

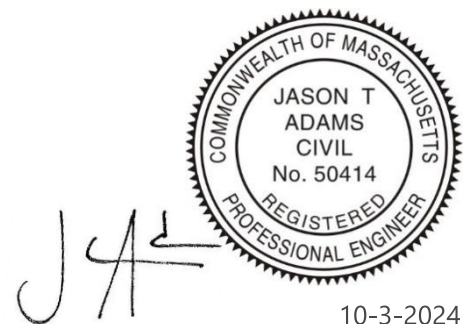
TRAFFIC IMPACT STUDY PROPOSED RAISING CANE'S RESTAURANT

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Worcester, MA

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October 2024



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Introduction

Bowman has completed a traffic impact study for a Raising Cane's restaurant proposed to be located at 494 Lincoln Street (Route 70) in Worcester, Massachusetts, shown in Figure 1. This study is based on the Site Plans prepared by Bohler Engineering, dated October 3, 2024, and the project would include a 3,447 square foot (sf) Raising Cane's with a drive through. The purpose of this study is to evaluate the existing and projected traffic operations and safety conditions associated with the proposed redevelopment within the vicinity of the project site.

The study is based on a review of existing traffic volumes, recent crash data, and the projected traffic generating characteristics of the project. This study examines existing and projected traffic operations (both with and without the proposed redevelopment) at key locations in the vicinity of the project site. The study area intersections were selected based on input from the City of Worcester. This traffic impact study contains a detailed analysis of traffic operations during the weekday midday peak hour, weekday afternoon peak hour and Saturday midday peak hour, when the combination of adjacent roadway volumes and project-related trips is expected to be the greatest.

Based on the traffic analysis presented in this traffic impact study, the proposed redevelopment is not expected to result in a significant impact on the safety and operations of the surrounding roadway network. The findings of this study are documented below.

Project Description

The existing site consists of a former Denny's Restaurant which is currently vacant. The existing building would be demolished, and the proposed project would include the construction of a new 3,447 sf Raising Cane's restaurant with dual drive-through lanes and a full bypass lane. The project site is bounded by a shopping plaza to the north and west, Country Club Boulevard to the east and Lincoln Street (Route 70) to the south. Access to the project site would be provided via the two existing full-access driveways located on Country Club Boulevard and the Shopping Plaza Eastern Driveway.

The project proposes a total of 40 parking spaces, two of which would be accessible spaces adjacent to the proposed restaurant. Dual drive-through lanes, each providing an order board and pickup area, are proposed as part of the project. A bypass lane would be provided adjacent to the drive-through lanes.



FIGURE 1
STUDY AREA

PROPOSED RAISING CANE'S
WORCESTER, MA

Bowman

Study Methodology

This traffic impact study provides an evaluation of existing and projected traffic operations at the study area intersections during the weekday midday, weekday afternoon, and Saturday midday peak hour traffic conditions, when the combination of the adjacent roadway volumes and anticipated project trips would be expected to be the greatest.

The traffic impact study was conducted in three phases. The first phase included an inventory of existing traffic conditions within the study area. As part of this inventory, turning movement counts were collected at the study area intersections during the weekday midday, weekday afternoon and Saturday midday peak periods. A field visit was completed to document intersection and roadway geometries, and crash data at the study area intersections was obtained from the Massachusetts Department of Transportation (MassDOT) to determine if the study area intersections have any existing safety deficiencies.

The second phase of the study builds on the traffic data collected as part of the first phase and is used to establish the basis for evaluating potential transportation impacts associated with the project. During this phase, the projected traffic demands associated with known future developments in the vicinity of the site were assessed. As directed by the MassDOT traffic study guidelines, 2024 Existing traffic volumes were forecasted to the future year of 2031 to establish 2031 No Build (without project) conditions and 2031 Build (with project) conditions.

The third phase of the traffic impact study determined if measures were required to improve existing or future traffic operations and safety, minimize potential traffic impacts associated with the project, and provide safe and efficient access to the project.

Study Area Intersections

The following study area intersections were identified for analysis by the City of Worcester:

- Lincoln Street at Country Club Boulevard
- Lincoln Street at Lincoln Plaza (Lowe's) Driveway
- Lincoln Street at Shopping Plaza Eastern Driveway
- Country Club Boulevard at East Site Driveway/ALDI Driveway
- Shopping Plaza Eastern Driveway at West Site Driveway

This traffic impact study reviews existing and future traffic conditions at the above study area intersections.

Existing Conditions

The existing conditions assessment completed as part of this traffic impact study consists of documentation of intersection and roadway geometries, an inventory of existing traffic control devices, the collection of peak period traffic volumes, and a review of recent MassDOT crash data. The study area existing conditions are summarized below.

Roadway Network

Lincoln Street (Route 70)

Lincoln Street (Route 70) generally extends in an east-west direction through the City of Worcester and is classified as an urban minor arterial under City of Worcester jurisdiction. Adjacent to the project site, Lincoln Street (Route 70) generally provides two approximately 11-foot-wide travel lanes in each direction separated by a raised median. Additional turning lanes are provided at key intersections. Sidewalks measuring approximately six-feet-wide are provided on both sides of Lincoln Street (Route 70) in the vicinity of the site. There is no posted speed limit on Lincoln Street (Route 70) within the vicinity of the project site; however, it is posted as 30 miles per hour (mph) in the eastbound direction approaching the intersection with Boylston Street.

Country Club Boulevard

Country Club Boulevard is classified as a local roadway under City of Worcester jurisdiction, and generally extends in a north-south direction from the signalized intersection with Lincoln Street (Route 70) in the south to Erie Avenue in the north. Adjacent to the project site, Country Club Boulevard provides two approximately 11-foot-wide travel lanes in each direction separated by a raised median, with additional turning lanes provided at key intersections. Sidewalks measuring approximately four-feet-wide are provided on both sides of the roadway. Country Club Boulevard does not have a posted speed limit and is therefore considered to fall under the citywide speed limit of 30 mph.

Signalized Intersections

The following signalized intersections are within the study area:

Lincoln Street (Route 70) at Country Club Boulevard

The signalized intersection of Lincoln Street (Route 70) at Country Club Boulevard is a three-way intersection with Lincoln Street (Route 70) forming the eastbound and westbound approaches and Country Club Boulevard forming the southbound approach. The Lincoln Street (Route 70) eastbound approach consists of an exclusive left-turn lane and two through lanes. The Lincoln Street (Route 70) westbound approach consists of a through lane and a shared through/right-turn lane. The Country Club Boulevard southbound approach consists of two exclusive left-turn lanes and one exclusive right-turn lane. Signalized crosswalks are provided across the Lincoln Street (Route 70) eastbound approach and Country Club Boulevard southbound approach at the intersection.

Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway

The signalized intersection of Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway is a three-way intersection with Lincoln Street (Route 70) forming the eastbound and westbound approaches and Lincoln Plaza (Lowe's) Driveway forming the northbound approach. The Lincoln Street (Route 70) eastbound approach consists of two through lanes and an exclusive right-turn lane. The Lincoln Street (Route 70) westbound approach consists of two exclusive left-turn lanes and two through lanes. The Lincoln Plaza (Lowe's) Driveway northbound approach consists of two exclusive left-turn lanes and one exclusive right-turn lane. Signalized crosswalks are provided across the Lincoln Street (Route 70) westbound approach and Lincoln Plaza (Lowe's) Driveway northbound approach at the intersection.

Unsignalized Intersections

The following unsignalized intersections are within the study area:

Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway

The unsignalized intersection of Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway consists of Lincoln Street (Route 70) forming the eastbound and westbound approaches and the Shopping Plaza Eastern Driveway forming the southbound approach. As Lincoln Street (Route 70) is median divided, no access from Lincoln Street (Route 70) eastbound is provided. The Lincoln Street (Route 70) westbound approach consists of two through lanes and a channelized right-turn lane. The Shopping Plaza Eastern Driveway southbound approach consists of a single channelized right-turn lane under STOP-sign control. An unsignalized crosswalk is provided across the Shopping Plaza Eastern Driveway southbound approach.

Country Club Boulevard at East Site Driveway/ALDI Driveway

The unsignalized intersection of Country Club Boulevard at East Site Driveway/ALDI Driveway consists of Country Club Boulevard forming the northbound and southbound approaches, the East Site Driveway forming the eastbound approach, and the ALDI Driveway forming the westbound approach. The Country Club Boulevard northbound and southbound approaches each consist of a shared left-turn/through lane and a shared through/right-turn lane. The Country Club Boulevard northbound and southbound lanes are separated by an approximately 30-foot-wide median which provides a break for vehicles travelling between the East Site Driveway and ALDI Driveway. The East Site Driveway eastbound approach and the ALDI Driveway westbound approach each consist of a single lane permitting all movements. The East Site Driveway eastbound approach and the ALDI Driveway westbound approach are STOP controlled. An unsignalized crosswalk is provided across the ALDI Driveway westbound approach.

Shopping Plaza Eastern Driveway at West Site Driveway

The unsignalized intersection of Shopping Plaza Eastern Driveway at West Site Driveway consists of the Shopping Plaza Eastern Driveway forming the northbound and southbound approaches and the West Site Driveway forming the westbound approach. The Shopping Plaza Eastern Driveway northbound and southbound approaches each consist of a single lane permitting left- or right-turn movements. The West Site Driveway westbound approach consists of a single lane permitting left- and right-turn movements. The West Site Driveway westbound approach is STOP-sign controlled.

Area Transit Services

The Worcester Regional Transit Authority (WRTA) bus and shuttle routes provide public transportation in Worcester. Fixed bus Routes 16, 23, 26, and 31 are operated along Lincoln Street (Route 70) and/or Country Club Boulevard. Bus Route 16 provides service between the Union Hub Station and the Lincoln Plaza. Bus Route 23 provides service between the Union Hub Station and the Fairways Apartment Complex. Bus Route 26 provides service between the Union Hub Station and Tacoma Street Playground. Bus Route 31 provides service between the Union Hub Station and the Lincoln Plaza. A bus stop for Routes 16, 23, 26, and 31 is located directly in front of the project site on Lincoln Street (Route 70). An additional bus stop for Route 23 is located just east of the site on Country Club Boulevard.

Pedestrian & Bicycle Facilities

Sidewalks are present on both sides of Lincoln Street (Route 70), Country Club Boulevard, and Lincoln Plaza (Lowe's) Driveway. Crosswalks are present throughout the study area, including at both signalized study area intersections. A bicycle lane is present on the south side of Lincoln Street (Route 70) beginning at the signalized intersection with Goldthwaite Road and extending east to the Lincoln Plaza (Lowe's) Driveway.

Existing Traffic Volumes

To evaluate peak hour traffic conditions, turning movement counts (TMCs) were performed at the study area intersections during the weekday midday, weekday afternoon, and Saturday midday peak periods. Automatic traffic recorder (ATR) data was also conducted on Lincoln Street (Route 70) and Country Club Boulevard for a 48-hour period. The TMC and ATR data is provided in Appendix A.

Turning Movement Count Data

TMCs were collected on Thursday, September 5, 2024, from 12:00 PM to 2:00 PM and 4:00 PM to 6:00 PM, as well as on Saturday, September 7, 2024, from 11:00 AM to 2:00 PM. The results of the TMCs are tabulated by 15-minute intervals and the four highest consecutive 15-minute intervals during the count periods constitute the peak hours that are the foundation of the traffic analysis provided in this study. Based on a review of the data, the weekday midday peak hour occurs from 12:00 PM to 1:00 PM, the weekday afternoon peak hour occurs from 4:45 PM to 5:45 PM, and the Saturday midday peak hour occurs from 12:00 PM to 1:00 PM.

Automatic Traffic Recorder Data

ATR data was collected on Lincoln Street (Route 70), west of Country Club Boulevard and on Country Club Boulevard, north of Lincoln Street (Route 70). The ATR counts were collected over a 48-hour period from Wednesday, September 4 through Thursday, September 5, 2024. The ATR data is summarized in Table 1 below.

Table 1: ATR Summary

Location	Direction	Weekday ADT ¹	Weekday Heavy Vehicle %	Vehicle Speeds ² (mph)
Lincoln Street (Rte 70), west of Country Club Boulevard	Eastbound	7,700	3%	37
	<u>Westbound</u>	<u>8,100</u>	3%	35
	TOTAL	15,800		
Country Club Boulevard, north of East Site Driveway	Northbound	5,600	2%	31
	<u>Southbound</u>	<u>4,600</u>	2%	30
	TOTAL	10,200		

1 Average Daily Traffic based on ATR conducted from September 4-5, 2024.

2 Based on 85th percentile speeds.

As shown above, the average daily traffic (ADT) on Lincoln Street (Route 70), west of Country Club Boulevard, was approximately 15,800 vehicles (7,700 eastbound vehicles and 8,100 westbound vehicles) per day. The 85th percentile speeds on Lincoln Street (Route 70) were measured to be 37 mph in the eastbound direction and 35 mph in the westbound direction.

The ADT on Country Club Boulevard, north of Lincoln Street (Route 70), was approximately 10,200 vehicles (5,600 northbound vehicles and 4,600 southbound vehicles) per day. The 85th percentile speeds on Country Club Boulevard were measured to be 31 mph in the northbound direction and 30 mph in the southbound direction.

Seasonal Variation

To determine if the collected traffic volumes represent average month conditions, MassDOT's 2022 Weekday Seasonal Factors were review. Based on these factors, September traffic volumes on urban minor arterials and local roads are higher than an average month. This is consistent with MassDOT continuous count station data available nearby on Interstate 290 (Station ID 3322). The September volumes were not seasonally adjusted downward to reflect an average month in order to provide a conservative analysis. The MassDOT 2022 seasonal adjustment factors and count station data are provided in Appendix B.

The 2024 Existing weekday midday, weekday afternoon, and Saturday midday peak hour traffic volumes are outlined in the traffic projection model provided in Appendix C and are presented graphically in Figure 2, Figure 3, and Figure 4, respectively.

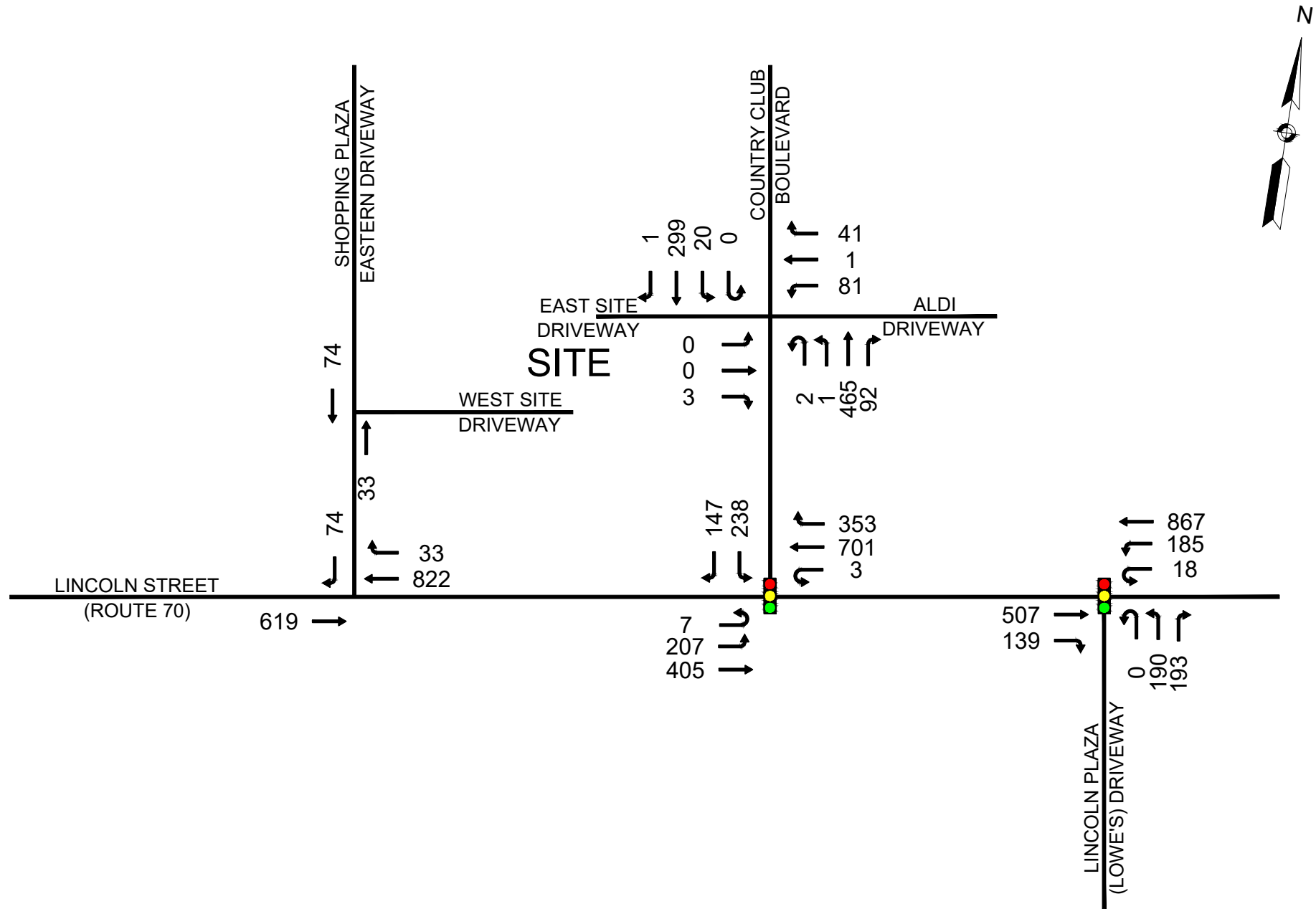


FIGURE 3
2024 EXISTING TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

PROPOSED RAISING CANE'S
WORCESTER, MA



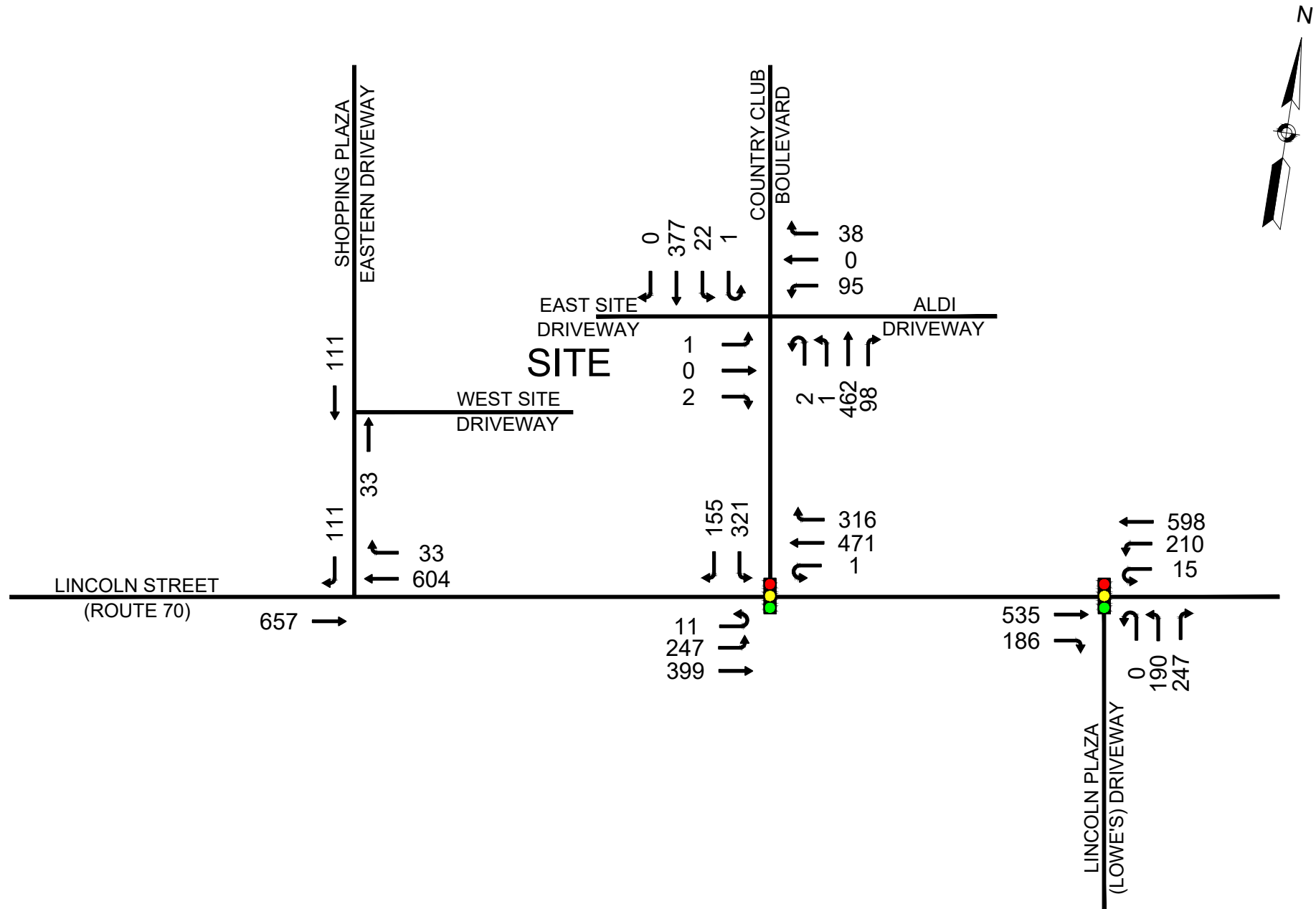


FIGURE 4
2024 EXISTING TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

PROPOSED RAISING CANE'S
WORCESTER, MA



Crash Summary

The MassDOT Crash Portal was utilized to review crash data at the study area intersections for the most recent five-year period available, which includes 2017 through 2021. A detailed summary of the crash data is provided in Appendix D.

The MassDOT Crash Rate Worksheet calculations were used to evaluate whether the crash occurrences at the study area intersections were unusually high given the travel demands at each intersection. The MassDOT Crash Rate Worksheet computes a crash rate expressed in crashes per million entering vehicles (MEV). The computed rate is then compared to the average rate for signalized and unsignalized intersections statewide and within MassDOT District 3. For signalized intersections, the statewide average crash rate is 0.78 crashes per MEV and the MassDOT District 3 crash rate is 0.89 crashes per MEV. For unsignalized intersections, the statewide average crash rate is 0.57 crashes per MEV and the MassDOT District 3 average crash rate is 0.61 crashes per MEV.

The signalized intersection of Lincoln Street (Route 70) at Country Club Boulevard shows a total of 40 crashes during the five-year period analyzed, which results in a crash rate of 0.97 crashes per MEV, which is slightly higher than the statewide and District 3 crash rates for signalized intersections. Of the 40 reported crashes at the intersection, 13 crashes were rear-end collisions, 11 crashes were angle collisions, eight crashes were sideswipe collision, four crashes were head-on collisions, two crashes were single vehicle collisions, one crash involved a pedestrian, and one crash involved a bicyclist. Twelve of the 40 crashes resulted in personal injury, 27 crashes resulted in property damage only, and one crash was of unknown severity. This intersection is listed as a 2019-2021 Highway Safety Improvement Program (HSIP) cluster. Additionally, Lincoln Street (Route 70) between the Lincoln Plaza Western Driveway and Boylston Street was listed as a 2012-2021 HSIP pedestrian cluster.

The signalized intersection of Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway shows a total of 20 crashes during the five-year period analyzed, which results in a crash rate of 0.49 crashes per MEV, which is lower than the statewide and District 3 crash rates for signalized intersections. Of the 20 reported crashes at the intersection, ten crashes were rear-end collisions, two crashes were sideswipe collisions, two crashes were single vehicle collisions, two crashes involved a pedestrian, one crash was an angle collision, one crash was a head-on collision, and two crashes were of unknown type. Four of the 20 crashes resulted in personal injury, 12 crashes resulted in property damage only, and four crashes were of unknown severity.

The unsignalized intersection of Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway shows a total of seven crashes during the five-year period analyzed, which results in a crash rate of 0.22 crashes per MEV, which is lower than the statewide and District 3 crash rates for unsignalized intersections. Of the seven reported crashes at the intersection, three crashes were single vehicle collisions, two crashes were angle collisions, one crash was a rear-end collision, and one crash was a sideswipe collision. Five of the seven crashes resulted in property damage only and the remaining two crashes were of unknown severity.

The unsignalized intersection of Country Club Boulevard at East Site Driveway/ALDI Driveway shows a total of eight crashes during the five-year period analyzed, which results in a crash rate of 0.40 crashes per MEV, which is lower than the statewide and District 3 crash rates for unsignalized intersections. Of the eight reported crashes at the

intersection, six crashes were angle collisions, one crash was a rear-end collision, and one crash was a single vehicle collision. Two of the eight crashes resulted in personal injury, five crashes resulted in property damage only, and one crash was of unknown severity.

There were no reported crashes during the five-year period analyzed at the unsignalized intersection of the Shopping Plaza Eastern Driveway at the West Site Driveway.

Future Conditions

To determine the future traffic volumes at the study area intersections, the 2024 Existing traffic volumes were projected over a seven-year horizon to the future-year 2031, in accordance with MassDOT guidelines. Traffic volumes at the study area intersections in 2031 would include new traffic from typical growth in the study area and from other known development projects, independent of the proposed project, in addition to existing traffic. The background traffic growth, unrelated to the proposed project, was used to develop the 2031 No Build (without project) peak hour traffic volumes. The anticipated traffic increases from the proposed project were then added to the 2031 No Build volumes to create the 2031 Build (with project) traffic conditions. A more thorough description of the development of the 2031 No Build and 2031 Build traffic volumes is stated below.

Planned Roadway Improvements

As roadway improvement projects can affect travel patterns and future traffic operations, the City of Worcester was consulted, and the MassDOT Project Portal was reviewed to identify any roadway improvement projects in the vicinity of the site. Based on this review, MassDOT Project #613261 was identified as being in the preliminary design phase and would include transit infrastructure improvements along Lincoln Street (Route 70). The goal of the project is to improve transit service reliability and user experience, ADA compliance, and provide bicycle facilities. The project is not anticipated to affect future traffic volumes within the study area.

Background Traffic Growth

Traffic growth is largely due to changes in vehicular use and anticipated development within the area. To determine the rate at which traffic at the study area intersections is projected to grow during the seven-year forecast period (2024 to 2031), both historical traffic growth and known developments were reviewed.

Historical Traffic Growth

Background traffic growth includes variations in traffic volumes associated with general population changes and other developments that are not known at this time. An annual background traffic growth rate of 0.5% per year, compounded annually, was determined for the study area based on coordination with the City of Worcester. The 0.5% growth rate used to grow the 2024 traffic volumes over the seven-year study horizon to 2031 future year conditions.

Site-Specific Growth

Based on conversations with the City of Worcester Planning Department, the following projects were identified in the vicinity of the study area.

There are two phases of a residential development proposed at 3 Oriol Drive. Phase I would consist of 220 residential units as discussed in the Traffic Impact and Access Study (TIAS) prepared by MDM Transportation Consultants, Inc. (MDM) dated August 2022. Phase II would consist of 67 residential units as discussed in the TIAS prepared by MDM dated November 2022. The peak hour trips included in the traffic studies were incorporated in the future 2031 No Build conditions for this project.

The existing 114-room hotel at 50 Oriol Drive is proposed to be converted to a 90-unit permanent supportive affordable housing. The change in trips between uses is negligible and is therefore considered to be included in the background growth rate.

2031 No Build Traffic Volumes

The 2024 Existing peak hour traffic volumes were grown by 0.5% per year, compounded annually, over the seven-year study horizon to develop the 2031 baseline future year conditions. The planned development projects discussed above were then added to the 2031 baseline volumes to establish the 2031 No Build traffic volumes. The resulting 2031 No Build weekday midday, weekday afternoon, and Saturday midday peak hour traffic volumes are outlined in the traffic projection model presented in Appendix C and shown graphically in Figure 5, Figure 6, and Figure 7, respectively.

