.BostonTrafficData.com

| Northbound |  |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| MID PEAK HOUR 11:30 AM | Northbound |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.50 |  |  |  | 0.50 |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week
Weather:

Emma Enteado, EIT

> 1238_6_HSH

Location 5
Barnstable, MA
Main Street
Harris Meadow Lane
6/24/2023
Saturday

Cloudy then Sun, $60^{\circ} \mathrm{F}$

## PEDESTRIANS \& BICYCLES

| Northbound |  |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |


| $\begin{gathered} \text { MID PEAK HOUR } \\ \text { 11:00 AM } \\ \text { to } \\ \text { 12:00 PM } \end{gathered}$ | Northbound |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado 1238_6_HSH Location 5 Barnstable, MA Main Street
Harris Meadow Lane 6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

## PASSENGER CARS \& HEAVY VEHICLES COMBINED

| Northbound |  |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 23 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 28 | 0 | 0 | 0 | 26 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 37 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 0 | 38 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 31 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 34 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 71 | 0 | 0 | 0 | 35 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 81 | 0 | 0 | 0 | 45 | 1 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 58 | 0 | 0 | 0 | 44 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 38 | 1 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 32 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 26 | 1 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 42 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 46 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 44 | 0 | 0 | 0 | 57 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 58 | 0 | 0 | 0 | 53 | 1 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 53 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 70 | 0 | 0 | 0 | 42 | 2 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 47 | 2 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 71 | 0 | 0 | 0 | 61 | 1 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 54 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 41 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 95 | 0 | 0 | 0 | 40 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 81 | 0 | 0 | 0 | 64 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 47 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 71 | 0 | 0 | 0 | 59 | 1 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 74 | 0 | 1 | 0 | 62 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 68 | 0 | 1 | 0 | 39 | 1 |
| 2:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 53 | 0 | 1 | 0 | 64 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 52 | 0 | 0 | 0 | 47 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 70 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 55 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 53 | 0 | 0 | 0 | 71 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 49 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 62 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 0 | 52 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 55 | 0 | 0 | 0 | 91 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 35 | 0 | 0 | 0 | 87 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 125 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 56 | 0 | 0 | 0 | 78 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 56 | 5 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 59 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 45 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 44 | 0 |


| AM PEAK HOUR 9:00 AM | Northbound |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 211 | 0 | 0 | 0 | 140 | 2 |
| PHF | 0.00 |  |  |  | 0.38 |  |  |  | 0.91 |  |  |  | 0.81 |  |  |  |
| HV \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.9\% | 0.0\% | 0.0\% | 0.0\% | 2.9\% | 0.0\% |


| $\begin{array}{\|c\|} \hline \text { MID PEAK HOUR } \\ \text { 12:00 PM } \end{array}$ | Northbound |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 336 | 0 | 0 | 0 | 199 | 2 |
| PHF$H V \%$ | 0.00 |  |  |  | 0.25 |  |  |  | 0.88 |  |  |  | 0.77 |  |  |  |
|  | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 1.5\% | 0.0\% |
| $\begin{gathered} \text { PM PEAK HOUR } \\ \text { 4:00 PM } \end{gathered}$ | Northbound |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street <br> Eastbound |  |  |  | Main Street Westbound |  |  |  |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 3 | 192 | 0 | 0 | 0 | 381 | 1 |
| PHF | 0.00 |  |  |  | 0.63 |  |  |  | 0.86 |  |  |  | 0.76 |  |  |  |
| HV \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.0\% | 0.0\% | 0.0\% | 0.0\% | 0.8\% | 0.0\% |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
1238_6_HSH
Location 5
Barnstable, MA
Main Street
Harris Meadow Lane
6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

| Northbound |  |  |  |  | HEAVY VEHICLES |  |  |  |  |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  |  |  |  |  |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 1 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\begin{array}{\|c\|} \hline \text { AM PEAK HOUR } \\ 9: 00 \mathrm{AM} \end{array}$ |  | Nor | und |  |  | So | und |  |  |  |  |  |  | Ma |  |  |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 |
| PHF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{\|c\|} \hline \text { MID PEAK HOUR } \\ \text { 10:00 AM } \end{array}$ |  | Nor | und |  |  | Sou | ow Lan und |  |  |  |  |  |  | Ma |  |  |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 8 | 0 |
| PHF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{\|c\|} \hline \text { PM PEAK HOUR } \\ 3: 00 \mathrm{PM} \\ \hline \end{array}$ |  | Nor | und |  |  | $\begin{array}{r} \text { larris } N \\ \text { Sou } \\ \hline \end{array}$ | ow Lan und |  |  |  |  |  |  | Ma |  |  |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 0 |
| PHF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
1238_6_HSH
Location 5
Barnstable, MA
Main Street
Harris Meadow Lane
6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com www.BostonTrafficData.com

| Start Time | PEDESTRIANS \& BICYCLES |  |  |  |  |  |  |  |  |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Northbound |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  |  |  |  |  |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| AM PEAK HOUR9:00 AMto10:00 AM | Northbound |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |


| $\begin{array}{\|c} \hline \text { MID PEAK HOUR } \\ \text { 12:00 PM } \\ \text { to } \\ \text { 1:00 PM } \end{array}$ | Northbound |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 12 | 0 | 0 | 0 | 0 |


| PM PEAK HOUR 4:00 PM | Northbound |  |  |  | Harris Meadow Lane Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 2 |

Project \#:
BTD \#:
Location
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

1238_6_HSH

$$
\text { Location } 6
$$

Barnstable, MA
Main Street
Old Jail Lane
6/24/2023

Cloudy then Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 0170
Saturday

Office: 978-746-1259
DataRequest@BostonTrafficData.com www.BostonTrafficData.com

## PASSENGER CARS \& HEAVY VEHICLES COMBINED

Old Jail Lane

| Northbound |  |  |  |  | Southbound |  |  |  | Eastbound |  |  |  | Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 1 | 43 | 0 |
| 10:15 AM | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 2 | 0 | 6 | 42 | 0 |
| 10:30 AM | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 5 | 0 | 3 | 41 | 0 |
| 10:45 AM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 3 | 0 | 2 | 49 | 0 |
| 11:00 AM | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 5 | 0 | 3 | 68 | 0 |
| 11:15 AM | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 1 | 0 | 4 | 49 | 0 |
| 11:30 AM | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 4 | 0 | 0 | 57 | 0 |
| 11:45 AM | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 2 | 0 | 3 | 54 | 0 |
| 12:00 PM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 6 | 0 | 3 | 53 | 0 |
| 12:15 PM | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 6 | 0 | 3 | 47 | 0 |
| 12:30 PM | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 3 | 0 | 2 | 58 | 0 |
| 12:45 PM | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 9 | 0 | 2 | 58 | 0 |
| 1:00 PM | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 3 | 0 | 3 | 51 | 0 |
| 1:15 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 5 | 0 | 1 | 35 | 0 |
| 1:30 PM | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 4 | 0 | 1 | 60 | 0 |
| 1:45 PM | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 2 | 0 | 1 | 57 | 0 |


| $\begin{gathered} \hline \text { MID PEAK HOUR } \\ \text { 11:30 AM } \\ \text { to } \\ \text { 12:30 PM } \\ \hline \end{gathered}$ | Old Jail Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 13 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 18 | 0 | 9 | 211 | 0 |
| PHF | 0.64 |  |  |  | 0.00 |  |  |  | 0.87 |  |  |  | 0.96 |  |  |  |
| HV\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.9\% | 0.0\% | 0.0\% | 0.0\% | 1.9\% | 0.0\% |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week
Weather:

Emma Enteado, EIT
1238_6_HSH
Location 6
Barnstable, MA
Main Street
Old Jail Lane
6/24/2023
Saturday

$$
\text { Cloudy then Sun, } 60^{\circ} \mathrm{F}
$$

PO BOX 1723, Framingham, MA 0170 Office: 978-746-1259

DataRequest@BostonTrafficData.com www.BostonTrafficData.com

|  | Old Jail Lane Northbound |  |  |  |  |  |  | AVY | HICL |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| ```MID PEAK HOUR 11:30 AM to 12:30 PM``` | Old Jail Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 |
| PHF | 0.00 |  |  |  | 0.00 |  |  |  | 0.50 |  |  |  | 0.50 |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week
Weather:

Emma Enteado, EIT

$$
\begin{aligned}
& \text { 1238_6_HSH } \\
& \text { Location } 6 \\
& \text { Barnstable, MA } \\
& \text { Main Street } \\
& \text { Old Jail Lane } \\
& \text { 6/24/2023 } \\
& \text { Saturday }
\end{aligned}
$$

$$
\text { Cloudy then Sun, } 60^{\circ} \mathrm{F}
$$

| Old Jail Lane Northbound |  |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED |
| 10:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |


| $\begin{gathered} \text { MID PEAK HOUR } \\ \text { 11:30 AM } \\ \text { to } \\ 12: 30 \mathrm{PM} \end{gathered}$ | Old Jail Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED | Left | Thru | Right | PED |
|  | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

| Client: | Emma Enteado |
| :--- | :---: |
| Project \#: | $1238 \_6$ _HSH |
| BTD \#: | Location 6 |
| Location: | Barnstable, MA |
| Street 1: | Main Street |
| Street 2: | Old Jail Lane |
| Count Date: | $6 / 14 / 2023$ |
| Day of Week: | Wednesday |
| Weather: | Clouds \& Sun, $60^{\circ} \mathrm{F}$ |

BOSTON<br>TRAFFIC DATA<br>PO BOX 1723, Framingham, MA 01701

## PASSENGER CARS \& HEAVY VEHICLES COMBINED

| Start Time | Old Jail Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 7:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 1 | 0 | 1 | 22 | 0 |
| 7:15 AM | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 7 | 0 | 0 | 20 | 0 |
| 7:30 AM | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 6 | 0 | 3 | 37 | 0 |
| 7:45 AM | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 3 | 0 | 0 | 36 | 0 |
| 8:00 AM | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 10 | 0 | 1 | 29 | 0 |
| 8:15 AM | 1 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 1 | 0 | 1 | 35 | 0 |
| 8:30 AM | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 4 | 0 | 0 | 28 | 0 |
| 8:45 AM | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 8 | 0 | 2 | 41 | 0 |
| 9:00 AM | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 6 | 0 | 1 | 39 | 0 |
| 9:15 AM | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 6 | 0 | 2 | 33 | 0 |
| 9:30 AM | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 1 | 0 | 3 | 32 | 0 |
| 9:45 AM | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 4 | 0 | 2 | 27 | 0 |
| 10:00 AM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 4 | 0 | 3 | 37 | 0 |
| 10:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 2 | 0 | 3 | 46 | 0 |
| 10:30 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 3 | 0 | 0 | 53 | 0 |
| 10:45 AM | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 1 | 0 | 2 | 50 | 0 |
| 11:00 AM | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 3 | 0 | 1 | 51 | 0 |
| 11:15 AM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 1 | 0 | 3 | 42 | 0 |
| 11:30 AM | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 4 | 0 | 4 | 46 | 0 |
| 11:45 AM | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 4 | 0 | 2 | 66 | 0 |
| 12:00 PM | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 2 | 0 | 6 | 48 | 0 |
| 12:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 11 | 0 | 0 | 42 | 0 |
| 12:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 3 | 0 | 5 | 38 | 0 |
| 12:45 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 87 | 1 | 0 | 6 | 63 | 0 |
| 1:00 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 2 | 0 | 3 | 47 | 0 |
| 1:15 PM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 5 | 0 | 2 | 60 | 0 |
| 1:30 PM | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 4 | 0 | 1 | 61 | 0 |
| 1:45 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 44 | 0 |
| 2:00 PM | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 3 | 0 | 4 | 54 | 0 |
| 2:15 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 5 | 0 | 1 | 45 | 0 |
| 2:30 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 7 | 0 | 2 | 62 | 0 |
| 2:45 PM | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 3 | 0 | 3 | 55 | 0 |
| 3:00 PM | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 6 | 0 | 0 | 69 | 0 |
| 3:15 PM | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 3 | 0 | 2 | 50 | 0 |
| 3:30 PM | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 6 | 0 | 4 | 58 | 0 |
| 3:45 PM | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 8 | 0 | 1 | 48 | 0 |
| 4:00 PM | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 2 | 0 | 5 | 92 | 0 |
| 4:15 PM | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 1 | 1 | 2 | 84 | 0 |
| 4:30 PM | 0 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 3 | 0 | 5 | 123 | 0 |
| 4:45 PM | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 6 | 0 | 4 | 62 | 0 |
| 5:00 PM | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 1 | 0 | 2 | 55 | 0 |
| 5:15 PM | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 3 | 0 | 0 | 57 | 0 |
| 5:30 PM | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 3 | 0 | 0 | 40 | 0 |
| 5:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 1 | 42 | 0 |


| AM PEAK HOUR <br> $9: 00 \mathrm{AM}$ <br> to <br> 10:00 AM | Old Jail Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 17 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 17 | 0 | 8 | 131 | 0 |
| PHF | 0.78 |  |  |  | 0.00 |  |  |  | 0.89 |  |  |  | 0.87 |  |  |  |
| HV \% | 0.0\% | 0.0\% | 0.0\% | 12.5\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.5\% | 5.9\% | 0.0\% | 0.0\% | 3.1\% | 0.0\% |


| $\begin{array}{\|c} \hline \text { MID PEAK HOUR } \\ \text { 12:45 PM } \\ \text { to } \end{array}$ | Old Jail Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
|  | 0 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 292 | 12 | 0 | 12 | 231 | 0 |
| PHF | 0.63 |  |  |  | 0.00 |  |  |  | 0.86 |  |  |  | 0.88 |  |  |  |
| HV \% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.7\% | 0.0\% | 0.0\% | 8.3\% | 2.2\% | 0.0\% |


| $\begin{gathered} \text { PM PEAK HOUR } \\ \text { 4:00 PM } \end{gathered}$ | Old Jail Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 5:00 PM | 0 | 28 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 12 | 1 | 16 | 361 | 0 |
| PHF | 0.69 |  |  |  | 0.00 |  |  |  | 0.90 |  |  |  | 0.74 |  |  |  |
| HV\% | 0.0\% | 3.6\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.1\% | 0.0\% | 0.0\% | 0.0\% | 0.6\% | 0.0\% |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
1238_6_HSH
Location 6
Barnstable, MA
Main Street
Old Jail Lane
6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

| Old Jail Lane Northbound |  |  |  |  | VY VEHICLES |  |  |  |  |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  |  |  |  |  |
| Start Time | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| 9:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |  | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | O | 1 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | O | 2 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\begin{array}{\|c} \hline \text { AM PEAK HOUR } \\ 9: 00 \mathrm{AM} \end{array}$ |  |  | Lane |  |  | Sou | und |  |  |  |  |  |  |  | reet <br> und |  |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 10:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 |
| PHF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{\|c} \hline \text { MID PEAK HOUR } \\ \text { 10:00 AM } \end{array}$ |  | Old | Lane |  |  | Sou | und |  |  | Main |  |  |  |  | reet <br> und |  |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 8 | 0 |
| PHF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{\|c} \hline \text { PM PEAK HOUR } \\ \text { 3:00 PM } \end{array}$ |  | $\begin{aligned} & \text { Old } \\ & \text { Nor } \end{aligned}$ | Lane |  |  | Sou | und |  |  |  |  |  |  |  | eet <br> und |  |
| to | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 7 | 0 |
| PHF |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Client:
Project \#:
BTD \#:
Location:
Street 1:
Street 2:
Count Date:
Day of Week:
Weather:

Emma Enteado
1238_6_HSH
Location 6
Barnstable, MA
Main Street
Old Jail Lane
6/14/2023
Wednesday
Clouds \& Sun, $60^{\circ} \mathrm{F}$

PO BOX 1723, Framingham, MA 01701
DataRequest $@$ BostonTrafficData.com www.BostonTrafficData.com

| Start Time | PEDESTRIANS \& BICYCLES |  |  |  |  |  |  |  |  |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Old | und |  | Southbound |  |  |  | Main Street Eastbound |  |  |  |  |  |  |  |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 7:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| AM PEAK HOUR9:00 AMto10:00 AM | Old Jail Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |


| ```MID PEAK HOUR 12:45 PM to 1:45 PM``` | Old Jail Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
|  | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| PM PEAK HOUR 4:00 PM | Old Jail Lane Northbound |  |  |  | Southbound |  |  |  | Main Street Eastbound |  |  |  | Main Street Westbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| 5:00 PM | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

## Speed Report

Job 1238_6_HSH_ATR 1
Area Barnstable, MA
Location lyannough Road (Route 132), south of Main St (Route 6A)
Dir Northbound
Wednesday, June 14, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 2 | 3 |
| 0100 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 |
| 0200 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 |
| 0300 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| 0400 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 |
| 0500 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 | 4 | 4 |
| 0600 | 106 | 0 | 0 | 0 | 1 | 4 | 5 | 18 | 44 | 27 | 7 |
| 0700 | 274 | 0 | 0 | 0 | 5 | 21 | 26 | 51 | 93 | 67 | 9 |
| 0800 | 302 | 0 | 0 | 0 | 6 | 29 | 43 | 64 | 94 | 57 | 7 |
| 0900 | 282 | 0 | 0 | 0 | 2 | 25 | 14 | 49 | 107 | 70 | 13 |
| 1000 | 278 | 0 | 0 | 0 | 2 | 16 | 23 | 47 | 112 | 63 | 13 |
| 1100 | 295 | 0 | 0 | 1 | 3 | 20 | 13 | 45 | 138 | 66 | 8 |
| 1200 | 350 | 0 | 0 | 0 | 6 | 12 | 40 | 64 | 141 | 73 | 11 |
| 1300 | 296 | 0 | 0 | 0 | 3 | 11 | 13 | 56 | 125 | 74 | 12 |
| 1400 | 366 | 0 | 0 | 0 | 3 | 11 | 28 | 60 | 151 | 100 | 12 |
| 1500 | 438 | 0 | 0 | 0 | 3 | 30 | 43 | 111 | 147 | 93 | 9 |
| 1600 | 539 | 0 | 0 | 0 | 2 | 20 | 47 | 144 | 237 | 82 | 7 |
| 1700 | 522 | 0 | 0 | 0 | 2 | 14 | 46 | 118 | 228 | 95 | 18 |
| 1800 | 300 | 0 | 0 | 0 | 2 | 12 | 22 | 70 | 130 | 56 | 7 |
| 1900 | 248 | 0 | 0 | 1 | 4 | 8 | 14 | 62 | 105 | 48 | 6 |
| 2000 | 198 | 0 | 0 | 0 | 7 | 32 | 46 | 54 | 42 | 15 | 2 |
| 2100 | 112 | 0 | 0 | 0 | 0 | 0 | 4 | 32 | 43 | 29 | 4 |
| 2200 | 55 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 26 | 17 | 5 |
| 2300 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 7 | 6 |
| Total | 5033 | 0 | 0 | 3 | 52 | 265 | 432 | 1061 | 1984 | 1047 | 164 |
|  | 100.00\% | 0.00\% | 0.00\% | 0.06\% | 1.03\% | 5.27\% | 8.58\% | 1.08\% | 9.42\% | 0.80\% | 3.26\% |

Maximum = 53.7 mph , Minimum $=11.1 \mathrm{mph}$, Mean $=36.0 \mathrm{mph}$
$85 \%$ Speed $=41.55 \mathrm{mph}, 95 \%$ Speed $=44.35 \mathrm{mph}$, Median $=36.91 \mathrm{mph}$
10 mph Pace $=32-42$, Number in Pace $=3363$ (66.82\%)
Variance $=35.82$, Standard Deviation $=5.99 \mathrm{mph}$

|  |  | BOSTM TRAFFIC DATA$\qquad$ Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 0 | 0 | 0 | 0 | 0 |
| 0.50\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

Job 1238_6_HSH_ATR 1
Area Barnstable, MA
Location lyannough Road (Route 132), south of Main St (Route 6A)
Dir Northbound
Thursday, June 15, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 4 | 2 |
| 0100 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 6 | 1 |
| 0200 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 |
| 0300 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0400 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 |
| 0500 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 4 |
| 0600 | 101 | 0 | 0 | 0 | 1 | 3 | 4 | 21 | 35 | 30 | 5 |
| 0700 | 241 | 0 | 1 | 0 | 4 | 22 | 19 | 38 | 86 | 56 | 12 |
| 0800 | 359 | 0 | 0 | 1 | 5 | 19 | 23 | 73 | 149 | 75 | 13 |
| 0900 | 252 | 0 | 0 | 0 | 4 | 9 | 28 | 52 | 104 | 50 | 4 |
| 1000 | 318 | 0 | 0 | 0 | 6 | 14 | 43 | 89 | 119 | 42 | 5 |
| 1100 | 359 | 0 | 0 | 0 | 4 | 16 | 23 | 66 | 168 | 71 | 11 |
| 1200 | 331 | 0 | 0 | 0 | 4 | 16 | 32 | 67 | 143 | 63 | 6 |
| 1300 | 319 | 0 | 0 | 0 | 0 | 7 | 11 | 56 | 154 | 73 | 13 |
| 1400 | 347 | 0 | 0 | 0 | 3 | 18 | 23 | 59 | 145 | 84 | 14 |
| 1500 | 388 | 0 | 0 | 0 | 1 | 23 | 29 | 72 | 156 | 90 | 16 |
| 1600 | 480 | 0 | 0 | 0 | 2 | 14 | 26 | 82 | 231 | 115 | 10 |
| 1700 | 493 | 0 | 0 | 0 | 1 | 23 | 42 | 109 | 203 | 102 | 11 |
| 1800 | 291 | 0 | 0 | 0 | 0 | 7 | 14 | 40 | 112 | 87 | 26 |
| 1900 | 231 | 0 | 0 | 0 | 2 | 9 | 5 | 32 | 95 | 72 | 15 |
| 2000 | 218 | 0 | 0 | 0 | 4 | 4 | 9 | 38 | 78 | 77 | 7 |
| 2100 | 134 | 0 | 0 | 0 | 0 | 0 | 3 | 28 | 68 | 25 | 9 |
| 2200 | 67 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 33 | 13 | 7 |
| 2300 | 43 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 17 | 16 | 4 |
| Total | 5023 | 0 | 1 | 1 | 42 | 204 | 338 | 940 | 2112 | 1161 | 196 |
|  | 100.00\% | 0.00\% | 0.02\% | 0.02\% | 0.84\% | 4.06\% | 6.73\% | 8.71\% | 2.05\% | 3.11\% | 3.90\% |

Maximum $=54.2 \mathrm{mph}$, Minimum $=8.3 \mathrm{mph}$, Mean $=36.7 \mathrm{mph}$
$85 \%$ Speed $=41.89 \mathrm{mph}, 95 \%$ Speed $=44.74 \mathrm{mph}$, Median $=37.47 \mathrm{mph}$
10 mph Pace $=33-43$, Number in Pace $=3527$ (70.22\%)
Variance $=33.40$, Standard Deviation $=5.78 \mathrm{mph}$

|  |  | I TRAFFIC DATA PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest $@$ BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 28 | 0 | 0 | 0 | 0 | 0 |
| 0.56\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

Job 1238_6_HSH_ATR 1
Area Barnstable, MA
Location lyannough Road (Route 132), south of Main St (Route 6A)
Dir Southbound
Wednesday, June 14, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 1 |
| 0100 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 |
| 0200 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 |
| 0300 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 |
| 0400 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 10 | 3 |
| 0500 | 96 | 0 | 0 | 0 | 1 | 13 | 6 | 12 | 22 | 31 | 11 |
| 0600 | 237 | 0 | 1 | 0 | 2 | 29 | 20 | 22 | 81 | 65 | 14 |
| 0700 | 449 | 0 | 0 | 1 | 11 | 30 | 23 | 80 | 154 | 118 | 27 |
| 0800 | 391 | 2 | 5 | 10 | 18 | 45 | 31 | 62 | 130 | 70 | 18 |
| 0900 | 332 | 0 | 0 | 0 | 9 | 28 | 25 | 69 | 130 | 63 | 7 |
| 1000 | 324 | 0 | 0 | 1 | 5 | 19 | 27 | 48 | 134 | 68 | 18 |
| 1100 | 425 | 0 | 0 | 1 | 2 | 20 | 26 | 110 | 164 | 85 | 17 |
| 1200 | 558 | 0 | 0 | 1 | 5 | 18 | 40 | 162 | 194 | 124 | 13 |
| 1300 | 265 | 0 | 0 | 1 | 7 | 23 | 13 | 56 | 103 | 55 | 6 |
| 1400 | 297 | 0 | 0 | 0 | 6 | 9 | 10 | 53 | 134 | 73 | 11 |
| 1500 | 333 | 0 | 0 | 0 | 4 | 18 | 35 | 77 | 132 | 56 | 11 |
| 1600 | 372 | 0 | 1 | 4 | 9 | 32 | 26 | 73 | 133 | 76 | 17 |
| 1700 | 260 | 0 | 0 | 1 | 4 | 17 | 21 | 56 | 98 | 50 | 13 |
| 1800 | 196 | 0 | 0 | 1 | 5 | 16 | 4 | 23 | 72 | 56 | 15 |
| 1900 | 123 | 0 | 0 | 0 | 3 | 3 | 6 | 33 | 55 | 21 | 2 |
| 2000 | 87 | 0 | 0 | 0 | 8 | 8 | 15 | 22 | 23 | 11 | 0 |
| 2100 | 53 | 0 | 0 | 0 | 0 | 1 | 5 | 17 | 20 | 9 | 1 |
| 2200 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 3 |
| 2300 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 3 | 1 |
| Total | 4877 | 2 | 7 | 21 | 99 | 330 | 335 | 989 | 1803 | 1056 | 212 |
|  | 100.00\% | 0.04\% | 0.14\% | 0.43\% | 2.03\% | 6.77\% | 6.87\% | 0.28\% | 6.97\% | 1.65\% | 4.35\% |

Maximum $=52.6 \mathrm{mph}$, Minimum $=2.3 \mathrm{mph}$, Mean $=35.8 \mathrm{mph}$
$85 \%$ Speed $=41.83 \mathrm{mph}, 95 \%$ Speed $=45.07 \mathrm{mph}$, Median $=36.85 \mathrm{mph}$
10 mph Pace $=32-42$, Number in Pace $=3154$ (64.67\%)
Variance $=46.54$, Standard Deviation $=6.82 \mathrm{mph}$

|  |  | BOSTM TRAFFIC DATA PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 |
| 0.47\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