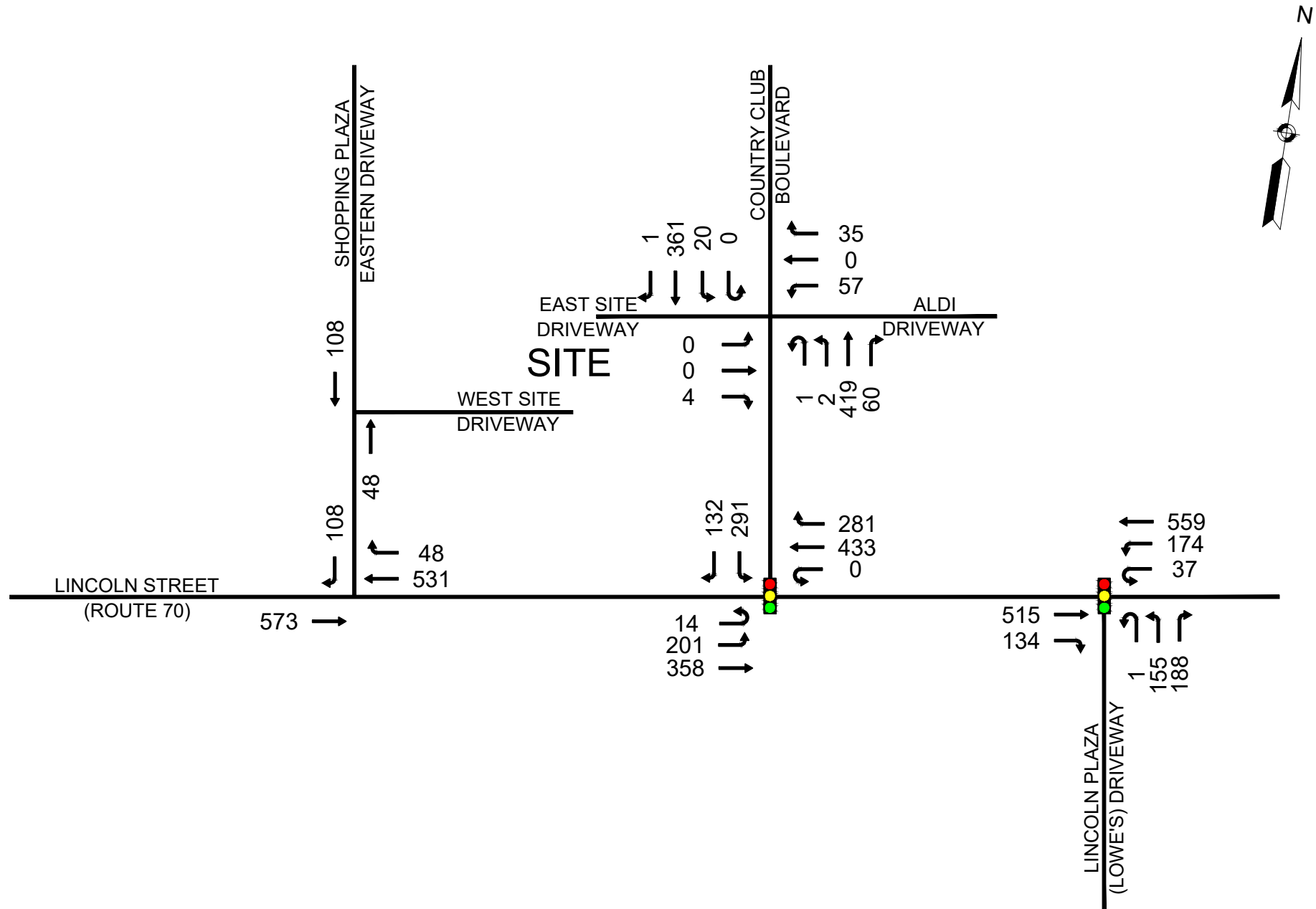


FIGURE 5
2031 NO BUILD TRAFFIC VOLUMES
WEEKDAY MIDDAY PEAK HOUR

PROPOSED RAISING CANE'S
WORCESTER, MA



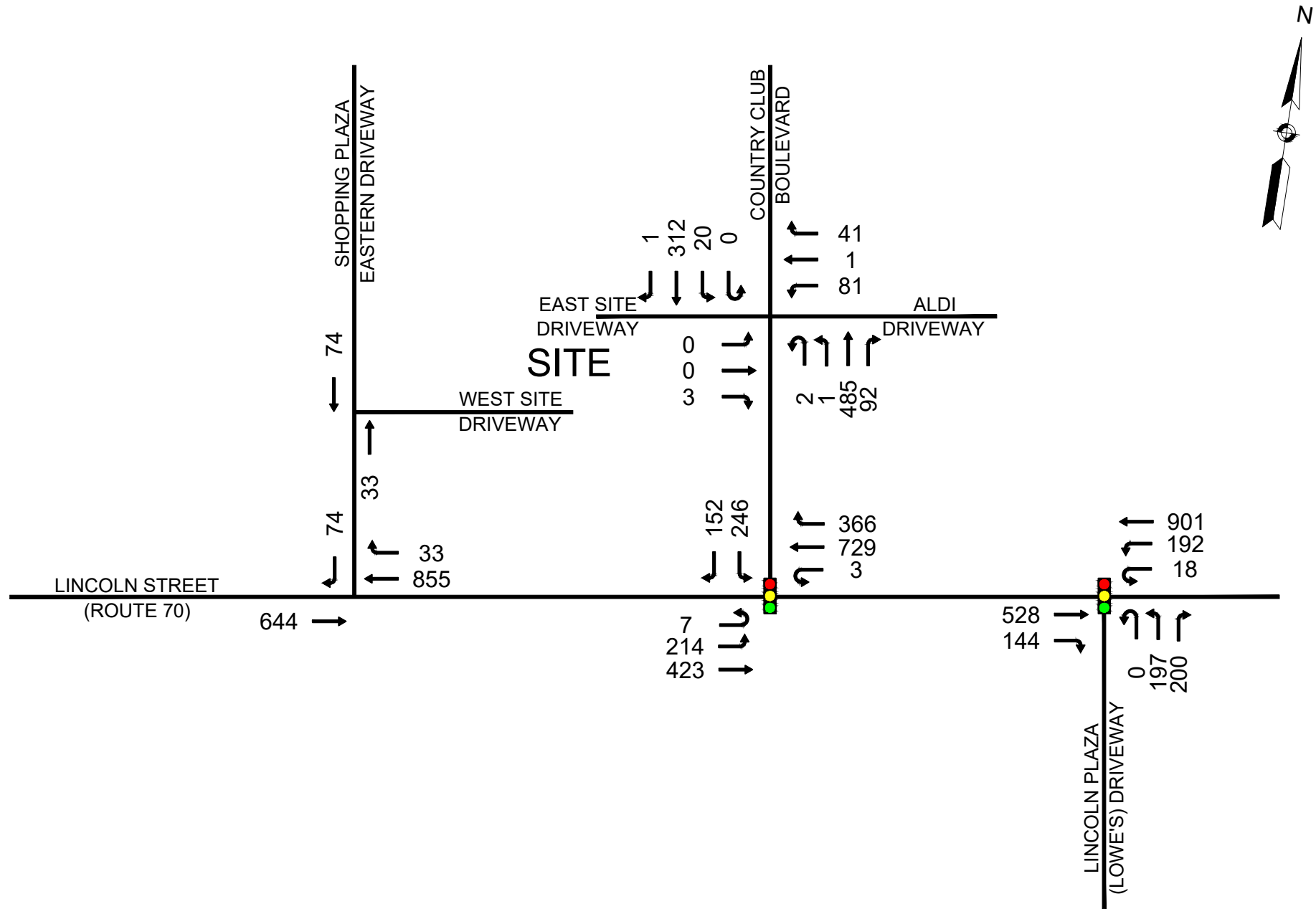


FIGURE 6
2031 NO BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

PROPOSED RAISING CANE'S
WORCESTER, MA



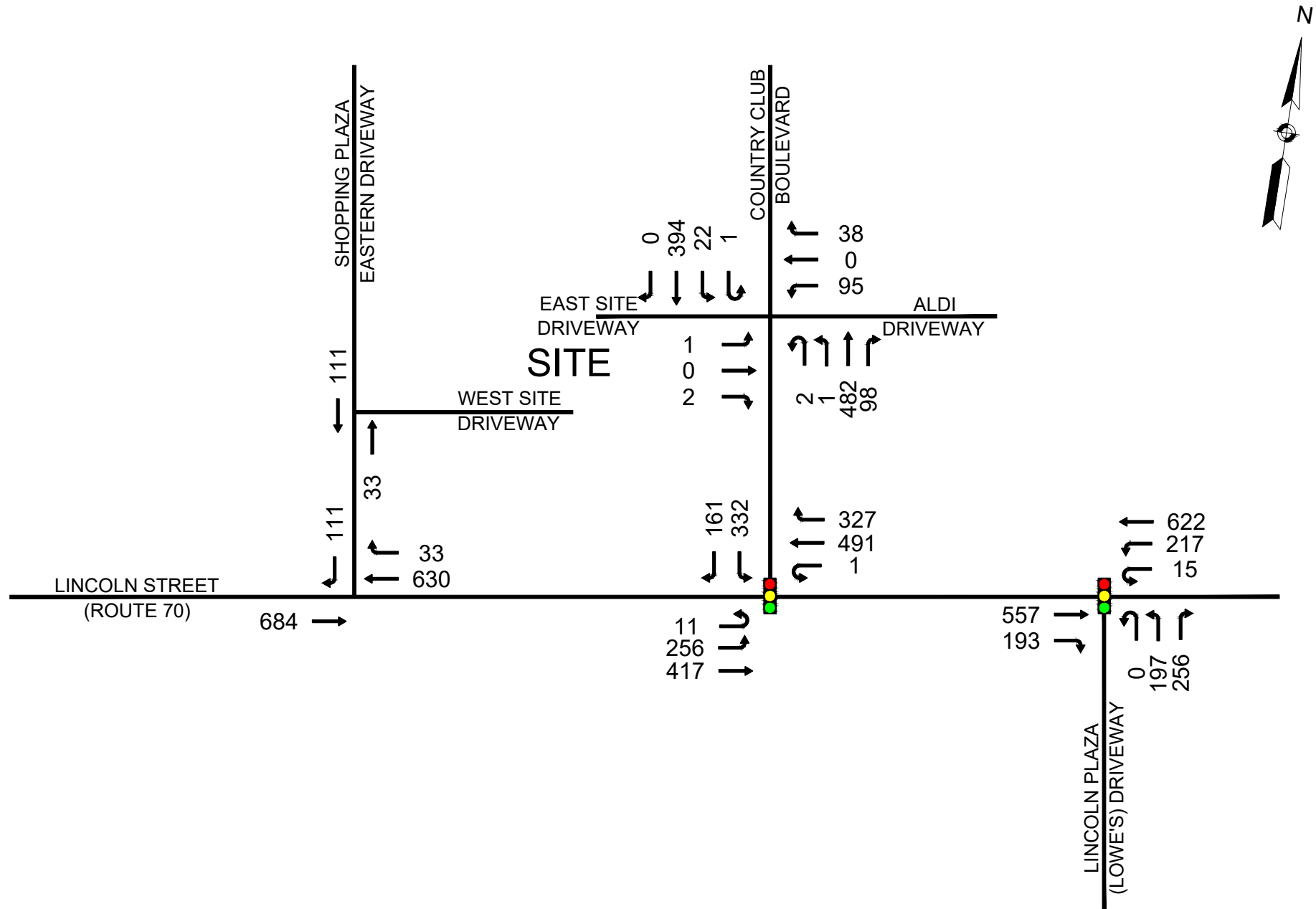


FIGURE 7
2031 NO BUILD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

PROPOSED RAISING CANE'S
WORCESTER, MA



Trip Generation

The Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual, 11th Edition*, was referenced to determine the number of vehicle trips associated with the proposed Raising Cane's restaurant. ITE is a national research organization of professionals in transportation, and the *Trip Generation Manual, 11th Edition* supplies traffic generation data for numerous land uses compiled from studies performed by members across the nation. Vehicle trip estimates for the proposed Raising Cane's restaurant were estimated based on data provided for Land Use Code (LUC) 934 (Fast-food Restaurant with Drive-Through). This reference determines vehicle trip rates (in this case expressed in trips per square foot) based on actual traffic counts collected at similar types of existing land uses.

A significant portion of the total trips to fast-food restaurants are considered "pass-by" trips and do not represent "new" trips on the study area roadways. As the pass-by traffic is already on the adjacent roadways, this portion of the total anticipated project site traffic is reflected in the existing traffic volumes. Therefore, the total traffic volume anticipated from the project is decreased by the pass-by volume to estimate the net "new" traffic projected to be generated by the project.

Based on ITE data for LUC 934, 50% of the weekday morning trips and 55% of the weekday afternoon trips are attributed as pass-by trips. The 50% pass-by rate was applied to the weekday midday and Saturday midday peak hours since no data is provided for these peak hours.

Trip generation for the previous Denny's restaurant was developed for comparison purposes based on LUC 932 (High-Turnover Sit-Down Restaurant). Based on LUC 932, 43% of the weekday afternoon trips can be attributed as pass-by trips. As no data is provided for the weekday midday or Saturday midday time periods, the 43% pass-by rate was applied to the weekday midday and Saturday midday peak hours. The trip generation calculation associated with the previous Denny's was used solely for the comparison of trip generation between the two uses and was not taken into account in the traffic analysis.

The anticipated peak hour trips for the proposed Raising Cane's restaurant and previous Denny's restaurant are shown in Table 2 below.

Table 2: Vehicular Trip Generation

Description		Weekday Midday Peak Hour			Weekday Afternoon Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Proposed Raising Cane's	Total Trips ¹	90	86	176	59	55	114	97	93	190
	Pass-By Trips ²	44	44	88	31	31	62	48	48	96
	New Trips	46	42	88	28	24	52	49	45	94
Previous Denny's Restaurant	Total Trips ³	47	45	92	31	20	51	32	31	63
	Pass-By Trips ⁴	20	20	40	11	11	22	14	14	28
	New Trips	27	25	52	20	9	29	18	17	35
Additional New Trips		19	17	36	8	15	23	31	28	59

1 ITE Land Use Code 934 (Fast-Food Restaurant with Drive-Through) based on 3,447 s.f.

2 According to ITE, approximately 50% of weekday morning peak hour trips and 55% of weekday afternoon peak hour trips for LUC 934 are attributed to pass-by trips. No data is provided for weekday midday or Saturday midday. Therefore, the 50% pass-by rate was applied to the weekday midday peak hour and Saturday midday peak hour.

3 ITE Land Use Code 932 (High-Turnover Sit-Down Restaurant) based on 5,608 s.f.

4 According to ITE, approximately 43% of weekday afternoon peak hour trips for LUC 932 are attributed as pass-by trips. No data is provided for weekday midday or Saturday midday. Therefore, the 43% pass-by rate was applied to the weekday midday peak hour and Saturday midday peak hour.

As shown above, the Raising Cane's restaurant is anticipated to result in approximately 88 new trips (46 entering vehicles and 42 exiting vehicles) during weekday midday peak hour, approximately 52 new trips (28 entering vehicles and 24 exiting vehicles) during the weekday afternoon peak hour, and approximately 94 new trips (49 entering vehicles and 45 exiting vehicles) during Saturday midday peak hour. These numbers were used for the analysis contained in this report.

When compared to the trip generation associated with the previous Denny's on the site, the proposed project is projected to result in approximately 36 additional new trips (19 entering vehicles and 17 exiting vehicles) during the weekday midday peak hour, approximately 23 additional new trips (8 entering vehicles and 15 exiting vehicles) during the weekday afternoon peak hour, and approximately 59 additional new trips (31 entering vehicles and 28 exiting vehicles) during the Saturday midday peak hour. As the Denny's restaurant is currently closed, these numbers were not used in the analysis for this report.

Trip Distribution and Assignment

The anticipated project site-generated traffic was distributed onto the study area roadways and intersections based on the existing travel patterns on the study area roadways. The resulting arrival and departure distribution patterns are presented in Figure 8 and are outlined in the traffic projection model provided in Appendix C.

The project site-generated traffic was assigned to the study area intersections and roadways based on the trip distribution patterns presented in Figure 8. The resulting net new project-related trips are shown in Figure 9, Figure 10, and Figure 11 for the weekday midday, weekday afternoon and Saturday midday peak hours, respectively.

2031 Build Traffic Volumes

The distributed project-related trips were then added to the 2031 No Build peak hour traffic volumes to establish the 2031 Build peak hour traffic volumes. The resulting 2031 Build weekday midday, weekday afternoon, and Saturday midday peak hour traffic volumes are outlined in the traffic projection model presented in Appendix C and shown graphically in Figure 12, Figure 13, and Figure 14, respectively.

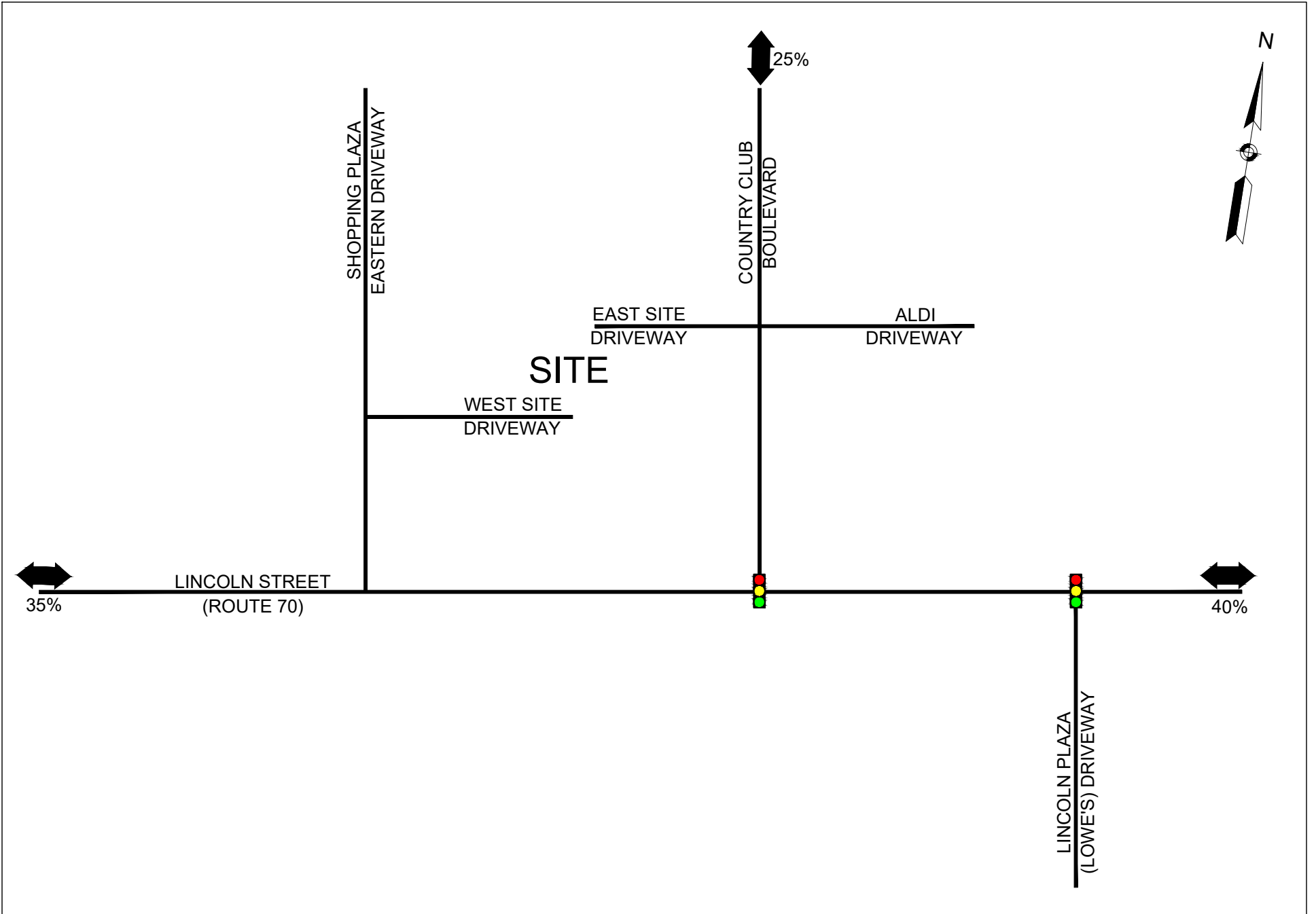
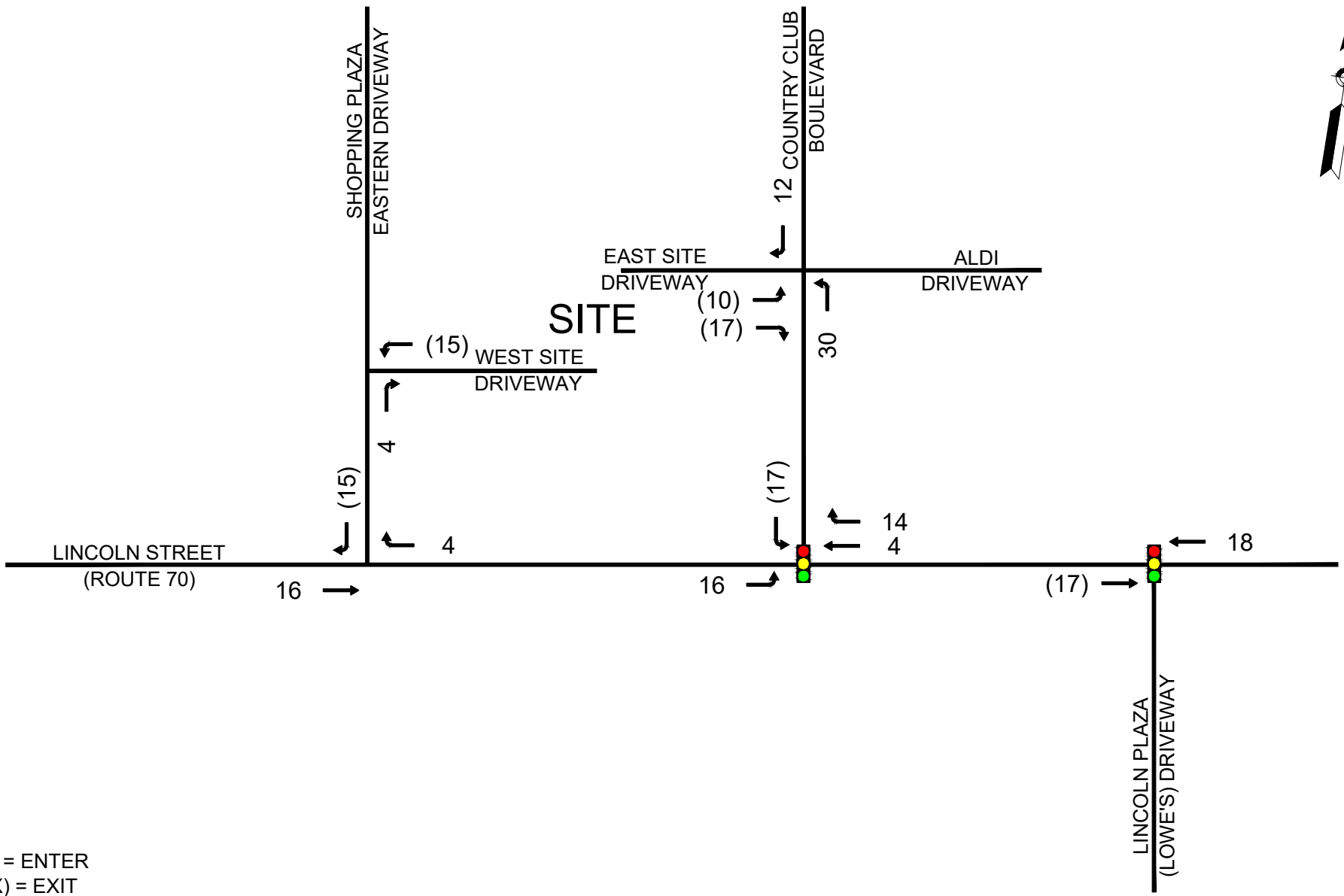
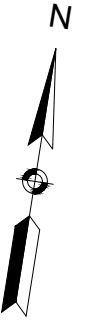


FIGURE 8
DIRECTION OF ARRIVALS AND DEPARTURES

PROPOSED RAISING CANE'S
WORCESTER, MA



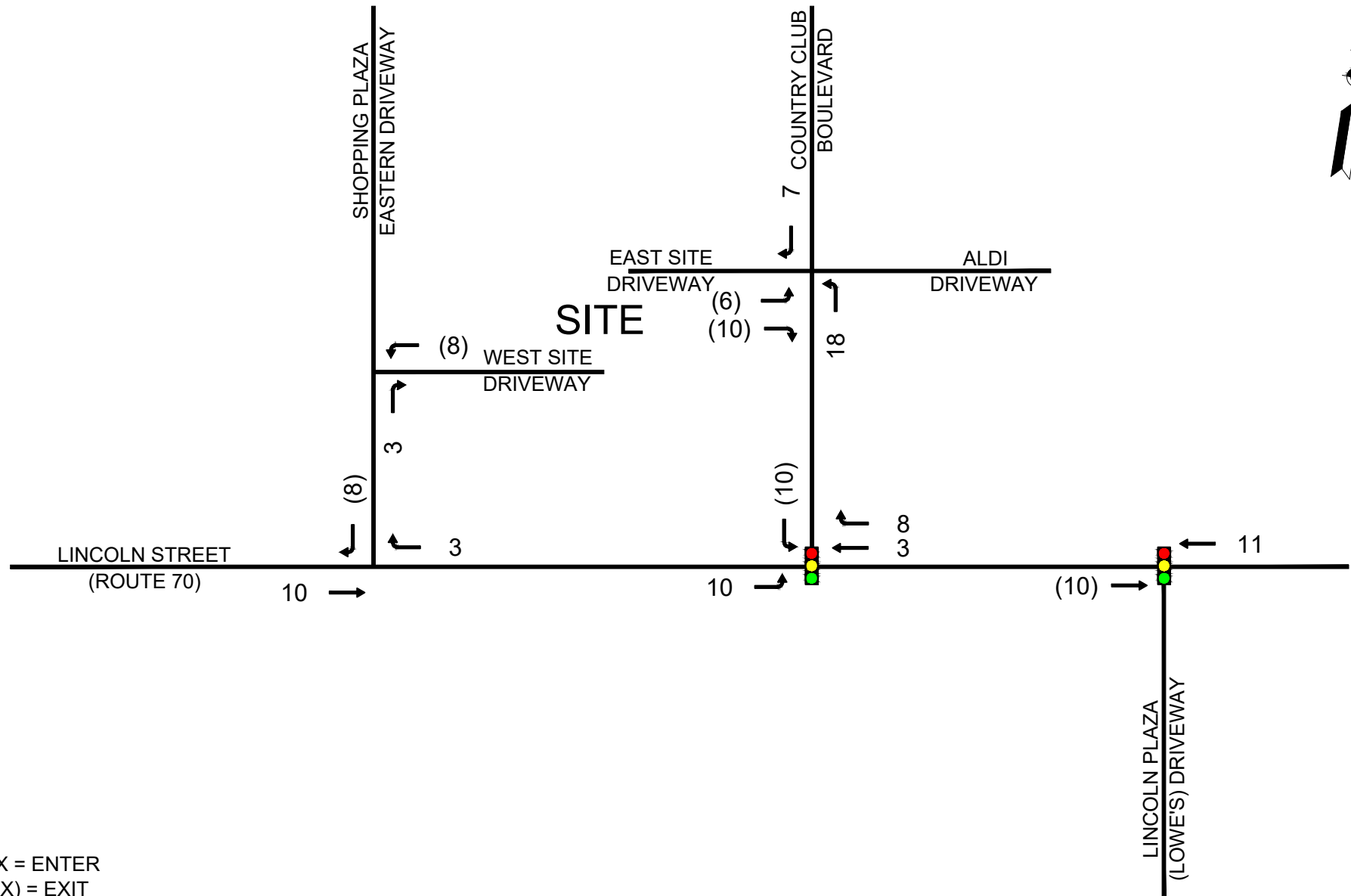


XX = ENTER
(XX) = EXIT

FIGURE 9
NET NEW TRAFFIC VOLUMES
WEEKDAY MIDDAY PEAK HOUR

PROPOSED RAISING CANE'S
WORCESTER, MA





XX = ENTER
 (XX) = EXIT

FIGURE 10
 NET NEW TRAFFIC VOLUMES
 WEEKDAY AFTERNOON PEAK HOUR

PROPOSED RAISING CANE'S
 WORCESTER, MA



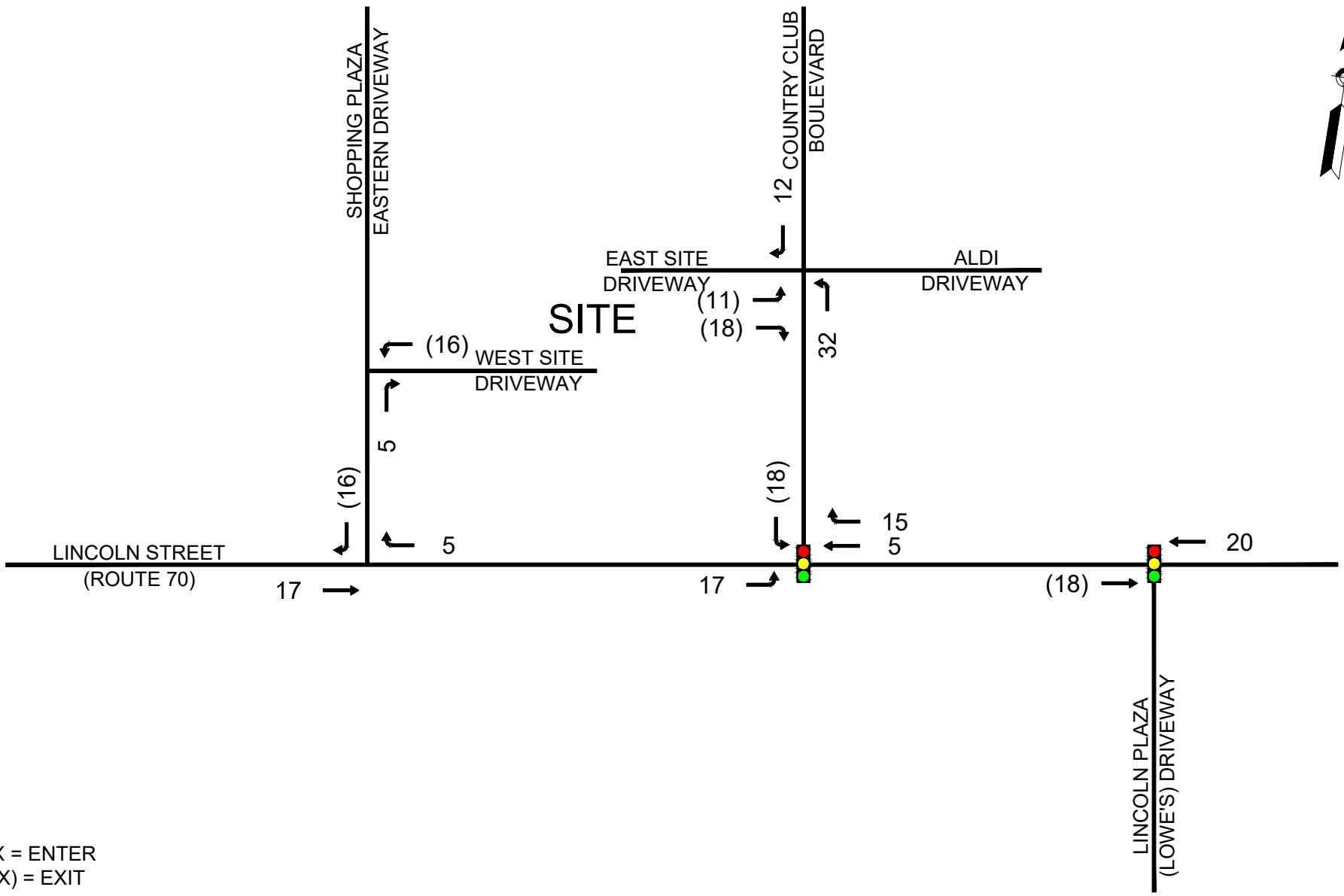
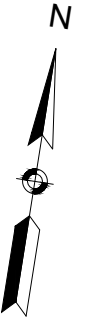
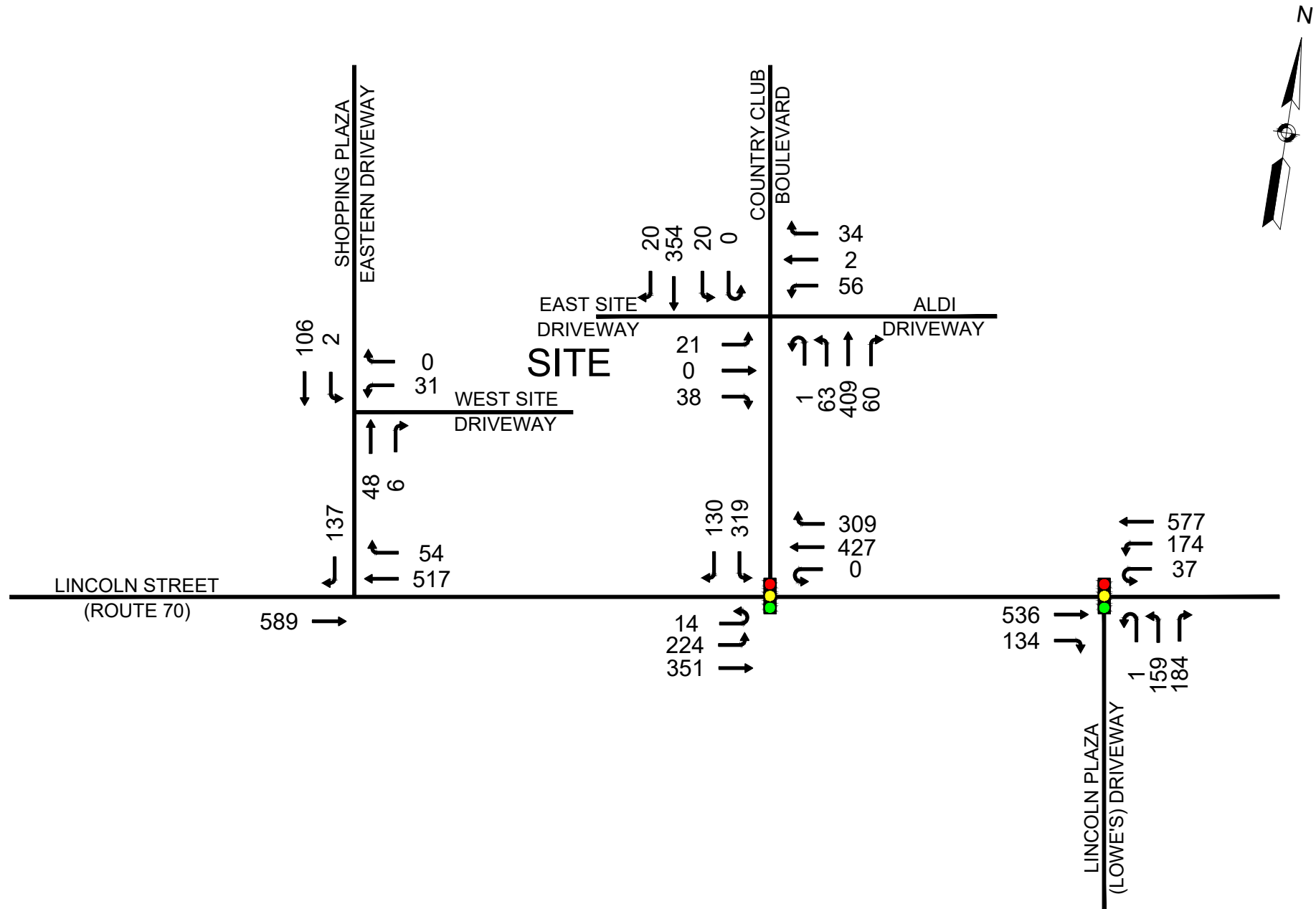


FIGURE 11
NET NEW TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

PROPOSED RAISING CANE'S
WORCESTER, MA





N



FIGURE 12
2031 BUILD TRAFFIC VOLUMES
WEEKDAY MIDDAY PEAK HOUR

PROPOSED RAISING CANE'S
WORCESTER, MA



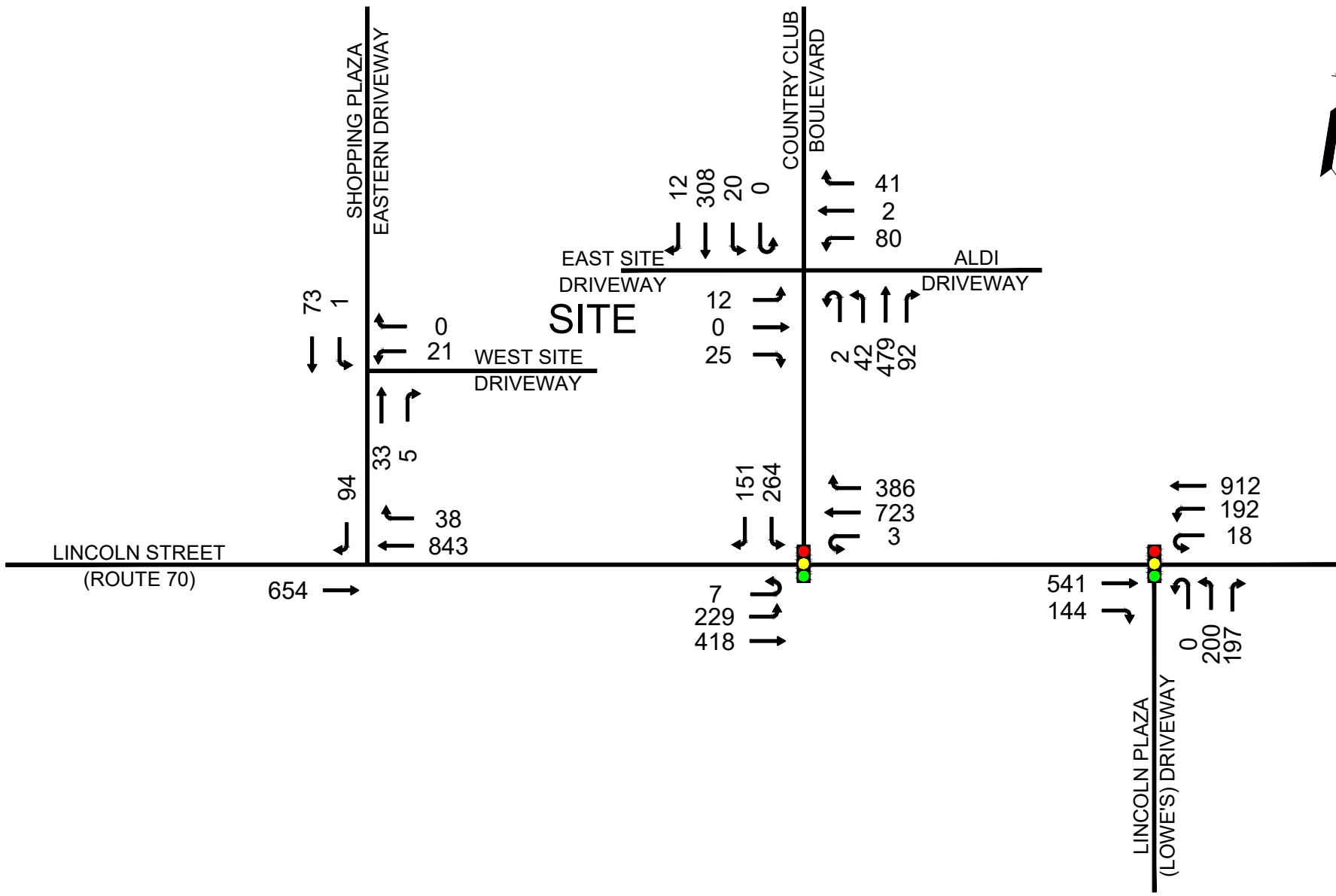
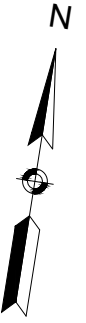


FIGURE 13
2031 BUILD TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

PROPOSED RAISING CANE'S
WORCESTER, MA



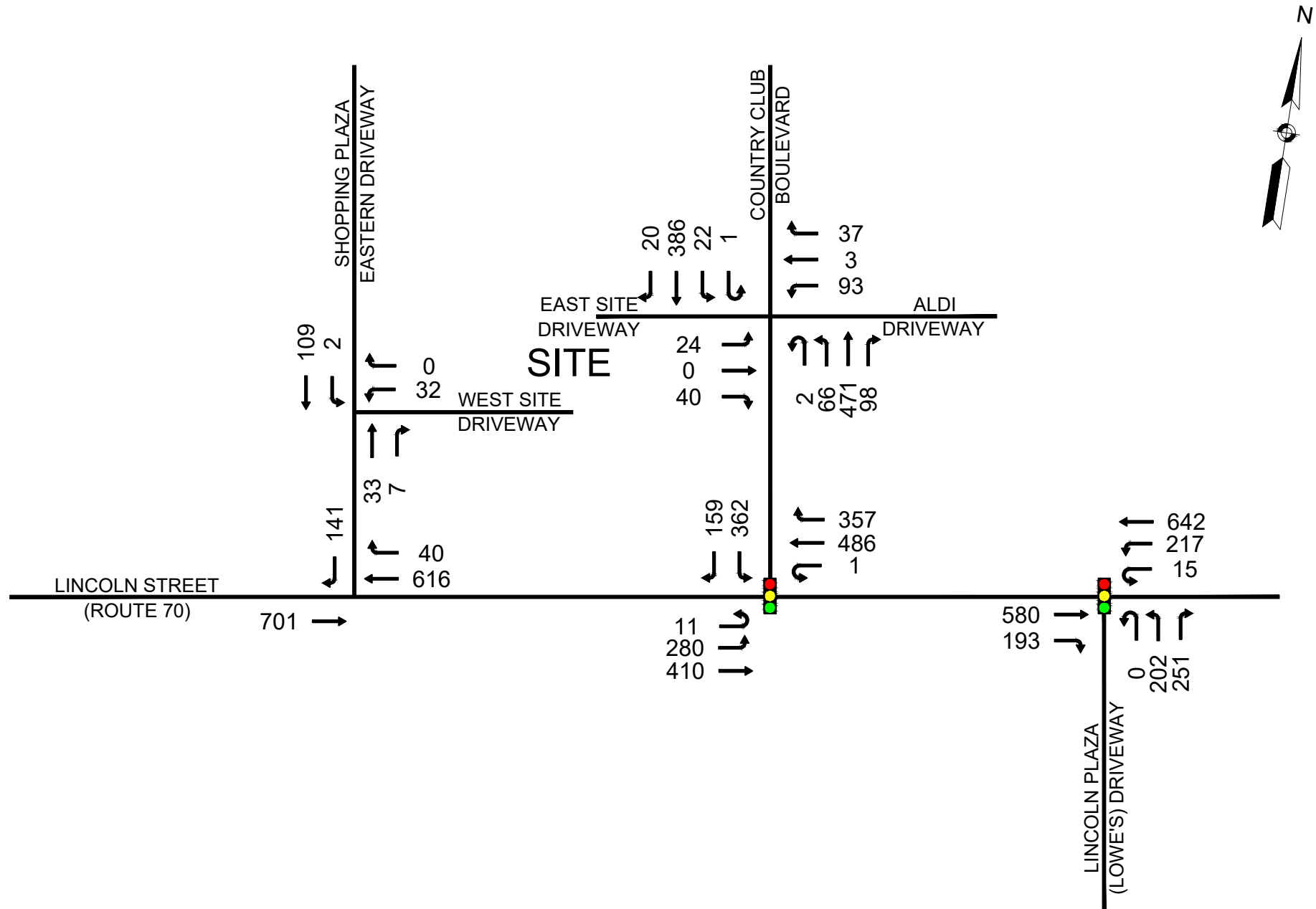


FIGURE 14
2031 BUILD TRAFFIC VOLUMES
SATURDAY MIDDAY PEAK HOUR

PROPOSED RAISING CANE'S
WORCESTER, MA



Traffic Operations Analysis

In prior sections of this study, the quantity of traffic at the study area intersections has been discussed. This section depicts the overall quality of the traffic flow at the study area intersections during the weekday midday, weekday afternoon, and Saturday midday peak hours. To assess the traffic flow, intersection capacity analysis was performed using the Synchro capacity analysis software for the study area intersections under the 2024 Existing, 2031 No Build, and 2031 Build conditions for the three peak hours evaluated. The traffic analysis is based on capacity analysis methodologies and procedures contained in the *Highway Capacity Manual, 6th Edition* (HCM), which are summarized in Appendix E. A discussion of the evaluation measures and a summary of the conclusions of the capacity analysis is provided below.

Level-of-Service Criteria

Average total vehicle delay is reported as level-of-service (LOS) on a scale of LOS A to LOS F. LOS A represents delays of 10 seconds or less, while LOS F represents delays in excess of 50 seconds for unsignalized intersections and greater than 80 seconds for signalized intersections. A more detailed description of the level-of-service criteria is provided in Appendix E.

Field Calibration

To confirm that the existing field conditions are consistent with the Synchro capacity analysis software, a field gap acceptance study was conducted at the intersection of Country Club Boulevard at East Site Driveway/ALDI Driveway on September 12, 2024 during the weekday afternoon peak hour from 5:00 PM to 5:45 PM.

Gap Acceptance Study

A gap acceptance study was conducted to measure the gaps in traffic that drivers turning onto Country Club Boulevard from the ALDI Driveway are willing to accept. The observed gaps being used were compared to the default values in the HCM. Vehicles turning onto Country Club Boulevard from the ALDI Driveway were observed to accept gaps between 2.6 seconds and 5.7 seconds with an average of approximately 4.0 seconds.

To measure vehicle operations at the intersection of Country Club Boulevard at East Site Driveway/ALDI Driveway, the Synchro capacity analysis was calibrated based on the observed field conditions. A critical gap using the highest accepted gap observed of 5.7 seconds was applied to the left turns, through movements, and right turns for vehicles exiting the ALDI Driveway. The gap acceptance observations are provided in Appendix F.

Capacity Analysis Results

Synchro capacity analysis software was utilized to perform the intersection capacity analysis for the study area intersections to evaluate the 2024 Existing, 2031 No Build, and 2031 Build traffic scenarios during the weekday midday, weekday afternoon and Saturday midday peak hours. The peak hour traffic volumes utilized as part of this analysis are outlined in the traffic projection model in Appendix C.

The Synchro capacity analysis results for the 2024 Existing, 2031 No Build, and 2031 Build traffic scenarios are presented in Appendix G, Appendix H, and Appendix I, respectively. The capacity analysis results for the signalized study area intersections are presented in Table 3 and the capacity analysis results for the unsignalized study area intersections are presented in Table 4. The results of the specific capacity analysis at the study area intersections are discussed below, with a more detailed summary of the capacity analysis for the study area intersections provided in Appendix J.

Table 3: Signalized Intersection Overall Levels-of-Service

Intersection	Period	2024 Existing			2031 No Build			2031 Build		
		LOS ¹	Delay ²	ICU ³	LOS	Delay	ICU	LOS	Delay	ICU
Lincoln Street (Route 70) at Country Club Boulevard	MIDDAY	C	22.6	0.59	C	22.7	0.61	C	23.5	0.63
	PM	C	31.6	0.73	D	35.0	0.75	D	37.6	0.76
	SAT	C	21.3	0.67	C	22.0	0.69	C	22.8	0.71
Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway	MIDDAY	B	13.7	0.54	B	13.8	0.55	B	13.9	0.54
	PM	B	12.7	0.53	B	13.0	0.53	B	13.1	0.53
	SAT	B	12.8	0.54	B	13.2	0.55	B	13.4	0.55

1 Level-of-Service

2 Average vehicle delay, in seconds

3 Intersection capacity utilization

As shown in Table 3, the signalized intersection of Lincoln Street (Route 70) at Country Club Boulevard is shown to operate at overall LOS C during the weekday midday, weekday afternoon, and Saturday midday peak hours under 2024 Existing conditions. Under 2031 No Build and 2031 Build conditions, the intersection is projected to continue to operate at overall LOS C during the weekday midday and Saturday midday peak hours and to operate at overall LOS D during the weekday afternoon peak hour. The proposed project is shown to result in average vehicle delay increases of less than three seconds during each of the three peak hours studied.

The signalized intersection of Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway is shown to operate at overall LOS B during the weekday midday, weekday afternoon, and Saturday midday peak hours under 2024 Existing conditions. Under 2031 No Build and 2031 Build conditions, the intersection is projected to continue to operate at overall LOS B during the weekday midday, weekday afternoon, and Saturday midday peak hours. The proposed project is shown to result in average vehicle delay increases of less than one second during each of the three peak hours studied.

Table 4: Unsignalized Intersection Levels-of-Service

Intersection	Period	Movement	2024 Existing			2031 No Build			2031 Build		
			LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway	MIDDAY		B	11.0	0.18	B	11.1	0.18	B	11.4	0.23
	PM	SB - R	B	12.8	0.17	B	13.1	0.17	B	13.5	0.22
	SAT		B	11.7	0.20	B	11.9	0.20	B	12.3	0.25
Country Club Boulevard at East Site Driveway/ALDI Driveway	MIDDAY	EB - LTR	A	9.6	0.01	A	9.6	0.01	C	15.0	0.15
	PM		A	9.6	0.01	A	9.7	0.01	B	13.7	0.09
	SAT		B	12.7	0.01	B	13.0	0.01	C	18.0	0.20
	MIDDAY	WB - LTR	B	13.8	0.22	B	14.1	0.22	C	17.0	0.27
	PM		C	15.6	0.30	C	16.1	0.31	C	18.5	0.35
	SAT		C	17.7	0.37	C	18.5	0.39	D	26.2	0.50
Shopping Plaza Eastern Driveway at West Site Driveway	MIDDAY		n/a	n/a	n/a	n/a	n/a	n/a	A	9.7	0.04
	PM	WB-LR	n/a	n/a	n/a	n/a	n/a	n/a	A	9.3	0.03
	SAT		n/a	n/a	n/a	n/a	n/a	n/a	A	9.6	0.04

1 Level-of-Service

2 Average vehicle delay, in seconds

3 Volume to capacity ratio

As shown in Table 4, the critical southbound Shopping Plaza Eastern Driveway approach at the unsignalized intersection of Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway is currently shown to operate at LOS B during the weekday midday, weekday afternoon, and Saturday midday peak hours. Under 2031 No Build and 2031 Build conditions, the southbound approach is projected to continue to operate at LOS B during the weekday midday, weekday afternoon, and Saturday midday peak hours.

The East Site Driveway eastbound approach to the unsignalized intersection of Country Club Boulevard at East Site Driveway/ALDI Driveway, with the project site vacant, is currently shown to operate at LOS A during the weekday midday and weekday afternoon peak hours and at LOS B during the Saturday midday peak hour. Under 2031 No Build conditions, the eastbound approach is projected to continue to operate at LOS A during the weekday midday and weekday afternoon peak hours and at LOS B during the Saturday midday peak hour. Under 2031 Build conditions, with the proposed project in place, the eastbound approach is projected to operate at LOS C during the weekday midday peak hour, at LOS B during the weekday afternoon peak hour, and at LOS C during the Saturday midday peak hour. The ALDI Driveway westbound approach is currently shown to operate at LOS B during the weekday midday peak hour and at LOS C during the weekday afternoon and Saturday midday peak hours. Under 2031 No Build conditions, the westbound approach is projected to continue to operate at LOS B during the weekday midday peak hour and at LOS C during the weekday afternoon and Saturday midday peak hours. Under 2031 Build conditions, the westbound approach is projected to operate at LOS C during the weekday midday and weekday afternoon peak hours and at LOS D during the Saturday midday peak hour.

The critical westbound West Site Driveway approach at the unsignalized intersection of Shopping Plaza Eastern Driveway at West Site Driveway is projected to operate at LOS A during the weekday midday, weekday afternoon, and Saturday midday peak hours under 2031 Build conditions.

Site Access and Circulation

The project would consist of demolishing the existing Denny's restaurant and constructing a new 3,447 sf Raising Cane's restaurant with dual 12-foot-wide drive-through lanes. Access to the site would be provided via the existing site driveways on Country Club Boulevard and the Shopping Plaza Eastern Driveway, with no substantial changes to the existing driveway configurations.

The drive-through lanes would circulate in a counterclockwise direction around the north and west sides of the proposed building. The inner drive-through lane would be able to accommodate an approximate 10-vehicle queue, and the outer drive-through lane would be able to accommodate an approximate 12-vehicle queue. A 12-foot-wide full bypass lane would be provided adjacent to the drive-through lanes.

Two-way circulation would be provided throughout the parking areas on the south and east sides of the proposed building. As part of the project, 40 parking spaces would be provided including two accessible spaces adjacent to the proposed building. A crosswalk would be provided internal to the site to connect to the adjacent parking area. Additionally, a crosswalk across the East Site Driveway approach to Country Club Boulevard would be provided.

Sight Distance

The available sight distance at the project site driveway locations on Country Club Boulevard and Shopping Plaza Eastern Driveway was measured during the site visit. The American Association of State Highway and Transportation Officials (AASHTO) publication, *A Policy on Geometric Design, 2018 Edition*, identifies minimum stopping sight distance and recommended intersection sight distance at intersections which was used for this evaluation.

The minimum sight distance is based on the required stopping sight distance (SSD) for vehicles traveling along the main road, in this case: Country Club Boulevard and the Shopping Plaza Eastern Driveway. According to AASHTO, "If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient time to anticipate and avoid collisions."

The required SSD for this project was based on the measured 85th percentile speeds on Country Club Boulevard and using a 30-mph speed on the Shopping Plaza Eastern Driveway. The required SSD and field-measured stopping sight distances are outlined in Table 5 below.

Table 5: Stopping Sight Distance

Site Driveway Location	Approaching	Speed Limit (mph)	85th % Speed (mph)	SSD ¹ Required	SSD Measured	Meets Required SSD?
East Site Driveway at Country Club Boulevard	Northbound	30	31	210	150	Yes ³
	Southbound	30	30	200	425	Yes
West Site Driveway at Shopping Plaza Eastern Dwy	Northbound	N/A ²	N/A	210	30	Yes ⁴
	Southbound	N/A ²	N/A	190	>350	Yes

- 1 Stopping sight distance (see AASHTO equations 3-2 and 3-3) for the 85th percentile speeds on Country Club Boulevard and a considered 30 mph speed for the Shopping Plaza Eastern Driveway.
- 2 No speed limit is posted on the Shopping Plaza Eastern Driveway. For the purposes of this evaluation, a speed of 30-mph was used.
- 3 Sight distance is available through the signalized intersection of Lincoln Street (Rte 70) at Country Club Boulevard.
- 4 Sight distance is available beyond the intersection of Lincoln Street (Rte 70) at Shopping Plaza Eastern Driveway allowing approaching vehicles to have adequate SSD to see exiting vehicles.

As shown above, the measured SSD for vehicles approaching both site driveways, considering the distance between adjacent intersections, exceeds the minimum SSD requirements for the 85th percentile speeds on Country Club Boulevard and a 30-mph speed on the Shopping Plaza Eastern Driveway.

The AASHTO-recommended sight distance allows vehicles to enter the main street traffic flow without requiring the mainline traffic to slow to less than 70% of their speed and is referred to as intersection sight distance (ISD). The recommended ISDs for vehicles exiting the project site driveways and the field-measured ISDs are outlined in Table 6, below.

Table 6: Intersection Sight Distance

Site Driveway Location	Looking	Speed Limit (mph)	85th % Speed (mph)	ISD ¹ Recommended	ISD Measured	Meets Recommended ISD?
East Site Driveway at Country Club Boulevard	Left (North)	30	31	300	425	Yes
	Right (South)	30	30	335	150	Yes ³
West Site Driveway at Shopping Plaza Eastern Dwy	Left (South)	N/A ²	N/A	290	30	Yes ⁴
	Right (North)	N/A ²	N/A	335	>350	Yes

- 1 Intersection sight distance (see AASHTO equations 9-1 and 9-2) for the 85th percentile speeds on Country Club Boulevard and a considered 30 mph speed for the Shopping Plaza Eastern Driveway.
- 2 No speed limit is posted on the Shopping Plaza Eastern Driveway. For the purposes of this evaluation, a speed of 30-mph was used.
- 3 Sight distance is available through the signalized intersection of Lincoln Street (Rte 70) at Country Club Boulevard.
- 4 Sight distance is available beyond the intersection of Lincoln Street (Rte 70) at Shopping Plaza Eastern Driveway allowing exiting vehicles to have adequate ISD to see approaching vehicles.

As shown in above, the measured ISD for vehicles exiting both site driveways, considering the distance between adjacent intersections, exceeds the recommended AASHTO ISD for the 85th percentile speeds on Country Club Boulevard and a 30-mph speed on Shopping Plaza Eastern Driveway. Overall, sight distances from the project site driveways are expected to allow for safe and efficient access and egress to and from the project site.

Conclusion

The existing site consists of a vacant building that was formerly occupied by a Denny's restaurant. The proposed project would include the demolition of the existing structure and the construction of a new 3,447 sf Raising Cane's restaurant with dual drive-through lanes and a full bypass lane. Access to the project site would be provided via the two existing site driveways located on Country Club Boulevard and the Shopping Plaza Eastern Driveway. As part of the project, 40 parking spaces would be provided.

The proposed project is anticipated to generate approximately 88 new trips (46 entering vehicles and 42 exiting vehicles) during weekday midday peak hour, approximately 52 new trips (28 entering vehicles and 24 exiting vehicles) during the weekday afternoon peak hour, and approximately 94 new trips (49 entering vehicles and 45 exiting vehicles) during Saturday midday peak hour.

Under 2031 Build conditions, with the project in place, the signalized intersection of Lincoln Street (Route 70) at Country Club Boulevard is projected to operate at overall LOS D or better with an increase in overall average vehicle delay of less than three seconds during any of the peak hours studied. The signalized intersection of Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway is projected to continue to operate at overall LOS B with an increase in overall average vehicle delay of less than one second during any of the peak hours studied.

The project site driveway approaches are each shown to operate at LOS C or better with a queue of less than one vehicle during each analyzed peak hour.

Sight distances at the project site driveways are expected to allow for safe and efficient access and egress to and from the project site.

Based on a review of the analysis provided within this traffic study, the proposed redevelopment is not shown to result in a significant impact on the traffic operations at the study area intersections.



APPENDIX FOR TRAFFIC IMPACT STUDY PROPOSED RAISING CANE'S RESTAURANT

494 Lincoln Street
Worcester, MA

Prepared by
Bowman Consulting Group, Ltd.
120 Water Street, 4th Floor
Boston, MA 02109
617.556.0020

Prepared for
Bohler

October 2024

The top of the page features a dark green triangular shape on the left containing the word "Bowman" in white. To the right, a white-bordered collage of images is visible, including a large stone archway, a roundabout with a central tree, and a residential street with houses.

Bowman

APPENDIX A

TRAFFIC COUNT DATA

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File #: 240170 ATR-A

Count Date: Wednesday, September 4, 2024
 Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	10	0	0	0	10
12:15 AM	0	0	13	0	0	0	13
12:30 AM	0	0	4	0	0	0	4
12:45 AM	0	0	6	0	1	0	7
1:00 AM	0	0	8	0	0	0	8
1:15 AM	0	0	3	0	1	1	5
1:30 AM	0	0	9	0	0	0	9
1:45 AM	0	0	3	0	1	0	4
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	0	5	0	0	0	5
2:30 AM	0	0	3	0	1	0	4
2:45 AM	0	0	1	0	2	0	3
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	1	1	0	0	0	2
3:30 AM	0	0	3	0	1	0	4
3:45 AM	0	0	8	0	0	0	8
4:00 AM	0	0	5	0	0	0	5
4:15 AM	0	0	9	0	1	1	11
4:30 AM	0	0	13	0	0	1	14
4:45 AM	0	0	16	1	0	0	17
5:00 AM	0	0	22	0	0	0	22
5:15 AM	0	0	21	1	0	0	22
5:30 AM	0	0	30	1	0	0	31
5:45 AM	0	0	45	2	0	0	47
6:00 AM	0	0	40	2	0	0	42
6:15 AM	0	1	43	2	1	0	47
6:30 AM	0	2	58	1	0	1	62
6:45 AM	0	0	78	3	2	0	83
7:00 AM	0	0	91	5	0	0	96
7:15 AM	1	0	111	0	2	1	115
7:30 AM	0	1	76	4	2	0	83
7:45 AM	0	0	86	3	2	0	91
8:00 AM	0	0	86	1	3	0	90
8:15 AM	1	0	111	3	1	0	116
8:30 AM	0	0	104	1	2	0	107
8:45 AM	0	1	101	1	0	0	103
9:00 AM	1	0	104	4	1	1	111
9:15 AM	0	0	105	4	2	0	111
9:30 AM	1	0	104	3	4	0	112
9:45 AM	1	0	105	0	1	0	107
10:00 AM	0	0	117	1	2	3	123
10:15 AM	0	0	126	2	2	1	131
10:30 AM	0	0	119	1	2	0	122
10:45 AM	1	0	110	2	6	0	119
11:00 AM	0	0	112	0	4	0	116
11:15 AM	0	0	116	1	3	1	121
11:30 AM	0	0	120	1	1	1	123
11:45 AM	0	1	123	3	2	2	131

AM Total	6	7	2590	53	53	14	2723
Percentage	0.22%	0.26%	95.12%	1.95%	1.95%	0.51%	
AM Peak	9:00 AM	5:45 AM	10:00 AM	6:45 AM	10:30 AM	9:30 AM	10:00 AM
Volume	3	3	472	12	15	4	495

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	124	5	3	1	133
12:15 PM	1	0	138	3	0	2	144
12:30 PM	0	1	121	1	1	1	125
12:45 PM	0	0	149	1	2	0	152
1:00 PM	0	0	113	1	1	1	116
1:15 PM	0	0	94	2	1	1	98
1:30 PM	0	0	126	0	3	0	129
1:45 PM	0	2	144	1	3	0	150
2:00 PM	1	1	129	3	1	1	136
2:15 PM	0	0	124	4	3	0	131
2:30 PM	0	1	117	3	3	1	125
2:45 PM	1	1	137	3	2	0	144
3:00 PM	0	0	144	5	0	1	150
3:15 PM	0	1	141	1	1	0	144
3:30 PM	0	1	137	4	2	0	144
3:45 PM	0	0	153	4	0	2	159
4:00 PM	0	0	142	3	4	0	149
4:15 PM	0	0	118	8	0	1	127
4:30 PM	0	0	138	4	1	0	143
4:45 PM	0	0	136	2	0	0	138
5:00 PM	0	0	113	2	3	0	118
5:15 PM	0	0	111	2	0	1	114
5:30 PM	0	1	123	1	0	1	126
5:45 PM	0	0	105	1	1	2	109
6:00 PM	1	2	117	1	0	0	121
6:15 PM	2	0	119	0	2	0	123
6:30 PM	0	0	96	2	1	0	99
6:45 PM	0	0	116	0	1	0	117
7:00 PM	0	1	114	2	0	0	117
7:15 PM	0	0	94	0	0	1	95
7:30 PM	0	0	107	1	1	0	109
7:45 PM	0	0	95	1	1	0	97
8:00 PM	0	0	80	2	1	0	83
8:15 PM	0	0	83	0	0	1	84
8:30 PM	0	0	67	1	0	0	68
8:45 PM	0	0	59	1	0	0	60
9:00 PM	0	1	37	0	0	0	38
9:15 PM	0	0	52	1	1	0	54
9:30 PM	0	0	48	0	0	0	48
9:45 PM	0	0	32	0	1	0	33
10:00 PM	0	0	36	0	0	0	36
10:15 PM	0	0	29	1	0	0	30
10:30 PM	0	1	31	0	0	1	33
10:45 PM	0	0	24	0	0	0	24
11:00 PM	0	0	28	0	0	0	28
11:15 PM	0	0	24	1	1	0	26
11:30 PM	0	0	13	0	0	0	13
11:45 PM	0	0	13	0	0	0	13

PM Total	6	14	4591	78	45	19	4753
Percentage	0.13%	0.29%	96.59%	1.64%	0.95%	0.40%	
PM Peak	5:30 PM	1:45 PM	3:00 PM	3:30 PM	1:30 PM	12:00 PM	3:00 PM
Volume	3	4	575	19	10	4	597
Day Total	12	21	7181	131	98	33	7476
Percentage	0.16%	0.28%	96.05%	1.75%	1.31%	0.44%	

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File #: 240170 ATR-A

Count Date: Thursday, September 5, 2024
 Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	10	0	1	0	11
12:15 AM	0	0	12	0	0	0	12
12:30 AM	0	0	15	0	0	0	15
12:45 AM	0	0	7	0	0	0	7
1:00 AM	0	0	13	0	0	0	13
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	7	0	1	0	8
1:45 AM	0	0	4	0	1	0	5
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	0	2	0	0	1	3
2:30 AM	0	0	6	0	0	0	6
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	2	0	1	0	3
3:15 AM	0	0	5	0	0	0	5
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	6	0	0	0	6
4:00 AM	0	0	7	0	0	0	7
4:15 AM	0	0	13	0	0	0	13
4:30 AM	0	0	7	0	1	0	8
4:45 AM	0	0	20	1	0	0	21
5:00 AM	0	0	16	0	2	0	18
5:15 AM	0	0	27	1	0	0	28
5:30 AM	0	0	36	1	0	0	37
5:45 AM	0	0	53	1	0	0	54
6:00 AM	0	0	42	2	1	0	45
6:15 AM	0	3	46	2	1	0	52
6:30 AM	0	0	56	1	2	1	60
6:45 AM	0	0	81	2	1	1	85
7:00 AM	0	0	68	4	0	1	73
7:15 AM	0	0	112	4	3	0	119
7:30 AM	0	0	85	1	4	0	90
7:45 AM	0	0	93	1	3	0	97
8:00 AM	0	1	93	3	2	0	99
8:15 AM	0	1	99	5	5	0	110
8:30 AM	0	0	96	2	3	0	101
8:45 AM	0	0	100	4	1	0	105
9:00 AM	0	1	96	2	0	0	99
9:15 AM	0	1	106	3	2	0	112
9:30 AM	0	0	100	4	5	0	109
9:45 AM	0	0	116	2	4	1	123
10:00 AM	0	0	122	0	4	0	126
10:15 AM	1	0	111	2	2	0	116
10:30 AM	0	1	113	1	1	2	118
10:45 AM	0	0	125	1	3	5	134
11:00 AM	0	0	118	1	6	0	125
11:15 AM	0	1	121	3	3	0	128
11:30 AM	0	0	127	1	1	0	129
11:45 AM	0	1	144	3	1	0	149

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	131	1	5	0	137
12:15 PM	0	0	120	3	1	1	125
12:30 PM	0	0	151	1	1	1	154
12:45 PM	0	2	124	2	7	0	135
1:00 PM	0	2	118	0	2	0	122
1:15 PM	1	2	136	2	1	0	142
1:30 PM	0	0	170	1	0	0	171
1:45 PM	0	2	134	1	1	0	138
2:00 PM	0	0	137	3	4	0	144
2:15 PM	0	0	131	6	3	2	142
2:30 PM	0	1	112	2	4	0	119
2:45 PM	0	0	128	3	3	1	135
3:00 PM	0	1	134	0	2	0	137
3:15 PM	0	0	124	4	2	0	130
3:30 PM	0	0	123	3	4	0	130
3:45 PM	0	1	149	6	4	0	160
4:00 PM	0	3	133	3	1	0	140
4:15 PM	0	0	150	7	1	0	158
4:30 PM	1	1	158	2	2	1	165
4:45 PM	0	0	163	2	0	1	166
5:00 PM	0	1	144	2	0	1	148
5:15 PM	0	0	169	0	0	0	169
5:30 PM	0	1	135	1	0	0	137
5:45 PM	0	1	157	2	0	0	160
6:00 PM	1	1	125	0	1	1	129
6:15 PM	0	1	140	1	1	0	143
6:30 PM	0	5	111	2	0	0	118
6:45 PM	0	2	112	1	0	0	115
7:00 PM	0	2	138	2	0	0	142
7:15 PM	0	2	100	0	0	0	102
7:30 PM	0	0	101	1	0	0	102
7:45 PM	0	0	81	0	1	0	82
8:00 PM	0	0	78	1	2	0	81
8:15 PM	0	0	85	1	0	0	86
8:30 PM	0	0	64	0	0	0	64
8:45 PM	0	0	61	0	0	0	61
9:00 PM	0	0	54	0	2	0	56
9:15 PM	0	0	40	1	0	0	41
9:30 PM	0	0	39	0	1	0	40
9:45 PM	0	0	42	1	0	0	43
10:00 PM	0	0	32	0	0	0	32
10:15 PM	0	2	24	1	0	0	27
10:30 PM	0	0	32	0	2	1	35
10:45 PM	0	0	28	0	0	0	28
11:00 PM	0	0	21	0	1	0	22
11:15 PM	0	0	29	0	0	0	29
11:30 PM	0	0	16	0	0	0	16
11:45 PM	0	0	12	0	0	0	12

AM Total	1	10	2649	58	65	12	2795
Percentage	0.04%	0.36%	94.78%	2.08%	2.33%	0.43%	
AM Peak	9:30 AM	5:30 AM	11:00 AM	8:00 AM	9:15 AM	10:00 AM	11:00 AM
Volume	1	3	510	14	15	7	531

PM Total	3	33	4896	69	59	10	5070
Percentage	0.06%	0.65%	96.57%	1.36%	1.16%	0.20%	
PM Peak	12:30 PM	6:30 PM	4:30 PM	3:30 PM	12:00 PM	2:00 PM	4:30 PM
Volume	1	11	634	19	14	3	648

Day Total	4	43	7545	127	124	22	7865
Percentage	0.05%	0.55%	95.93%	1.61%	1.58%	0.28%	