Job 1238_6_HSH_ATR 1
Area Barnstable, MA
Location lyannough Road (Route 132), south of Main St (Route 6A)
Dir Southbound
Thursday, June 15, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 |
| 0100 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 0200 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 |
| 0300 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 |
| 0400 | 18 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 6 | 5 | 2 |
| 0500 | 74 | 0 | 0 | 0 | 0 | 10 | 3 | 8 | 22 | 19 | 10 |
| 0600 | 236 | 0 | 0 | 0 | 2 | 14 | 14 | 16 | 85 | 74 | 24 |
| 0700 | 428 | 0 | 6 | 14 | 13 | 25 | 28 | 51 | 155 | 120 | 15 |
| 0800 | 421 | 0 | 0 | 9 | 19 | 35 | 43 | 77 | 134 | 85 | 19 |
| 0900 | 321 | 0 | 1 | 1 | 11 | 21 | 20 | 49 | 136 | 57 | 23 |
| 1000 | 334 | 0 | 0 | 0 | 7 | 21 | 18 | 63 | 131 | 79 | 15 |
| 1100 | 269 | 0 | 0 | 0 | 4 | 15 | 19 | 65 | 98 | 60 | 8 |
| 1200 | 311 | 0 | 0 | 3 | 5 | 20 | 18 | 59 | 130 | 58 | 16 |
| 1300 | 298 | 0 | 0 | 0 | 0 | 4 | 3 | 75 | 138 | 63 | 14 |
| 1400 | 288 | 0 | 0 | 2 | 2 | 13 | 8 | 43 | 125 | 78 | 16 |
| 1500 | 289 | 0 | 0 | 1 | 9 | 12 | 21 | 55 | 130 | 55 | 6 |
| 1600 | 329 | 0 | 0 | 2 | 10 | 21 | 23 | 44 | 143 | 66 | 20 |
| 1700 | 293 | 0 | 0 | 0 | 5 | 11 | 13 | 69 | 125 | 59 | 10 |
| 1800 | 193 | 0 | 0 | 0 | 3 | 7 | 14 | 30 | 66 | 57 | 14 |
| 1900 | 143 | 0 | 0 | 1 | 1 | 5 | 5 | 22 | 59 | 41 | 7 |
| 2000 | 102 | 0 | 0 | 0 | 0 | 3 | 4 | 18 | 51 | 19 | 7 |
| 2100 | 81 | 0 | 0 | 0 | 0 | 1 | 5 | 23 | 31 | 14 | 4 |
| 2200 | 31 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 15 | 8 | 1 |
| 2300 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 7 | 5 | 1 |
| Total | 4496 | 0 | 7 | 33 | 93 | 238 | 264 | 781 | 1793 | 1028 | 233 |
|  | 100.00\% | 0.00\% | 0.16\% | 0.73\% | 2.07\% | 5.29\% | 5.87\% | 7.37\% | 9.88\% | 2.86\% | 5.18\% |

Maximum $=53.6 \mathrm{mph}$, Minimum $=7.7 \mathrm{mph}$, Mean $=36.4 \mathrm{mph}$
$85 \%$ Speed $=42.28 \mathrm{mph}, 95 \%$ Speed $=45.36 \mathrm{mph}$, Median $=37.47 \mathrm{mph}$
10 mph Pace $=33-43$, Number in Pace $=3007$ (66.88\%)
Variance $=45.81$, Standard Deviation $=6.77 \mathrm{mph}$

|  |  | BOSTN TRAFFIC DATA PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 26 | 0 | 0 | 0 | 0 | 0 |
| 0.58\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

| Job | 1238_6_HSH_ATR 2 |
| :--- | :--- |
| Area | Barnstable, MA |
| Location | Main St (Route 6A), east of lyannough Road |
| Dir | Eastbound |

Wednesday, June 14, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| 0100 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| 0200 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 0300 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 0400 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 |
| 0500 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 2 | 0 | 0 |
| 0600 | 67 | 0 | 0 | 1 | 0 | 0 | 4 | 33 | 24 | 5 | 0 |
| 0700 | 232 | 0 | 0 | 0 | 0 | 7 | 20 | 97 | 100 | 8 | 0 |
| 0800 | 365 | 0 | 0 | 0 | 0 | 4 | 44 | 196 | 100 | 19 | 2 |
| 0900 | 212 | 0 | 0 | 2 | 6 | 15 | 51 | 99 | 34 | 5 | 0 |
| 1000 | 213 | 0 | 0 | 0 | 1 | 9 | 25 | 122 | 55 | 0 | 1 |
| 1100 | 291 | 0 | 0 | 2 | 0 | 4 | 45 | 162 | 68 | 9 | 1 |
| 1200 | 329 | 0 | 0 | 1 | 1 | 3 | 38 | 193 | 86 | 7 | 0 |
| 1300 | 276 | 0 | 0 | 0 | 2 | 5 | 57 | 147 | 57 | 7 | 1 |
| 1400 | 233 | 0 | 0 | 2 | 2 | 4 | 42 | 109 | 66 | 6 | 2 |
| 1500 | 263 | 0 | 1 | 0 | 3 | 3 | 65 | 139 | 47 | 5 | 0 |
| 1600 | 199 | 0 | 0 | 0 | 2 | 4 | 26 | 111 | 48 | 6 | 2 |
| 1700 | 184 | 0 | 0 | 0 | 0 | 1 | 14 | 107 | 47 | 14 | 0 |
| 1800 | 116 | 0 | 0 | 1 | 1 | 2 | 4 | 61 | 43 | 4 | 0 |
| 1900 | 83 | 0 | 0 | 0 | 0 | 2 | 7 | 43 | 28 | 3 | 0 |
| 2000 | 57 | 0 | 0 | 0 | 4 | 8 | 18 | 23 | 3 | 1 | 0 |
| 2100 | 38 | 0 | 0 | 0 | 1 | 1 | 10 | 14 | 11 | 0 | 1 |
| 2200 | 23 | 0 | 0 | 0 | 0 | 1 | 4 | 11 | 3 | 3 | 0 |
| 2300 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 |
| Total | 3217 | 0 | 1 | 9 | 23 | 73 | 477 | 1685 | 831 | 104 | 12 |
|  | 100.00\% | 0.00\% | 0.03\% | 0.28\% | 0.71\% | 2.27\% | 4.83\% | 2.38\% | 5.83\% | 3.23\% | 0.37\% |

Maximum $=52.9 \mathrm{mph}$, Minimum $=8.1 \mathrm{mph}$, Mean $=33.0 \mathrm{mph}$
$85 \%$ Speed $=36.69 \mathrm{mph}, 95 \%$ Speed $=39.20 \mathrm{mph}$, Median $=33.16 \mathrm{mph}$
10 mph Pace $=29-39$, Number in Pace $=2612$ (81.19\%)
Variance $=17.51$, Standard Deviation $=4.18 \mathrm{mph}$

|  |  | BOTON TRAFFIC DATA PO BOX 1723 , Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 0.06\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

```
Job 1238_6_HSH_ATR 2
Area Barnstable, MA
Location Main St (Route 6A), east of Iyannough Road
Dir Eastbound
```

Thursday, June 15, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 0100 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 0200 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 0300 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 |
| 0400 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 |
| 0500 | 18 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 4 | 0 | 0 |
| 0600 | 67 | 0 | 0 | 1 | 0 | 0 | 9 | 29 | 25 | 3 | 0 |
| 0700 | 211 | 0 | 0 | 0 | 0 | 3 | 18 | 107 | 69 | 12 | 2 |
| 0800 | 393 | 0 | 0 | 0 | 1 | 7 | 59 | 197 | 117 | 12 | 0 |
| 0900 | 206 | 0 | 0 | 0 | 1 | 2 | 26 | 122 | 51 | 4 | 0 |
| 1000 | 229 | 0 | 0 | 2 | 1 | 10 | 51 | 110 | 50 | 5 | 0 |
| 1100 | 254 | 0 | 0 | 0 | 0 | 1 | 62 | 141 | 49 | 1 | 0 |
| 1200 | 251 | 0 | 0 | 1 | 2 | 5 | 46 | 133 | 55 | 8 | 1 |
| 1300 | 231 | 0 | 0 | 1 | 2 | 2 | 46 | 124 | 51 | 1 | 3 |
| 1400 | 211 | 0 | 0 | 0 | 0 | 2 | 31 | 103 | 67 | 8 | 0 |
| 1500 | 253 | 0 | 0 | 0 | 0 | 0 | 39 | 143 | 63 | 6 | 2 |
| 1600 | 214 | 0 | 0 | 0 | 0 | 0 | 17 | 118 | 65 | 12 | 2 |
| 1700 | 194 | 0 | 0 | 4 | 1 | 1 | 21 | 92 | 66 | 8 | 1 |
| 1800 | 115 | 0 | 0 | 1 | 2 | 1 | 21 | 44 | 37 | 8 | 1 |
| 1900 | 132 | 0 | 0 | 0 | 0 | 1 | 16 | 73 | 33 | 8 | 0 |
| 2000 | 83 | 0 | 0 | 0 | 0 | 1 | 9 | 45 | 27 | 1 | 0 |
| 2100 | 44 | 0 | 0 | 0 | 0 | 1 | 6 | 19 | 13 | 2 | 3 |
| 2200 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 6 | 1 | 0 |
| 2300 | 10 | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 1 | 0 | 1 |
| Total | 3153 | 0 | 0 | 11 | 10 | 37 | 490 | 1629 | 858 | 100 | 16 |
|  | 100.00\% | 0.00\% | 0.00\% | 0.35\% | 0.32\% | 1.17\% | 5.54\% | 1.67\% | 7.21\% | 3.17\% | 0.51\% |

Maximum = 54.2 mph , Minimum $=10.5 \mathrm{mph}$, Mean $=33.2 \mathrm{mph}$
$85 \%$ Speed $=37.08 \mathrm{mph}, 95 \%$ Speed $=39.48 \mathrm{mph}$, Median $=33.22 \mathrm{mph}$
10 mph Pace $=28-38$, Number in Pace $=2618$ (83.03\%)
Variance $=16.45$, Standard Deviation $=4.06 \mathrm{mph}$

|  |  | BOSTM TRAFFIC DATA PO BOX 1723 , Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 0.06\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

$\begin{array}{ll}\text { Job } & \text { 1238_6_HSH_ATR } 2 \\ \text { Area } & \text { Barnstable, MA }\end{array}$
Location Main St (Route 6A), east of lyannough Road
Dir Westbound
Wednesday, June 14, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| 0100 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| 0200 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 0300 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 0400 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 1 | 0 |
| 0500 | 30 | 0 | 0 | 0 | 1 | 1 | 2 | 11 | 12 | 3 | 0 |
| 0600 | 55 | 0 | 0 | 0 | 0 | 1 | 8 | 32 | 13 | 0 | 1 |
| 0700 | 155 | 0 | 0 | 1 | 4 | 4 | 15 | 84 | 41 | 6 | 0 |
| 0800 | 168 | 0 | 0 | 2 | 1 | 0 | 43 | 86 | 34 | 2 | 0 |
| 0900 | 170 | 0 | 0 | 1 | 0 | 14 | 57 | 85 | 13 | 0 | 0 |
| 1000 | 229 | 0 | 3 | 1 | 8 | 8 | 95 | 100 | 12 | 0 | 2 |
| 1100 | 205 | 0 | 0 | 1 | 0 | 1 | 61 | 125 | 17 | 0 | 0 |
| 1200 | 200 | 0 | 1 | 1 | 4 | 5 | 66 | 99 | 24 | 0 | 0 |
| 1300 | 227 | 0 | 1 | 1 | 2 | 10 | 63 | 113 | 35 | 2 | 0 |
| 1400 | 247 | 0 | 0 | 1 | 2 | 7 | 73 | 130 | 31 | 3 | 0 |
| 1500 | 272 | 0 | 0 | 0 | 4 | 8 | 74 | 154 | 30 | 2 | 0 |
| 1600 | 406 | 0 | 0 | 0 | 2 | 2 | 119 | 243 | 38 | 1 | 1 |
| 1700 | 235 | 0 | 0 | 1 | 0 | 9 | 34 | 150 | 38 | 3 | 0 |
| 1800 | 142 | 0 | 0 | 0 | 0 | 5 | 21 | 87 | 26 | 3 | 0 |
| 1900 | 120 | 0 | 0 | 0 | 0 | 0 | 22 | 78 | 17 | 3 | 0 |
| 2000 | 44 | 0 | 0 | 0 | 0 | 6 | 14 | 22 | 2 | 0 | 0 |
| 2100 | 34 | 0 | 0 | 1 | 0 | 3 | 7 | 19 | 4 | 0 | 0 |
| 2200 | 22 | 0 | 0 | 0 | 0 | 2 | 3 | 11 | 5 | 1 | 0 |
| 2300 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 |
| Total | 2987 | 0 | 5 | 11 | 28 | 86 | 779 | 1639 | 401 | 34 | 4 |
|  | 100.00\% | 0.00\% | 0.17\% | 0.37\% | 0.94\% | 2.88\% | 6.08\% | 4.87\% | 3.42\% | 1.14\% | 0.13\% |

Maximum $=46.8 \mathrm{mph}$, Minimum $=6.2 \mathrm{mph}$, Mean $=31.5 \mathrm{mph}$
$85 \%$ Speed $=34.95 \mathrm{mph}, 95 \%$ Speed $=37.19 \mathrm{mph}$, Median $=31.60 \mathrm{mph}$
10 mph Pace $=27-37$, Number in Pace $=2570$ (86.04\%)
Variance $=15.73$, Standard Deviation $=3.97 \mathrm{mph}$

|  |  | BOSTM TRAFFIC DATA PO BOX 1723 , Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

| Job | 1238_6_HSH_ATR 2 |
| :--- | :--- |
| Area | Barnstable, MA |
| Location | Main St (Route 6A), east of lyannough Road |
| Dir | Westbound |

Thursday, June 15, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| 0200 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 |
| 0300 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 0400 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 0 | 0 |
| 0500 | 16 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 4 | 3 | 0 |
| 0600 | 52 | 0 | 0 | 0 | 2 | 0 | 6 | 26 | 17 | 1 | 0 |
| 0700 | 135 | 0 | 0 | 1 | 2 | 2 | 12 | 71 | 42 | 5 | 0 |
| 0800 | 176 | 0 | 0 | 0 | 1 | 0 | 38 | 90 | 43 | 3 | 1 |
| 0900 | 244 | 0 | 1 | 1 | 0 | 11 | 43 | 154 | 30 | 4 | 0 |
| 1000 | 252 | 0 | 1 | 0 | 2 | 2 | 82 | 125 | 38 | 2 | 0 |
| 1100 | 206 | 0 | 0 | 0 | 1 | 11 | 59 | 102 | 32 | 1 | 0 |
| 1200 | 233 | 0 | 0 | 0 | 1 | 6 | 89 | 116 | 20 | 1 | 0 |
| 1300 | 242 | 0 | 0 | 0 | 3 | 18 | 56 | 130 | 30 | 5 | 0 |
| 1400 | 262 | 0 | 0 | 1 | 0 | 3 | 51 | 169 | 35 | 3 | 0 |
| 1500 | 327 | 0 | 1 | 0 | 3 | 6 | 95 | 189 | 29 | 4 | 0 |
| 1600 | 343 | 0 | 0 | 2 | 5 | 7 | 55 | 215 | 57 | 2 | 0 |
| 1700 | 234 | 0 | 0 | 0 | 1 | 4 | 27 | 158 | 42 | 2 | 0 |
| 1800 | 169 | 0 | 0 | 1 | 0 | 0 | 25 | 108 | 34 | 1 | 0 |
| 1900 | 122 | 0 | 0 | 0 | 0 | 2 | 17 | 71 | 29 | 3 | 0 |
| 2000 | 81 | 0 | 0 | 0 | 1 | 3 | 19 | 49 | 9 | 0 | 0 |
| 2100 | 70 | 0 | 0 | 0 | 0 | 2 | 11 | 37 | 15 | 5 | 0 |
| 2200 | 37 | 0 | 0 | 0 | 2 | 0 | 1 | 19 | 14 | 1 | 0 |
| 2300 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 |
| Total | 3229 | 0 | 3 | 6 | 25 | 77 | 688 | 1848 | 532 | 49 | 1 |
|  | 100.00\% | 0.00\% | 0.09\% | 0.19\% | 0.77\% | 2.38\% | 1.31\% | 7.23\% | 6.48\% | 1.52\% | 0.03\% |