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File #: 240170 ATR-A

Count Date: Wednesday, September 4, 2024
 Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	9	0	0	1	10
12:15 AM	0	0	5	0	0	0	5
12:30 AM	0	0	9	0	0	0	9
12:45 AM	0	0	11	0	1	1	13
1:00 AM	0	0	8	0	0	0	8
1:15 AM	0	0	8	0	0	0	8
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	6	0	0	0	6
2:00 AM	0	0	4	0	1	1	6
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	5	0	0	0	5
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	7	0	0	0	7
4:00 AM	0	0	5	0	0	0	5
4:15 AM	0	0	6	0	0	0	6
4:30 AM	0	0	6	0	0	0	6
4:45 AM	0	0	12	0	1	0	13
5:00 AM	0	0	20	1	0	0	21
5:15 AM	0	0	11	1	2	0	14
5:30 AM	0	0	14	1	0	0	15
5:45 AM	0	0	37	1	0	0	38
6:00 AM	0	0	30	5	0	0	35
6:15 AM	0	0	30	5	0	0	35
6:30 AM	0	0	42	4	0	0	46
6:45 AM	0	0	70	9	3	0	82
7:00 AM	0	0	65	0	1	0	66
7:15 AM	0	0	75	4	1	0	80
7:30 AM	0	0	70	3	2	0	75
7:45 AM	0	1	99	2	3	0	105
8:00 AM	0	0	83	4	0	0	87
8:15 AM	1	0	91	3	0	0	95
8:30 AM	0	0	96	4	1	0	101
8:45 AM	0	1	91	1	1	0	94
9:00 AM	0	0	92	2	0	0	94
9:15 AM	0	0	89	1	2	0	92
9:30 AM	0	3	90	3	2	1	99
9:45 AM	0	0	91	2	2	1	96
10:00 AM	0	0	107	2	3	0	112
10:15 AM	0	0	110	2	1	0	113
10:30 AM	0	1	105	2	5	1	114
10:45 AM	0	0	93	2	4	0	99
11:00 AM	0	0	99	1	2	0	102
11:15 AM	0	1	110	4	3	0	118
11:30 AM	0	0	119	0	2	0	121
11:45 AM	0	0	139	1	1	0	141

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	144	2	4	0	151
12:15 PM	0	1	126	3	4	0	134
12:30 PM	0	0	157	1	2	1	161
12:45 PM	0	0	118	2	3	0	123
1:00 PM	0	0	137	2	4	1	144
1:15 PM	0	0	132	3	2	0	137
1:30 PM	0	1	154	6	2	0	163
1:45 PM	0	1	127	3	2	0	133
2:00 PM	0	0	152	3	3	0	158
2:15 PM	0	0	138	1	0	0	139
2:30 PM	0	1	152	3	3	0	159
2:45 PM	0	1	158	5	0	6	170
3:00 PM	0	0	153	1	0	0	154
3:15 PM	0	2	162	3	0	0	167
3:30 PM	0	0	162	4	1	1	168
3:45 PM	0	1	158	0	2	0	161
4:00 PM	0	0	152	1	0	0	153
4:15 PM	0	0	158	1	1	0	160
4:30 PM	0	1	183	2	4	1	191
4:45 PM	0	0	159	1	1	0	161
5:00 PM	0	2	209	2	0	0	213
5:15 PM	0	0	166	2	1	0	169
5:30 PM	0	0	141	2	1	0	144
5:45 PM	0	1	146	1	2	0	150
6:00 PM	0	2	128	2	0	0	132
6:15 PM	0	0	132	1	0	0	133
6:30 PM	0	4	139	1	0	0	144
6:45 PM	1	2	121	1	1	0	126
7:00 PM	0	1	128	3	0	0	132
7:15 PM	0	0	117	0	2	0	119
7:30 PM	0	0	108	3	0	0	111
7:45 PM	0	0	84	1	0	0	85
8:00 PM	0	0	100	2	0	0	102
8:15 PM	0	0	104	1	1	0	106
8:30 PM	0	1	67	1	1	0	70
8:45 PM	0	0	62	0	0	0	62
9:00 PM	0	0	66	1	1	2	70
9:15 PM	0	1	61	1	1	0	64
9:30 PM	0	1	45	1	0	0	47
9:45 PM	0	0	49	1	0	0	50
10:00 PM	0	0	46	2	0	0	48
10:15 PM	0	0	39	0	0	0	39
10:30 PM	0	0	29	0	0	0	29
10:45 PM	0	0	27	1	0	0	28
11:00 PM	0	0	29	0	0	0	29
11:15 PM	0	0	26	0	0	0	26
11:30 PM	0	0	25	0	1	0	26
11:45 PM	0	0	17	0	0	0	17

AM Total	1	7	2283	70	44	6	2411
Percentage	0.04%	0.29%	94.69%	2.90%	1.82%	0.25%	
AM Peak	7:30 AM	8:45 AM	11:00 AM	6:00 AM	10:30 AM	12:00 AM	11:00 AM
Volume	1	4	467	23	14	2	482

PM Total	2	24	5393	77	50	12	5558
Percentage	0.04%	0.43%	97.03%	1.39%	0.90%	0.22%	
PM Peak	12:00 PM	6:00 PM	4:30 PM	1:15 PM	12:00 PM	2:45 PM	4:30 PM
Volume	1	8	717	15	13	7	734
Day Total	3	31	7676	147	94	18	7969
Percentage	0.04%	0.39%	96.32%	1.84%	1.18%	0.23%	

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File #: 240170 ATR-A

Count Date: Thursday, September 5, 2024
 Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	21	0	0	0	21
12:15 AM	0	0	11	0	1	1	13
12:30 AM	0	0	15	0	0	0	15
12:45 AM	0	0	10	0	0	0	10
1:00 AM	0	1	9	0	0	0	10
1:15 AM	0	0	10	0	0	1	11
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	7	0	0	0	7
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	4	0	0	0	4
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	1	3	0	0	0	4
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	7	0	1	0	8
4:00 AM	0	0	4	1	0	0	5
4:15 AM	0	0	5	0	1	0	6
4:30 AM	0	0	10	0	1	0	11
4:45 AM	0	0	11	0	1	0	12
5:00 AM	0	0	16	0	2	0	18
5:15 AM	0	0	15	2	0	0	17
5:30 AM	0	0	25	0	0	0	25
5:45 AM	0	0	30	2	1	0	33
6:00 AM	0	0	38	2	1	0	41
6:15 AM	1	0	36	6	0	0	43
6:30 AM	0	0	50	3	0	1	54
6:45 AM	0	0	65	10	1	0	76
7:00 AM	0	0	79	1	4	0	84
7:15 AM	0	0	60	5	0	0	65
7:30 AM	0	0	87	1	2	0	90
7:45 AM	1	0	92	2	2	0	97
8:00 AM	0	0	88	6	1	0	95
8:15 AM	1	1	85	4	0	1	92
8:30 AM	1	1	87	1	0	0	90
8:45 AM	0	0	92	7	0	1	100
9:00 AM	0	2	86	0	3	0	91
9:15 AM	0	0	103	2	2	0	107
9:30 AM	2	0	113	4	2	2	123
9:45 AM	0	1	93	1	4	0	99
10:00 AM	0	0	100	4	2	0	106
10:15 AM	0	0	97	1	3	0	101
10:30 AM	0	1	121	1	1	0	124
10:45 AM	0	0	101	3	1	0	105
11:00 AM	0	0	121	3	3	1	128
11:15 AM	0	0	100	5	2	0	107
11:30 AM	0	0	145	3	4	1	153
11:45 AM	0	1	121	0	3	0	125

AM Total	6	9	2391	80	49	9	2544
Percentage	0.24%	0.35%	93.99%	3.14%	1.93%	0.35%	
AM Peak	7:45 AM	8:15 AM	11:00 AM	6:00 AM	11:00 AM	8:45 AM	11:00 AM
Volume	3	4	487	21	12	3	513

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	2	138	2	1	0	143
12:15 PM	0	1	133	3	3	0	140
12:30 PM	0	1	135	2	3	0	141
12:45 PM	0	0	116	3	1	0	120
1:00 PM	0	1	132	4	0	0	137
1:15 PM	0	0	136	8	1	0	145
1:30 PM	0	1	156	4	1	0	162
1:45 PM	0	0	148	3	1	0	152
2:00 PM	0	0	132	4	0	0	136
2:15 PM	0	0	131	0	1	0	132
2:30 PM	0	1	153	4	5	0	163
2:45 PM	0	1	158	3	7	0	169
3:00 PM	0	0	165	4	3	0	172
3:15 PM	0	1	143	3	1	0	148
3:30 PM	1	0	146	0	0	0	147
3:45 PM	0	1	138	2	4	0	145
4:00 PM	0	0	166	4	0	0	170
4:15 PM	0	3	167	0	1	1	172
4:30 PM	0	0	172	1	2	0	175
4:45 PM	0	0	200	2	0	0	202
5:00 PM	0	4	230	3	0	0	237
5:15 PM	0	1	180	1	1	1	184
5:30 PM	0	2	220	2	2	0	226
5:45 PM	0	2	184	0	1	1	188
6:00 PM	0	0	140	2	0	0	142
6:15 PM	0	0	137	1	3	0	141
6:30 PM	0	4	134	2	0	0	140
6:45 PM	1	1	130	2	0	1	135
7:00 PM	0	3	118	2	1	0	124
7:15 PM	0	4	118	1	0	0	123
7:30 PM	0	1	108	3	1	0	113
7:45 PM	0	2	115	0	1	0	118
8:00 PM	0	0	91	3	0	0	94
8:15 PM	0	0	97	1	0	0	98
8:30 PM	0	0	86	0	0	0	86
8:45 PM	0	0	71	1	1	0	73
9:00 PM	0	0	69	1	0	0	70
9:15 PM	0	0	65	2	1	0	68
9:30 PM	0	0	48	0	0	0	48
9:45 PM	0	1	47	0	0	0	48
10:00 PM	0	0	44	2	0	0	46
10:15 PM	0	0	18	0	0	0	18
10:30 PM	0	0	38	0	1	0	39
10:45 PM	0	0	23	0	1	0	24
11:00 PM	0	0	33	1	0	0	34
11:15 PM	0	0	32	0	1	0	33
11:30 PM	0	0	25	0	0	0	25
11:45 PM	0	0	12	0	1	0	13

PM Total	2	38	5578	86	51	4	5759
Percentage	0.03%	0.66%	96.86%	1.49%	0.89%	0.07%	
PM Peak	2:45 PM	6:30 PM	4:45 PM	12:45 PM	2:15 PM	5:00 PM	4:45 PM
Volume	1	12	830	19	16	2	849
Day Total	8	47	7969	166	100	13	8303
Percentage	0.10%	0.57%	95.98%	2.00%	1.20%	0.16%	

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File # 240170 ATR-A

Direction: EB

Weekly Report

Day Date	Wednesday 09/04/24		Thursday 09/05/24												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	10	133	11	137	0	0	0	0	0	0	0	0	0	0	11	135		
12:15	13	144	12	125	0	0	0	0	0	0	0	0	0	0	13	135		
12:30	4	125	15	154	0	0	0	0	0	0	0	0	0	0	10	140		
12:45	7	152	7	135	0	0	0	0	0	0	0	0	0	0	7	144		
1:00	8	116	13	122	0	0	0	0	0	0	0	0	0	0	11	119		
1:15	5	98	2	142	0	0	0	0	0	0	0	0	0	0	4	120		
1:30	9	129	8	171	0	0	0	0	0	0	0	0	0	0	9	150		
1:45	4	150	5	138	0	0	0	0	0	0	0	0	0	0	5	144		
2:00	4	136	4	144	0	0	0	0	0	0	0	0	0	0	4	140		
2:15	5	131	3	142	0	0	0	0	0	0	0	0	0	0	4	137		
2:30	4	125	6	119	0	0	0	0	0	0	0	0	0	0	5	122		
2:45	3	144	4	135	0	0	0	0	0	0	0	0	0	0	4	140		
3:00	2	150	3	137	0	0	0	0	0	0	0	0	0	0	3	144		
3:15	2	144	5	130	0	0	0	0	0	0	0	0	0	0	4	137		
3:30	4	144	1	130	0	0	0	0	0	0	0	0	0	0	3	137		
3:45	8	159	6	160	0	0	0	0	0	0	0	0	0	0	7	160		
4:00	5	149	7	140	0	0	0	0	0	0	0	0	0	0	6	145		
4:15	11	127	13	158	0	0	0	0	0	0	0	0	0	0	12	143		
4:30	14	143	8	165	0	0	0	0	0	0	0	0	0	0	11	154		
4:45	17	138	21	166	0	0	0	0	0	0	0	0	0	0	19	152		
5:00	22	118	18	148	0	0	0	0	0	0	0	0	0	0	20	133		
5:15	22	114	28	169	0	0	0	0	0	0	0	0	0	0	25	142		
5:30	31	126	37	137	0	0	0	0	0	0	0	0	0	0	34	132		
5:45	47	109	54	160	0	0	0	0	0	0	0	0	0	0	51	135		
6:00	42	121	45	129	0	0	0	0	0	0	0	0	0	0	44	125		
6:15	47	123	52	143	0	0	0	0	0	0	0	0	0	0	50	133		
6:30	62	99	60	118	0	0	0	0	0	0	0	0	0	0	61	109		
6:45	83	117	85	115	0	0	0	0	0	0	0	0	0	0	84	116		
7:00	96	117	73	142	0	0	0	0	0	0	0	0	0	0	85	130		
7:15	115	95	119	102	0	0	0	0	0	0	0	0	0	0	117	99		
7:30	83	109	90	102	0	0	0	0	0	0	0	0	0	0	87	106		
7:45	91	97	97	82	0	0	0	0	0	0	0	0	0	0	94	90		
8:00	90	83	99	81	0	0	0	0	0	0	0	0	0	0	95	82		
8:15	116	84	110	86	0	0	0	0	0	0	0	0	0	0	113	85		
8:30	107	68	101	64	0	0	0	0	0	0	0	0	0	0	104	66		
8:45	103	60	105	61	0	0	0	0	0	0	0	0	0	0	104	61		
9:00	111	38	99	56	0	0	0	0	0	0	0	0	0	0	105	47		
9:15	111	54	112	41	0	0	0	0	0	0	0	0	0	0	112	48		
9:30	112	48	109	40	0	0	0	0	0	0	0	0	0	0	111	44		
9:45	107	33	123	43	0	0	0	0	0	0	0	0	0	0	115	38		
10:00	123	36	126	32	0	0	0	0	0	0	0	0	0	0	125	34		
10:15	131	30	116	27	0	0	0	0	0	0	0	0	0	0	124	29		
10:30	122	33	118	35	0	0	0	0	0	0	0	0	0	0	120	34		
10:45	119	24	134	28	0	0	0	0	0	0	0	0	0	0	127	26		
11:00	116	28	125	22	0	0	0	0	0	0	0	0	0	0	121	25		
11:15	121	26	128	29	0	0	0	0	0	0	0	0	0	0	125	28		
11:30	123	13	129	16	0	0	0	0	0	0	0	0	0	0	126	15		
11:45	131	13	149	12	0	0	0	0	0	0	0	0	0	0	140	13		
Total	2723	4753	2795	5070	0	0	0	0	0	0	0	0	0	0	2759	4912		
Day Total	7476		7865		0		0		0		0		0		7671			
Peak HR	10:00 AM	3:00 PM	11:00 AM	4:30 PM													11:00 AM	3:45 PM
Volume	495	597	531	648													511	601

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File # 240170 ATR-A

Direction: WB

Weekly Report

Day Date	Wednesday 09/04/24		Thursday 09/05/24												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	10	151	21	143	0	0	0	0	0	0	0	0	0	0	16	147		
12:15	5	134	13	140	0	0	0	0	0	0	0	0	0	0	9	137		
12:30	9	161	15	141	0	0	0	0	0	0	0	0	0	0	12	151		
12:45	13	123	10	120	0	0	0	0	0	0	0	0	0	0	12	122		
1:00	8	144	10	137	0	0	0	0	0	0	0	0	0	0	9	141		
1:15	8	137	11	145	0	0	0	0	0	0	0	0	0	0	10	141		
1:30	3	163	3	162	0	0	0	0	0	0	0	0	0	0	3	163		
1:45	6	133	7	152	0	0	0	0	0	0	0	0	0	0	7	143		
2:00	6	158	4	136	0	0	0	0	0	0	0	0	0	0	5	147		
2:15	3	139	1	132	0	0	0	0	0	0	0	0	0	0	2	136		
2:30	2	159	4	163	0	0	0	0	0	0	0	0	0	0	3	161		
2:45	4	170	4	169	0	0	0	0	0	0	0	0	0	0	4	170		
3:00	5	154	4	172	0	0	0	0	0	0	0	0	0	0	5	163		
3:15	2	167	2	148	0	0	0	0	0	0	0	0	0	0	2	158		
3:30	0	168	4	147	0	0	0	0	0	0	0	0	0	0	2	158		
3:45	7	161	8	145	0	0	0	0	0	0	0	0	0	0	8	153		
4:00	5	153	5	170	0	0	0	0	0	0	0	0	0	0	5	162		
4:15	6	160	6	172	0	0	0	0	0	0	0	0	0	0	6	166		
4:30	6	191	11	175	0	0	0	0	0	0	0	0	0	0	9	183		
4:45	13	161	12	202	0	0	0	0	0	0	0	0	0	0	13	182		
5:00	21	213	18	237	0	0	0	0	0	0	0	0	0	0	20	225		
5:15	14	169	17	184	0	0	0	0	0	0	0	0	0	0	16	177		
5:30	15	144	25	226	0	0	0	0	0	0	0	0	0	0	20	185		
5:45	38	150	33	188	0	0	0	0	0	0	0	0	0	0	36	169		
6:00	35	132	41	142	0	0	0	0	0	0	0	0	0	0	38	137		
6:15	35	133	43	141	0	0	0	0	0	0	0	0	0	0	39	137		
6:30	46	144	54	140	0	0	0	0	0	0	0	0	0	0	50	142		
6:45	82	126	76	135	0	0	0	0	0	0	0	0	0	0	79	131		
7:00	66	132	84	124	0	0	0	0	0	0	0	0	0	0	75	128		
7:15	80	119	65	123	0	0	0	0	0	0	0	0	0	0	73	121		
7:30	75	111	90	113	0	0	0	0	0	0	0	0	0	0	83	112		
7:45	105	85	97	118	0	0	0	0	0	0	0	0	0	0	101	102		
8:00	87	102	95	94	0	0	0	0	0	0	0	0	0	0	91	98		
8:15	95	106	92	98	0	0	0	0	0	0	0	0	0	0	94	102		
8:30	101	70	90	86	0	0	0	0	0	0	0	0	0	0	96	78		
8:45	94	62	100	73	0	0	0	0	0	0	0	0	0	0	97	68		
9:00	94	70	91	70	0	0	0	0	0	0	0	0	0	0	93	70		
9:15	92	64	107	68	0	0	0	0	0	0	0	0	0	0	100	66		
9:30	99	47	123	48	0	0	0	0	0	0	0	0	0	0	111	48		
9:45	96	50	99	48	0	0	0	0	0	0	0	0	0	0	98	49		
10:00	112	48	106	46	0	0	0	0	0	0	0	0	0	0	109	47		
10:15	113	39	101	18	0	0	0	0	0	0	0	0	0	0	107	29		
10:30	114	29	124	39	0	0	0	0	0	0	0	0	0	0	119	34		
10:45	99	28	105	24	0	0	0	0	0	0	0	0	0	0	102	26		
11:00	102	29	128	34	0	0	0	0	0	0	0	0	0	0	115	32		
11:15	118	26	107	33	0	0	0	0	0	0	0	0	0	0	113	30		
11:30	121	26	153	25	0	0	0	0	0	0	0	0	0	0	137	26		
11:45	141	17	125	13	0	0	0	0	0	0	0	0	0	0	133	15		
Total	2411	5558	2544	5759	0	0	0	0	0	0	0	0	0	0	2478	5659		
Day Total	7969		8303		0		0		0		0		0		8136			
Peak HR	11:00 AM	4:30 PM	11:00 AM	4:45 PM													11:00 AM	4:45 PM
Volume	482	734	513	849													498	768

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File #: 240179 ATR-A (Speed)

Count Date
 Wednesday, September 4, 2024

Speed (60-minute)

EB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	3	7	13	8	3	3	0	0	0	0	0	37	39.2	33.1
1:00 AM	2	4	1	8	9	5	4	0	0	0	0	0	0	33	37.2	29.1
2:00 AM	0	2	0	6	2	2	8	0	0	0	0	0	0	20	42.0	33.2
3:00 AM	0	0	1	4	4	4	2	2	0	0	0	0	0	17	42.2	34.8
4:00 AM	0	2	0	5	13	18	11	2	0	0	0	0	0	51	42.0	35.9
5:00 AM	0	2	9	23	24	38	26	10	4	0	1	2	0	139	43.0	35.9
6:00 AM	0	4	24	37	50	68	42	23	1	1	0	0	0	250	42.0	34.5
7:00 AM	2	8	32	76	77	109	49	13	3	0	0	0	0	369	40.0	33.2
8:00 AM	1	21	53	58	116	66	33	13	2	0	0	0	0	363	38.0	31.2
9:00 AM	4	31	56	70	85	56	18	7	1	1	0	0	0	329	36.0	29.4
10:00 AM	5	36	86	88	81	52	13	6	0	0	0	0	0	367	36.0	28.0
11:00 AM	12	46	70	89	86	45	8	4	1	0	0	0	0	361	35.0	27.1
12:00 PM	12	53	79	99	90	38	10	1	0	0	0	0	0	382	34.0	26.8
1:00 PM	13	36	79	64	90	40	12	4	1	0	0	0	0	339	35.0	27.4
2:00 PM	11	52	99	92	84	49	12	2	1	0	0	0	0	402	35.0	27.0
3:00 PM	4	35	90	108	86	66	16	7	2	1	0	0	0	415	36.0	28.8
4:00 PM	7	41	80	85	104	63	22	2	0	0	0	0	0	404	36.0	28.5
5:00 PM	9	70	98	79	90	40	16	0	0	0	0	0	0	402	34.0	26.5
6:00 PM	11	46	77	86	90	56	14	1	2	0	0	0	0	383	36.0	27.7
7:00 PM	2	36	61	78	90	35	10	2	0	0	0	0	0	314	34.1	28.0
8:00 PM	1	22	29	79	71	50	21	7	0	0	0	0	0	280	38.0	30.3
9:00 PM	2	10	28	29	56	36	16	3	0	0	0	0	0	180	38.0	30.9
10:00 PM	0	2	9	25	43	35	10	3	2	0	0	1	1	131	39.0	33.5
11:00 PM	0	2	9	18	20	17	11	5	3	1	0	0	0	86	41.3	33.5
Total	98	561	1073	1313	1474	996	387	120	23	4	1	3	1	6054	37.0	29.3
Percent	1.62%	9.27%	17.72%	21.69%	24.35%	16.45%	6.39%	1.98%	0.38%	0.07%	0.02%	0.05%	0.02%			

AM Peak	11:00 AM	11:00 AM	10:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	5:00 AM	6:00 AM	5:00 AM	5:00 AM		7:00 AM
Volume	12	46	86	89	116	109	49	23	4	1	1	2	0	369
PM Peak	1:00 PM	5:00 PM	2:00 PM	3:00 PM	4:00 PM	3:00 PM	4:00 PM	3:00 PM	11:00 PM	3:00 PM		10:00 PM	10:00 PM	3:00 PM
Volume	13	70	99	108	104	66	22	7	3	1	0	1	1	415

15th Percentile:	21.0 MPH	Average Speed:	29.3 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	29.0 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	2780
85th Percentile:	37.0 MPH	Number in Pace:	2828	Percent of Vehicles > 30 MPH:	45.9%
95th Percentile:	42.0 MPH	Percent in Pace:	46.7%		

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File #: 240179 ATR-A (Speed)

Count Date
 Wednesday, September 4, 2024

Speed (60-minute)

WB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	6	8	17	5	3	0	0	0	0	0	0	40	36.0	30.9
1:00 AM	1	0	4	9	8	2	0	1	0	0	0	0	0	25	33.4	29.1
2:00 AM	0	0	0	5	4	3	2	1	0	0	0	0	0	15	40.8	33.6
3:00 AM	0	0	0	5	5	3	0	0	1	0	0	0	0	14	36.0	32.7
4:00 AM	0	0	5	6	8	7	5	1	0	0	0	0	0	32	40.4	32.8
5:00 AM	0	0	4	17	30	23	7	3	2	1	0	0	1	88	41.9	34.2
6:00 AM	0	2	15	43	58	50	22	15	0	0	0	0	0	205	40.0	33.2
7:00 AM	0	1	23	75	99	65	34	8	1	1	0	0	0	307	39.0	32.6
8:00 AM	1	6	39	85	148	57	13	5	0	0	0	0	0	354	36.0	30.8
9:00 AM	0	5	31	118	130	50	13	1	2	0	0	0	0	350	35.0	30.4
10:00 AM	0	11	59	154	126	56	11	1	0	0	0	0	0	418	35.0	29.3
11:00 AM	0	14	61	171	121	32	5	0	1	0	0	0	0	405	33.0	28.5
12:00 PM	2	12	69	229	147	19	4	3	0	0	0	0	0	485	33.0	28.2
1:00 PM	2	9	94	171	155	38	7	1	1	0	0	0	0	478	33.0	28.5
2:00 PM	2	12	67	215	172	46	10	2	1	0	0	0	0	527	34.0	29.0
3:00 PM	0	6	65	245	192	36	9	3	1	0	0	0	0	557	33.0	29.1
4:00 PM	0	12	57	208	209	70	8	1	0	0	0	0	0	565	34.0	29.7
5:00 PM	0	4	68	247	202	50	4	0	0	0	0	0	0	575	33.0	29.1
6:00 PM	1	13	58	171	160	52	6	1	0	0	0	0	0	462	34.0	29.1
7:00 PM	2	3	61	161	124	49	8	0	1	0	0	0	0	409	34.0	29.0
8:00 PM	1	11	30	114	93	48	16	0	0	1	0	0	0	314	36.0	29.9
9:00 PM	2	9	27	93	62	27	7	1	0	0	0	0	0	228	35.0	28.9
10:00 PM	0	3	15	32	52	25	12	1	0	0	0	0	0	140	37.0	31.3
11:00 PM	0	2	4	24	34	19	11	2	1	0	0	0	0	97	39.0	32.9
Total	14	136	862	2606	2356	832	217	51	12	3	0	0	1	7090	35.0	29.7
Percent	0.20%	1.92%	12.16%	36.76%	33.23%	11.73%	3.06%	0.72%	0.17%	0.04%	0.00%	0.00%	0.01%			

AM Peak	1:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	5:00 AM	5:00 AM				5:00 AM	10:00 AM
Volume	1	14	61	171	148	65	34	15	2	1	0	0		1	418
PM Peak	12:00 PM	6:00 PM	1:00 PM	5:00 PM	4:00 PM	4:00 PM	8:00 PM	12:00 PM	1:00 PM	8:00 PM					5:00 PM
Volume	2	13	94	247	209	70	16	3	1	1	0	0		0	575

15th Percentile:	25.0 MPH	Average Speed:	29.7 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	29.0 MPH	10 MPH Pace:	25 to 34 MPH	Number of Vehicles > 30 MPH:	2903
85th Percentile:	35.0 MPH	Number in Pace:	4962	Percent of Vehicles > 30 MPH:	40.9%
95th Percentile:	39.0 MPH	Percent in Pace:	70.0%		

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File #: 240179 ATR-A (Speed)

Count Date
 Wednesday, September 4, 2024

Speed (60-minute)

Combined EB and WB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	9	15	30	13	6	3	0	0	0	0	0	77	37.0	32.0
1:00 AM	3	4	5	17	17	7	4	1	0	0	0	0	0	58	37.0	29.1
2:00 AM	0	2	0	11	6	5	10	1	0	0	0	0	0	35	41.9	33.3
3:00 AM	0	0	1	9	9	7	2	2	1	0	0	0	0	31	40.0	33.8
4:00 AM	0	2	5	11	21	25	16	3	0	0	0	0	0	83	42.0	34.7
5:00 AM	0	2	13	40	54	61	33	13	6	1	1	2	1	227	42.0	35.2
6:00 AM	0	6	39	80	108	118	64	38	1	1	0	0	0	455	41.0	33.9
7:00 AM	2	9	55	151	176	174	83	21	4	1	0	0	0	676	40.0	33.0
8:00 AM	2	27	92	143	264	123	46	18	2	0	0	0	0	717	37.0	31.0
9:00 AM	4	36	87	188	215	106	31	8	3	1	0	0	0	679	36.0	29.9
10:00 AM	5	47	145	242	207	108	24	7	0	0	0	0	0	785	35.0	28.7
11:00 AM	12	60	131	260	207	77	13	4	2	0	0	0	0	766	34.0	27.9
12:00 PM	14	65	148	328	237	57	14	4	0	0	0	0	0	867	33.0	27.6
1:00 PM	15	45	173	235	245	78	19	5	2	0	0	0	0	817	34.0	28.1
2:00 PM	13	64	166	307	256	95	22	4	2	0	0	0	0	929	34.0	28.1
3:00 PM	4	41	155	353	278	102	25	10	3	1	0	0	0	972	34.0	29.0
4:00 PM	7	53	137	293	313	133	30	3	0	0	0	0	0	969	35.0	29.2
5:00 PM	9	74	166	326	292	90	20	0	0	0	0	0	0	977	34.0	28.0
6:00 PM	12	59	135	257	250	108	20	2	2	0	0	0	0	845	35.0	28.5
7:00 PM	4	39	122	239	214	84	18	2	1	0	0	0	0	723	34.0	28.6
8:00 PM	2	33	59	193	164	98	37	7	0	1	0	0	0	594	36.0	30.1
9:00 PM	4	19	55	122	118	63	23	4	0	0	0	0	0	408	36.0	29.8
10:00 PM	0	5	24	57	95	60	22	4	2	0	0	1	1	271	38.0	32.4
11:00 PM	0	4	13	42	54	36	22	7	4	1	0	0	0	183	41.0	33.2
Total	112	697	1935	3919	3830	1828	604	171	35	7	1	3	2	13144	36.0	29.5
Percent	0.85%	5.30%	14.72%	29.82%	29.14%	13.91%	4.60%	1.30%	0.27%	0.05%	0.01%	0.02%	0.02%			

AM Peak	11:00 AM	11:00 AM	10:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	5:00 AM	5:00 AM	5:00 AM	5:00 AM	5:00 AM	10:00 AM		
Volume	12	60	145	260	264	174	83	38	6	1	1	2	1	785		

PM Peak	1:00 PM	5:00 PM	1:00 PM	3:00 PM	4:00 PM	4:00 PM	8:00 PM	3:00 PM	11:00 PM	3:00 PM		10:00 PM	10:00 PM	5:00 PM		
Volume	15	74	173	353	313	133	37	10	4	1	0	1	1	977		

15th Percentile:	23.0 MPH	Average Speed:	29.5 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	29.0 MPH	10 MPH Pace:	25 to 34 MPH	Number of Vehicles > 30 MPH:	5683
85th Percentile:	36.0 MPH	Number in Pace:	7749	Percent of Vehicles > 30 MPH:	43.2%
95th Percentile:	40.0 MPH	Percent in Pace:	59.0%		

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File #: 240179 ATR-A (Speed)

Count Date
 Thursday, September 5, 2024

Speed (60-minute)

EB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	0	4	11	12	11	5	1	0	0	0	0	0	45	39.0	32.3
1:00 AM	0	0	1	6	9	6	8	0	2	0	0	0	0	32	42.7	35.9
2:00 AM	1	0	1	2	6	2	1	2	0	0	1	1	0	17	46.8	36.2
3:00 AM	0	1	0	6	2	7	1	0	0	0	0	0	0	17	37.6	32.2
4:00 AM	0	2	4	3	10	15	15	2	3	2	0	0	0	56	43.0	36.9
5:00 AM	2	3	21	22	34	43	21	8	5	0	1	0	0	160	43.0	33.7
6:00 AM	0	12	33	45	47	67	31	11	5	2	0	0	0	253	41.0	32.9
7:00 AM	2	22	35	73	100	79	31	11	3	3	1	0	0	360	39.0	31.8
8:00 AM	1	22	56	66	105	80	26	7	0	0	0	0	0	363	37.0	30.6
9:00 AM	3	34	80	83	91	76	26	4	0	0	0	0	0	397	37.0	29.3
10:00 AM	5	54	69	76	98	69	17	3	0	0	0	0	0	391	36.0	28.4
11:00 AM	7	44	94	72	100	45	18	2	0	1	0	0	0	383	35.0	27.7
12:00 PM	7	59	88	91	79	66	14	0	2	0	1	0	0	407	36.0	27.6
1:00 PM	4	45	77	97	101	61	21	2	0	0	0	0	0	408	36.0	28.3
2:00 PM	15	61	90	75	76	53	16	3	1	0	0	0	0	390	36.0	26.9
3:00 PM	6	44	94	88	98	60	17	1	2	1	1	0	0	412	36.0	28.2
4:00 PM	6	58	108	88	103	56	14	3	0	0	0	0	0	436	35.0	27.3
5:00 PM	3	46	71	94	122	73	20	3	4	0	0	0	0	436	36.0	29.1
6:00 PM	7	53	83	80	66	53	18	5	0	1	0	0	0	366	36.0	27.6
7:00 PM	8	36	67	85	87	40	18	3	1	0	0	0	0	345	36.0	28.0
8:00 PM	3	14	56	71	61	38	18	4	0	0	0	0	0	265	36.0	29.1
9:00 PM	0	5	30	41	54	31	30	3	0	0	1	0	0	195	40.0	31.7
10:00 PM	1	4	15	25	35	20	17	3	4	0	0	0	0	124	40.0	32.3
11:00 PM	2	4	9	19	20	28	9	1	0	0	0	0	0	92	39.0	31.8
Total	84	623	1186	1319	1516	1079	412	82	32	10	6	1	0	6350	37.0	29.2
Percent	1.32%	9.81%	18.68%	20.77%	23.87%	16.99%	6.49%	1.29%	0.50%	0.16%	0.09%	0.02%	0.00%			

AM Peak	11:00 AM	10:00 AM	11:00 AM	9:00 AM	8:00 AM	8:00 AM	6:00 AM	6:00 AM	5:00 AM	7:00 AM	2:00 AM	2:00 AM		9:00 AM
Volume	7	54	94	83	105	80	31	11	5	3	1	1	0	397
PM Peak	2:00 PM	2:00 PM	4:00 PM	1:00 PM	5:00 PM	5:00 PM	9:00 PM	6:00 PM	5:00 PM	3:00 PM	12:00 PM			4:00 PM
Volume	15	61	108	97	122	73	30	5	4	1	1	0	0	436

15th Percentile:	21.0 MPH	Average Speed:	29.2 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	29.0 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	2855
85th Percentile:	37.0 MPH	Number in Pace:	2943	Percent of Vehicles > 30 MPH:	45.0%
95th Percentile:	41.0 MPH	Percent in Pace:	46.3%		

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File #: 240179 ATR-A (Speed)

Count Date
 Thursday, September 5, 2024

Speed (60-minute)

WB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	1	2	5	14	18	11	5	1	0	0	0	0	0	57	37.2	31.1
1:00 AM	0	1	6	4	8	8	3	1	0	0	0	0	0	31	39.0	31.7
2:00 AM	0	0	1	2	4	3	3	0	0	0	0	0	0	13	40.2	34.1
3:00 AM	0	0	3	4	4	4	2	0	0	0	0	0	0	17	38.0	31.7
4:00 AM	0	0	4	12	6	8	4	0	1	1	0	0	0	36	39.5	32.9
5:00 AM	0	4	6	22	28	22	7	1	3	0	0	0	0	93	38.0	32.3
6:00 AM	2	3	13	49	68	45	22	10	3	1	0	0	0	216	40.0	32.9
7:00 AM	0	4	27	75	125	67	23	5	1	0	0	0	0	327	37.0	31.8
8:00 AM	0	7	30	88	146	63	22	6	0	0	0	0	0	362	36.0	31.3
9:00 AM	0	6	45	118	143	53	14	5	0	0	0	0	0	384	36.0	30.5
10:00 AM	0	6	44	141	162	46	11	2	1	0	0	0	0	413	34.0	30.0
11:00 AM	2	16	60	184	136	40	7	2	0	0	0	0	0	447	33.0	28.7
12:00 PM	1	12	88	177	136	38	4	0	0	0	0	0	0	456	33.0	28.3
1:00 PM	3	11	67	224	157	49	10	0	0	0	0	0	0	521	33.0	28.7
2:00 PM	3	14	114	200	138	46	9	1	0	1	0	0	0	526	33.0	28.1
3:00 PM	0	7	70	204	182	63	14	4	0	0	0	0	0	544	34.0	29.6
4:00 PM	0	8	90	225	192	42	8	1	0	0	0	0	1	567	33.0	28.8
5:00 PM	0	17	98	254	225	52	11	1	0	0	0	0	0	658	33.0	28.9
6:00 PM	0	10	49	196	168	49	7	2	0	0	0	0	0	481	34.0	29.3
7:00 PM	1	9	63	167	130	45	10	0	0	0	0	0	0	425	34.0	29.0
8:00 PM	0	6	46	98	112	38	13	2	0	0	0	0	0	315	35.0	29.8
9:00 PM	2	4	23	85	76	34	13	2	1	0	0	0	0	240	36.0	30.2
10:00 PM	1	6	15	29	36	36	8	0	1	0	0	0	0	132	37.0	31.0
11:00 PM	0	2	7	32	18	31	14	0	0	0	0	0	0	104	39.0	32.4
Total	16	155	974	2604	2418	893	244	46	11	3	0	0	1	7365	35.0	29.7
Percent	0.22%	2.10%	13.22%	35.36%	32.83%	12.12%	3.31%	0.62%	0.15%	0.04%	0.00%	0.00%	0.01%			

AM Peak	6:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	7:00 AM	7:00 AM	6:00 AM	5:00 AM	4:00 AM					11:00 AM
Volume	2	16	60	184	162	67	23	10	3	1	0	0	0	0	447
PM Peak	1:00 PM	5:00 PM	2:00 PM	5:00 PM	5:00 PM	3:00 PM	3:00 PM	3:00 PM	9:00 PM	2:00 PM				4:00 PM	5:00 PM
Volume	3	17	114	254	225	63	14	4	1	1	0	0	1	658	

15th Percentile:	24.0 MPH	Average Speed:	29.7 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	29.0 MPH	10 MPH Pace:	25 to 34 MPH	Number of Vehicles > 30 MPH:	3077
85th Percentile:	35.0 MPH	Number in Pace:	5022	Percent of Vehicles > 30 MPH:	41.8%
95th Percentile:	39.0 MPH	Percent in Pace:	68.2%		

Lincoln Street (Route 70)
 just west of Country Club Boulevard
 City, State: Worcester, MA
 Client: Bowman/ L. Fall
 Site Code: 314158-03-001



PDI File #: 240179 ATR-A (Speed)

Count Date
 Thursday, September 5, 2024

Speed (60-minute)
Combined EB and WB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	2	2	9	25	30	22	10	2	0	0	0	0	0	102	38.9	31.6
1:00 AM	0	1	7	10	17	14	11	1	2	0	0	0	0	63	41.0	33.9
2:00 AM	1	0	2	4	10	5	4	2	0	0	1	1	0	30	43.0	35.3
3:00 AM	0	1	3	10	6	11	3	0	0	0	0	0	0	34	38.0	32.0
4:00 AM	0	2	8	15	16	23	19	2	4	3	0	0	0	92	42.0	35.3
5:00 AM	2	7	27	44	62	65	28	9	8	0	1	0	0	253	41.0	33.2
6:00 AM	2	15	46	94	115	112	53	21	8	3	0	0	0	469	40.0	32.9
7:00 AM	2	26	62	148	225	146	54	16	4	3	1	0	0	687	38.0	31.8
8:00 AM	1	29	86	154	251	143	48	13	0	0	0	0	0	725	37.0	31.0
9:00 AM	3	40	125	201	234	129	40	9	0	0	0	0	0	781	36.0	29.8
10:00 AM	5	60	113	217	260	115	28	5	1	0	0	0	0	804	36.0	29.2
11:00 AM	9	60	154	256	236	85	25	4	0	1	0	0	0	830	34.0	28.2
12:00 PM	8	71	176	268	215	104	18	0	2	0	1	0	0	863	34.0	28.0
1:00 PM	7	56	144	321	258	110	31	2	0	0	0	0	0	929	35.0	28.6
2:00 PM	18	75	204	275	214	99	25	4	1	1	0	0	0	916	34.0	27.6
3:00 PM	6	51	164	292	280	123	31	5	2	1	1	0	0	956	35.0	29.0
4:00 PM	6	66	198	313	295	98	22	4	0	0	0	0	1	1003	34.0	28.2
5:00 PM	3	63	169	348	347	125	31	4	4	0	0	0	0	1094	34.1	29.0
6:00 PM	7	63	132	276	234	102	25	7	0	1	0	0	0	847	35.0	28.6
7:00 PM	9	45	130	252	217	85	28	3	1	0	0	0	0	770	35.0	28.6
8:00 PM	3	20	102	169	173	76	31	6	0	0	0	0	0	580	35.2	29.5
9:00 PM	2	9	53	126	130	65	43	5	1	0	1	0	0	435	38.0	30.9
10:00 PM	2	10	30	54	71	56	25	3	5	0	0	0	0	256	38.0	31.6
11:00 PM	2	6	16	51	38	59	23	1	0	0	0	0	0	196	39.0	32.1
Total	100	778	2160	3923	3934	1972	656	128	43	13	6	1	1	13715	36.0	29.5
Percent	0.73%	5.67%	15.75%	28.60%	28.68%	14.38%	4.78%	0.93%	0.31%	0.09%	0.04%	0.01%	0.01%			

AM Peak	11:00 AM	10:00 AM	11:00 AM	11:00 AM	10:00 AM	7:00 AM	7:00 AM	6:00 AM	5:00 AM	4:00 AM	2:00 AM	2:00 AM		11:00 AM
Volume	9	60	154	256	260	146	54	21	8	3	1	1	0	830
PM Peak	2:00 PM	2:00 PM	2:00 PM	5:00 PM	5:00 PM	5:00 PM	9:00 PM	6:00 PM	10:00 PM	2:00 PM	12:00 PM		4:00 PM	5:00 PM
Volume	18	75	204	348	347	125	43	7	5	1	1	0	1	1094

15th Percentile:	23.0 MPH	Average Speed:	29.5 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	29.0 MPH	10 MPH Pace:	24 to 33 MPH	Number of Vehicles > 30 MPH:	5932
85th Percentile:	36.0 MPH	Number in Pace:	7859	Percent of Vehicles > 30 MPH:	43.3%
95th Percentile:	40.0 MPH	Percent in Pace:	57.3%		

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PDI File #: 240170 ATR-B

Count Date: **Wednesday, September 4, 2024**
Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	11	0	0	0	11
12:15 AM	0	0	9	0	0	0	9
12:30 AM	0	0	3	0	0	0	3
12:45 AM	0	0	10	0	0	0	10
1:00 AM	0	0	6	0	0	0	6
1:15 AM	0	0	3	0	0	1	4
1:30 AM	0	0	5	0	0	0	5
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	1	0	0	1	2
2:30 AM	0	0	3	0	0	0	3
2:45 AM	0	0	1	0	1	0	2
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	3	0	1	1	5
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	4	0	0	0	4
5:15 AM	0	0	5	0	0	0	5
5:30 AM	0	0	6	2	0	0	8
5:45 AM	0	0	15	0	0	0	15
6:00 AM	0	0	11	2	0	0	13
6:15 AM	0	0	14	1	0	0	15
6:30 AM	0	0	13	5	0	0	18
6:45 AM	0	0	16	3	0	0	19
7:00 AM	1	0	28	2	0	0	31
7:15 AM	0	0	38	2	0	0	40
7:30 AM	0	0	34	1	1	0	36
7:45 AM	0	0	41	2	0	1	44
8:00 AM	0	0	44	4	0	0	48
8:15 AM	0	0	40	3	2	1	46
8:30 AM	0	0	35	4	0	0	39
8:45 AM	0	0	57	1	1	0	59
9:00 AM	0	0	70	0	0	0	70
9:15 AM	0	0	73	1	3	1	78
9:30 AM	0	0	85	0	2	0	87
9:45 AM	1	0	73	1	1	0	76
10:00 AM	0	0	83	0	1	1	85
10:15 AM	0	0	98	0	4	1	103
10:30 AM	0	0	90	0	1	0	91
10:45 AM	0	0	77	1	2	0	80
11:00 AM	0	0	103	1	0	0	104
11:15 AM	0	0	99	1	0	0	100
11:30 AM	0	0	88	0	3	0	91
11:45 AM	0	0	99	3	0	1	103

AM Total	2	0	1512	40	23	9	1586
Percentage	0.13%	0.00%	95.33%	2.52%	1.45%	0.57%	
AM Peak	6:15 AM	12:00 AM	11:00 AM	7:45 AM	9:30 AM	7:30 AM	11:00 AM
Volume	1	0	389	13	8	2	398

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	2	105	0	1	0	108
12:15 PM	0	0	117	1	0	1	119
12:30 PM	0	0	112	0	1	0	113
12:45 PM	0	1	108	1	1	0	111
1:00 PM	0	0	122	0	1	1	124
1:15 PM	0	0	87	0	2	0	89
1:30 PM	0	0	118	1	2	0	121
1:45 PM	0	2	114	2	0	0	118
2:00 PM	0	0	112	1	1	0	114
2:15 PM	0	1	105	2	0	1	109
2:30 PM	0	1	92	2	1	0	96
2:45 PM	0	1	123	2	0	0	126
3:00 PM	0	0	99	3	2	0	104
3:15 PM	0	1	116	0	0	0	117
3:30 PM	0	0	113	0	0	0	113
3:45 PM	0	0	107	2	0	0	109
4:00 PM	0	0	121	0	2	0	123
4:15 PM	0	0	89	1	1	0	91
4:30 PM	0	0	114	1	1	0	116
4:45 PM	0	0	104	0	0	0	104
5:00 PM	1	0	133	1	0	0	135
5:15 PM	0	0	120	0	1	0	121
5:30 PM	1	1	128	1	0	0	131
5:45 PM	0	0	107	0	0	0	107
6:00 PM	1	1	107	0	1	0	110
6:15 PM	0	0	99	0	1	0	100
6:30 PM	0	0	98	1	0	0	99
6:45 PM	0	0	101	0	0	0	101
7:00 PM	0	1	89	1	0	0	91
7:15 PM	0	0	76	1	0	0	77
7:30 PM	1	0	105	0	0	0	106
7:45 PM	0	0	75	1	0	0	76
8:00 PM	0	0	58	0	0	0	58
8:15 PM	0	0	55	0	0	0	55
8:30 PM	0	1	42	0	0	0	43
8:45 PM	0	0	37	0	0	0	37
9:00 PM	0	0	34	0	0	0	34
9:15 PM	0	1	38	0	0	0	39
9:30 PM	0	0	30	0	0	0	30
9:45 PM	0	0	13	0	1	0	14
10:00 PM	0	0	25	0	0	0	25
10:15 PM	0	0	21	0	0	0	21
10:30 PM	0	0	14	0	0	0	14
10:45 PM	0	0	20	0	0	0	20
11:00 PM	0	0	33	0	0	0	33
11:15 PM	0	0	20	0	0	0	20
11:30 PM	0	0	15	0	0	0	15
11:45 PM	0	0	12	0	0	0	12

PM Total	4	14	3883	25	20	3	3949
Percentage	0.10%	0.35%	98.33%	0.63%	0.51%	0.08%	
PM Peak	4:45 PM	1:45 PM	5:00 PM	2:15 PM	12:45 PM	12:15 PM	5:00 PM
Volume	2	4	488	9	6	2	494
Day Total	6	14	5395	65	43	12	5535
Percentage	0.11%	0.25%	97.47%	1.17%	0.78%	0.22%	

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PDI File #: 240170 ATR-B

Count Date: Thursday, September 5, 2024
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	12	0	0	0	12
12:15 AM	0	0	5	0	0	0	5
12:30 AM	0	0	12	0	0	0	12
12:45 AM	1	0	6	0	0	0	7
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	1	0	0	1	2
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	4	0	0	0	4
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	5	0	0	0	5
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	2	0	0	0	2
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	2	0	2	0	4
5:00 AM	0	0	3	0	1	0	4
5:15 AM	0	0	5	0	0	0	5
5:30 AM	0	0	15	1	1	0	17
5:45 AM	0	0	12	1	0	0	13
6:00 AM	0	0	15	1	0	0	16
6:15 AM	0	0	18	2	1	0	21
6:30 AM	0	0	14	3	0	0	17
6:45 AM	0	0	22	4	0	0	26
7:00 AM	0	0	21	2	0	0	23
7:15 AM	0	0	45	4	0	0	49
7:30 AM	0	0	32	0	0	0	32
7:45 AM	0	0	42	1	1	0	44
8:00 AM	0	0	41	4	0	0	45
8:15 AM	0	0	40	4	0	0	44
8:30 AM	0	0	43	5	2	0	50
8:45 AM	0	0	58	1	0	0	59
9:00 AM	0	0	62	0	0	0	62
9:15 AM	0	1	60	2	0	0	63
9:30 AM	0	0	78	0	0	0	78
9:45 AM	0	0	75	1	3	0	79
10:00 AM	0	0	80	0	0	0	80
10:15 AM	1	0	90	0	0	0	91
10:30 AM	0	0	90	1	1	0	92
10:45 AM	0	0	94	1	1	0	96
11:00 AM	0	0	77	0	2	0	79
11:15 AM	0	0	112	1	2	0	115
11:30 AM	0	0	105	0	2	0	107
11:45 AM	0	1	126	2	0	0	129

AM Total	2	2	1549	41	19	1	1614
Percentage	0.12%	0.12%	95.97%	2.54%	1.18%	0.06%	
AM Peak	12:00 AM	8:30 AM	11:00 AM	7:45 AM	10:45 AM	1:30 AM	11:00 AM
Volume	1	1	420	14	7	1	430

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	114	0	4	0	119
12:15 PM	0	0	114	1	0	0	115
12:30 PM	0	1	110	0	0	0	111
12:45 PM	0	1	119	3	1	0	124
1:00 PM	1	0	101	0	1	0	103
1:15 PM	0	0	89	1	0	0	90
1:30 PM	0	0	94	1	2	0	97
1:45 PM	0	0	103	1	0	0	104
2:00 PM	0	0	127	1	2	0	130
2:15 PM	0	0	120	3	1	0	124
2:30 PM	0	1	105	3	3	0	112
2:45 PM	0	0	109	3	0	0	112
3:00 PM	0	0	122	0	2	0	124
3:15 PM	0	0	102	0	1	0	103
3:30 PM	0	0	110	1	2	0	113
3:45 PM	0	1	112	1	1	0	115
4:00 PM	0	0	123	2	0	0	125
4:15 PM	0	1	112	1	2	0	116
4:30 PM	0	0	108	2	1	0	111
4:45 PM	0	0	122	1	0	0	123
5:00 PM	0	0	136	0	0	0	136
5:15 PM	0	0	115	0	1	0	116
5:30 PM	0	0	121	1	1	0	123
5:45 PM	0	0	94	0	1	0	95
6:00 PM	1	5	93	0	0	0	99
6:15 PM	0	1	89	1	0	0	91
6:30 PM	1	2	91	1	1	0	96
6:45 PM	0	2	92	0	0	0	94
7:00 PM	0	0	86	1	0	0	87
7:15 PM	0	1	84	0	0	0	85
7:30 PM	0	0	88	0	0	0	88
7:45 PM	0	0	78	0	0	0	78
8:00 PM	0	0	64	0	0	0	64
8:15 PM	0	0	65	0	1	0	66
8:30 PM	0	0	45	0	0	0	45
8:45 PM	0	0	42	0	0	0	42
9:00 PM	0	0	35	0	1	0	36
9:15 PM	0	0	39	0	0	0	39
9:30 PM	0	0	34	0	0	0	34
9:45 PM	0	1	25	0	0	0	26
10:00 PM	0	0	15	0	0	0	15
10:15 PM	0	0	16	0	0	0	16
10:30 PM	1	0	24	0	1	0	26
10:45 PM	0	0	16	0	0	0	16
11:00 PM	0	0	15	0	0	0	15
11:15 PM	0	0	21	0	0	0	21
11:30 PM	0	0	19	0	0	0	19
11:45 PM	0	0	16	0	0	0	16

PM Total	5	17	3874	29	30	0	3955
Percentage	0.13%	0.43%	97.95%	0.73%	0.76%	0.00%	
PM Peak	5:45 PM	6:00 PM	4:45 PM	2:00 PM	1:45 PM	12:00 PM	4:45 PM
Volume	2	10	494	10	6	0	498
Day Total	7	19	5423	70	49	1	5569
Percentage	0.13%	0.34%	97.38%	1.26%	0.88%	0.02%	

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240170 ATR-B

Count Date: **Wednesday, September 4, 2024**
Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	3	0	0	0	3
12:30 AM	0	0	5	0	0	0	5
12:45 AM	0	0	4	0	0	0	4
1:00 AM	0	0	6	0	0	0	6
1:15 AM	0	0	5	0	0	0	5
1:30 AM	0	0	2	0	0	1	3
1:45 AM	0	0	5	0	0	0	5
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	4	0	0	0	4
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	5	0	0	0	5
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	12	0	1	0	13
5:00 AM	0	0	16	0	0	0	16
5:15 AM	0	0	12	0	0	0	12
5:30 AM	0	0	20	0	0	0	20
5:45 AM	0	0	15	0	0	0	15
6:00 AM	0	0	24	1	0	0	25
6:15 AM	0	0	21	1	0	0	22
6:30 AM	0	0	33	0	0	0	33
6:45 AM	0	0	41	2	1	0	44
7:00 AM	0	0	22	1	0	0	23
7:15 AM	0	0	47	2	0	0	49
7:30 AM	0	0	33	3	0	0	36
7:45 AM	0	1	32	0	0	0	33
8:00 AM	0	0	53	2	0	0	55
8:15 AM	0	0	55	3	0	1	59
8:30 AM	0	0	50	3	0	0	53
8:45 AM	0	0	49	0	0	0	49
9:00 AM	0	0	54	1	0	0	55
9:15 AM	0	0	51	0	2	0	53
9:30 AM	0	0	50	0	1	0	51
9:45 AM	0	0	61	1	1	0	63
10:00 AM	0	1	73	2	1	0	77
10:15 AM	0	0	73	0	1	1	75
10:30 AM	0	0	80	1	4	0	85
10:45 AM	0	0	81	0	1	0	82
11:00 AM	0	0	81	0	1	0	82
11:15 AM	0	0	76	1	0	0	77
11:30 AM	0	0	71	2	2	0	75
11:45 AM	1	0	88	1	0	0	90

AM Total	1	2	1434	27	16	3	1483
Percentage	0.07%	0.13%	96.70%	1.82%	1.08%	0.20%	
AM Peak	11:00 AM	7:00 AM	10:30 AM	6:45 AM	9:45 AM	12:45 AM	10:30 AM
Volume	1	1	318	8	7	1	326

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	99	1	2	0	102
12:15 PM	0	1	72	0	1	0	74
12:30 PM	0	0	92	1	1	2	96
12:45 PM	0	0	90	0	0	0	90
1:00 PM	0	0	93	1	4	0	98
1:15 PM	0	0	86	0	0	1	87
1:30 PM	0	0	100	0	0	0	100
1:45 PM	0	1	89	1	0	0	91
2:00 PM	0	0	85	1	0	0	86
2:15 PM	0	0	88	2	0	0	90
2:30 PM	0	1	113	3	1	0	118
2:45 PM	0	0	106	5	0	0	111
3:00 PM	0	0	90	4	1	0	95
3:15 PM	0	0	92	0	0	0	92
3:30 PM	0	0	89	0	0	0	89
3:45 PM	0	0	74	1	1	0	76
4:00 PM	0	0	79	0	1	0	80
4:15 PM	0	0	78	0	0	0	78
4:30 PM	0	0	74	2	1	0	77
4:45 PM	0	1	87	0	1	0	89
5:00 PM	0	1	91	1	0	0	93
5:15 PM	0	0	93	1	0	0	94
5:30 PM	0	0	71	0	0	0	71
5:45 PM	0	2	93	1	0	0	96
6:00 PM	0	0	92	0	0	0	92
6:15 PM	0	1	84	0	0	0	85
6:30 PM	0	0	86	0	0	0	86
6:45 PM	0	0	78	0	0	0	78
7:00 PM	0	0	70	1	0	0	71
7:15 PM	0	1	82	0	0	0	83
7:30 PM	0	0	69	1	0	0	70
7:45 PM	0	0	61	1	0	0	62
8:00 PM	0	0	53	0	0	0	53
8:15 PM	0	0	57	0	1	0	58
8:30 PM	0	0	32	0	0	0	32
8:45 PM	0	0	27	0	0	0	27
9:00 PM	0	0	29	0	0	0	29
9:15 PM	0	0	18	0	0	0	18
9:30 PM	0	0	17	0	0	0	17
9:45 PM	0	0	10	0	0	0	10
10:00 PM	0	0	15	0	0	0	15
10:15 PM	0	0	24	0	0	0	24
10:30 PM	0	0	13	0	0	0	13
10:45 PM	0	0	15	0	0	0	15
11:00 PM	0	0	9	0	0	0	9
11:15 PM	0	0	14	0	0	0	14
11:30 PM	0	0	9	0	0	0	9
11:45 PM	0	0	10	0	0	0	10

PM Total	0	9	3098	28	15	3	3153
Percentage	0.00%	0.29%	98.26%	0.89%	0.48%	0.10%	
PM Peak	12:00 PM	5:00 PM	2:30 PM	2:15 PM	12:15 PM	12:30 PM	2:30 PM
Volume	0	3	401	14	6	3	416
Day Total	1	11	4532	55	31	6	4636
Percentage	0.02%	0.24%	97.76%	1.19%	0.67%	0.13%	

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PRECISION
D A T A
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 240170 ATR-B

Count Date: Thursday, September 5, 2024
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	11	0	0	0	11
12:15 AM	0	0	5	0	0	0	5
12:30 AM	0	0	6	0	0	0	6
12:45 AM	0	0	4	0	0	0	4
1:00 AM	1	0	6	0	0	0	7
1:15 AM	0	0	5	0	0	0	5
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	6	0	0	0	6
3:45 AM	0	0	8	0	0	0	8
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	6	0	0	0	6
4:30 AM	0	0	9	0	0	0	9
4:45 AM	0	0	12	0	1	0	13
5:00 AM	0	0	16	0	0	0	16
5:15 AM	0	0	12	0	0	0	12
5:30 AM	0	0	16	0	0	0	16
5:45 AM	0	0	18	0	0	0	18
6:00 AM	0	0	24	1	1	0	26
6:15 AM	0	0	15	0	0	0	15
6:30 AM	0	0	44	1	0	0	45
6:45 AM	0	0	31	2	2	0	35
7:00 AM	0	0	41	2	0	0	43
7:15 AM	0	0	35	2	0	0	37
7:30 AM	0	0	41	2	0	0	43
7:45 AM	0	1	47	2	0	0	50
8:00 AM	0	0	56	2	0	0	58
8:15 AM	0	0	55	4	2	0	61
8:30 AM	0	0	36	1	1	0	38
8:45 AM	0	0	38	2	0	0	40
9:00 AM	0	1	45	0	0	0	46
9:15 AM	0	0	32	2	0	0	34
9:30 AM	1	1	57	1	2	0	62
9:45 AM	0	0	56	0	2	0	58
10:00 AM	0	0	66	1	0	0	67
10:15 AM	0	0	80	0	2	0	82
10:30 AM	0	0	74	0	0	0	74
10:45 AM	0	0	54	1	1	0	56
11:00 AM	0	0	83	0	1	0	84
11:15 AM	0	0	80	2	0	0	82
11:30 AM	0	1	83	1	2	0	87
11:45 AM	0	0	91	0	2	0	93

AM Total	2	4	1418	29	19	0	1472
Percentage	0.14%	0.27%	96.33%	1.97%	1.29%	0.00%	
AM Peak	12:15 AM	8:45 AM	11:00 AM	7:30 AM	9:30 AM	12:00 AM	11:00 AM
Volume	1	2	337	10	6	0	346

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	98	1	0	0	99
12:15 PM	0	0	95	0	3	0	98
12:30 PM	0	0	81	0	0	0	81
12:45 PM	1	0	88	1	1	0	91
1:00 PM	0	1	67	1	2	0	71
1:15 PM	0	0	92	0	1	0	93
1:30 PM	0	0	90	0	2	0	92
1:45 PM	0	0	66	1	0	0	67
2:00 PM	0	0	102	1	0	0	103
2:15 PM	0	0	97	3	1	0	101
2:30 PM	0	0	108	2	1	0	111
2:45 PM	0	0	96	4	0	0	100
3:00 PM	0	0	98	4	2	0	104
3:15 PM	0	1	81	0	2	0	84
3:30 PM	0	0	81	2	1	0	84
3:45 PM	0	0	79	3	2	0	84
4:00 PM	0	0	90	0	1	0	91
4:15 PM	0	0	90	0	0	0	90
4:30 PM	0	0	81	1	0	1	83
4:45 PM	0	0	79	0	0	0	79
5:00 PM	0	0	82	1	0	0	83
5:15 PM	0	2	89	1	1	0	93
5:30 PM	0	0	64	0	0	0	64
5:45 PM	0	1	87	0	1	0	89
6:00 PM	2	0	69	1	0	0	72
6:15 PM	0	1	63	0	0	0	64
6:30 PM	0	1	68	1	0	0	70
6:45 PM	0	3	66	0	0	0	69
7:00 PM	0	0	62	1	2	0	65
7:15 PM	0	1	63	0	0	0	64
7:30 PM	0	0	55	1	0	0	56
7:45 PM	0	1	51	0	0	0	52
8:00 PM	0	1	44	0	0	0	45
8:15 PM	1	0	69	0	0	0	70
8:30 PM	0	0	40	0	0	0	40
8:45 PM	0	0	41	0	0	0	41
9:00 PM	0	0	26	0	0	0	26
9:15 PM	0	1	30	0	1	0	32
9:30 PM	0	0	21	0	0	0	21
9:45 PM	0	0	25	0	0	0	25
10:00 PM	0	0	28	0	0	0	28
10:15 PM	0	0	12	0	0	0	12
10:30 PM	0	0	13	0	0	0	13
10:45 PM	0	0	18	0	1	0	19
11:00 PM	0	0	15	0	0	0	15
11:15 PM	0	0	15	0	0	0	15
11:30 PM	0	0	11	0	0	0	11
11:45 PM	0	0	4	0	0	0	4

PM Total	4	14	2990	30	25	1	3064
Percentage	0.13%	0.46%	97.58%	0.98%	0.82%	0.03%	
PM Peak	5:15 PM	6:00 PM	2:00 PM	2:15 PM	3:00 PM	3:45 PM	2:15 PM
Volume	2	5	403	13	7	1	416
Day Total	6	18	4408	59	44	1	4536
Percentage	0.13%	0.40%	97.18%	1.30%	0.97%	0.02%	

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PRECISION
D A T A
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # 240170 ATR-B

Direction: NB

Weekly Report

Day Date	Wednesday 09/04/24		Thursday 09/05/24												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	11	108	12	119	0	0	0	0	0	0	0	0	0	0	12	114		
12:15	9	119	5	115	0	0	0	0	0	0	0	0	0	0	7	117		
12:30	3	113	12	111	0	0	0	0	0	0	0	0	0	0	8	112		
12:45	10	111	7	124	0	0	0	0	0	0	0	0	0	0	9	118		
1:00	6	124	3	103	0	0	0	0	0	0	0	0	0	0	5	114		
1:15	4	89	2	90	0	0	0	0	0	0	0	0	0	0	3	90		
1:30	5	121	2	97	0	0	0	0	0	0	0	0	0	0	4	109		
1:45	1	118	2	104	0	0	0	0	0	0	0	0	0	0	2	111		
2:00	3	114	2	130	0	0	0	0	0	0	0	0	0	0	3	122		
2:15	2	109	2	124	0	0	0	0	0	0	0	0	0	0	2	117		
2:30	3	96	2	112	0	0	0	0	0	0	0	0	0	0	3	104		
2:45	2	126	0	112	0	0	0	0	0	0	0	0	0	0	1	119		
3:00	1	104	3	124	0	0	0	0	0	0	0	0	0	0	2	114		
3:15	1	117	4	103	0	0	0	0	0	0	0	0	0	0	3	110		
3:30	4	113	5	113	0	0	0	0	0	0	0	0	0	0	5	113		
3:45	3	109	5	115	0	0	0	0	0	0	0	0	0	0	4	112		
4:00	1	123	3	125	0	0	0	0	0	0	0	0	0	0	2	124		
4:15	5	91	2	116	0	0	0	0	0	0	0	0	0	0	4	104		
4:30	2	116	1	111	0	0	0	0	0	0	0	0	0	0	2	114		
4:45	2	104	4	123	0	0	0	0	0	0	0	0	0	0	3	114		
5:00	4	135	4	136	0	0	0	0	0	0	0	0	0	0	4	136		
5:15	5	121	5	116	0	0	0	0	0	0	0	0	0	0	5	119		
5:30	8	131	17	123	0	0	0	0	0	0	0	0	0	0	13	127		
5:45	15	107	13	95	0	0	0	0	0	0	0	0	0	0	14	101		
6:00	13	110	16	99	0	0	0	0	0	0	0	0	0	0	15	105		
6:15	15	100	21	91	0	0	0	0	0	0	0	0	0	0	18	96		
6:30	18	99	17	96	0	0	0	0	0	0	0	0	0	0	18	98		
6:45	19	101	26	94	0	0	0	0	0	0	0	0	0	0	23	98		
7:00	31	91	23	87	0	0	0	0	0	0	0	0	0	0	27	89		
7:15	40	77	49	85	0	0	0	0	0	0	0	0	0	0	45	81		
7:30	36	106	32	88	0	0	0	0	0	0	0	0	0	0	34	97		
7:45	44	76	44	78	0	0	0	0	0	0	0	0	0	0	44	77		
8:00	48	58	45	64	0	0	0	0	0	0	0	0	0	0	47	61		
8:15	46	55	44	66	0	0	0	0	0	0	0	0	0	0	45	61		
8:30	39	43	50	45	0	0	0	0	0	0	0	0	0	0	45	44		
8:45	59	37	59	42	0	0	0	0	0	0	0	0	0	0	59	40		
9:00	70	34	62	36	0	0	0	0	0	0	0	0	0	0	66	35		
9:15	78	39	63	39	0	0	0	0	0	0	0	0	0	0	71	39		
9:30	87	30	78	34	0	0	0	0	0	0	0	0	0	0	83	32		
9:45	76	14	79	26	0	0	0	0	0	0	0	0	0	0	78	20		
10:00	85	25	80	15	0	0	0	0	0	0	0	0	0	0	83	20		
10:15	103	21	91	16	0	0	0	0	0	0	0	0	0	0	97	19		
10:30	91	14	92	26	0	0	0	0	0	0	0	0	0	0	92	20		
10:45	80	20	96	16	0	0	0	0	0	0	0	0	0	0	88	18		
11:00	104	33	79	15	0	0	0	0	0	0	0	0	0	0	92	24		
11:15	100	20	115	21	0	0	0	0	0	0	0	0	0	0	108	21		
11:30	91	15	107	19	0	0	0	0	0	0	0	0	0	0	99	17		
11:45	103	12	129	16	0	0	0	0	0	0	0	0	0	0	116	14		
Total	1586	3949	1614	3955	0	0	0	0	0	0	0	0	0	0	1600	3952		
Day Total	5535		5569		0		0		0		0		0		5552			
Peak HR	11:00 AM	5:00 PM	11:00 AM	4:45 PM													11:00 AM	4:45 PM
Volume	398	494	430	498													414	495