Maximum $=47.3 \mathrm{mph}$, Minimum $=7.1 \mathrm{mph}$, Mean $=32.0 \mathrm{mph}$
$85 \%$ Speed $=35.51 \mathrm{mph}, 95 \%$ Speed $=37.58 \mathrm{mph}$, Median $=32.10 \mathrm{mph}$
10 mph Pace $=27-37$, Number in Pace $=2781$ (86.13\%)
Variance $=14.18$, Standard Deviation $=3.77 \mathrm{mph}$

|  |  | BOSTM TRAFFIC DATA PO BOX 1723 , Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

| Job | 1238_6_HSH_ATR 3 |
| :--- | :--- |
| Area | Barnstable, MA |
| Location | Main St (Route 6A), east of Aberle Way |
| Dir | Eastbound |

Wednesday, June 14, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 0100 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 0200 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 |
| 0400 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 |
| 0500 | 12 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 0 |
| 0600 | 55 | 0 | 0 | 0 | 5 | 0 | 18 | 25 | 7 | 0 | 0 |
| 0700 | 197 | 0 | 0 | 1 | 8 | 14 | 52 | 105 | 17 | 0 | 0 |
| 0800 | 318 | 0 | 0 | 7 | 8 | 41 | 154 | 98 | 10 | 0 | 0 |
| 0900 | 206 | 0 | 1 | 3 | 8 | 29 | 87 | 70 | 8 | 0 | 0 |
| 1000 | 198 | 0 | 0 | 1 | 5 | 23 | 99 | 67 | 3 | 0 | 0 |
| 1100 | 274 | 1 | 1 | 7 | 9 | 41 | 146 | 65 | 4 | 0 | 0 |
| 1200 | 326 | 0 | 2 | 3 | 5 | 20 | 160 | 129 | 7 | 0 | 0 |
| 1300 | 275 | 0 | 0 | 4 | 9 | 29 | 151 | 79 | 2 | 1 | 0 |
| 1400 | 217 | 0 | 0 | 3 | 5 | 20 | 104 | 79 | 6 | 0 | 0 |
| 1500 | 241 | 0 | 0 | 0 | 9 | 26 | 120 | 79 | 7 | 0 | 0 |
| 1600 | 182 | 0 | 0 | 2 | 2 | 7 | 87 | 75 | 9 | 0 | 0 |
| 1700 | 147 | 0 | 0 | 3 | 5 | 5 | 54 | 74 | 6 | 0 | 0 |
| 1800 | 106 | 0 | 0 | 2 | 4 | 4 | 39 | 50 | 6 | 1 | 0 |
| 1900 | 67 | 0 | 0 | 1 | 1 | 0 | 35 | 25 | 5 | 0 | 0 |
| 2000 | 46 | 0 | 0 | 0 | 3 | 16 | 17 | 10 | 0 | 0 | 0 |
| 2100 | 39 | 0 | 0 | 0 | 0 | 8 | 20 | 8 | 3 | 0 | 0 |
| 2200 | 21 | 0 | 0 | 0 | 1 | 2 | 4 | 10 | 4 | 0 | 0 |
| 2300 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 |
| Total | 2948 | 1 | 4 | 37 | 87 | 286 | 1355 | 1064 | 111 | 3 | 0 |
|  | 100.00\% | 0.03\% | 0.14\% | 1.26\% | 2.95\% | 9.70\% | 5.96\% | 6.09\% | 3.77\% | 0.10\% | 0.00\% |

Maximum $=44.0 \mathrm{mph}$, Minimum $=4.9 \mathrm{mph}$, Mean $=28.7 \mathrm{mph}$
$85 \%$ Speed $=32.38 \mathrm{mph}, 95 \%$ Speed $=34.45 \mathrm{mph}$, Median $=29.25 \mathrm{mph}$
10 mph Pace $=24-34$, Number in Pace $=2452$ (83.18\%)
Variance $=18.00$, Standard Deviation $=4.24 \mathrm{mph}$

|  |  | BOSTM TRAFFIC DATA PO BOX 1723 , Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

| Job | 1238_6_HSH_ATR 3 |
| :--- | :--- |
| Area | Barnstable, MA |
| Location | Main St (Route 6A), east of Aberle Way |
| Dir | Eastbound |

Thursday, June 15, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 |
| 0100 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0200 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0300 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 |
| 0400 | 9 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 |
| 0500 | 18 | 0 | 0 | 0 | 0 | 1 | 8 | 9 | 0 | 0 | 0 |
| 0600 | 55 | 0 | 0 | 0 | 4 | 0 | 17 | 30 | 3 | 1 | 0 |
| 0700 | 191 | 0 | 0 | 5 | 4 | 4 | 50 | 112 | 16 | 0 | 0 |
| 0800 | 331 | 0 | 1 | 7 | 11 | 29 | 151 | 120 | 11 | 1 | 0 |
| 0900 | 196 | 0 | 0 | 2 | 2 | 12 | 93 | 81 | 6 | 0 | 0 |
| 1000 | 217 | 0 | 0 | 0 | 4 | 14 | 117 | 72 | 10 | 0 | 0 |
| 1100 | 247 | 0 | 5 | 6 | 8 | 21 | 110 | 89 | 8 | 0 | 0 |
| 1200 | 248 | 0 | 0 | 0 | 8 | 36 | 120 | 80 | 4 | 0 | 0 |
| 1300 | 219 | 0 | 0 | 0 | 3 | 21 | 120 | 71 | 3 | 1 | 0 |
| 1400 | 197 | 0 | 0 | 0 | 2 | 9 | 84 | 95 | 7 | 0 | 0 |
| 1500 | 237 | 0 | 0 | 0 | 5 | 15 | 126 | 82 | 9 | 0 | 0 |
| 1600 | 202 | 0 | 1 | 1 | 6 | 5 | 71 | 107 | 10 | 1 | 0 |
| 1700 | 176 | 0 | 0 | 1 | 5 | 7 | 72 | 83 | 7 | 1 | 0 |
| 1800 | 110 | 0 | 3 | 1 | 0 | 5 | 48 | 48 | 5 | 0 | 0 |
| 1900 | 100 | 0 | 0 | 0 | 3 | 3 | 46 | 37 | 10 | 1 | 0 |
| 2000 | 71 | 0 | 0 | 3 | 2 | 6 | 26 | 32 | 2 | 0 | 0 |
| 2100 | 39 | 0 | 0 | 0 | 2 | 1 | 14 | 15 | 5 | 2 | 0 |
| 2200 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 0 |
| 2300 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 |
| Total | 2890 | 0 | 10 | 26 | 70 | 190 | 1285 | 1180 | 121 | 8 | 0 |
|  | 100.00\% | 0.00\% | 0.35\% | 0.90\% | 2.42\% | 6.57\% | 4.46\% | 0.83\% | 4.19\% | 0.28\% | 0.00\% |

Maximum $=44.8 \mathrm{mph}$, Minimum $=5.5 \mathrm{mph}$, Mean $=29.3 \mathrm{mph}$
$85 \%$ Speed $=32.83 \mathrm{mph}, 95 \%$ Speed $=34.78 \mathrm{mph}$, Median $=29.70 \mathrm{mph}$
10 mph Pace $=25-35$, Number in Pace $=2475$ (85.64\%)
Variance $=17.47$, Standard Deviation $=4.18 \mathrm{mph}$

|  |  | BOSTM TRAFFIC DATA PO BOX 1723 , Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

Job 1238_6_HSH_ATR 3
Area Barnstable, MA
Location Main St (Route 6A), east of Aberle Way
Dir Westbound
Wednesday, June 14, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 |
| 0100 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0400 | 9 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 |
| 0500 | 22 | 0 | 0 | 0 | 0 | 5 | 10 | 7 | 0 | 0 | 0 |
| 0600 | 45 | 0 | 0 | 1 | 0 | 5 | 32 | 5 | 2 | 0 | 0 |
| 0700 | 125 | 0 | 0 | 2 | 6 | 27 | 75 | 15 | 0 | 0 | 0 |
| 0800 | 155 | 0 | 0 | 4 | 9 | 48 | 83 | 11 | 0 | 0 | 0 |
| 0900 | 146 | 0 | 0 | 0 | 14 | 40 | 84 | 8 | 0 | 0 | 0 |
| 1000 | 199 | 0 | 0 | 2 | 10 | 64 | 114 | 8 | 1 | 0 | 0 |
| 1100 | 203 | 0 | 1 | 8 | 3 | 83 | 104 | 4 | 0 | 0 | 0 |
| 1200 | 186 | 0 | 0 | 2 | 5 | 54 | 118 | 7 | 0 | 0 | 0 |
| 1300 | 207 | 0 | 1 | 0 | 9 | 83 | 101 | 13 | 0 | 0 | 0 |
| 1400 | 242 | 0 | 0 | 4 | 3 | 101 | 132 | 2 | 0 | 0 | 0 |
| 1500 | 236 | 0 | 0 | 3 | 14 | 73 | 133 | 13 | 0 | 0 | 0 |
| 1600 | 378 | 0 | 0 | 0 | 2 | 122 | 238 | 15 | 1 | 0 | 0 |
| 1700 | 200 | 0 | 0 | 3 | 3 | 50 | 132 | 12 | 0 | 0 | 0 |
| 1800 | 127 | 0 | 0 | 1 | 1 | 48 | 71 | 6 | 0 | 0 | 0 |
| 1900 | 102 | 0 | 0 | 1 | 1 | 30 | 60 | 10 | 0 | 0 | 0 |
| 2000 | 42 | 0 | 0 | 0 | 7 | 15 | 19 | 1 | 0 | 0 | 0 |
| 2100 | 36 | 0 | 0 | 1 | 4 | 16 | 14 | 1 | 0 | 0 | 0 |
| 2200 | 22 | 0 | 0 | 0 | 0 | 5 | 14 | 3 | 0 | 0 | 0 |
| 2300 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 |
| Total | 2697 | 0 | 2 | 32 | 91 | 874 | 1544 | 150 | 4 | 0 | 0 |
|  | 100.00\% | 0.00\% | 0.07\% | 1.19\% | 3.37\% | 2.41\% | 7.25\% | 5.56\% | 0.15\% | 0.00\% | 0.00\% |

Maximum $=38.8 \mathrm{mph}$, Minimum $=6.3 \mathrm{mph}$, Mean $=25.6 \mathrm{mph}$
$85 \%$ Speed $=28.47 \mathrm{mph}, 95 \%$ Speed $=30.14 \mathrm{mph}$, Median $=25.84 \mathrm{mph}$
10 mph Pace $=21-31$, Number in Pace $=2451$ (90.88\%)
Variance $=10.26$, Standard Deviation $=3.20 \mathrm{mph}$

|  |  | BOSTM TRAFFIC DATA PO BOX 1723 , Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Speed Report

| Job | 1238_6_HSH_ATR 3 |
| :--- | :--- |
| Area | Barnstable, MA |
| Location | Main St (Route 6A), east of Aberle Way |
| Dir | Westbound |

Thursday, June 15, 2023

| Time | Total | Speed Bins (mph) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 |
|  |  | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 |
| 0000 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 0100 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 0200 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 |
| 0500 | 12 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 1 | 0 | 0 |
| 0600 | 46 | 0 | 0 | 1 | 1 | 7 | 32 | 5 | 0 | 0 | 0 |
| 0700 | 106 | 0 | 0 | 1 | 1 | 22 | 75 | 7 | 0 | 0 | 0 |
| 0800 | 168 | 0 | 0 | 4 | 7 | 57 | 88 | 12 | 0 | 0 | 0 |
| 0900 | 215 | 0 | 0 | 1 | 5 | 50 | 143 | 16 | 0 | 0 | 0 |
| 1000 | 238 | 0 | 0 | 3 | 17 | 64 | 145 | 9 | 0 | 0 | 0 |
| 1100 | 187 | 0 | 0 | 5 | 1 | 80 | 92 | 9 | 0 | 0 | 0 |
| 1200 | 230 | 0 | 0 | 0 | 7 | 76 | 141 | 6 | 0 | 0 | 0 |
| 1300 | 231 | 0 | 0 | 5 | 15 | 66 | 127 | 17 | 1 | 0 | 0 |
| 1400 | 245 | 0 | 0 | 2 | 3 | 57 | 173 | 9 | 1 | 0 | 0 |
| 1500 | 278 | 0 | 0 | 3 | 11 | 94 | 161 | 9 | 0 | 0 | 0 |
| 1600 | 331 | 0 | 0 | 4 | 3 | 76 | 233 | 15 | 0 | 0 | 0 |
| 1700 | 204 | 0 | 0 | 2 | 1 | 52 | 136 | 13 | 0 | 0 | 0 |
| 1800 | 161 | 0 | 1 | 2 | 6 | 55 | 86 | 11 | 0 | 0 | 0 |
| 1900 | 118 | 0 | 0 | 2 | 3 | 16 | 88 | 8 | 1 | 0 | 0 |
| 2000 | 75 | 0 | 0 | 2 | 0 | 25 | 43 | 5 | 0 | 0 | 0 |
| 2100 | 52 | 0 | 0 | 1 | 1 | 13 | 25 | 12 | 0 | 0 | 0 |
| 2200 | 34 | 0 | 0 | 0 | 0 | 6 | 19 | 6 | 3 | 0 | 0 |
| 2300 | 9 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 |
| Total | 2956 | 0 | 1 | 38 | 82 | 820 | 1829 | 179 | 7 | 0 | 0 |
|  | 100.00\% | 0.00\% | 0.03\% | 1.29\% | 2.77\% | 7.74\% | 1.87\% | 6.06\% | 0.24\% | 0.00\% | 0.00\% |