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PRECISION
D A T A
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File # 240170 ATR-B

Direction: SB

Weekly Report

Day Date	Wednesday 09/04/24		Thursday 09/05/24												Week Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	3	102	11	99	0	0	0	0	0	0	0	0	0	0	7	101
12:15	3	74	5	98	0	0	0	0	0	0	0	0	0	0	4	86
12:30	5	96	6	81	0	0	0	0	0	0	0	0	0	0	6	89
12:45	4	90	4	91	0	0	0	0	0	0	0	0	0	0	4	91
1:00	6	98	7	71	0	0	0	0	0	0	0	0	0	0	7	85
1:15	5	87	5	93	0	0	0	0	0	0	0	0	0	0	5	90
1:30	3	100	1	92	0	0	0	0	0	0	0	0	0	0	2	96
1:45	5	91	3	67	0	0	0	0	0	0	0	0	0	0	4	79
2:00	1	86	3	103	0	0	0	0	0	0	0	0	0	0	2	95
2:15	1	90	1	101	0	0	0	0	0	0	0	0	0	0	1	96
2:30	2	118	0	111	0	0	0	0	0	0	0	0	0	0	1	115
2:45	3	111	0	100	0	0	0	0	0	0	0	0	0	0	2	106
3:00	1	95	2	104	0	0	0	0	0	0	0	0	0	0	2	100
3:15	3	92	1	84	0	0	0	0	0	0	0	0	0	0	2	88
3:30	2	89	6	84	0	0	0	0	0	0	0	0	0	0	4	87
3:45	4	76	8	84	0	0	0	0	0	0	0	0	0	0	6	80
4:00	3	80	3	91	0	0	0	0	0	0	0	0	0	0	3	86
4:15	5	78	6	90	0	0	0	0	0	0	0	0	0	0	6	84
4:30	2	77	9	83	0	0	0	0	0	0	0	0	0	0	6	80
4:45	13	89	13	79	0	0	0	0	0	0	0	0	0	0	13	84
5:00	16	93	16	83	0	0	0	0	0	0	0	0	0	0	16	88
5:15	12	94	12	93	0	0	0	0	0	0	0	0	0	0	12	94
5:30	20	71	16	64	0	0	0	0	0	0	0	0	0	0	18	68
5:45	15	96	18	89	0	0	0	0	0	0	0	0	0	0	17	93
6:00	25	92	26	72	0	0	0	0	0	0	0	0	0	0	26	82
6:15	22	85	15	64	0	0	0	0	0	0	0	0	0	0	19	75
6:30	33	86	45	70	0	0	0	0	0	0	0	0	0	0	39	78
6:45	44	78	35	69	0	0	0	0	0	0	0	0	0	0	40	74
7:00	23	71	43	65	0	0	0	0	0	0	0	0	0	0	33	68
7:15	49	83	37	64	0	0	0	0	0	0	0	0	0	0	43	74
7:30	36	70	43	56	0	0	0	0	0	0	0	0	0	0	40	63
7:45	33	62	50	52	0	0	0	0	0	0	0	0	0	0	42	57
8:00	55	53	58	45	0	0	0	0	0	0	0	0	0	0	57	49
8:15	59	58	61	70	0	0	0	0	0	0	0	0	0	0	60	64
8:30	53	32	38	40	0	0	0	0	0	0	0	0	0	0	46	36
8:45	49	27	40	41	0	0	0	0	0	0	0	0	0	0	45	34
9:00	55	29	46	26	0	0	0	0	0	0	0	0	0	0	51	28
9:15	53	18	34	32	0	0	0	0	0	0	0	0	0	0	44	25
9:30	51	17	62	21	0	0	0	0	0	0	0	0	0	0	57	19
9:45	63	10	58	25	0	0	0	0	0	0	0	0	0	0	61	18
10:00	77	15	67	28	0	0	0	0	0	0	0	0	0	0	72	22
10:15	75	24	82	12	0	0	0	0	0	0	0	0	0	0	79	18
10:30	85	13	74	13	0	0	0	0	0	0	0	0	0	0	80	13
10:45	82	15	56	19	0	0	0	0	0	0	0	0	0	0	69	17
11:00	82	9	84	15	0	0	0	0	0	0	0	0	0	0	83	12
11:15	77	14	82	15	0	0	0	0	0	0	0	0	0	0	80	15
11:30	75	9	87	11	0	0	0	0	0	0	0	0	0	0	81	10
11:45	90	10	93	4	0	0	0	0	0	0	0	0	0	0	92	7
Total	1483	3153	1472	3064	0	0	0	0	0	0	0	0	0	0	1478	3109
Day Total	4636		4536		0		0		0		0		0		4586	
Peak HR	10:30 AM	2:30 PM	11:00 AM	2:15 PM												
Volume	326	416	346	416												
															11:00 AM	2:15 PM
															335	415

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PDI File #: 240179 ATR-B (Speed)

Count Date
Wednesday, September 4, 2024

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	5	14	8	2	1	0	0	0	0	0	0	30	31.7	28.5
1:00 AM	0	1	2	7	4	1	0	0	0	0	0	0	0	15	32.9	28.3
2:00 AM	0	0	3	2	4	0	0	0	0	0	0	0	0	9	32.8	27.6
3:00 AM	0	1	1	2	5	1	0	0	0	0	0	0	0	10	33.0	29.2
4:00 AM	0	2	1	6	1	1	0	0	0	0	0	0	0	11	29.5	26.1
5:00 AM	0	0	4	13	10	2	0	0	0	0	0	0	0	29	33.8	29.1
6:00 AM	0	1	13	20	22	6	0	0	0	0	0	0	0	62	33.0	28.8
7:00 AM	1	4	28	55	48	2	1	0	0	0	0	0	0	139	32.0	27.8
8:00 AM	1	4	39	73	46	8	0	1	0	0	0	0	0	172	32.0	27.5
9:00 AM	4	12	69	104	35	4	0	0	0	0	0	0	0	228	30.0	25.6
10:00 AM	5	19	102	117	39	5	0	0	0	0	0	0	0	287	30.0	25.2
11:00 AM	3	18	105	120	49	8	0	0	0	0	0	0	0	303	30.0	25.7
12:00 PM	4	21	121	148	40	6	0	0	0	0	0	0	0	340	29.0	25.3
1:00 PM	1	25	92	141	43	6	1	0	0	0	0	0	0	309	30.0	25.6
2:00 PM	4	13	105	151	48	7	0	0	0	0	0	0	0	328	30.0	25.8
3:00 PM	7	11	90	157	76	15	2	0	0	0	0	0	0	358	31.0	26.6
4:00 PM	2	18	95	146	83	5	2	0	0	0	0	0	0	351	31.0	26.5
5:00 PM	5	24	103	165	67	20	0	1	0	0	0	0	0	385	30.4	26.3
6:00 PM	1	14	106	131	61	7	0	1	0	0	0	0	0	321	31.0	26.0
7:00 PM	6	25	90	116	29	7	1	0	0	0	0	0	0	274	29.0	25.0
8:00 PM	0	2	39	84	44	7	1	0	0	0	0	0	0	177	31.0	27.6
9:00 PM	1	3	12	54	29	9	1	0	0	0	0	0	0	109	33.0	28.5
10:00 PM	0	1	12	41	15	3	1	0	0	0	0	0	0	73	31.0	27.8
11:00 PM	0	3	9	27	29	8	0	0	0	0	0	0	0	76	34.0	29.3
Total	45	222	1246	1894	835	140	11	3	0	0	0	0	0	4396	31.0	26.3
Percent	1.02%	5.05%	28.34%	43.08%	18.99%	3.18%	0.25%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	12:00 AM	8:00 AM								11:00 AM
Volume	5	19	105	120	49	8	1	1	0	0	0	0	0	0	0	303

PM Peak	3:00 PM	1:00 PM	12:00 PM	5:00 PM	4:00 PM	5:00 PM	3:00 PM	5:00 PM								5:00 PM
Volume	7	25	121	165	83	20	2	1	0	0	0	0	0	0	385	

15th Percentile:	22.0 MPH	Average Speed:	26.3 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	26.0 MPH	10 MPH Pace:	22 to 31 MPH	Number of Vehicles > 25 MPH:	2507
85th Percentile:	31.0 MPH	Number in Pace:	3263	Percent of Vehicles > 25 MPH:	57.0%
95th Percentile:	34.0 MPH	Percent in Pace:	74.2%		

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PDI File #: 240179 ATR-B (Speed)

Count Date
Wednesday, September 4, 2024

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	2	2	8	1	0	1	0	0	0	0	0	0	14	29.1	26.6
1:00 AM	0	1	7	4	4	0	0	0	0	0	0	0	0	16	30.8	25.6
2:00 AM	0	0	1	1	3	1	0	0	0	0	0	0	0	6	34.5	29.5
3:00 AM	0	0	2	4	3	1	0	0	0	0	0	0	0	10	32.0	28.7
4:00 AM	0	1	1	7	11	3	0	0	0	0	0	0	0	23	34.0	30.5
5:00 AM	0	2	5	22	24	6	2	0	0	0	0	0	0	61	33.0	29.7
6:00 AM	1	3	19	45	39	12	0	0	0	0	0	0	0	119	33.0	28.6
7:00 AM	0	3	18	57	42	8	3	0	0	0	0	0	0	131	33.0	28.7
8:00 AM	1	11	44	68	60	10	2	0	0	0	0	0	0	196	32.0	27.5
9:00 AM	1	12	60	77	35	3	0	0	0	0	0	0	0	188	31.0	25.8
10:00 AM	1	34	103	87	41	0	0	0	0	0	0	0	0	266	30.0	24.4
11:00 AM	3	30	118	86	25	1	1	0	0	0	0	0	0	264	28.6	24.1
12:00 PM	1	48	128	82	27	5	0	0	0	0	0	0	0	291	29.0	23.9
1:00 PM	2	55	128	94	26	3	0	0	0	0	0	0	0	308	28.0	23.5
2:00 PM	1	33	133	110	53	2	0	0	0	0	0	0	0	332	30.0	24.8
3:00 PM	4	31	122	101	33	5	1	0	0	0	0	0	0	297	29.0	24.7
4:00 PM	3	35	113	92	27	6	0	0	0	0	0	0	0	276	28.0	24.2
5:00 PM	2	41	108	92	38	7	0	0	0	0	0	0	0	288	30.0	24.6
6:00 PM	0	34	117	93	31	8	1	0	0	0	0	0	0	284	29.0	24.5
7:00 PM	0	32	91	81	33	4	0	0	0	0	0	0	0	241	30.0	24.5
8:00 PM	0	16	51	55	22	3	1	0	0	0	0	0	0	148	30.0	25.4
9:00 PM	0	5	14	27	16	2	0	0	0	0	0	0	0	64	31.0	26.6
10:00 PM	0	6	8	22	19	9	0	0	0	0	0	0	0	64	34.0	28.1
11:00 PM	0	0	8	15	11	4	0	0	0	0	0	0	0	38	33.5	28.8
Total	20	435	1401	1330	624	103	12	0	0	0	0	0	0	3925	30.0	25.2
Percent	0.51%	11.08%	35.69%	33.89%	15.90%	2.62%	0.31%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	11:00 AM	10:00 AM	11:00 AM	10:00 AM	8:00 AM	6:00 AM	7:00 AM								10:00 AM
Volume	3	34	118	87	60	12	3	0	0	0	0	0	0	0	266
PM Peak	3:00 PM	1:00 PM	2:00 PM	2:00 PM	2:00 PM	10:00 PM	3:00 PM								2:00 PM
Volume	4	55	133	110	53	9	1	0	0	0	0	0	0	332	

15th Percentile:	20.0 MPH	Average Speed:	25.2 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	25.0 MPH	10 MPH Pace:	20 to 29 MPH	Number of Vehicles > 25 MPH:	1781
85th Percentile:	30.0 MPH	Number in Pace:	2731	Percent of Vehicles > 25 MPH:	45.4%
95th Percentile:	33.0 MPH	Percent in Pace:	69.6%		

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PDI File #: 240179 ATR-B (Speed)

Count Date
Wednesday, September 4, 2024

Speed (60-minute)

Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	2	7	22	9	2	2	0	0	0	0	0	0	44	31.0	27.9
1:00 AM	0	2	9	11	8	1	0	0	0	0	0	0	0	31	32.0	26.9
2:00 AM	0	0	4	3	7	1	0	0	0	0	0	0	0	15	33.0	28.3
3:00 AM	0	1	3	6	8	2	0	0	0	0	0	0	0	20	33.0	29.0
4:00 AM	0	3	2	13	12	4	0	0	0	0	0	0	0	34	34.0	29.1
5:00 AM	0	2	9	35	34	8	2	0	0	0	0	0	0	90	33.0	29.5
6:00 AM	1	4	32	65	61	18	0	0	0	0	0	0	0	181	33.0	28.6
7:00 AM	1	7	46	112	90	10	4	0	0	0	0	0	0	270	32.0	28.2
8:00 AM	2	15	83	141	106	18	2	1	0	0	0	0	0	368	32.0	27.5
9:00 AM	5	24	129	181	70	7	0	0	0	0	0	0	0	416	30.0	25.7
10:00 AM	6	53	205	204	80	5	0	0	0	0	0	0	0	553	30.0	24.8
11:00 AM	6	48	223	206	74	9	1	0	0	0	0	0	0	567	29.0	25.0
12:00 PM	5	69	249	230	67	11	0	0	0	0	0	0	0	631	29.0	24.6
1:00 PM	3	80	220	235	69	9	1	0	0	0	0	0	0	617	29.0	24.6
2:00 PM	5	46	238	261	101	9	0	0	0	0	0	0	0	660	30.0	25.3
3:00 PM	11	42	212	258	109	20	3	0	0	0	0	0	0	655	31.0	25.7
4:00 PM	5	53	208	238	110	11	2	0	0	0	0	0	0	627	30.0	25.5
5:00 PM	7	65	211	257	105	27	0	1	0	0	0	0	0	673	30.0	25.6
6:00 PM	1	48	223	224	92	15	1	1	0	0	0	0	0	605	30.0	25.3
7:00 PM	6	57	181	197	62	11	1	0	0	0	0	0	0	515	29.0	24.8
8:00 PM	0	18	90	139	66	10	2	0	0	0	0	0	0	325	31.0	26.6
9:00 PM	1	8	26	81	45	11	1	0	0	0	0	0	0	173	32.0	27.8
10:00 PM	0	7	20	63	34	12	1	0	0	0	0	0	0	137	32.0	27.9
11:00 PM	0	3	17	42	40	12	0	0	0	0	0	0	0	114	34.0	29.1
Total	65	657	2647	3224	1459	243	23	3	0	0	0	0	0	8321	31.0	25.7
Percent	0.78%	7.90%	31.81%	38.75%	17.53%	2.92%	0.28%	0.04%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	10:00 AM	11:00 AM	11:00 AM	8:00 AM	6:00 AM	7:00 AM	8:00 AM								11:00 AM
Volume	6	53	223	206	106	18	4	1	0	0	0	0	0	0	0	567
PM Peak	3:00 PM	1:00 PM	12:00 PM	2:00 PM	4:00 PM	5:00 PM	3:00 PM	5:00 PM								5:00 PM
Volume	11	80	249	261	110	27	3	1	0	0	0	0	0	0	673	

15th Percentile:	21.0 MPH	Average Speed:	25.7 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	26.0 MPH	10 MPH Pace:	20 to 29 MPH	Number of Vehicles > 25 MPH:	4288
85th Percentile:	31.0 MPH	Number in Pace:	5871	Percent of Vehicles > 25 MPH:	51.5%
95th Percentile:	33.0 MPH	Percent in Pace:	70.6%		

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PDI File #: 240179 ATR-B (Speed)

Count Date
Thursday, September 5, 2024

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	7	15	11	2	0	0	0	0	0	0	0	35	32.9	28.0
1:00 AM	0	0	1	1	6	0	1	0	0	0	0	0	0	9	33.8	31.7
2:00 AM	0	1	0	5	0	0	1	0	0	0	0	0	0	7	30.1	28.4
3:00 AM	0	1	1	5	7	3	0	0	0	0	0	0	0	17	34.2	29.5
4:00 AM	0	1	1	3	5	0	1	0	0	0	0	0	0	11	33.5	29.4
5:00 AM	0	0	10	13	13	4	1	0	0	0	0	0	0	41	33.0	28.5
6:00 AM	0	0	17	40	14	6	0	0	0	0	0	0	0	77	31.6	27.6
7:00 AM	0	2	14	58	48	5	1	1	0	0	0	0	0	129	33.0	28.8
8:00 AM	1	2	39	76	41	11	1	0	0	0	0	0	0	171	32.0	27.5
9:00 AM	2	10	67	120	43	3	1	0	0	0	0	0	0	246	30.0	26.1
10:00 AM	8	21	78	122	46	7	1	0	0	0	0	0	0	283	30.7	25.6
11:00 AM	5	32	142	112	40	5	1	0	0	0	0	0	0	337	29.0	24.6
12:00 PM	5	28	140	118	31	1	0	0	0	0	0	0	0	323	28.0	24.3
1:00 PM	1	17	98	124	52	5	0	0	0	0	0	0	0	297	30.0	25.8
2:00 PM	3	21	106	167	43	11	0	0	0	0	0	0	0	351	30.0	25.7
3:00 PM	2	24	94	169	52	3	2	0	0	0	0	0	0	346	30.0	25.8
4:00 PM	2	24	130	158	65	15	2	0	0	0	0	0	0	396	31.0	26.0
5:00 PM	1	12	88	193	74	11	3	0	0	0	0	0	0	382	31.0	26.8
6:00 PM	1	14	103	113	46	10	2	0	0	0	0	0	0	289	30.0	25.9
7:00 PM	2	16	74	126	46	7	1	0	0	0	0	0	0	272	30.0	26.1
8:00 PM	0	14	50	84	34	3	2	0	1	0	0	0	0	188	31.0	26.5
9:00 PM	1	4	26	53	40	6	1	0	0	0	0	0	0	131	32.0	27.5
10:00 PM	0	3	10	32	21	4	1	0	0	0	0	0	0	71	32.0	28.2
11:00 PM	0	2	7	32	22	4	0	1	0	0	0	0	0	68	33.0	28.8
Total	34	249	1303	1939	800	126	23	2	1	0	0	0	0	4477	31.0	26.2
Percent	0.76%	5.56%	29.10%	43.31%	17.87%	2.81%	0.51%	0.04%	0.02%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	11:00 AM	11:00 AM	10:00 AM	7:00 AM	8:00 AM	1:00 AM	7:00 AM								11:00 AM
Volume	8	32	142	122	48	11	1	1	0	0	0	0	0	0	0	337

PM Peak	12:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM	4:00 PM	5:00 PM	11:00 PM	8:00 PM							4:00 PM
Volume	5	28	140	193	74	15	3	1	1	0	0	0	0	0	396	

15th Percentile:	22.0 MPH	Average Speed:	26.2 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	26.0 MPH	10 MPH Pace:	22 to 31 MPH	Number of Vehicles > 25 MPH:	2491
85th Percentile:	31.0 MPH	Number in Pace:	3353	Percent of Vehicles > 25 MPH:	55.6%
95th Percentile:	33.0 MPH	Percent in Pace:	74.9%		

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PDI File #: 240179 ATR-B (Speed)

Count Date
Thursday, September 5, 2024

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	2	5	8	9	0	0	0	0	0	0	0	0	24	31.6	26.7
1:00 AM	0	2	1	4	7	1	0	0	0	0	0	0	0	15	32.9	28.3
2:00 AM	0	1	1	1	1	0	0	0	0	0	0	0	0	4	29.9	25.3
3:00 AM	0	2	2	8	2	3	0	0	0	0	0	0	0	17	33.8	27.6
4:00 AM	0	0	1	13	12	3	1	0	0	0	0	0	0	30	34.0	30.4
5:00 AM	0	1	5	30	18	5	1	0	0	0	0	0	0	60	33.0	29.0
6:00 AM	0	6	22	38	38	11	0	0	0	0	0	0	0	115	33.0	28.1
7:00 AM	2	4	31	62	47	10	1	0	0	0	0	0	0	157	32.0	27.8
8:00 AM	0	8	36	62	63	9	0	0	0	0	0	0	0	178	32.5	28.0
9:00 AM	1	16	62	60	25	4	0	0	0	0	0	0	0	168	30.0	25.3
10:00 AM	0	27	89	95	39	1	1	0	0	0	0	0	0	252	30.0	25.0
11:00 AM	1	33	146	91	25	2	1	0	0	0	0	0	0	299	28.0	24.0
12:00 PM	0	36	152	103	25	1	1	0	0	0	0	0	0	318	28.0	23.9
1:00 PM	1	41	113	98	25	1	0	0	0	0	0	0	0	279	28.0	23.9
2:00 PM	1	48	140	114	35	3	0	0	0	0	0	0	0	341	28.0	24.2
3:00 PM	4	39	111	101	28	4	1	0	0	0	0	0	0	288	29.0	24.2
4:00 PM	3	39	124	103	30	5	1	0	0	0	0	0	0	305	29.0	24.3
5:00 PM	1	30	106	97	37	3	0	0	0	0	0	0	0	274	29.0	24.8
6:00 PM	0	26	92	78	24	3	0	0	0	0	0	0	0	223	29.0	24.5
7:00 PM	2	26	73	73	32	1	1	0	0	0	0	0	0	208	30.0	24.7
8:00 PM	2	15	67	53	43	4	1	0	0	0	0	0	0	185	31.0	25.4
9:00 PM	1	8	25	32	24	3	1	0	0	0	0	0	0	94	31.0	26.3
10:00 PM	1	4	11	22	23	4	0	0	0	0	0	0	0	65	33.0	27.8
11:00 PM	0	1	6	13	15	3	1	0	0	0	0	0	0	39	34.0	28.7
Total	20	415	1421	1359	627	84	12	0	0	0	0	0	0	3938	30.0	25.1
Percent	0.51%	10.54%	36.08%	34.51%	15.92%	2.13%	0.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	7:00 AM	11:00 AM	11:00 AM	10:00 AM	8:00 AM	6:00 AM	4:00 AM									11:00 AM
Volume	2	33	146	95	63	11	1	0	0	0	0	0	0	0	0	299
PM Peak	3:00 PM	2:00 PM	12:00 PM	2:00 PM	8:00 PM	4:00 PM	12:00 PM									2:00 PM
Volume	4	48	152	114	43	5	1	0	0	0	0	0	0	0	341	

15th Percentile:	20.0 MPH	Average Speed:	25.1 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	25.0 MPH	10 MPH Pace:	20 to 29 MPH	Number of Vehicles > 25 MPH:	1764
85th Percentile:	30.0 MPH	Number in Pace:	2780	Percent of Vehicles > 25 MPH:	44.8%
95th Percentile:	33.0 MPH	Percent in Pace:	70.6%		

Country Club Boulevard
north of Aldi Driveway
City, State: Worcester, MA
Client: Bowman/ L. Fall
Site Code: 314158-03-001



PDI File #: 240179 ATR-B (Speed)

Count Date
Thursday, September 5, 2024

Speed (60-minute)

Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	2	12	23	20	2	0	0	0	0	0	0	0	59	32.0	27.5
1:00 AM	0	2	2	5	13	1	1	0	0	0	0	0	0	24	33.6	29.5
2:00 AM	0	2	1	6	1	0	1	0	0	0	0	0	0	11	31.0	27.3
3:00 AM	0	3	3	13	9	6	0	0	0	0	0	0	0	34	35.0	28.6
4:00 AM	0	1	2	16	17	3	2	0	0	0	0	0	0	41	34.0	30.1
5:00 AM	0	1	15	43	31	9	2	0	0	0	0	0	0	101	33.0	28.8
6:00 AM	0	6	39	78	52	17	0	0	0	0	0	0	0	192	33.0	27.9
7:00 AM	2	6	45	120	95	15	2	1	0	0	0	0	0	286	32.0	28.2
8:00 AM	1	10	75	138	104	20	1	0	0	0	0	0	0	349	32.0	27.7
9:00 AM	3	26	129	180	68	7	1	0	0	0	0	0	0	414	30.0	25.8
10:00 AM	8	48	167	217	85	8	2	0	0	0	0	0	0	535	30.0	25.3
11:00 AM	6	65	288	203	65	7	2	0	0	0	0	0	0	636	29.0	24.3
12:00 PM	5	64	292	221	56	2	1	0	0	0	0	0	0	641	28.0	24.1
1:00 PM	2	58	211	222	77	6	0	0	0	0	0	0	0	576	29.0	24.9
2:00 PM	4	69	246	281	78	14	0	0	0	0	0	0	0	692	29.0	24.9
3:00 PM	6	63	205	270	80	7	3	0	0	0	0	0	0	634	29.0	25.1
4:00 PM	5	63	254	261	95	20	3	0	0	0	0	0	0	701	30.0	25.3
5:00 PM	2	42	194	290	111	14	3	0	0	0	0	0	0	656	30.0	26.0
6:00 PM	1	40	195	191	70	13	2	0	0	0	0	0	0	512	30.0	25.3
7:00 PM	4	42	147	199	78	8	2	0	0	0	0	0	0	480	30.0	25.5
8:00 PM	2	29	117	137	77	7	3	0	1	0	0	0	0	373	31.0	25.9
9:00 PM	2	12	51	85	64	9	2	0	0	0	0	0	0	225	32.0	27.0
10:00 PM	1	7	21	54	44	8	1	0	0	0	0	0	0	136	32.8	28.0
11:00 PM	0	3	13	45	37	7	1	1	0	0	0	0	0	107	33.0	28.8
Total	54	664	2724	3298	1427	210	35	2	1	0	0	0	0	8415	30.0	25.7
Percent	0.64%	7.89%	32.37%	39.19%	16.96%	2.50%	0.42%	0.02%	0.01%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	11:00 AM	11:00 AM	10:00 AM	8:00 AM	8:00 AM	4:00 AM	7:00 AM								11:00 AM
Volume	8	65	288	217	104	20	2	1	0	0	0	0	0	0	0	636

PM Peak	3:00 PM	2:00 PM	12:00 PM	5:00 PM	5:00 PM	4:00 PM	3:00 PM	11:00 PM	8:00 PM							4:00 PM
Volume	6	69	292	290	111	20	3	1	1	0	0	0	0	0	701	

15th Percentile:	21.0 MPH	Average Speed:	25.7 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	26.0 MPH	10 MPH Pace:	21 to 30 MPH	Number of Vehicles > 25 MPH:	4255
85th Percentile:	30.0 MPH	Number in Pace:	6080	Percent of Vehicles > 25 MPH:	50.6%
95th Percentile:	33.0 MPH	Percent in Pace:	72.3%		

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	26	82	0	108	73	115	0	188	79	39	4	122	418
12:15 PM	31	72	0	103	69	106	0	175	70	57	5	132	410
12:30 PM	38	63	0	101	54	106	0	160	97	55	1	153	414
12:45 PM	32	64	0	96	75	86	0	161	93	42	4	139	396
Total	127	281	0	408	271	413	0	684	339	193	14	546	1638
1:00 PM	27	51	0	78	63	103	0	166	77	53	2	132	376
1:15 PM	40	76	0	116	55	101	0	156	85	52	1	138	410
1:30 PM	40	58	0	98	51	129	1	181	108	58	4	170	449
1:45 PM	32	60	0	92	69	120	0	189	98	38	2	138	419
Total	139	245	0	384	238	453	1	692	368	201	9	578	1654
Grand Total	266	526	0	792	509	866	1	1376	707	394	23	1124	3292
Approach %	33.6	66.4	0.0		37.0	62.9	0.1		62.9	35.1	2.0		
Total %	8.1	16.0	0.0	24.1	15.5	26.3	0.0	41.8	21.5	12.0	0.7	34.1	
Exiting Leg Total				903				1234				1155	3292
Cars	254	521	0	775	502	836	1	1339	690	383	23	1096	3210
% Cars	95.5	99.0	0.0	97.9	98.6	96.5	100.0	97.3	97.6	97.2	100.0	97.5	97.5
Exiting Leg Total				885				1212				1113	3210
Heavy Vehicles	12	5	0	17	7	30	0	37	17	11	0	28	82
% Heavy Vehicles	4.5	1.0	0.0	2.1	1.4	3.5	0.0	2.7	2.4	2.8	0.0	2.5	2.5
Exiting Leg Total				18				22				42	82

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
1:00 PM	27	51	0	78	63	103	0	166	77	53	2	132	376
1:15 PM	40	76	0	116	55	101	0	156	85	52	1	138	410
1:30 PM	40	58	0	98	51	129	1	181	108	58	4	170	449
1:45 PM	32	60	0	92	69	120	0	189	98	38	2	138	419
Total Volume	139	245	0	384	238	453	1	692	368	201	9	578	1654
% Approach Total	36.2	63.8	0.0		34.4	65.5	0.1		63.7	34.8	1.6		
PHF	0.869	0.806	0.000	0.828	0.862	0.878	0.250	0.915	0.852	0.866	0.563	0.850	0.921
Cars	134	242	0	376	233	436	1	670	362	198	9	569	1615
Cars %	96.4	98.8	0.0	97.9	97.9	96.2	100.0	96.8	98.4	98.5	100.0	98.4	97.6
Heavy Vehicles	5	3	0	8	5	17	0	22	6	3	0	9	39
Heavy Vehicles %	3.6	1.2	0.0	2.1	2.1	3.8	0.0	3.2	1.6	1.5	0.0	1.6	2.4
Cars Enter Leg	134	242	0	376	233	436	1	670	362	198	9	569	1615
Heavy Enter Leg	5	3	0	8	5	17	0	22	6	3	0	9	39
Total Entering Leg	139	245	0	384	238	453	1	692	368	201	9	578	1654
Cars Exiting Leg				431				605				579	1615
Heavy Exiting Leg				8				9				22	39
Total Exiting Leg				439				614				601	1654

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	24	81	0	105	72	112	0	184	78	36	4	118	407
12:15 PM	28	72	0	100	69	103	0	172	67	56	5	128	400
12:30 PM	38	63	0	101	53	101	0	154	93	55	1	149	404
12:45 PM	30	63	0	93	75	84	0	159	90	38	4	132	384
Total	120	279	0	399	269	400	0	669	328	185	14	527	1595
1:00 PM	26	49	0	75	62	100	0	162	74	53	2	129	366
1:15 PM	39	76	0	115	55	93	0	148	83	51	1	135	398
1:30 PM	39	58	0	97	48	125	1	174	108	57	4	169	440
1:45 PM	30	59	0	89	68	118	0	186	97	37	2	136	411
Total	134	242	0	376	233	436	1	670	362	198	9	569	1615
Grand Total	254	521	0	775	502	836	1	1339	690	383	23	1096	3210
Approach %	32.8	67.2	0.0		37.5	62.4	0.1		63.0	34.9	2.1		
Total %	7.9	16.2	0.0	24.1	15.6	26.0	0.0	41.7	21.5	11.9	0.7	34.1	
Exiting Leg Total				885				1212				1113	3210

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
1:00 PM	26	49	0	75	62	100	0	162	74	53	2	129	366
1:15 PM	39	76	0	115	55	93	0	148	83	51	1	135	398
1:30 PM	39	58	0	97	48	125	1	174	108	57	4	169	440
1:45 PM	30	59	0	89	68	118	0	186	97	37	2	136	411
Total Volume	134	242	0	376	233	436	1	670	362	198	9	569	1615
% Approach Total	35.6	64.4	0.0		34.8	65.1	0.1		63.6	34.8	1.6		
PHF	0.859	0.796	0.000	0.817	0.857	0.872	0.250	0.901	0.838	0.868	0.563	0.842	0.918
Entering Leg	134	242	0	376	233	436	1	670	362	198	9	569	1615
Exiting Leg				431				605				579	1615
Total				807				1275				1148	3230

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	2	1	0	3	1	3	0	4	1	3	0	4	11
12:15 PM	3	0	0	3	0	3	0	3	3	1	0	4	10
12:30 PM	0	0	0	0	1	5	0	6	4	0	0	4	10
12:45 PM	2	1	0	3	0	2	0	2	3	4	0	7	12
Total	7	2	0	9	2	13	0	15	11	8	0	19	43
1:00 PM	1	2	0	3	1	3	0	4	3	0	0	3	10
1:15 PM	1	0	0	1	0	8	0	8	2	1	0	3	12
1:30 PM	1	0	0	1	3	4	0	7	0	1	0	1	9
1:45 PM	2	1	0	3	1	2	0	3	1	1	0	2	8
Total	5	3	0	8	5	17	0	22	6	3	0	9	39
Grand Total	12	5	0	17	7	30	0	37	17	11	0	28	82
Approach %	70.6	29.4	0.0		18.9	81.1	0.0		60.7	39.3	0.0		
Total %	14.6	6.1	0.0	20.7	8.5	36.6	0.0	45.1	20.7	13.4	0.0	34.1	
Exiting Leg Total				18				22				42	82
Buses	7	2	0	9	1	27	0	28	6	6	0	12	49
% Buses	58.3	40.0	0.0	52.9	14.3	90.0	0.0	75.7	35.3	54.5	0.0	42.9	59.8
Exiting Leg Total				7				8				34	49
Single-Unit Trucks	5	3	0	8	6	3	0	9	8	5	0	13	30
% Single-Unit	41.7	60.0	0.0	47.1	85.7	10.0	0.0	24.3	47.1	45.5	0.0	46.4	36.6
Exiting Leg Total				11				11				8	30
Articulated Trucks	0	0	0	0	0	0	0	0	3	0	0	3	3
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0	10.7	3.7
Exiting Leg Total				0				3				0	3

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:30 PM	0	0	0	0	1	5	0	6	4	0	0	4	10
12:45 PM	2	1	0	3	0	2	0	2	3	4	0	7	12
1:00 PM	1	2	0	3	1	3	0	4	3	0	0	3	10
1:15 PM	1	0	0	1	0	8	0	8	2	1	0	3	12
Total Volume	4	3	0	7	2	18	0	20	12	5	0	17	44
% Approach Total	57.1	42.9	0.0		10.0	90.0	0.0		70.6	29.4	0.0		
PHF	0.500	0.375	0.000	0.583	0.500	0.563	0.000	0.625	0.750	0.313	0.000	0.607	0.917
Buses	4	1	0	5	1	16	0	17	4	4	0	8	30
Buses %	100.0	33.3	0.0	71.4	50.0	88.9	0.0	85.0	33.3	80.0	0.0	47.1	68.2
Single-Unit Trucks	0	2	0	2	1	2	0	3	6	1	0	7	12
Single-Unit %	0.0	66.7	0.0	28.6	50.0	11.1	0.0	15.0	50.0	20.0	0.0	41.2	27.3
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	11.8	4.5
Buses	4	1	0	5	1	16	0	17	4	4	0	8	30
Single-Unit Trucks	0	2	0	2	1	2	0	3	6	1	0	7	12
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Entering Leg	4	3	0	7	2	18	0	20	12	5	0	17	44
Buses				5				5				20	30
Single-Unit Trucks				2				8				2	12
Articulated Trucks				0				2				0	2
Total Exiting Leg				7				15				22	44

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Buses

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	1	1	0	2	0	3	0	3	1	0	0	1	6
12:15 PM	0	0	0	0	0	3	0	3	1	1	0	2	5
12:30 PM	0	0	0	0	1	4	0	5	2	0	0	2	7
12:45 PM	2	1	0	3	0	2	0	2	0	3	0	3	8
Total	3	2	0	5	1	12	0	13	4	4	0	8	26
1:00 PM	1	0	0	1	0	3	0	3	1	0	0	1	5
1:15 PM	1	0	0	1	0	7	0	7	1	1	0	2	10
1:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	4
1:45 PM	2	0	0	2	0	1	0	1	0	1	0	1	4
Total	4	0	0	4	0	15	0	15	2	2	0	4	23
Grand Total	7	2	0	9	1	27	0	28	6	6	0	12	49
Approach %	77.8	22.2	0.0		3.6	96.4	0.0		50.0	50.0	0.0		
Total %	14.3	4.1	0.0	18.4	2.0	55.1	0.0	57.1	12.2	12.2	0.0	24.5	
Exiting Leg Total				7				8				34	49

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:30 PM	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:30 PM	0	0	0	0	1	4	0	5	2	0	0	2	7
12:45 PM	2	1	0	3	0	2	0	2	0	3	0	3	8
1:00 PM	1	0	0	1	0	3	0	3	1	0	0	1	5
1:15 PM	1	0	0	1	0	7	0	7	1	1	0	2	10
Total Volume	4	1	0	5	1	16	0	17	4	4	0	8	30
% Approach Total	80.0	20.0	0.0		5.9	94.1	0.0		50.0	50.0	0.0		
PHF	0.500	0.250	0.000	0.417	0.250	0.571	0.000	0.607	0.500	0.333	0.000	0.667	0.750
Entering Leg	4	1	0	5	1	16	0	17	4	4	0	8	30
Exiting Leg				5				5				20	30
Total				10				22				28	60

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	1	0	0	1	1	0	0	1	0	3	0	3	5
12:15 PM	3	0	0	3	0	0	0	0	1	0	0	1	4
12:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	2	1	0	3	3
Total	4	0	0	4	1	1	0	2	4	4	0	8	14
1:00 PM	0	2	0	2	1	0	0	1	2	0	0	2	5
1:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
1:30 PM	1	0	0	1	3	0	0	3	0	1	0	1	5
1:45 PM	0	1	0	1	1	1	0	2	1	0	0	1	4
Total	1	3	0	4	5	2	0	7	4	1	0	5	16
Grand Total	5	3	0	8	6	3	0	9	8	5	0	13	30
Approach %	62.5	37.5	0.0		66.7	33.3	0.0		61.5	38.5	0.0		
Total %	16.7	10.0	0.0	26.7	20.0	10.0	0.0	30.0	26.7	16.7	0.0	43.3	
Exiting Leg Total				11				11				8	30

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
1:00 PM	0	2	0	2	1	0	0	1	2	0	0	2	5
1:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
1:30 PM	1	0	0	1	3	0	0	3	0	1	0	1	5
1:45 PM	0	1	0	1	1	1	0	2	1	0	0	1	4
Total Volume	1	3	0	4	5	2	0	7	4	1	0	5	16
% Approach Total	25.0	75.0	0.0		71.4	28.6	0.0		80.0	20.0	0.0		
PHF	0.250	0.375	0.000	0.500	0.417	0.500	0.000	0.583	0.500	0.250	0.000	0.625	0.800
Entering Leg	1	3	0	4	5	2	0	7	4	1	0	5	16
Exiting Leg				6				7				3	16
Total				10				14				8	32

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	3	0	0	3	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	3	0	0	3	3
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total				0				3				0	3

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	3	0	0	3	3
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	0	0	0	3	0	0	3	3
Exiting Leg				0				3				0	3
Total				0				3				3	6

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	2
Grand Total	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	0	0	1	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0
Exiting Leg Total	3						1						0						4

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
Exiting Leg	2						0						0						2
Total	2						2						0						4

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	3	5	7
12:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	5	2	7	10
12:30 PM	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	2	3	7
12:45 PM	0	0	0	2	4	6	0	0	0	1	0	1	0	0	0	3	2	5	12
Total	0	0	0	4	11	15	0	0	0	1	0	1	0	0	0	11	9	20	36
1:00 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	1	2	3	6
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 PM	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	4	0	4	9
1:45 PM	0	0	0	0	2	2	0	0	0	1	0	1	0	0	0	4	1	5	8
Total	0	0	0	4	6	10	0	0	0	1	0	1	0	0	0	10	3	13	24
Grand Total	0	0	0	8	17	25	0	0	0	2	0	2	0	0	0	21	12	33	60
Approach %	0	0	0	32	68		0	0	0	100	0		0	0	0	63.636	36.364		
Total %	0	0	0	13.333	28.333	41.667	0	0	0	3.3333	0	3.3333	0	0	0	35	20	55	
Exiting Leg Total	25						2						33						60

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	3	5	7
12:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	5	2	7	10
12:30 PM	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	1	2	3	7
12:45 PM	0	0	0	2	4	6	0	0	0	1	0	1	0	0	0	3	2	5	12
Total Volume	0	0	0	4	11	15	0	0	0	1	0	1	0	0	0	11	9	20	36
% Approach Total	0.0	0.0	0.0	26.7	73.3		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	55.0	45.0		
PHF	0.000	0.000	0.000	0.500	0.688	0.625	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.550	0.750	0.714	0.750
Entering Leg	0	0	0	4	11	15	0	0	0	1	0	1	0	0	0	11	9	20	36
Exiting Leg	15						1						20						36
Total	30						2						40						72

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	28	52	0	80	87	127	1	215	83	45	5	133	428
4:15 PM	42	64	0	106	81	133	2	216	117	43	1	161	483
4:30 PM	44	57	0	101	70	129	0	199	104	57	1	162	462
4:45 PM	34	55	0	89	87	164	0	251	103	51	3	157	497
Total	148	228	0	376	325	553	3	881	407	196	10	613	1870
5:00 PM	41	61	0	102	91	176	0	267	96	53	0	149	518
5:15 PM	36	67	0	103	88	143	1	232	113	51	2	166	501
5:30 PM	33	55	0	88	87	203	2	292	93	52	2	147	527
5:45 PM	36	63	0	99	72	154	0	226	118	39	2	159	484
Total	146	246	0	392	338	676	3	1017	420	195	6	621	2030
Grand Total	294	474	0	768	663	1229	6	1898	827	391	16	1234	3900
Approach %	38.3	61.7	0.0		34.9	64.8	0.3		67.0	31.7	1.3		
Total %	7.5	12.2	0.0	19.7	17.0	31.5	0.2	48.7	21.2	10.0	0.4	31.6	
Exiting Leg Total				1054				1307				1539	3900
Cars	289	471	0	760	656	1211	6	1873	808	384	16	1208	3841
% Cars	98.3	99.4	0.0	99.0	98.9	98.5	100.0	98.7	97.7	98.2	100.0	97.9	98.5
Exiting Leg Total				1040				1285				1516	3841
Heavy Vehicles	5	3	0	8	7	18	0	25	19	7	0	26	59
% Heavy Vehicles	1.7	0.6	0.0	1.0	1.1	1.5	0.0	1.3	2.3	1.8	0.0	2.1	1.5
Exiting Leg Total				14				22				23	59

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	34	55	0	89	87	164	0	251	103	51	3	157	497
5:00 PM	41	61	0	102	91	176	0	267	96	53	0	149	518
5:15 PM	36	67	0	103	88	143	1	232	113	51	2	166	501
5:30 PM	33	55	0	88	87	203	2	292	93	52	2	147	527
Total Volume	144	238	0	382	353	686	3	1042	405	207	7	619	2043
% Approach Total	37.7	62.3	0.0		33.9	65.8	0.3		65.4	33.4	1.1		
PHF	0.878	0.888	0.000	0.927	0.970	0.845	0.375	0.892	0.896	0.976	0.583	0.932	0.969
Cars	141	237	0	378	351	677	3	1031	400	205	7	612	2021
Cars %	97.9	99.6	0.0	99.0	99.4	98.7	100.0	98.9	98.8	99.0	100.0	98.9	98.9
Heavy Vehicles	3	1	0	4	2	9	0	11	5	2	0	7	22
Heavy Vehicles %	2.1	0.4	0.0	1.0	0.6	1.3	0.0	1.1	1.2	1.0	0.0	1.1	1.1
Cars Enter Leg	141	237	0	378	351	677	3	1031	400	205	7	612	2021
Heavy Enter Leg	3	1	0	4	2	9	0	11	5	2	0	7	22
Total Entering Leg	144	238	0	382	353	686	3	1042	405	207	7	619	2043
Cars Exiting Leg				556				640				825	2021
Heavy Exiting Leg				4				6				12	22
Total Exiting Leg				560				646				837	2043

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	28	52	0	80	87	123	1	211	81	43	5	129	420
4:15 PM	42	63	0	105	77	131	2	210	110	43	1	154	469
4:30 PM	42	57	0	99	69	128	0	197	102	54	1	157	453
4:45 PM	34	55	0	89	87	162	0	249	101	50	3	154	492
Total	146	227	0	373	320	544	3	867	394	190	10	594	1834
5:00 PM	40	61	0	101	91	175	0	266	93	53	0	146	513
5:15 PM	34	66	0	100	87	142	1	230	113	51	2	166	496
5:30 PM	33	55	0	88	86	198	2	286	93	51	2	146	520
5:45 PM	36	62	0	98	72	152	0	224	115	39	2	156	478
Total	143	244	0	387	336	667	3	1006	414	194	6	614	2007
Grand Total	289	471	0	760	656	1211	6	1873	808	384	16	1208	3841
Approach %	38.0	62.0	0.0		35.0	64.7	0.3		66.9	31.8	1.3		
Total %	7.5	12.3	0.0	19.8	17.1	31.5	0.2	48.8	21.0	10.0	0.4	31.5	
Exiting Leg Total				1040				1285				1516	3841

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	34	55	0	89	87	162	0	249	101	50	3	154	492
5:00 PM	40	61	0	101	91	175	0	266	93	53	0	146	513
5:15 PM	34	66	0	100	87	142	1	230	113	51	2	166	496
5:30 PM	33	55	0	88	86	198	2	286	93	51	2	146	520
Total Volume	141	237	0	378	351	677	3	1031	400	205	7	612	2021
% Approach Total	37.3	62.7	0.0		34.0	65.7	0.3		65.4	33.5	1.1		
PHF	0.881	0.898	0.000	0.936	0.964	0.855	0.375	0.901	0.885	0.967	0.583	0.922	0.972
Entering Leg	141	237	0	378	351	677	3	1031	400	205	7	612	2021
Exiting Leg				556				640				825	2021
Total				934				1671				1437	4042

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	0	4	2	2	0	4	8
4:15 PM	0	1	0	1	4	2	0	6	7	0	0	7	14
4:30 PM	2	0	0	2	1	1	0	2	2	3	0	5	9
4:45 PM	0	0	0	0	0	2	0	2	2	1	0	3	5
Total	2	1	0	3	5	9	0	14	13	6	0	19	36
5:00 PM	1	0	0	1	0	1	0	1	3	0	0	3	5
5:15 PM	2	1	0	3	1	1	0	2	0	0	0	0	5
5:30 PM	0	0	0	0	1	5	0	6	0	1	0	1	7
5:45 PM	0	1	0	1	0	2	0	2	3	0	0	3	6
Total	3	2	0	5	2	9	0	11	6	1	0	7	23
Grand Total	5	3	0	8	7	18	0	25	19	7	0	26	59
Approach %	62.5	37.5	0.0		28.0	72.0	0.0		73.1	26.9	0.0		
Total %	8.5	5.1	0.0	13.6	11.9	30.5	0.0	42.4	32.2	11.9	0.0	44.1	
Exiting Leg Total				14				22				23	59
Buses	3	0	0	3	4	9	0	13	14	5	0	19	35
% Buses	60.0	0.0	0.0	37.5	57.1	50.0	0.0	52.0	73.7	71.4	0.0	73.1	59.3
Exiting Leg Total				9				14				12	35
Single-Unit Trucks	1	3	0	4	2	5	0	7	3	1	0	4	15
% Single-Unit	20.0	100.0	0.0	50.0	28.6	27.8	0.0	28.0	15.8	14.3	0.0	15.4	25.4
Exiting Leg Total				3				6				6	15
Articulated Trucks	1	0	0	1	1	4	0	5	2	1	0	3	9
% Articulated	20.0	0.0	0.0	12.5	14.3	22.2	0.0	20.0	10.5	14.3	0.0	11.5	15.3
Exiting Leg Total				2				2				5	9

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	0	4	2	2	0	4	8
4:15 PM	0	1	0	1	4	2	0	6	7	0	0	7	14
4:30 PM	2	0	0	2	1	1	0	2	2	3	0	5	9
4:45 PM	0	0	0	0	0	2	0	2	2	1	0	3	5
Total Volume	2	1	0	3	5	9	0	14	13	6	0	19	36
% Approach Total	66.7	33.3	0.0		35.7	64.3	0.0		68.4	31.6	0.0		
PHF	0.250	0.250	0.000	0.375	0.313	0.563	0.000	0.583	0.464	0.500	0.000	0.679	0.643
Buses	1	0	0	1	3	6	0	9	10	4	0	14	24
Buses %	50.0	0.0	0.0	33.3	60.0	66.7	0.0	64.3	76.9	66.7	0.0	73.7	66.7
Single-Unit Trucks	1	1	0	2	1	2	0	3	2	1	0	3	8
Single-Unit %	50.0	100.0	0.0	66.7	20.0	22.2	0.0	21.4	15.4	16.7	0.0	15.8	22.2
Articulated Trucks	0	0	0	0	1	1	0	2	1	1	0	2	4
Articulated %	0.0	0.0	0.0	0.0	20.0	11.1	0.0	14.3	7.7	16.7	0.0	10.5	11.1
Buses	1	0	0	1	3	6	0	9	10	4	0	14	24
Single-Unit Trucks	1	1	0	2	1	2	0	3	2	1	0	3	8
Articulated Trucks	0	0	0	0	1	1	0	2	1	1	0	2	4
Total Entering Leg	2	1	0	3	5	9	0	14	13	6	0	19	36
Buses				7				10				7	24
Single-Unit Trucks				2				3				3	8
Articulated Trucks				2				1				1	4
Total Exiting Leg				11				14				11	36

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	0	4	1	2	0	3	7
4:15 PM	0	0	0	0	2	0	0	2	7	0	0	7	9
4:30 PM	1	0	0	1	1	0	0	1	1	1	0	2	4
4:45 PM	0	0	0	0	0	2	0	2	1	1	0	2	4
Total	1	0	0	1	3	6	0	9	10	4	0	14	24
5:00 PM	1	0	0	1	0	1	0	1	2	0	0	2	4
5:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	0	2	0	2	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	2	0	0	2	1	3	0	4	4	1	0	5	11
Grand Total	3	0	0	3	4	9	0	13	14	5	0	19	35
Approach %	100.0	0.0	0.0		30.8	69.2	0.0		73.7	26.3	0.0		
Total %	8.6	0.0	0.0	8.6	11.4	25.7	0.0	37.1	40.0	14.3	0.0	54.3	
Exiting Leg Total				9				14				12	35

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	0	4	1	2	0	3	7
4:15 PM	0	0	0	0	2	0	0	2	7	0	0	7	9
4:30 PM	1	0	0	1	1	0	0	1	1	1	0	2	4
4:45 PM	0	0	0	0	0	2	0	2	1	1	0	2	4
Total Volume	1	0	0	1	3	6	0	9	10	4	0	14	24
% Approach Total	100.0	0.0	0.0		33.3	66.7	0.0		71.4	28.6	0.0		
PHF	0.250	0.000	0.000	0.250	0.375	0.375	0.000	0.563	0.357	0.500	0.000	0.500	0.667
Entering Leg	1	0	0	1	3	6	0	9	10	4	0	14	24
Exiting Leg				7				10				7	24
Total				8				19				21	48

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
4:30 PM	1	0	0	1	0	1	0	1	1	1	0	2	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	1	2	0	3	2	1	0	3	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	1	2	0	3	0	0	0	0	3
5:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	2	0	2	1	3	0	4	1	0	0	1	7
Grand Total	1	3	0	4	2	5	0	7	3	1	0	4	15
Approach %	25.0	75.0	0.0		28.6	71.4	0.0		75.0	25.0	0.0		
Total %	6.7	20.0	0.0	26.7	13.3	33.3	0.0	46.7	20.0	6.7	0.0	26.7	
Exiting Leg Total				3				6				6	15

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
4:30 PM	1	0	0	1	0	1	0	1	1	1	0	2	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	1	2	0	3	2	1	0	3	8
% Approach Total	50.0	50.0	0.0		33.3	66.7	0.0		66.7	33.3	0.0		
PHF	0.250	0.250	0.000	0.500	0.250	0.500	0.000	0.375	0.500	0.250	0.000	0.375	0.500
Entering Leg	1	1	0	2	1	2	0	3	2	1	0	3	8
Exiting Leg				2				3				3	8
Total				4				6				6	16

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	1	1	0	2	1	1	0	2	4
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	1	0	0	1	0	3	0	3	1	0	0	1	5
Grand Total	1	0	0	1	1	4	0	5	2	1	0	3	9
Approach %	100.0	0.0	0.0		20.0	80.0	0.0		66.7	33.3	0.0		
Total %	11.1	0.0	0.0	11.1	11.1	44.4	0.0	55.6	22.2	11.1	0.0	33.3	
Exiting Leg Total				2				2				5	9

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	1	1	0	2	2	1	0	3	5
% Approach Total	0.0	0.0	0.0		50.0	50.0	0.0		66.7	33.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.500	0.250	0.000	0.750	0.625
Entering Leg	0	0	0	0	1	1	0	2	2	1	0	3	5
Exiting Leg				2				2				1	5
Total				2				4				4	10

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
5:00 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Grand Total	0	0	0	1	1	2	0	0	0	0	0	0	2	0	0	0	0	1	3	5
Approach %	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0		66.7	0.0	0.0	0.0	33.3			
Total %	0.0	0.0	0.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	20.0	60.0		
Exiting Leg Total	2						2						1						5	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	1	1	2	0	0	0	0	0	0	2	0	0	0	0	1	3	5
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0		66.7	0.0	0.0	0.0	33.3			
PHF	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.375	0.625	
Entering Leg	0	0	0	1	1	2	0	0	0	0	0	0	2	0	0	0	0	1	3	5
Exiting Leg	2						2						1						5	
Total	4						2						4						10	

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	3	3	0	0	0	3	0	3	0	0	0	2	2	4	10
4:15 PM	0	0	0	1	0	1	0	0	0	0	2	2	0	0	0	1	2	3	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
4:45 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	3	2	5	8
Total	0	0	0	2	5	7	0	0	0	3	2	5	0	0	0	7	8	15	27
5:00 PM	0	0	0	6	3	9	0	0	0	0	0	0	0	0	0	4	4	8	17
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2	4	5
5:30 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6	0	6	9
5:45 PM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	7	5	12	15
Total	0	0	0	7	9	16	0	0	0	0	0	0	0	0	0	19	11	30	46
Grand Total	0	0	0	9	14	23	0	0	0	3	2	5	0	0	0	26	19	45	73
Approach %	0	0	0	39.13	60.87		0	0	0	60	40		0	0	0	57.778	42.222		
Total %	0	0	0	12.329	19.178	31.507	0	0	0	4.1096	2.7397	6.8493	0	0	0	35.616	26.027	61.644	
Exiting Leg Total	23						5						45						73

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	6	3	9	0	0	0	0	0	0	0	0	0	4	4	8	17
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2	4	5
5:30 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6	0	6	9
5:45 PM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	7	5	12	15
Total Volume	0	0	0	7	9	16	0	0	0	0	0	0	0	0	0	19	11	30	46
% Approach Total	0.0	0.0	0.0	43.8	56.3		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	63.3	36.7		
PHF	0.000	0.000	0.000	0.292	0.750	0.444	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.679	0.550	0.625	0.676
Entering Leg	0	0	0	7	9	16	0	0	0	0	0	0	0	0	0	19	11	30	46
Exiting Leg	16						0						30						46
Total	32						0						60						92

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	29	72	0	101	73	94	0	167	67	54	2	123	391
11:15 AM	40	77	0	117	85	95	0	180	87	70	1	158	455
11:30 AM	43	78	0	121	63	89	0	152	72	68	0	140	413
11:45 AM	42	89	0	131	101	99	0	200	92	61	3	156	487
Total	154	316	0	470	322	377	0	699	318	253	6	577	1746
12:00 PM	42	72	0	114	70	130	0	200	98	58	3	159	473
12:15 PM	43	66	0	109	98	112	0	210	97	54	4	155	474
12:30 PM	34	87	0	121	64	104	0	168	104	71	2	177	466
12:45 PM	36	90	0	126	84	125	1	210	91	64	2	157	493
Total	155	315	0	470	316	471	1	788	390	247	11	648	1906
1:00 PM	32	76	0	108	80	115	0	195	83	75	1	159	462
1:15 PM	40	62	0	102	79	106	0	185	90	70	2	162	449
1:30 PM	42	88	0	130	88	106	0	194	102	65	2	169	493
1:45 PM	49	74	0	123	104	101	0	205	83	59	2	144	472
Total	163	300	0	463	351	428	0	779	358	269	7	634	1876
Grand Total	472	931	0	1403	989	1276	1	2266	1066	769	24	1859	5528
Approach %	33.6	66.4	0.0		43.6	56.3	0.0		57.3	41.4	1.3		
Total %	8.5	16.8	0.0	25.4	17.9	23.1	0.0	41.0	19.3	13.9	0.4	33.6	
Exiting Leg Total				1758				1998				1772	5528
Cars	468	925	0	1393	985	1256	1	2242	1053	764	24	1841	5476
% Cars	99.2	99.4	0.0	99.3	99.6	98.4	100.0	98.9	98.8	99.3	100.0	99.0	99.1
Exiting Leg Total				1749				1979				1748	5476
Heavy Vehicles	4	6	0	10	4	20	0	24	13	5	0	18	52
% Heavy Vehicles	0.8	0.6	0.0	0.7	0.4	1.6	0.0	1.1	1.2	0.7	0.0	1.0	0.9
Exiting Leg Total				9				19				24	52

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

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	42	72	0	114	70	130	0	200	98	58	3	159	473
12:15 PM	43	66	0	109	98	112	0	210	97	54	4	155	474
12:30 PM	34	87	0	121	64	104	0	168	104	71	2	177	466
12:45 PM	36	90	0	126	84	125	1	210	91	64	2	157	493
Total Volume	155	315	0	470	316	471	1	788	390	247	11	648	1906
% Approach Total	33.0	67.0	0.0		40.1	59.8	0.1		60.2	38.1	1.7		
PHF	0.901	0.875	0.000	0.933	0.806	0.906	0.250	0.938	0.938	0.870	0.688	0.915	0.967
Cars	154	313	0	467	315	464	1	780	386	245	11	642	1889
Cars %	99.4	99.4	0.0	99.4	99.7	98.5	100.0	99.0	99.0	99.2	100.0	99.1	99.1
Heavy Vehicles	1	2	0	3	1	7	0	8	4	2	0	6	17
Heavy Vehicles %	0.6	0.6	0.0	0.6	0.3	1.5	0.0	1.0	1.0	0.8	0.0	0.9	0.9
Cars Enter Leg	154	313	0	467	315	464	1	780	386	245	11	642	1889
Heavy Enter Leg	1	2	0	3	1	7	0	8	4	2	0	6	17
Total Entering Leg	155	315	0	470	316	471	1	788	390	247	11	648	1906
Cars Exiting Leg				560				700				629	1889
Heavy Exiting Leg				3				6				8	17
Total Exiting Leg				563				706				637	1906

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	29	72	0	101	73	91	0	164	67	54	2	123	388
11:15 AM	39	77	0	116	85	94	0	179	85	70	1	156	451
11:30 AM	43	77	0	120	63	86	0	149	72	67	0	139	408
11:45 AM	41	88	0	129	100	97	0	197	92	60	3	155	481
Total	152	314	0	466	321	368	0	689	316	251	6	573	1728
12:00 PM	42	71	0	113	70	130	0	200	96	57	3	156	469
12:15 PM	43	66	0	109	97	109	0	206	96	53	4	153	468
12:30 PM	34	86	0	120	64	104	0	168	103	71	2	176	464
12:45 PM	35	90	0	125	84	121	1	206	91	64	2	157	488
Total	154	313	0	467	315	464	1	780	386	245	11	642	1889
1:00 PM	32	75	0	107	80	115	0	195	77	75	1	153	455
1:15 PM	40	62	0	102	78	105	0	183	90	69	2	161	446
1:30 PM	41	87	0	128	88	104	0	192	101	65	2	168	488
1:45 PM	49	74	0	123	103	100	0	203	83	59	2	144	470
Total	162	298	0	460	349	424	0	773	351	268	7	626	1859
Grand Total	468	925	0	1393	985	1256	1	2242	1053	764	24	1841	5476
Approach %	33.6	66.4	0.0		43.9	56.0	0.0		57.2	41.5	1.3		
Total %	8.5	16.9	0.0	25.4	18.0	22.9	0.0	40.9	19.2	14.0	0.4	33.6	
Exiting Leg Total				1749				1979				1748	5476

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

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	42	71	0	113	70	130	0	200	96	57	3	156	469
12:15 PM	43	66	0	109	97	109	0	206	96	53	4	153	468
12:30 PM	34	86	0	120	64	104	0	168	103	71	2	176	464
12:45 PM	35	90	0	125	84	121	1	206	91	64	2	157	488
Total Volume	154	313	0	467	315	464	1	780	386	245	11	642	1889
% Approach Total	33.0	67.0	0.0		40.4	59.5	0.1		60.1	38.2	1.7		
PHF	0.895	0.869	0.000	0.934	0.812	0.892	0.250	0.947	0.937	0.863	0.688	0.912	0.968
Entering Leg	154	313	0	467	315	464	1	780	386	245	11	642	1889
Exiting Leg				560				700				629	1889
Total				1027				1480				1271	3778

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	3
11:15 AM	1	0	0	1	0	1	0	1	2	0	0	2	4
11:30 AM	0	1	0	1	0	3	0	3	0	1	0	1	5
11:45 AM	1	1	0	2	1	2	0	3	0	1	0	1	6
Total	2	2	0	4	1	9	0	10	2	2	0	4	18
12:00 PM	0	1	0	1	0	0	0	0	2	1	0	3	4
12:15 PM	0	0	0	0	1	3	0	4	1	1	0	2	6
12:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
12:45 PM	1	0	0	1	0	4	0	4	0	0	0	0	5
Total	1	2	0	3	1	7	0	8	4	2	0	6	17
1:00 PM	0	1	0	1	0	0	0	0	6	0	0	6	7
1:15 PM	0	0	0	0	1	1	0	2	0	1	0	1	3
1:30 PM	1	1	0	2	0	2	0	2	1	0	0	1	5
1:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
Total	1	2	0	3	2	4	0	6	7	1	0	8	17
Grand Total	4	6	0	10	4	20	0	24	13	5	0	18	52
Approach %	40.0	60.0	0.0		16.7	83.3	0.0		72.2	27.8	0.0		
Total %	7.7	11.5	0.0	19.2	7.7	38.5	0.0	46.2	25.0	9.6	0.0	34.6	
Exiting Leg Total				9				19				24	52
Buses	3	1	0	4	0	13	0	13	5	3	0	8	25
% Buses	75.0	16.7	0.0	40.0	0.0	65.0	0.0	54.2	38.5	60.0	0.0	44.4	48.1
Exiting Leg Total				3				6				16	25
Single-Unit Trucks	1	5	0	6	4	6	0	10	7	2	0	9	25
% Single-Unit	25.0	83.3	0.0	60.0	100.0	30.0	0.0	41.7	53.8	40.0	0.0	50.0	48.1
Exiting Leg Total				6				12				7	25
Articulated Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	5.0	0.0	4.2	7.7	0.0	0.0	5.6	3.8
Exiting Leg Total				0				1				1	2

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

11:30 AM	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:30 AM	0	1	0	1	0	3	0	3	0	1	0	1	5
11:45 AM	1	1	0	2	1	2	0	3	0	1	0	1	6
12:00 PM	0	1	0	1	0	0	0	0	2	1	0	3	4
12:15 PM	0	0	0	0	1	3	0	4	1	1	0	2	6
Total Volume	1	3	0	4	2	8	0	10	3	4	0	7	21
% Approach Total	25.0	75.0	0.0		20.0	80.0	0.0		42.9	57.1	0.0		
PHF	0.250	0.750	0.000	0.500	0.500	0.667	0.000	0.625	0.375	1.000	0.000	0.583	0.875
Buses	1	1	0	2	0	6	0	6	1	2	0	3	11
Buses %	100.0	33.3	0.0	50.0	0.0	75.0	0.0	60.0	33.3	50.0	0.0	42.9	52.4
Single-Unit Trucks	0	2	0	2	2	1	0	3	2	2	0	4	9
Single-Unit %	0.0	66.7	0.0	50.0	100.0	12.5	0.0	30.0	66.7	50.0	0.0	57.1	42.9
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	12.5	0.0	10.0	0.0	0.0	0.0	0.0	4.8
Buses	1	1	0	2	0	6	0	6	1	2	0	3	11
Single-Unit Trucks	0	2	0	2	2	1	0	3	2	2	0	4	9
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Entering Leg	1	3	0	4	2	8	0	10	3	4	0	7	21
Buses				2				2				7	11
Single-Unit Trucks				4				4				1	9
Articulated Trucks				0				0				1	1
Total Exiting Leg				6				6				9	21