Maximum $=38.7 \mathrm{mph}$, Minimum $=9.2 \mathrm{mph}$, Mean $=25.9 \mathrm{mph}$
$85 \%$ Speed $=28.58 \mathrm{mph}, 95 \%$ Speed $=30.42 \mathrm{mph}$, Median $=26.17 \mathrm{mph}$
10 mph Pace $=21-31$, Number in Pace $=2700$ (91.34\%)
Variance $=10.14$, Standard Deviation $=3.18 \mathrm{mph}$

|  |  | BOSTM TRAFFIC DATA PO BOX 1723 , Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \\ & 55 \end{aligned}$ | $\begin{aligned} & 55 \\ & 60 \end{aligned}$ | $\begin{aligned} & 60 \\ & 65 \end{aligned}$ | $\begin{aligned} & 65 \\ & 70 \end{aligned}$ | $\begin{aligned} & 70 \\ & 75 \end{aligned}$ | $\begin{aligned} & 75 \\ & 80 \end{aligned}$ |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Volume Report

Job 1238_6_HSH_ATR 1
Area Barnstable, MA
Location lyannough Road (Route 132), south of Main St (Route 6A)
BOSTON

Wednesday, June 14, 2023
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
ataRequesta

| Time | Total |  | NB |  | SB |  | Time | Total |  | NB |  | SB |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 8 |  | 5 |  | 3 |  | 1200 | 221 |  | 62 |  | 159 |  |
| 0015 | 8 |  | 6 |  | 2 |  | 1215 | 250 |  | 64 |  | 186 |  |
| 0030 | 3 |  | 1 |  | 2 |  | 1230 | 261 |  | 131 |  | 130 |  |
| 0045 | 2 | 21 | 2 | 14 | 0 | 7 | 1245 | 176 | 908 | 93 | 350 | 83 | 558 |
| 0100 | 3 |  | 0 |  | 3 |  | 1300 | 141 |  | 76 |  | 65 |  |
| 0115 | 4 |  | 2 |  | 2 |  | 1315 | 123 |  | 65 |  | 58 |  |
| 0130 | 3 |  | 1 |  | 2 |  | 1330 | 158 |  | 83 |  | 75 |  |
| 0145 | 4 | 14 | 4 | 7 | 0 | 7 | 1345 | 139 | 561 | 72 | 296 | 67 | 265 |
| 0200 | 4 |  | 2 |  | 2 |  | 1400 | 161 |  | 82 |  | 79 |  |
| 0215 | 2 |  | 1 |  | 1 |  | 1415 | 157 |  | 87 |  | 70 |  |
| 0230 | 1 |  | 0 |  | 1 |  | 1430 | 186 |  | 110 |  | 76 |  |
| 0245 | 1 | 8 | 0 | 3 | 1 | 5 | 1445 | 159 | 663 | 87 | 366 | 72 | 297 |
| 0300 | 5 |  | 4 |  | 1 |  | 1500 | 176 |  | 100 |  | 76 |  |
| 0315 | 1 |  | 0 |  | 1 |  | 1515 | 205 |  | 124 |  | 81 |  |
| 0330 | 1 |  | 0 |  | 1 |  | 1530 | 200 |  | 103 |  | 97 |  |
| 0345 | 2 | 9 | 0 | 4 | 2 | 5 | 1545 | 190 | 771 | 111 | 438 | 79 | 333 |
| 0400 | 4 |  | 2 |  | 2 |  | 1600 | 198 |  | 106 |  | 92 |  |
| 0415 | 5 |  | 1 |  | 4 |  | 1615 | 265 |  | 155 |  | 110 |  |
| 0430 | 8 |  | 0 |  | 8 |  | 1630 | 222 |  | 134 |  | 88 |  |
| 0445 | 8 | 25 | 1 | 4 | 7 | 21 | 1645 | 226 | 911 | 144 | 539 | 82 | 372 |
| 0500 | 21 |  | 3 |  | 18 |  | 1700 | 213 |  | 129 |  | 84 |  |
| 0515 | 22 |  | 3 |  | 19 |  | 1715 | 220 |  | 158 |  | 62 |  |
| 0530 | 36 |  | 3 |  | 33 |  | 1730 | 182 |  | 123 |  | 59 |  |
| 0545 | 34 | 113 | 8 | 17 | 26 | 96 | 1745 | 167 | 782 | 112 | 522 | 55 | 260 |
| 0600 | 43 |  | 12 |  | 31 |  | 1800 | 145 |  | 90 |  | 55 |  |
| 0615 | 70 |  | 18 |  | 52 |  | 1815 | 133 |  | 76 |  | 57 |  |
| 0630 | 115 |  | 34 |  | 81 |  | 1830 | 104 |  | 68 |  | 36 |  |
| 0645 | 115 | 343 | 42 | 106 | 73 | 237 | 1845 | 114 | 496 | 66 | 300 | 48 | 196 |
| 0700 | 154 |  | 52 |  | 102 |  | 1900 | 102 |  | 73 |  | 29 |  |
| 0715 | 171 |  | 62 |  | 109 |  | 1915 | 100 |  | 69 |  | 31 |  |
| 0730 | 177 |  | 66 |  | 111 |  | 1930 | 82 |  | 53 |  | 29 |  |
| 0745 | 221 | 723 | 94 | 274 | 127 | 449 | 1945 | 87 | 371 | 53 | 248 | 34 | 123 |
| 0800 | 169 |  | 68 |  | 101 |  | 2000 | 69 |  | 43 |  | 26 |  |
| 0815 | 179 |  | 83 |  | 96 |  | 2015 | 88 |  | 64 |  | 24 |  |
| 0830 | 171 |  | 82 |  | 89 |  | 2030 | 59 |  | 41 |  | 18 |  |
| 0845 | 174 | 693 | 69 | 302 | 105 | 391 | 2045 | 69 | 285 | 50 | 198 | 19 | 87 |
| 0900 | 182 |  | 76 |  | 106 |  | 2100 | 50 |  | 34 |  | 16 |  |
| 0915 | 142 |  | 71 |  | 71 |  | 2115 | 43 |  | 25 |  | 18 |  |
| 0930 | 141 |  | 61 |  | 80 |  | 2130 | 39 |  | 26 |  | 13 |  |
| 0945 | 149 | 614 | 74 | 282 | 75 | 332 | 2145 | 33 | 165 | 27 | 112 | 6 | 53 |
| 1000 | 127 |  | 57 |  | 70 |  | 2200 | 29 |  | 21 |  | 8 |  |
| 1015 | 158 |  | 72 |  | 86 |  | 2215 | 23 |  | 19 |  | 4 |  |
| 1030 | 166 |  | 86 |  | 80 |  | 2230 | 13 |  | 8 |  | 5 |  |
| 1045 | 151 | 602 | 63 | 278 | 88 | 324 | 2245 | 8 | 73 | 7 | 55 | 1 | 18 |
| 1100 | 149 |  | 66 |  | 83 |  | 2300 | 13 |  | 6 |  | 7 |  |
| 1115 | 180 |  | 73 |  | 107 |  | 2315 | 12 |  | 6 |  | 6 |  |
| 1130 | 166 |  | 64 |  | 102 |  | 2330 | 6 |  | 6 |  | 0 |  |
| 1145 | 225 | 720 | 92 | 295 | 133 | 425 | 2345 | 8 | 39 | 5 | 23 | 3 | 16 |
|  |  |  |  |  |  |  | Total | 9910 |  | 5033 |  | 4877 |  |

## Volume Report

Job 1238_6_HSH_ATR 1
Area Barnstable, MA
Location lyannough Road (Route 132), south of Main St (Route 6A)
BOSTON

Thursday, June 15, 2023
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest $\Theta$ Boston
www BostonTrafficData.
www.Bostontraficiotata.com

| Time | Total |  | NB |  | SB |  | Time | Total |  | NB |  | SB |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 6 |  | 5 |  | 1 |  | 1200 | 154 |  | 84 |  | 70 |  |
| 0015 | 4 |  | 2 |  | 2 |  | 1215 | 184 |  | 97 |  | 87 |  |
| 0030 | 3 |  | 2 |  | 1 |  | 1230 | 166 |  | 80 |  | 86 |  |
| 0045 | 4 | 17 | 3 | 12 | 1 | 5 | 1245 | 138 | 642 | 70 | 331 | 68 | 311 |
| 0100 | 2 |  | 2 |  | 0 |  | 1300 | 145 |  | 74 |  | 71 |  |
| 0115 | 7 |  | 5 |  | 2 |  | 1315 | 136 |  | 64 |  | 72 |  |
| 0130 | 2 |  | 2 |  | 0 |  | 1330 | 163 |  | 84 |  | 79 |  |
| 0145 | 4 | 15 | 4 | 13 | 0 | 2 | 1345 | 173 | 617 | 97 | 319 | 76 | 298 |
| 0200 | 6 |  | 3 |  | 3 |  | 1400 | 144 |  | 77 |  | 67 |  |
| 0215 | 3 |  | 2 |  | 1 |  | 1415 | 164 |  | 98 |  | 66 |  |
| 0230 | 0 |  | 0 |  | 0 |  | 1430 | 162 |  | 79 |  | 83 |  |
| 0245 | 0 | 9 | 0 | 5 | 0 | 4 | 1445 | 165 | 635 | 93 | 347 | 72 | 288 |
| 0300 | 2 |  | 0 |  | 2 |  | 1500 | 164 |  | 91 |  | 73 |  |
| 0315 | 2 |  | 1 |  | 1 |  | 1515 | 154 |  | 93 |  | 61 |  |
| 0330 | 1 |  | 0 |  | 1 |  | 1530 | 199 |  | 118 |  | 81 |  |
| 0345 | 2 | 7 | 0 | 1 | 2 | 6 | 1545 | 160 | 677 | 86 | 388 | 74 | 289 |
| 0400 | 1 |  | 1 |  | 0 |  | 1600 | 170 |  | 92 |  | 78 |  |
| 0415 | 6 |  | 1 |  | 5 |  | 1615 | 198 |  | 121 |  | 77 |  |
| 0430 | 9 |  | 1 |  | 8 |  | 1630 | 223 |  | 135 |  | 88 |  |
| 0445 | 6 | 22 | 1 | 4 | 5 | 18 | 1645 | 218 | 809 | 132 | 480 | 86 | 329 |
| 0500 | 15 |  | 2 |  | 13 |  | 1700 | 226 |  | 143 |  | 83 |  |
| 0515 | 18 |  | 1 |  | 17 |  | 1715 | 200 |  | 135 |  | 65 |  |
| 0530 | 28 |  | 4 |  | 24 |  | 1730 | 188 |  | 110 |  | 78 |  |
| 0545 | 29 | 90 | 9 | 16 | 20 | 74 | 1745 | 172 | 786 | 105 | 493 | 67 | 293 |
| 0600 | 52 |  | 12 |  | 40 |  | 1800 | 141 |  | 90 |  | 51 |  |
| 0615 | 79 |  | 28 |  | 51 |  | 1815 | 116 |  | 71 |  | 45 |  |
| 0630 | 88 |  | 18 |  | 70 |  | 1830 | 122 |  | 67 |  | 55 |  |
| 0645 | 118 | 337 | 43 | 101 | 75 | 236 | 1845 | 105 | 484 | 63 | 291 | 42 | 193 |
| 0700 | 139 |  | 42 |  | 97 |  | 1900 | 101 |  | 60 |  | 41 |  |
| 0715 | 157 |  | 56 |  | 101 |  | 1915 | 113 |  | 67 |  | 46 |  |
| 0730 | 175 |  | 72 |  | 103 |  | 1930 | 79 |  | 56 |  | 23 |  |
| 0745 | 198 | 669 | 71 | 241 | 127 | 428 | 1945 | 81 | 374 | 48 | 231 | 33 | 143 |
| 0800 | 189 |  | 82 |  | 107 |  | 2000 | 88 |  | 58 |  | 30 |  |
| 0815 | 184 |  | 86 |  | 98 |  | 2015 | 65 |  | 41 |  | 24 |  |
| 0830 | 209 |  | 101 |  | 108 |  | 2030 | 83 |  | 59 |  | 24 |  |
| 0845 | 198 | 780 | 90 | 359 | 108 | 421 | 2045 | 84 | 320 | 60 | 218 | 24 | 102 |
| 0900 | 151 |  | 69 |  | 82 |  | 2100 | 66 |  | 50 |  | 16 |  |
| 0915 | 140 |  | 68 |  | 72 |  | 2115 | 58 |  | 34 |  | 24 |  |
| 0930 | 147 |  | 55 |  | 92 |  | 2130 | 51 |  | 31 |  | 20 |  |
| 0945 | 135 | 573 | 60 | 252 | 75 | 321 | 2145 | 40 | 215 | 19 | 134 | 21 | 81 |
| 1000 | 136 |  | 51 |  | 85 |  | 2200 | 33 |  | 23 |  | 10 |  |
| 1015 | 163 |  | 77 |  | 86 |  | 2215 | 22 |  | 13 |  | 9 |  |
| 1030 | 185 |  | 105 |  | 80 |  | 2230 | 22 |  | 15 |  | 7 |  |
| 1045 | 168 | 652 | 85 | 318 | 83 | 334 | 2245 | 21 | 98 | 16 | 67 | 5 | 31 |
| 1100 | 143 |  | 85 |  | 58 |  | 2300 | 25 |  | 15 |  | 10 |  |
| 1115 | 144 |  | 76 |  | 68 |  | 2315 | 17 |  | 12 |  | 5 |  |
| 1130 | 163 |  | 99 |  | 64 |  | 2330 | 12 |  | 10 |  | 2 |  |
| 1145 | 178 | 628 | 99 | 359 | 79 | 269 | 2345 | 9 | 63 | 6 | 43 | 3 | 20 |
|  |  |  |  |  |  |  | Total | 9519 |  | 5023 |  | 4496 |  |

## Volume Report

Job 1238_6_HSH_ATR 2
Area Barnstable, MA
Location Main St (Route 6A), east of lyannough Road
Wednesday, June 14, 2023
BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
ataRequest $@$ BostonTrafficData.co
www.BostonTrafficData.com

| Time | Total |  | EB |  | WB |  | Time | Total |  | EB |  | WB |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 2 |  | 2 |  | 0 |  | 1200 | 136 |  | 76 |  | 60 |  |
| 0015 | 1 |  | 0 |  | 1 |  | 1215 | 119 |  | 73 |  | 46 |  |
| 0030 | 3 |  | 1 |  | 2 |  | 1230 | 157 |  | 106 |  | 51 |  |
| 0045 | 0 | 6 | 0 | 3 | 0 | 3 | 1245 | 117 | 529 | 74 | 329 | 43 | 200 |
| 0100 | 1 |  | 0 |  | 1 |  | 1300 | 134 |  | 77 |  | 57 |  |
| 0115 | 4 |  | 2 |  | 2 |  | 1315 | 118 |  | 68 |  | 50 |  |
| 0130 | 0 |  | 0 |  | 0 |  | 1330 | 137 |  | 69 |  | 68 |  |
| 0145 | 2 | 7 | 1 | 3 | 1 | 4 | 1345 | 114 | 503 | 62 | 276 | 52 | 227 |
| 0200 | 1 |  | 1 |  | 0 |  | 1400 | 126 |  | 58 |  | 68 |  |
| 0215 | 1 |  | 0 |  | 1 |  | 1415 | 98 |  | 50 |  | 48 |  |
| 0230 | 0 |  | 0 |  | 0 |  | 1430 | 135 |  | 67 |  | 68 |  |
| 0245 | 0 | 2 | 0 | 1 | 0 | 1 | 1445 | 121 | 480 | 58 | 233 | 63 | 247 |
| 0300 | 1 |  | 1 |  | 0 |  | 1500 | 137 |  | 68 |  | 69 |  |
| 0315 | 1 |  | 1 |  | 0 |  | 1515 | 120 |  | 64 |  | 56 |  |
| 0330 | 0 |  | 0 |  | 0 |  | 1530 | 155 |  | 64 |  | 91 |  |
| 0345 | 3 | 5 | 1 | 3 | 2 | 2 | 1545 | 123 | 535 | 67 | 263 | 56 | 272 |
| 0400 | 1 |  | 1 |  | 0 |  | 1600 | 140 |  | 44 |  | 96 |  |
| 0415 | 4 |  | 3 |  | 1 |  | 1615 | 139 |  | 49 |  | 90 |  |
| 0430 | 7 |  | 2 |  | 5 |  | 1630 | 177 |  | 51 |  | 126 |  |
| 0445 | 4 | 16 | 0 | 6 | 4 | 10 | 1645 | 149 | 605 | 55 | 199 | 94 | 406 |
| 0500 | 8 |  | 3 |  | 5 |  | 1700 | 123 |  | 57 |  | 66 |  |
| 0515 | 11 |  | 1 |  | 10 |  | 1715 | 119 |  | 47 |  | 72 |  |
| 0530 | 11 |  | 4 |  | 7 |  | 1730 | 97 |  | 40 |  | 57 |  |
| 0545 | 13 | 43 | 5 | 13 | 8 | 30 | 1745 | 80 | 419 | 40 | 184 | 40 | 235 |
| 0600 | 13 |  | 5 |  | 8 |  | 1800 | 67 |  | 35 |  | 32 |  |
| 0615 | 23 |  | 15 |  | 8 |  | 1815 | 74 |  | 30 |  | 44 |  |
| 0630 | 32 |  | 13 |  | 19 |  | 1830 | 53 |  | 27 |  | 26 |  |
| 0645 | 54 | 122 | 34 | 67 | 20 | 55 | 1845 | 64 | 258 | 24 | 116 | 40 | 142 |
| 0700 | 63 |  | 36 |  | 27 |  | 1900 | 43 |  | 18 |  | 25 |  |
| 0715 | 61 |  | 31 |  | 30 |  | 1915 | 56 |  | 21 |  | 35 |  |
| 0730 | 104 |  | 62 |  | 42 |  | 1930 | 42 |  | 19 |  | 23 |  |
| 0745 | 159 | 387 | 103 | 232 | 56 | 155 | 1945 | 62 | 203 | 25 | 83 | 37 | 120 |
| 0800 | 112 |  | 73 |  | 39 |  | 2000 | 29 |  | 17 |  | 12 |  |
| 0815 | 130 |  | 97 |  | 33 |  | 2015 | 30 |  | 13 |  | 17 |  |
| 0830 | 126 |  | 95 |  | 31 |  | 2030 | 25 |  | 13 |  | 12 |  |
| 0845 | 165 | 533 | 100 | 365 | 65 | 168 | 2045 | 17 | 101 | 14 | 57 | 3 | 44 |
| 0900 | 121 |  | 56 |  | 65 |  | 2100 | 21 |  | 10 |  | 11 |  |
| 0915 | 93 |  | 62 |  | 31 |  | 2115 | 22 |  | 13 |  | 9 |  |
| 0930 | 85 |  | 44 |  | 41 |  | 2130 | 13 |  | 8 |  | 5 |  |
| 0945 | 83 | 382 | 50 | 212 | 33 | 170 | 2145 | 16 | 72 | 7 | 38 | 9 | 34 |
| 1000 | 91 |  | 47 |  | 44 |  | 2200 | 15 |  | 9 |  | 6 |  |
| 1015 | 104 |  | 45 |  | 59 |  | 2215 | 14 |  | 9 |  | 5 |  |
| 1030 | 117 |  | 57 |  | 60 |  | 2230 | 10 |  | 4 |  | 6 |  |
| 1045 | 130 | 442 | 64 | 213 | 66 | 229 | 2245 | 6 | 45 | 1 | 23 | 5 | 22 |
| 1100 | 112 |  | 74 |  | 38 |  | 2300 | 7 |  | 5 |  | 2 |  |
| 1115 | 128 |  | 75 |  | 53 |  | 2315 | 4 |  | 1 |  | 3 |  |
| 1130 | 111 |  | 58 |  | 53 |  | 2330 | 1 |  | 1 |  | 0 |  |
| 1145 | 145 | 496 | 84 | 291 | 61 | 205 | 2345 | 1 | 13 | 0 | 7 | 1 | 6 |
|  |  |  |  |  |  |  | Total | 6204 |  | 3217 |  | 2987 |  |

## Volume Report

Job 1238_6_HSH_ATR 2
Area Barnstable, MA
Location Main St (Route 6A), east of lyannough Road
Thursday, June 15, 2023
BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
ataRequest@BostonTrafficData.co
www_BostonTrafficData.com

| Time | Total |  | EB |  | WB |  | Time | Total |  | EB |  | WB |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 3 |  | 3 |  | 0 |  | 1200 | 117 |  | 61 |  | 56 |  |
| 0015 | 0 |  | 0 |  | 0 |  | 1215 | 116 |  | 65 |  | 51 |  |
| 0030 | 1 |  | 1 |  | 0 |  | 1230 | 133 |  | 59 |  | 74 |  |
| 0045 | 0 | 4 | 0 | 4 | 0 | 0 | 1245 | 118 | 484 | 66 | 251 | 52 | 233 |
| 0100 | 2 |  | 0 |  | 2 |  | 1300 | 121 |  | 54 |  | 67 |  |
| 0115 | 1 |  | 1 |  | 0 |  | 1315 | 112 |  | 56 |  | 56 |  |
| 0130 | 2 |  | 1 |  | 1 |  | 1330 | 129 |  | 59 |  | 70 |  |
| 0145 | 0 | 5 | 0 | 2 | 0 | 3 | 1345 | 111 | 473 | 62 | 231 | 49 | 242 |
| 0200 | 5 |  | 0 |  | 5 |  | 1400 | 113 |  | 51 |  | 62 |  |
| 0215 | 2 |  | 1 |  | 1 |  | 1415 | 120 |  | 56 |  | 64 |  |
| 0230 | 0 |  | 0 |  | 0 |  | 1430 | 118 |  | 47 |  | 71 |  |
| 0245 | 0 | 7 | 0 | 1 | 0 | 6 | 1445 | 122 | 473 | 57 | 211 | 65 | 262 |
| 0300 | 1 |  | 1 |  | 0 |  | 1500 | 117 |  | 50 |  | 67 |  |
| 0315 | 1 |  | 1 |  | 0 |  | 1515 | 148 |  | 77 |  | 71 |  |
| 0330 | 0 |  | 0 |  | 0 |  | 1530 | 184 |  | 64 |  | 120 |  |
| 0345 | 3 | 5 | 2 | 4 | 1 | 1 | 1545 | 131 | 580 | 62 | 253 | 69 | 327 |
| 0400 | 1 |  | 1 |  | 0 |  | 1600 | 132 |  | 54 |  | 78 |  |
| 0415 | 4 |  | 2 |  | 2 |  | 1615 | 118 |  | 47 |  | 71 |  |
| 0430 | 6 |  | 2 |  | 4 |  | 1630 | 169 |  | 58 |  | 111 |  |
| 0445 | 7 | 18 | 4 | 9 | 3 | 9 | 1645 | 138 | 557 | 55 | 214 | 83 | 343 |
| 0500 | 3 |  | 1 |  | 2 |  | 1700 | 126 |  | 57 |  | 69 |  |
| 0515 | 9 |  | 3 |  | 6 |  | 1715 | 114 |  | 56 |  | 58 |  |
| 0530 | 12 |  | 6 |  | 6 |  | 1730 | 105 |  | 45 |  | 60 |  |
| 0545 | 10 | 34 | 8 | 18 | 2 | 16 | 1745 | 83 | 428 | 36 | 194 | 47 | 234 |
| 0600 | 14 |  | 10 |  | 4 |  | 1800 | 90 |  | 37 |  | 53 |  |
| 0615 | 26 |  | 16 |  | 10 |  | 1815 | 72 |  | 28 |  | 44 |  |
| 0630 | 32 |  | 14 |  | 18 |  | 1830 | 62 |  | 23 |  | 39 |  |
| 0645 | 47 | 119 | 27 | 67 | 20 | 52 | 1845 | 60 | 284 | 27 | 115 | 33 | 169 |
| 0700 | 68 |  | 36 |  | 32 |  | 1900 | 65 |  | 33 |  | 32 |  |
| 0715 | 66 |  | 37 |  | 29 |  | 1915 | 70 |  | 39 |  | 31 |  |
| 0730 | 94 |  | 62 |  | 32 |  | 1930 | 57 |  | 28 |  | 29 |  |
| 0745 | 118 | 346 | 76 | 211 | 42 | 135 | 1945 | 62 | 254 | 32 | 132 | 30 | 122 |
| 0800 | 119 |  | 89 |  | 30 |  | 2000 | 56 |  | 29 |  | 27 |  |
| 0815 | 139 |  | 95 |  | 44 |  | 2015 | 34 |  | 10 |  | 24 |  |
| 0830 | 133 |  | 103 |  | 30 |  | 2030 | 29 |  | 20 |  | 9 |  |
| 0845 | 178 | 569 | 106 | 393 | 72 | 176 | 2045 | 45 | 164 | 24 | 83 | 21 | 81 |
| 0900 | 131 |  | 75 |  | 56 |  | 2100 | 27 |  | 9 |  | 18 |  |
| 0915 | 100 |  | 40 |  | 60 |  | 2115 | 36 |  | 15 |  | 21 |  |
| 0930 | 110 |  | 49 |  | 61 |  | 2130 | 31 |  | 12 |  | 19 |  |
| 0945 | 109 | 450 | 42 | 206 | 67 | 244 | 2145 | 20 | 114 | 8 | 44 | 12 | 70 |
| 1000 | 116 |  | 53 |  | 63 |  | 2200 | 25 |  | 10 |  | 15 |  |
| 1015 | 98 |  | 42 |  | 56 |  | 2215 | 13 |  | 2 |  | 11 |  |
| 1030 | 149 |  | 81 |  | 68 |  | 2230 | 6 |  | 2 |  | 4 |  |
| 1045 | 118 | 481 | 53 | 229 | 65 | 252 | 2245 | 10 | 54 | 3 | 17 | 7 | 37 |
| 1100 | 102 |  | 54 |  | 48 |  | 2300 | 3 |  | 2 |  | 1 |  |
| 1115 | 102 |  | 53 |  | 49 |  | 2315 | 4 |  | 3 |  | 1 |  |
| 1130 | 136 |  | 73 |  | 63 |  | 2330 | 7 |  | 5 |  | 2 |  |
| 1145 | 120 | 460 | 74 | 254 | 46 | 206 | 2345 | 5 | 19 | 0 | 10 | 5 | 9 |
|  |  |  |  |  |  |  | Total | 6382 |  | 3153 |  | 3229 |  |

## Volume Report

Job 1238_6_HSH_ATR 3
Area Barnstable, MA
Location Main St (Route 6A), east of Aberle Way
Wednesday, June 14, 2023

| Time | Total |  | EB |  | WB |  | Time | Total |  | EB |  | WB |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 2 |  | 1 |  | 1 |  | 1200 | 137 |  | 79 |  | 58 |  |
| 0015 | 2 |  | 0 |  | 2 |  | 1215 | 115 |  | 77 |  | 38 |  |
| 0030 | 2 |  | 1 |  | 1 |  | 1230 | 139 |  | 97 |  | 42 |  |
| 0045 | 0 | 6 | 0 | 2 | 0 | 4 | 1245 | 121 | 512 | 73 | 326 | 48 | 186 |
| 0100 | 1 |  | 0 |  | 1 |  | 1300 | 124 |  | 72 |  | 52 |  |
| 0115 | 4 |  | 1 |  | 3 |  | 1315 | 111 |  | 61 |  | 50 |  |
| 0130 | 0 |  | 0 |  | 0 |  | 1330 | 135 |  | 72 |  | 63 |  |
| 0145 | 2 | 7 | 1 | 2 | 1 | 5 | 1345 | 112 | 482 | 70 | 275 | 42 | 207 |
| 0200 | 1 |  | 1 |  | 0 |  | 1400 | 111 |  | 53 |  | 58 |  |
| 0215 | 0 |  | 0 |  | 0 |  | 1415 | 104 |  | 49 |  | 55 |  |
| 0230 | 0 |  | 0 |  | 0 |  | 1430 | 129 |  | 66 |  | 63 |  |
| 0245 | 0 | 1 | 0 | 1 | 0 | 0 | 1445 | 115 | 459 | 49 | 217 | 66 | 242 |
| 0300 | 1 |  | 1 |  | 0 |  | 1500 | 130 |  | 52 |  | 78 |  |
| 0315 | 1 |  | 1 |  | 0 |  | 1515 | 99 |  | 51 |  | 48 |  |
| 0330 | 1 |  | 0 |  | 1 |  | 1530 | 121 |  | 63 |  | 58 |  |
| 0345 | 1 | 4 | 1 | 3 | 0 | 1 | 1545 | 127 | 477 | 75 | 241 | 52 | 236 |
| 0400 | 1 |  | 1 |  | 0 |  | 1600 | 137 |  | 50 |  | 87 |  |
| 0415 | 5 |  | 3 |  | 2 |  | 1615 | 122 |  | 37 |  | 85 |  |
| 0430 | 6 |  | 2 |  | 4 |  | 1630 | 168 |  | 45 |  | 123 |  |
| 0445 | 3 | 15 | 0 | 6 | 3 | 9 | 1645 | 133 | 560 | 50 | 182 | 83 | 378 |
| 0500 | 5 |  | 1 |  | 4 |  | 1700 | 111 |  | 53 |  | 58 |  |
| 0515 | 7 |  | 1 |  | 6 |  | 1715 | 86 |  | 27 |  | 59 |  |
| 0530 | 9 |  | 3 |  | 6 |  | 1730 | 80 |  | 38 |  | 42 |  |
| 0545 | 13 | 34 | 7 | 12 | 6 | 22 | 1745 | 70 | 347 | 29 | 147 | 41 | 200 |
| 0600 | 8 |  | 3 |  | 5 |  | 1800 | 59 |  | 29 |  | 30 |  |
| 0615 | 23 |  | 14 |  | 9 |  | 1815 | 64 |  | 28 |  | 36 |  |
| 0630 | 24 |  | 10 |  | 14 |  | 1830 | 52 |  | 24 |  | 28 |  |
| 0645 | 45 | 100 | 28 | 55 | 17 | 45 | 1845 | 58 | 233 | 25 | 106 | 33 | 127 |
| 0700 | 52 |  | 30 |  | 22 |  | 1900 | 35 |  | 16 |  | 19 |  |
| 0715 | 52 |  | 27 |  | 25 |  | 1915 | 42 |  | 16 |  | 26 |  |
| 0730 | 93 |  | 49 |  | 44 |  | 1930 | 38 |  | 14 |  | 24 |  |
| 0745 | 125 | 322 | 91 | 197 | 34 | 125 | 1945 | 54 | 169 | 21 | 67 | 33 | 102 |
| 0800 | 105 |  | 72 |  | 33 |  | 2000 | 27 |  | 14 |  | 13 |  |
| 0815 | 123 |  | 89 |  | 34 |  | 2015 | 27 |  | 11 |  | 16 |  |
| 0830 | 110 |  | 69 |  | 41 |  | 2030 | 20 |  | 11 |  | 9 |  |
| 0845 | 135 | 473 | 88 | 318 | 47 | 155 | 2045 | 14 | 88 | 10 | 46 | 4 | 42 |
| 0900 | 107 |  | 57 |  | 50 |  | 2100 | 26 |  | 13 |  | 13 |  |
| 0915 | 93 |  | 60 |  | 33 |  | 2115 | 21 |  | 11 |  | 10 |  |
| 0930 | 78 |  | 43 |  | 35 |  | 2130 | 14 |  | 9 |  | 5 |  |
| 0945 | 74 | 352 | 46 | 206 | 28 | 146 | 2145 | 14 | 75 | 6 | 39 | 8 | 36 |
| 1000 | 90 |  | 48 |  | 42 |  | 2200 | 13 |  | 6 |  | 7 |  |
| 1015 | 92 |  | 44 |  | 48 |  | 2215 | 16 |  | 12 |  | 4 |  |
| 1030 | 96 |  | 43 |  | 53 |  | 2230 | 9 |  | 3 |  | 6 |  |
| 1045 | 119 | 397 | 63 | 198 | 56 | 199 | 2245 | 5 | 43 | 0 | 21 | 5 | 22 |
| 1100 | 105 |  | 63 |  | 42 |  | 2300 | 6 |  | 5 |  | 1 |  |
| 1115 | 124 |  | 72 |  | 52 |  | 2315 | 4 |  | 1 |  | 3 |  |
| 1130 | 102 |  | 59 |  | 43 |  | 2330 | 1 |  | 1 |  | 0 |  |
| 1145 | 146 | 477 | 80 | 274 | 66 | 203 | 2345 | 1 | 12 | 0 | 7 | 1 | 5 |
|  |  |  |  |  |  |  | Total | 5645 |  | 2948 |  | 2697 |  |

## Volume Report

Job 1238_6_HSH_ATR 3
Area Barnstable, MA
Location Main St (Route 6A), east of Aberle Way
Thursday, June 15, 2023
BOSTON
TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest $a$ BostonTrafficDa
ataRequest $a$ BostonTrafficData.co
www. BostonTrafficData.com

| Time | Total |  | EB |  | WB |  | Time | Total |  | EB |  | WB |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 3 |  | 2 |  | 1 |  | 1200 | 116 |  | 62 |  | 54 |  |
| 0015 | 0 |  | 0 |  | 0 |  | 1215 | 112 |  | 66 |  | 46 |  |
| 0030 | 1 |  | 1 |  | 0 |  | 1230 | 133 |  | 58 |  | 75 |  |
| 0045 | 1 | 5 | 0 | 3 | 1 | 2 | 1245 | 117 | 478 | 62 | 248 | 55 | 230 |
| 0100 | 1 |  | 0 |  | 1 |  | 1300 | 113 |  | 53 |  | 60 |  |
| 0115 | 1 |  | 1 |  | 0 |  | 1315 | 109 |  | 55 |  | 54 |  |
| 0130 | 2 |  | 1 |  | 1 |  | 1330 | 126 |  | 60 |  | 66 |  |
| 0145 | 1 | 5 | 0 | 2 | 1 | 3 | 1345 | 102 | 450 | 51 | 219 | 51 | 231 |
| 0200 | 4 |  | 0 |  | 4 |  | 1400 | 111 |  | 55 |  | 56 |  |
| 0215 | 1 |  | 1 |  | 0 |  | 1415 | 117 |  | 51 |  | 66 |  |
| 0230 | 0 |  | 0 |  | 0 |  | 1430 | 101 |  | 42 |  | 59 |  |
| 0245 | 0 | 5 | 0 | 1 | 0 | 4 | 1445 | 113 | 442 | 49 | 197 | 64 | 245 |
| 0300 | 1 |  | 1 |  | 0 |  | 1500 | 118 |  | 45 |  | 73 |  |
| 0315 | 1 |  | 1 |  | 0 |  | 1515 | 121 |  | 59 |  | 62 |  |
| 0330 | 0 |  | 0 |  | 0 |  | 1530 | 162 |  | 71 |  | 91 |  |
| 0345 | 1 | 3 | 1 | 3 | 0 | 0 | 1545 | 114 | 515 | 62 | 237 | 52 | 278 |
| 0400 | 1 |  | 1 |  | 0 |  | 1600 | 129 |  | 59 |  | 70 |  |
| 0415 | 5 |  | 3 |  | 2 |  | 1615 | 117 |  | 42 |  | 75 |  |
| 0430 | 5 |  | 2 |  | 3 |  | 1630 | 158 |  | 49 |  | 109 |  |
| 0445 | 5 | 16 | 3 | 9 | 2 | 7 | 1645 | 129 | 533 | 52 | 202 | 77 | 331 |
| 0500 | 3 |  | 1 |  | 2 |  | 1700 | 113 |  | 47 |  | 66 |  |
| 0515 | 5 |  | 3 |  | 2 |  | 1715 | 97 |  | 51 |  | 46 |  |
| 0530 | 9 |  | 5 |  | 4 |  | 1730 | 105 |  | 47 |  | 58 |  |
| 0545 | 13 | 30 | 9 | 18 | 4 | 12 | 1745 | 65 | 380 | 31 | 176 | 34 | 204 |
| 0600 | 13 |  | 11 |  | 2 |  | 1800 | 85 |  | 32 |  | 53 |  |
| 0615 | 24 |  | 14 |  | 10 |  | 1815 | 72 |  | 32 |  | 40 |  |
| 0630 | 25 |  | 12 |  | 13 |  | 1830 | 58 |  | 20 |  | 38 |  |
| 0645 | 39 | 101 | 18 | 55 | 21 | 46 | 1845 | 56 | 271 | 26 | 110 | 30 | 161 |
| 0700 | 57 |  | 37 |  | 20 |  | 1900 | 58 |  | 25 |  | 33 |  |
| 0715 | 55 |  | 29 |  | 26 |  | 1915 | 57 |  | 29 |  | 28 |  |
| 0730 | 80 |  | 58 |  | 22 |  | 1930 | 54 |  | 26 |  | 28 |  |
| 0745 | 105 | 297 | 67 | 191 | 38 | 106 | 1945 | 49 | 218 | 20 | 100 | 29 | 118 |
| 0800 | 105 |  | 76 |  | 29 |  | 2000 | 51 |  | 26 |  | 25 |  |
| 0815 | 126 |  | 84 |  | 42 |  | 2015 | 33 |  | 10 |  | 23 |  |
| 0830 | 120 |  | 83 |  | 37 |  | 2030 | 30 |  | 22 |  | 8 |  |
| 0845 | 148 | 499 | 88 | 331 | 60 | 168 | 2045 | 32 | 146 | 13 | 71 | 19 | 75 |
| 0900 | 106 |  | 67 |  | 39 |  | 2100 | 30 |  | 9 |  | 21 |  |
| 0915 | 94 |  | 41 |  | 53 |  | 2115 | 20 |  | 9 |  | 11 |  |
| 0930 | 114 |  | 51 |  | 63 |  | 2130 | 22 |  | 14 |  | 8 |  |
| 0945 | 97 | 411 | 37 | 196 | 60 | 215 | 2145 | 19 | 91 | 7 | 39 | 12 | 52 |
| 1000 | 103 |  | 52 |  | 51 |  | 2200 | 19 |  | 6 |  | 13 |  |
| 1015 | 100 |  | 41 |  | 59 |  | 2215 | 12 |  | 3 |  | 9 |  |
| 1030 | 137 |  | 68 |  | 69 |  | 2230 | 7 |  | 1 |  | 6 |  |
| 1045 | 115 | 455 | 56 | 217 | 59 | 238 | 2245 | 8 | 46 | 2 | 12 | 6 | 34 |
| 1100 | 89 |  | 54 |  | 35 |  | 2300 | 3 |  | 1 |  | 2 |  |
| 1115 | 95 |  | 47 |  | 48 |  | 2315 | 2 |  | 2 |  | 0 |  |
| 1130 | 129 |  | 73 |  | 56 |  | 2330 | 7 |  | 3 |  | 4 |  |
| 1145 | 121 | 434 | 73 | 247 | 48 | 187 | 2345 | 3 | 15 | 0 | 6 | 3 | 9 |
|  |  |  |  |  |  |  | Total | 5846 |  | 2890 |  | 2956 |  |

## Classification Report



| Time | Total | $\begin{gathered} \text { Class } \\ 1 \end{gathered}$ <br> Motorcycle | Class $\mathbf{2}$ Passenger Car | Class 3 Vans, Pick up Trucks | $\begin{gathered} \text { Class } \\ 4 \\ \text { Bus } \end{gathered}$ | Class 5 2 Axle 6 Tires | Class 6 3 Axle Unit | Class 7 <br> 4 Axles or more Unit | Class 8 3 or 4 Axle Trailer | Class 9 5 Axle Trailer | Class 10 6 Axle or more Trailer | $\quad$ Class $\quad 11$ 5 Axle or less Multi-Trailer | Class 12 6 Axle Multi- Trailer | Class 13 7 Axle or more Multi-Trailer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 14 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0100 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0200 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0500 | 17 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 106 | 0 | 82 | 16 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 274 | 0 | 205 | 64 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0800 | 302 | 1 | 239 | 47 | 8 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| 0900 | 282 | 2 | 227 | 42 | 4 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1000 | 278 | 5 | 209 | 57 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 295 | 2 | 224 | 59 | 2 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1200 | 350 | 1 | 286 | 50 | 3 | 3 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 1300 | 296 | 0 | 228 | 55 | 5 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 1400 | 366 | 2 | 294 | 54 | 9 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| $1500$ | 438 | 0 | 360 | 67 | 7 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| $1600$ | 539 | 4 | 448 | 80 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1700 | 522 | 0 | 433 | 86 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1800 | 300 | 2 | 248 | 47 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 248 | 0 | 211 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 198 | 0 | 177 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 112 | 1 | 94 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 55 | 0 | 50 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 23 | 0 | 21 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5033 | 20 | 4072 | 811 | 52 | 39 | 16 | 3 | 0 | 20 | 0 | 0 | 0 | 0 |
|  | 100.00\% | 0.40\% | 80.91\% | 16.11\% | 1.03\% | 0.77\% | 0.32\% | 0.06\% | 0.00\% | 0.40\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Classification Report

| Job <br> Are <br> Locatio <br> Directio <br> Thursda | 1238_6_H <br> Barnstable lyannoug Northbou June 15, | H_ATR 1 MA Road (Route 023 | 32), south of Ma | in St (Route 6A) |  |  |  |  |  |  |  |  |  | FIC DATA $\qquad$ tonTrafficData.com |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | Total | Class 1 Motorcycle | Class 2 Passenger Car | Class 3 Vans, Pick up Trucks | $\begin{gathered} \text { Class } \\ 4 \\ \text { Bus } \end{gathered}$ | Class 5 2 Axle 6 Tires | Class 6 3 Axle Unit | $\begin{aligned} & \text { Class } \\ & 7 \\ & 4 \text { Axles or } \\ & \text { more Unit } \end{aligned}$ | Class 8 3 or 4 Axle Trailer | Class 9 5 Axle Trailer | Class 10 6 Axle or more Trailer | Class <br> 5 Axle or less Multi-Trailer | Class 12 6 Axle Multi- Trailer | Class 13 7 Axle or more Multi-Trailer |
| 0000 | 12 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 13 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 16 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0600 | 101 | 0 | 70 | 23 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 241 | 1 | 176 | 54 | 5 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 0800 | 359 | 0 | 289 | 58 | 2 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0900 | 252 | 0 | 200 | 42 | 3 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1000 | 318 | 2 | 240 | 64 | 2 | 6 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 1100 | 359 | 1 | 287 | 68 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 331 | 1 | 267 | 56 | 2 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 1300 | 319 | 1 | 258 | 52 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 347 | 2 | 275 | 61 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 388 | 3 | 316 | 58 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 480 | 2 | 374 | 95 | 0 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 1700 | 493 | 1 | 399 | 88 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1800 | 291 | 1 | 241 | 44 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 231 | 1 | 194 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 218 | 0 | 187 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 134 | 0 | 111 | 21 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2200 | 67 | 0 | 55 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 43 | 1 | 37 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total | 5023 | 17 | 4018 | 870 | 34 | 51 | 17 | 0 | 1 | 15 | 0 | 0 | 0 | 0 |
|  | 100.00\% | 0.34\% | 79.99\% | 17.32\% | 0.68\% | 1.02\% | 0.34\% | 0.00\% | 0.02\% | 0.30\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Classification Report



| Time | Total | Class 1 Motorcycle | Class $\mathbf{2}$ Passenger Car | Class 3 Vans, Pick up Trucks | $\begin{gathered} \text { Class } \\ 4 \\ \text { Bus } \end{gathered}$ | Class 5 2 Axle 6 Tires | Class 6 <br> 3 Axle Unit | $\begin{gathered} \text { Class } \\ 7 \\ 4 \text { Axles or } \\ \text { more Unit } \end{gathered}$ | Class 8 3 or 4 Axle Trailer | Class 9 5 Axle Trailer | Class 10 6 Axle or more Trailer | Class 11 <br> 5 Axle or less Multi-Trailer | Class 12 6 Axle Multi- Trailer | Class 13 7 Axle or more Multi-Trailer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 7 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 21 | 0 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0500 | 96 | 0 | 69 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 237 | 1 | 167 | 62 | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 0700 | 449 | 0 | 334 | 104 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 391 | 0 | 315 | 63 | 7 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0900 | 332 | 0 | 250 | 70 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 324 | 0 | 249 | 59 | 9 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1100 | 425 | 2 | 313 | 80 | 3 | 9 | 3 | 1 | 0 | 12 | 2 | 0 | 0 | 0 |
| 1200 | 558 | 0 | 434 | 100 | 6 | 12 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 1300 | 265 | 3 | 218 | 29 | 3 | 8 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 1400 | 297 | 0 | 221 | 65 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 333 | 1 | 269 | 54 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 372 | 4 | 300 | 58 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 260 | 0 | 217 | 35 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 196 | 2 | 152 | 40 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 123 | 1 | 101 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 87 | 0 | 75 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 53 | 0 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 18 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 16 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4877 | 14 | 3792 | 899 | 49 | 77 | 18 | 4 | 0 | 21 | 3 | 0 | 0 | 0 |
|  | 100.00\% | 0.29\% | 77.75\% | 18.43\% | 1.00\% | 1.58\% | 0.37\% | 0.08\% | 0.00\% | 0.43\% | 0.06\% | 0.00\% | 0.00\% | 0.00\% |

## Classification Report



## Classification Report



| Time | Total | Class 1 Motorcycle | Class $\mathbf{2}$ Passenger Car | Class 3 Vans, Pick up Trucks | $\begin{gathered} \text { Class } \\ 4 \\ \text { Bus } \end{gathered}$ | Class 5 2 Axle 6 Tires | $\begin{gathered} \text { Class } \\ 6 \end{gathered}$ <br> 3 Axle Unit | Class 7 <br> 4 Axles or more Unit | Class 8 3 or 4 Axle Trailer | $\begin{gathered} \text { Class } \\ 9 \\ 5 \text { Axle Trailer } \end{gathered}$ | Class 10 6 Axle or more Trailer | Class 11 <br> 5 Axle or less Multi-Trailer | Class 12 6 Axle Multi- Trailer | Class 13 7 Axle or more Multi-Trailer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 13 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 67 | 1 | 42 | 19 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 232 | 2 | 188 | 37 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 365 | 0 | 300 | 55 | 4 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 0900 | 212 | 1 | 184 | 21 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 213 | 3 | 167 | 40 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 291 | 5 | 234 | 48 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 329 | 2 | 271 | 49 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 276 | 4 | 229 | 40 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 233 | 2 | 189 | 37 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 263 | 0 | 222 | 32 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 199 | 0 | 163 | 31 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 184 | 2 | 155 | 24 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1800 | 116 | 1 | 100 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 83 | 0 | 74 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 57 | 0 | 47 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 38 | 0 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 23 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 7 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3217 | 23 | 2647 | 481 | 22 | 36 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
|  | 100.00\% | 0.71\% | 82.28\% | 14.95\% | 0.68\% | 1.12\% | 0.19\% | 0.00\% | 0.00\% | 0.03\% | 0.03\% | 0.00\% | 0.00\% | 0.00\% |

## Classification Report



## Classification Report



| Time | Total | $\begin{gathered} \text { Class } \\ 1 \end{gathered}$ <br> Motorcycle | Class $\mathbf{2}$ Passenger Car | Class 3 Vans, Pick up Trucks | $\begin{gathered} \text { Class } \\ 4 \\ \text { Bus } \end{gathered}$ | Class 5 2 Axle 6 Tires | Class 6 3 Axle Unit | Class 7 <br> 4 Axles or more Unit | Class 8 3 or 4 Axle Trailer | Class 9 5 Axle Trailer | Class 10 6 Axle or more Trailer | Class 11 5 Axle or less Multi-Trailer | Class 12 6 Axle Multi- Trailer | Class 13 7 Axle or more Multi-Trailer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 10 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 30 | 1 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 55 | 1 | 40 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 155 | 0 | 116 | 36 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 168 | 1 | 129 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 170 | 0 | 130 | 33 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 229 | 2 | 186 | 35 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 205 | 2 | 161 | 40 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 200 | 2 | 162 | 30 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 227 | 2 | 193 | 29 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 247 | 2 | 194 | 45 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $1500$ | 272 | 4 | 209 | 45 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 406 | 3 | 337 | 62 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 235 | 2 | 203 | 26 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 1800 | 142 | 0 | 118 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 120 | 2 | 101 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 44 | 0 | 37 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 34 | 0 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 22 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2987 | 24 | 2406 | 493 | 31 | 26 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
|  | 100.00\% | 0.80\% | 80.55\% | 16.50\% | 1.04\% | 0.87\% | 0.20\% | 0.00\% | 0.00\% | 0.00\% | 0.03\% | 0.00\% | 0.00\% | 0.00\% |

## Classification Report

Job\# 1238_6_HSH_ATR 2
Area Barnstable, MA
Location Main St (Route 6A), east of lyannough Road
Direction Westbound
Thursday, June 15, $\mathbf{2 0 2 3}$ Location Main St (Ro

TRAFFIC DATA

| Time | Total | Class 1 <br> Motorcycle | Class $\mathbf{2}$ Passenger Car | Class 3 Vans, Pick up Trucks | $\begin{gathered} \text { Class } \\ 4 \\ \text { Bus } \end{gathered}$ | Class 5 2 Axle 6 Tires | Class 6 3 Axle Unit | Class 7 <br> 4 Axles or more Unit | Class 8 3 or 4 Axle Trailer | Class 9 5 Axle Trailer | Class 10 6 Axle or more Trailer | $\quad$ Class $\quad 11$ 5 Axle or less Multi-Trailer | Class 12 6 Axle Multi- Trailer | Class 13 7 Axle or more Multi-Trailer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 9 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 16 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 52 | 1 | 37 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 135 | 4 | 102 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 176 | 1 | 139 | 31 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0900 | 244 | 2 | 186 | 47 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 252 | 3 | 193 | 51 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 206 | 3 | 168 | 32 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 233 | 0 | 186 | 42 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 242 | 0 | 213 | 25 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 262 | 1 | 201 | 50 | 3 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1500 | 327 | 5 | 254 | 57 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 343 | 3 | 291 | 46 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 234 | 4 | 181 | 46 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 169 | 4 | 133 | 30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 122 | 2 | 98 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 81 | 2 | 71 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 70 | 1 | 58 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 37 | 0 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 9 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3229 | 36 | 2578 | 553 | 26 | 28 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
|  | 100.00\% | 1.11\% | 79.84\% | 17.13\% | 0.81\% | 0.87\% | 0.19\% | 0.00\% | 0.00\% | 0.06\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Classification Report



Direction Eastbound

| Time | Total | Class 1 <br> Motorcycle | Class 2 Passenger Car | Class 3 Vans, Pick up Trucks | $\begin{gathered} \text { Class } \\ 4 \\ \text { Bus } \end{gathered}$ | Class 5 2 Axle 6 Tires | Class 6 3 Axle Unit | Class 7 <br> 4 Axles or more Unit | Class 8 3 or 4 Axle Trailer | Class 9 5 Axle Trailer | Class 10 6 Axle or more Trailer | Class 11 5 Axle or less Multi-Trailer | Class 12 6 Axle Multi- Trailer | Class 13 7 Axle or more Multi-Trailer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 12 | 0 | 5 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 55 | 0 | 33 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 197 | 2 | 147 | 41 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 318 | 0 | 250 | 63 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 0900 | 206 | 1 | 174 | 26 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 198 | 3 | 153 | 39 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 274 | 4 | 211 | 55 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 326 | 3 | 252 | 65 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 275 | 2 | 212 | 57 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 217 | 4 | 165 | 38 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 241 | 1 | 198 | 38 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 182 | 0 | 144 | 33 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 147 | 3 | 124 | 16 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 106 | 1 | 88 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 67 | 0 | 58 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 46 | 0 | 35 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 39 | 0 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 21 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 7 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2948 | 24 | 2318 | 541 | 12 | 47 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
|  | 100.00\% | 0.81\% | 78.63\% | 18.35\% | 0.41\% | 1.59\% | 0.14\% | 0.03\% | 0.00\% | 0.03\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Classification Report



## Classification Report



Direction Westbound
Wednesday, June 14, 2023

| Time | Total | Class 1 Motorcycle | Class 2 Passenger Car | Class 3 Vans, Pick up Trucks | $\begin{gathered} \text { Class } \\ 4 \\ \text { Bus } \end{gathered}$ | Class 5 2 Axle 6 Tires | Class 6 3 Axle Unit | Class 7 <br> 4 Axles or more Unit | Class 8 3 or 4 Axle Trailer | Class 9 5 Axle Trailer | Class 10 6 Axle or more Trailer | Class 11 5 Axle or less Multi-Trailer | Class 12 6 Axle Multi- Trailer | Class 13 7 Axle or more Multi-Trailer |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0000 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 9 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 22 | 0 | 15 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 45 | 0 | 33 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 125 | 0 | 94 | 28 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 155 | 1 | 121 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 146 | 0 | 115 | 28 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 199 | 0 | 170 | 27 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 203 | 1 | 169 | 30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 186 | 2 | 157 | 25 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 207 | 2 | 179 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 242 | 1 | 196 | 39 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 236 | 5 | 188 | 38 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 378 | 3 | 315 | 57 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 200 | 1 | 179 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 127 | 0 | 107 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 102 | 2 | 90 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 42 | 0 | 33 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 36 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 22 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2697 | 18 | 2234 | 408 | 13 | 17 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | 100.00\% | 0.67\% | 82.83\% | 15.13\% | 0.48\% | 0.63\% | 0.19\% | 0.07\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% | 0.00\% |

## Classification Report



## Appendix E. Road Safety Audit References

## Road Safety Audit References

FHWA Office of Safety - Proven Safety Countermeasures, U.S. Department of Transportation, Federal Highway Administration https://safety.fhwa.dot.gov/provencountermeasures/.

Road Safety Audits, A Synthesis of Highway Practice. NCHRP Synthesis 336. Transportation Research Board, National Cooperative Highway Research Program, 2004.

Road Safety Audits. U.S. Department of Transportation, Federal Highway Administration, https://safety.fhwa.dot.gov/rsa/

FHWA Road Safety Audit Guidelines. U.S. Department of Transportation, Federal Highway Administration, 2006.

Road Safety Audit, $2^{\text {nd }}$ edition. Austroads, 2000.
Road Safety Audits. ITE Technical Council Committee 4S-7. Institute of Transportation Engineers, February 1995.


[^0]:    ${ }^{1}$ See Appendix E for Road Safety Audit Reference, FHWA Office of Safety - Proven Safety Countermeasures

[^1]:    ${ }^{2}$ See Appendix E for Road Safety Audit Reference, FHWA Office of Safety - Proven Safety Countermeasures
    ${ }^{3}$ See Appendix E for Road Safety Audit Reference, FHWA Office of Safety - Proven Safety Countermeasures

[^2]:    ${ }^{4}$ Ibid