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30 AM	0	1	0	1	0	3	0	3	0	1	0	1	5
11:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	1	1	0	2	0	5	0	5	1	1	0	2	9
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	1	0	0	1	0	3	0	3	0	0	0	0	4
Total	1	0	0	1	0	5	0	5	2	1	0	3	9
1:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
1:30 PM	1	0	0	1	0	1	0	1	1	0	0	1	3
1:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	0	3	0	3	2	1	0	3	7
Grand Total	3	1	0	4	0	13	0	13	5	3	0	8	25
Approach %	75.0	25.0	0.0		0.0	100.0	0.0		62.5	37.5	0.0		
Total %	12.0	4.0	0.0	16.0	0.0	52.0	0.0	52.0	20.0	12.0	0.0	32.0	
Exiting Leg Total				3				6				16	25

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

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:30 AM	0	1	0	1	0	3	0	3	0	1	0	1	5
11:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	3
Total Volume	1	1	0	2	0	6	0	6	1	2	0	3	11
% Approach Total	50.0	50.0	0.0		0.0	100.0	0.0		33.3	66.7	0.0		
PHF	0.250	0.250	0.000	0.500	0.000	0.500	0.000	0.500	0.250	0.500	0.000	0.750	0.550
Entering Leg	1	1	0	2	0	6	0	6	1	2	0	3	11
Exiting Leg				2				2				7	11
Total				4				8				10	22

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
11:15 AM	1	0	0	1	0	1	0	1	1	0	0	1	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	1	1	0	0	1	0	1	0	1	3
Total	1	1	0	2	1	3	0	4	1	1	0	2	8
12:00 PM	0	1	0	1	0	0	0	0	1	1	0	2	3
12:15 PM	0	0	0	0	1	1	0	2	1	0	0	1	3
12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	1	2	0	3	2	1	0	3	8
1:00 PM	0	1	0	1	0	0	0	0	4	0	0	4	5
1:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
1:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	2
1:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	2	0	2	2	1	0	3	4	0	0	4	9
Grand Total	1	5	0	6	4	6	0	10	7	2	0	9	25
Approach %	16.7	83.3	0.0		40.0	60.0	0.0		77.8	22.2	0.0		
Total %	4.0	20.0	0.0	24.0	16.0	24.0	0.0	40.0	28.0	8.0	0.0	36.0	
Exiting Leg Total				6				12				7	25

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

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:45 AM	0	1	0	1	1	0	0	1	0	1	0	1	3
12:00 PM	0	1	0	1	0	0	0	0	1	1	0	2	3
12:15 PM	0	0	0	0	1	1	0	2	1	0	0	1	3
12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	2	1	0	3	2	2	0	4	10
% Approach Total	0.0	100.0	0.0		66.7	33.3	0.0		50.0	50.0	0.0		
PHF	0.000	0.750	0.000	0.750	0.500	0.250	0.000	0.375	0.500	0.500	0.000	0.500	0.833
Entering Leg	0	3	0	3	2	1	0	3	2	2	0	4	10
Exiting Leg				4				5				1	10
Total				7				8				5	20

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	1	0	1	1	0	0	1	2
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0				1				1				2

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

11:00 AM	Country Club Boulevard				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0				1				0				1
Exiting Leg	0				0				1				1
Total	0				1				1				2

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
11:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	2	0	1	0	0	0	1	1	0	0	1	0	2	5
Approach %	0.0	0.0	0.0	50.0	50.0		0.0	100.0	0.0	0.0	0.0		50.0	0.0	0.0	50.0	0.0		
Total %	0.0	0.0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	20.0	0.0	40.0	
Exiting Leg Total	2						1						2						5

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

11:00 AM	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
11:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Exiting Leg	2						0						2						3
Total	4						0						2						6

PDI File #: **240179 A**
 Location: **N: Country Club Boulevard**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	1	1	2	5
11:15 AM	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	1	2	3	11
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	6
11:45 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	4	9	13	0	0	0	0	0	0	0	0	0	4	7	11	24
12:00 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	1	2	3	6
12:15 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	2	4
12:30 PM	0	0	0	1	1	2	0	0	0	1	0	1	0	0	0	0	3	3	6
12:45 PM	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	4	7	11	18
Total	0	0	0	6	8	14	0	0	0	1	0	1	0	0	0	6	13	19	34
1:00 PM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	8	1	9	12
1:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	4	8	9
1:30 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	5	6	8
1:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	2	5	6
Total	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	16	12	28	35
Grand Total	0	0	0	11	23	34	0	0	0	1	0	1	0	0	0	26	32	58	93
Approach %	0	0	0	32.353	67.647		0	0	0	100	0		0	0	0	44.828	55.172		
Total %	0	0	0	11.828	24.731	36.559	0	0	0	1.0753	0	1.0753	0	0	0	27.957	34.409	62.366	
Exiting Leg Total	34						1						58						93

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

12:45 PM	Country Club Boulevard						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:45 PM	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	4	7	11	18
1:00 PM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	8	1	9	12
1:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	4	8	9
1:30 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	5	6	8
Total Volume	0	0	0	5	8	13	0	0	0	0	0	0	0	0	0	17	17	34	47
% Approach Total	0.0	0.0	0.0	38.5	61.5		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.313	0.667	0.464	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.531	0.607	0.773	0.653
Entering Leg	0	0	0	5	8	13	0	0	0	0	0	0	0	0	0	17	17	34	47
Exiting Leg	13						0						34						47
Total	26						0						68						94

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	150	41	10	201	37	38	0	75	38	126	0	164	440
12:15 PM	126	43	13	182	47	40	0	87	30	116	0	146	415
12:30 PM	128	48	8	184	53	35	1	89	30	129	0	159	432
12:45 PM	124	36	6	166	45	37	0	82	31	126	0	157	405
Total	528	168	37	733	182	150	1	333	129	497	0	626	1692
1:00 PM	135	37	5	177	40	32	0	72	22	102	0	124	373
1:15 PM	124	29	6	159	41	36	0	77	30	130	0	160	396
1:30 PM	135	32	6	173	47	36	0	83	29	142	0	171	427
1:45 PM	139	37	7	183	46	47	0	93	41	111	0	152	428
Total	533	135	24	692	174	151	0	325	122	485	0	607	1624
Grand Total	1061	303	61	1425	356	301	1	658	251	982	0	1233	3316
Approach %	74.5	21.3	4.3		54.1	45.7	0.2		20.4	79.6	0.0		
Total %	32.0	9.1	1.8	43.0	10.7	9.1	0.0	19.8	7.6	29.6	0.0	37.2	
Exiting Leg Total				1399				555				1362	3316
Cars	1025	299	61	1385	343	299	1	643	246	963	0	1209	3237
% Cars	96.6	98.7	100.0	97.2	96.3	99.3	100.0	97.7	98.0	98.1	0.0	98.1	97.6
Exiting Leg Total				1367				546				1324	3237
Heavy Vehicles	36	4	0	40	13	2	0	15	5	19	0	24	79
% Heavy Vehicles	3.4	1.3	0.0	2.8	3.7	0.7	0.0	2.3	2.0	1.9	0.0	1.9	2.4
Exiting Leg Total				32				9				38	79

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	150	41	10	201	37	38	0	75	38	126	0	164	440
12:15 PM	126	43	13	182	47	40	0	87	30	116	0	146	415
12:30 PM	128	48	8	184	53	35	1	89	30	129	0	159	432
12:45 PM	124	36	6	166	45	37	0	82	31	126	0	157	405
Total Volume	528	168	37	733	182	150	1	333	129	497	0	626	1692
% Approach Total	72.0	22.9	5.0		54.7	45.0	0.3		20.6	79.4	0.0		
PHF	0.880	0.875	0.712	0.912	0.858	0.938	0.250	0.935	0.849	0.963	0.000	0.954	0.961
Cars	512	167	37	716	174	150	1	325	126	485	0	611	1652
Cars %	97.0	99.4	100.0	97.7	95.6	100.0	100.0	97.6	97.7	97.6	0.0	97.6	97.6
Heavy Vehicles	16	1	0	17	8	0	0	8	3	12	0	15	40
Heavy Vehicles %	3.0	0.6	0.0	2.3	4.4	0.0	0.0	2.4	2.3	2.4	0.0	2.4	2.4
Cars Enter Leg	512	167	37	716	174	150	1	325	126	485	0	611	1652
Heavy Enter Leg	16	1	0	17	8	0	0	8	3	12	0	15	40
Total Entering Leg	528	168	37	733	182	150	1	333	129	497	0	626	1692
Cars Exiting Leg				696				294				662	1652
Heavy Exiting Leg				20				4				16	40
Total Exiting Leg				716				298				678	1692

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	146	41	10	197	35	38	0	73	38	123	0	161	431
12:15 PM	123	42	13	178	42	40	0	82	28	115	0	143	403
12:30 PM	121	48	8	177	53	35	1	89	29	126	0	155	421
12:45 PM	122	36	6	164	44	37	0	81	31	121	0	152	397
Total	512	167	37	716	174	150	1	325	126	485	0	611	1652
1:00 PM	131	37	5	173	39	32	0	71	21	98	0	119	363
1:15 PM	116	28	6	150	40	35	0	75	30	128	0	158	383
1:30 PM	130	32	6	168	46	35	0	81	29	142	0	171	420
1:45 PM	136	35	7	178	44	47	0	91	40	110	0	150	419
Total	513	132	24	669	169	149	0	318	120	478	0	598	1585
Grand Total	1025	299	61	1385	343	299	1	643	246	963	0	1209	3237
Approach %	74.0	21.6	4.4		53.3	46.5	0.2		20.3	79.7	0.0		
Total %	31.7	9.2	1.9	42.8	10.6	9.2	0.0	19.9	7.6	29.7	0.0	37.3	
Exiting Leg Total				1367				546				1324	3237

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	146	41	10	197	35	38	0	73	38	123	0	161	431
12:15 PM	123	42	13	178	42	40	0	82	28	115	0	143	403
12:30 PM	121	48	8	177	53	35	1	89	29	126	0	155	421
12:45 PM	122	36	6	164	44	37	0	81	31	121	0	152	397
Total Volume	512	167	37	716	174	150	1	325	126	485	0	611	1652
% Approach Total	71.5	23.3	5.2		53.5	46.2	0.3		20.6	79.4	0.0		
PHF	0.877	0.870	0.712	0.909	0.821	0.938	0.250	0.913	0.829	0.962	0.000	0.949	0.958
Entering Leg	512	167	37	716	174	150	1	325	126	485	0	611	1652
Exiting Leg				696				294				662	1652
Total				1412				619				1273	3304

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	4	0	0	4	2	0	0	2	0	3	0	3	9
12:15 PM	3	1	0	4	5	0	0	5	2	1	0	3	12
12:30 PM	7	0	0	7	0	0	0	0	1	3	0	4	11
12:45 PM	2	0	0	2	1	0	0	1	0	5	0	5	8
Total	16	1	0	17	8	0	0	8	3	12	0	15	40
1:00 PM	4	0	0	4	1	0	0	1	1	4	0	5	10
1:15 PM	8	1	0	9	1	1	0	2	0	2	0	2	13
1:30 PM	5	0	0	5	1	1	0	2	0	0	0	0	7
1:45 PM	3	2	0	5	2	0	0	2	1	1	0	2	9
Total	20	3	0	23	5	2	0	7	2	7	0	9	39
Grand Total	36	4	0	40	13	2	0	15	5	19	0	24	79
Approach %	90.0	10.0	0.0		86.7	13.3	0.0		20.8	79.2	0.0		
Total %	45.6	5.1	0.0	50.6	16.5	2.5	0.0	19.0	6.3	24.1	0.0	30.4	
Exiting Leg Total				32				9				38	79
Buses	28	1	0	29	7	0	0	7	0	9	0	9	45
% Buses	77.8	25.0	0.0	72.5	53.8	0.0	0.0	46.7	0.0	47.4	0.0	37.5	57.0
Exiting Leg Total				16				1				28	45
Single-Unit Trucks	8	2	0	10	6	2	0	8	3	9	0	12	30
% Single-Unit	22.2	50.0	0.0	25.0	46.2	100.0	0.0	53.3	60.0	47.4	0.0	50.0	38.0
Exiting Leg Total				15				5				10	30
Articulated Trucks	0	1	0	1	0	0	0	0	2	1	0	3	4
% Articulated	0.0	25.0	0.0	2.5	0.0	0.0	0.0	0.0	40.0	5.3	0.0	12.5	5.1
Exiting Leg Total				1				3				0	4

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:30 PM	7	0	0	7	0	0	0	0	1	3	0	4	11
12:45 PM	2	0	0	2	1	0	0	1	0	5	0	5	8
1:00 PM	4	0	0	4	1	0	0	1	1	4	0	5	10
1:15 PM	8	1	0	9	1	1	0	2	0	2	0	2	13
Total Volume	21	1	0	22	3	1	0	4	2	14	0	16	42
% Approach Total	95.5	4.5	0.0		75.0	25.0	0.0		12.5	87.5	0.0		
PHF	0.656	0.250	0.000	0.611	0.750	0.250	0.000	0.500	0.500	0.700	0.000	0.800	0.808
Buses	17	0	0	17	2	0	0	2	0	5	0	5	24
Buses %	81.0	0.0	0.0	77.3	66.7	0.0	0.0	50.0	0.0	35.7	0.0	31.3	57.1
Single-Unit Trucks	4	1	0	5	1	1	0	2	1	8	0	9	16
Single-Unit %	19.0	100.0	0.0	22.7	33.3	100.0	0.0	50.0	50.0	57.1	0.0	56.3	38.1
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	2	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	7.1	0.0	12.5	4.8
Buses	17	0	0	17	2	0	0	2	0	5	0	5	24
Single-Unit Trucks	4	1	0	5	1	1	0	2	1	8	0	9	16
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Entering Leg	21	1	0	22	3	1	0	4	2	14	0	16	42
Buses				7				0				17	24
Single-Unit Trucks				9				2				5	16
Articulated Trucks				1				1				0	2
Total Exiting Leg				17				3				22	42

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Buses

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
12:15 PM	3	0	0	3	3	0	0	3	0	1	0	1	7
12:30 PM	5	0	0	5	0	0	0	0	0	2	0	2	7
12:45 PM	2	0	0	2	1	0	0	1	0	1	0	1	4
Total	13	0	0	13	4	0	0	4	0	7	0	7	24
1:00 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
1:15 PM	7	0	0	7	0	0	0	0	0	1	0	1	8
1:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
1:45 PM	1	1	0	2	2	0	0	2	0	0	0	0	4
Total	15	1	0	16	3	0	0	3	0	2	0	2	21
Grand Total	28	1	0	29	7	0	0	7	0	9	0	9	45
Approach %	96.6	3.4	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	62.2	2.2	0.0	64.4	15.6	0.0	0.0	15.6	0.0	20.0	0.0	20.0	
Exiting Leg Total				16				1				28	45

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
12:15 PM	3	0	0	3	3	0	0	3	0	1	0	1	7
12:30 PM	5	0	0	5	0	0	0	0	0	2	0	2	7
12:45 PM	2	0	0	2	1	0	0	1	0	1	0	1	4
Total Volume	13	0	0	13	4	0	0	4	0	7	0	7	24
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.650	0.000	0.000	0.650	0.333	0.000	0.000	0.333	0.000	0.583	0.000	0.583	0.857
Entering Leg	13	0	0	13	4	0	0	4	0	7	0	7	24
Exiting Leg				11				0				13	24
Total				24				4				20	48

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	1	0	0	1	2	0	0	2	0	0	0	0	3
12:15 PM	0	1	0	1	2	0	0	2	1	0	0	1	4
12:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
12:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	3	1	0	4	4	0	0	4	1	4	0	5	13
1:00 PM	1	0	0	1	0	0	0	0	1	3	0	4	5
1:15 PM	1	1	0	2	1	1	0	2	0	1	0	1	5
1:30 PM	1	0	0	1	1	1	0	2	0	0	0	0	3
1:45 PM	2	0	0	2	0	0	0	0	1	1	0	2	4
Total	5	1	0	6	2	2	0	4	2	5	0	7	17
Grand Total	8	2	0	10	6	2	0	8	3	9	0	12	30
Approach %	80.0	20.0	0.0		75.0	25.0	0.0		25.0	75.0	0.0		
Total %	26.7	6.7	0.0	33.3	20.0	6.7	0.0	26.7	10.0	30.0	0.0	40.0	
Exiting Leg Total				15				5				10	30

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:00 PM	1	0	0	1	0	0	0	0	1	3	0	4	5
1:15 PM	1	1	0	2	1	1	0	2	0	1	0	1	5
1:30 PM	1	0	0	1	1	1	0	2	0	0	0	0	3
1:45 PM	2	0	0	2	0	0	0	0	1	1	0	2	4
Total Volume	5	1	0	6	2	2	0	4	2	5	0	7	17
% Approach Total	83.3	16.7	0.0		50.0	50.0	0.0		28.6	71.4	0.0		
PHF	0.625	0.250	0.000	0.750	0.500	0.500	0.000	0.500	0.500	0.417	0.000	0.438	0.850
Entering Leg	5	1	0	6	2	2	0	4	2	5	0	7	17
Exiting Leg				7				3				7	17
Total				13				7				14	34

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	2	1	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	2	1	0	3
Approach %	0.0	100.0	0.0		0.0	0.0	0.0			66.7	33.3	0.0	
Total %	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	50.0	25.0	0.0	75.0
Exiting Leg Total				1				3					0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	1	0	3
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			66.7	33.3	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	2	1	0	3
Exiting Leg				1				2					0
Total				1				2					3

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	3	0	0	0	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Grand Total	3	0	0	0	0	3	0	0	0	0	1	1	0	1	0	0	0	0	1	5
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0			
Total %	60.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	
Exiting Leg Total	1						1						3						5	

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total Volume	3	0	0	0	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	4
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	3	0	0	0	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	4
Exiting Leg	0						1						3						4	
Total	3						2						3						8	

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	2	4	6	0	0	0	0	1	1	0	0	0	0	0	0	0	7
12:30 PM	0	0	0	1	5	6	0	0	0	0	2	2	0	0	0	0	0	0	0	8
12:45 PM	0	0	0	0	2	2	0	0	0	2	4	6	0	0	0	0	0	0	0	8
Total	0	0	0	3	11	14	0	0	0	2	7	9	0	0	0	0	0	0	0	23
1:00 PM	0	0	0	4	1	5	0	0	0	1	0	1	0	0	0	0	0	0	0	6
1:15 PM	0	0	0	0	4	4	0	0	0	2	0	2	0	0	0	0	0	0	0	6
1:30 PM	0	0	0	5	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	6
1:45 PM	0	0	0	0	3	3	0	0	0	1	0	1	0	0	0	0	0	0	0	4
Total	0	0	0	9	8	17	0	0	0	5	0	5	0	0	0	0	0	0	0	22
Grand Total	0	0	0	12	19	31	0	0	0	7	7	14	0	0	0	0	0	0	0	45
Approach %	0	0	0	38.71	61.29		0	0	0	50	50		0	0	0	0	0	0		
Total %	0	0	0	26.667	42.222	68.889	0	0	0	15.556	15.556	31.111	0	0	0	0	0	0		
Exiting Leg Total	31						14						0						45	

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:15 PM	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
12:15 PM	0	0	0	2	4	6	0	0	0	0	1	1	0	0	0	0	0	0	7
12:30 PM	0	0	0	1	5	6	0	0	0	0	2	2	0	0	0	0	0	0	8
12:45 PM	0	0	0	0	2	2	0	0	0	2	4	6	0	0	0	0	0	0	8
1:00 PM	0	0	0	4	1	5	0	0	0	1	0	1	0	0	0	0	0	0	6
Total Volume	0	0	0	7	12	19	0	0	0	3	7	10	0	0	0	0	0	0	29
% Approach Total	0.0	0.0	0.0	36.8	63.2		0.0	0.0	0.0	30.0	70.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.438	0.600	0.792	0.000	0.000	0.000	0.375	0.438	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.906
Entering Leg	0	0	0	7	12	19	0	0	0	3	7	10	0	0	0	0	0	0	29
Exiting Leg	19						10						0						29
Total	38						20						0						58

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	166	46	1	213	41	51	0	92	20	114	0	134	439
4:15 PM	173	49	5	227	50	37	0	87	26	147	0	173	487
4:30 PM	177	51	3	231	46	34	0	80	28	135	0	163	474
4:45 PM	206	47	3	256	56	38	0	94	31	120	0	151	501
Total	722	193	12	927	193	160	0	353	105	516	0	621	1901
5:00 PM	219	41	4	264	41	44	0	85	36	125	0	161	510
5:15 PM	179	45	4	228	48	48	0	96	33	139	0	172	496
5:30 PM	211	52	7	270	48	49	0	97	37	115	0	152	519
5:45 PM	164	43	8	215	44	47	0	91	33	143	0	176	482
Total	773	181	23	977	181	188	0	369	139	522	0	661	2007
Grand Total	1495	374	35	1904	374	348	0	722	244	1038	0	1282	3908
Approach %	78.5	19.6	1.8		51.8	48.2	0.0		19.0	81.0	0.0		
Total %	38.3	9.6	0.9	48.7	9.6	8.9	0.0	18.5	6.2	26.6	0.0	32.8	
Exiting Leg Total				1447				618				1843	3908
Cars	1471	374	35	1880	368	347	0	715	243	1016	0	1259	3854
% Cars	98.4	100.0	100.0	98.7	98.4	99.7	0.0	99.0	99.6	97.9	0.0	98.2	98.6
Exiting Leg Total				1419				617				1818	3854
Heavy Vehicles	24	0	0	24	6	1	0	7	1	22	0	23	54
% Heavy Vehicles	1.6	0.0	0.0	1.3	1.6	0.3	0.0	1.0	0.4	2.1	0.0	1.8	1.4
Exiting Leg Total				28				1				25	54

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	206	47	3	256	56	38	0	94	31	120	0	151	501
5:00 PM	219	41	4	264	41	44	0	85	36	125	0	161	510
5:15 PM	179	45	4	228	48	48	0	96	33	139	0	172	496
5:30 PM	211	52	7	270	48	49	0	97	37	115	0	152	519
Total Volume	815	185	18	1018	193	179	0	372	137	499	0	636	2026
% Approach Total	80.1	18.2	1.8		51.9	48.1	0.0		21.5	78.5	0.0		
PHF	0.930	0.889	0.643	0.943	0.862	0.913	0.000	0.959	0.926	0.897	0.000	0.924	0.976
Cars	805	185	18	1008	190	178	0	368	137	492	0	629	2005
Cars %	98.8	100.0	100.0	99.0	98.4	99.4	0.0	98.9	100.0	98.6	0.0	98.9	99.0
Heavy Vehicles	10	0	0	10	3	1	0	4	0	7	0	7	21
Heavy Vehicles %	1.2	0.0	0.0	1.0	1.6	0.6	0.0	1.1	0.0	1.4	0.0	1.1	1.0
Cars Enter Leg	805	185	18	1008	190	178	0	368	137	492	0	629	2005
Heavy Enter Leg	10	0	0	10	3	1	0	4	0	7	0	7	21
Total Entering Leg	815	185	18	1018	193	179	0	372	137	499	0	636	2026
Cars Exiting Leg				700				322				983	2005
Heavy Exiting Leg				10				0				11	21
Total Exiting Leg				710				322				994	2026

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	162	46	1	209	41	51	0	92	20	112	0	132	433
4:15 PM	168	49	5	222	49	37	0	86	25	139	0	164	472
4:30 PM	175	51	3	229	45	34	0	79	28	133	0	161	469
4:45 PM	204	47	3	254	56	38	0	94	31	117	0	148	496
Total	709	193	12	914	191	160	0	351	104	501	0	605	1870
5:00 PM	217	41	4	262	39	44	0	83	36	122	0	158	503
5:15 PM	177	45	4	226	47	48	0	95	33	139	0	172	493
5:30 PM	207	52	7	266	48	48	0	96	37	114	0	151	513
5:45 PM	161	43	8	212	43	47	0	90	33	140	0	173	475
Total	762	181	23	966	177	187	0	364	139	515	0	654	1984
Grand Total	1471	374	35	1880	368	347	0	715	243	1016	0	1259	3854
Approach %	78.2	19.9	1.9		51.5	48.5	0.0		19.3	80.7	0.0		
Total %	38.2	9.7	0.9	48.8	9.5	9.0	0.0	18.6	6.3	26.4	0.0	32.7	
Exiting Leg Total				1419				617				1818	3854

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	204	47	3	254	56	38	0	94	31	117	0	148	496
5:00 PM	217	41	4	262	39	44	0	83	36	122	0	158	503
5:15 PM	177	45	4	226	47	48	0	95	33	139	0	172	493
5:30 PM	207	52	7	266	48	48	0	96	37	114	0	151	513
Total Volume	805	185	18	1008	190	178	0	368	137	492	0	629	2005
% Approach Total	79.9	18.4	1.8		51.6	48.4	0.0		21.8	78.2	0.0		
PHF	0.927	0.889	0.643	0.947	0.848	0.927	0.000	0.958	0.926	0.885	0.000	0.914	0.977
Entering Leg	805	185	18	1008	190	178	0	368	137	492	0	629	2005
Exiting Leg				700				322				983	2005
Total				1708				690				1612	4010

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
4:15 PM	5	0	0	5	1	0	0	1	1	8	0	9	15
4:30 PM	2	0	0	2	1	0	0	1	0	2	0	2	5
4:45 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total	13	0	0	13	2	0	0	2	1	15	0	16	31
5:00 PM	2	0	0	2	2	0	0	2	0	3	0	3	7
5:15 PM	2	0	0	2	1	0	0	1	0	0	0	0	3
5:30 PM	4	0	0	4	0	1	0	1	0	1	0	1	6
5:45 PM	3	0	0	3	1	0	0	1	0	3	0	3	7
Total	11	0	0	11	4	1	0	5	0	7	0	7	23
Grand Total	24	0	0	24	6	1	0	7	1	22	0	23	54
Approach %	100.0	0.0	0.0		85.7	14.3	0.0		4.3	95.7	0.0		
Total %	44.4	0.0	0.0	44.4	11.1	1.9	0.0	13.0	1.9	40.7	0.0	42.6	
Exiting Leg Total				28				1				25	54
Buses	12	0	0	12	4	0	0	4	0	15	0	15	31
% Buses	50.0	0.0	0.0	50.0	66.7	0.0	0.0	57.1	0.0	68.2	0.0	65.2	57.4
Exiting Leg Total				19				0				12	31
Single-Unit Trucks	10	0	0	10	1	1	0	2	1	6	0	7	19
% Single-Unit	41.7	0.0	0.0	41.7	16.7	100.0	0.0	28.6	100.0	27.3	0.0	30.4	35.2
Exiting Leg Total				7				1				11	19
Articulated Trucks	2	0	0	2	1	0	0	1	0	1	0	1	4
% Articulated	8.3	0.0	0.0	8.3	16.7	0.0	0.0	14.3	0.0	4.5	0.0	4.3	7.4
Exiting Leg Total				2				0				2	4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	5	0	0	5	1	0	0	1	1	8	0	9	15
4:30 PM	2	0	0	2	1	0	0	1	0	2	0	2	5
4:45 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
5:00 PM	2	0	0	2	2	0	0	2	0	3	0	3	7
Total Volume	11	0	0	11	4	0	0	4	1	16	0	17	32
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		5.9	94.1	0.0		
PHF	0.550	0.000	0.000	0.550	0.500	0.000	0.000	0.500	0.250	0.500	0.000	0.472	0.533
Buses	6	0	0	6	2	0	0	2	0	12	0	12	20
Buses %	54.5	0.0	0.0	54.5	50.0	0.0	0.0	50.0	0.0	75.0	0.0	70.6	62.5
Single-Unit Trucks	4	0	0	4	1	0	0	1	1	3	0	4	9
Single-Unit %	36.4	0.0	0.0	36.4	25.0	0.0	0.0	25.0	100.0	18.8	0.0	23.5	28.1
Articulated Trucks	1	0	0	1	1	0	0	1	0	1	0	1	3
Articulated %	9.1	0.0	0.0	9.1	25.0	0.0	0.0	25.0	0.0	6.3	0.0	5.9	9.4
Buses	6	0	0	6	2	0	0	2	0	12	0	12	20
Single-Unit Trucks	4	0	0	4	1	0	0	1	1	3	0	4	9
Articulated Trucks	1	0	0	1	1	0	0	1	0	1	0	1	3
Total Entering Leg	11	0	0	11	4	0	0	4	1	16	0	17	32
Buses				14				0				6	20
Single-Unit Trucks				4				1				4	9
Articulated Trucks				2				0				1	3
Total Exiting Leg				20				1				11	32

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
4:15 PM	1	0	0	1	1	0	0	1	0	8	0	8	10
4:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	8	0	0	8	1	0	0	1	0	11	0	11	20
5:00 PM	2	0	0	2	1	0	0	1	0	2	0	2	5
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
Total	4	0	0	4	3	0	0	3	0	4	0	4	11
Grand Total	12	0	0	12	4	0	0	4	0	15	0	15	31
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	38.7	0.0	0.0	38.7	12.9	0.0	0.0	12.9	0.0	48.4	0.0	48.4	
Exiting Leg Total				19				0				12	31

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
4:15 PM	1	0	0	1	1	0	0	1	0	8	0	8	10
4:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Volume	8	0	0	8	1	0	0	1	0	11	0	11	20
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.344	0.000	0.344	0.500
Entering Leg	8	0	0	8	1	0	0	1	0	11	0	11	20
Exiting Leg				12				0				8	20
Total				20				1				19	40

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	3	0	0	3	0	0	0	0	1	0	0	1	4
4:30 PM	1	0	0	1	1	0	0	1	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	4	0	0	4	1	0	0	1	1	4	0	5	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	2	0	0	2	0	1	0	1	0	1	0	1	4
5:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	6	0	0	6	0	1	0	1	0	2	0	2	9
Grand Total	10	0	0	10	1	1	0	2	1	6	0	7	19
Approach %	100.0	0.0	0.0		50.0	50.0	0.0		14.3	85.7	0.0		
Total %	52.6	0.0	0.0	52.6	5.3	5.3	0.0	10.5	5.3	31.6	0.0	36.8	
Exiting Leg Total				7				1				11	19

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	3	0	0	3	0	0	0	0	1	0	0	1	4
4:30 PM	1	0	0	1	1	0	0	1	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	4	0	0	4	1	0	0	1	1	4	0	5	10
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		20.0	80.0	0.0		
PHF	0.333	0.000	0.000	0.333	0.250	0.000	0.000	0.250	0.250	0.500	0.000	0.625	0.625
Entering Leg	4	0	0	4	1	0	0	1	1	4	0	5	10
Exiting Leg				5				1				4	10
Total				9				2				9	20

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	1	0	0	1	0	1	0	1	3
Grand Total	2	0	0	2	1	0	0	1	0	1	0	1	4
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	25.0	0.0	25.0	
Exiting Leg Total				2				0				2	4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	1	0	0	1	0	0	0	0	0	0	0	0	1
Exiting Leg				0				0				1	1
Total				1				0				1	2

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2
5:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	3
Grand Total	2	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	3
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		
Total %	66.7	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						1						2						3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	6	2	8	0	0	0	2	4	6	0	0	0	0	0	0	14
4:15 PM	0	0	0	0	1	1	0	0	0	1	5	6	0	0	0	0	0	0	7
4:30 PM	0	0	0	0	1	1	0	0	0	1	2	3	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	2	2	0	0	0	0	3	3	0	0	0	0	2	2	7
Total	0	0	0	6	6	12	0	0	0	4	14	18	0	0	0	0	2	2	32
5:00 PM	0	0	0	5	0	5	0	0	0	3	3	6	0	0	0	0	1	1	12
5:15 PM	0	0	0	1	0	1	0	0	0	0	5	5	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	6
5:45 PM	0	0	0	3	1	4	0	0	0	0	4	4	0	0	0	2	0	2	10
Total	0	0	0	9	1	10	0	0	0	6	15	21	0	0	0	2	1	3	34
Grand Total	0	0	0	15	7	22	0	0	0	10	29	39	0	0	0	2	3	5	66
Approach %	0	0	0	68.182	31.818		0	0	0	25.641	74.359		0	0	0	40	60		
Total %	0	0	0	22.727	10.606	33.333	0	0	0	15.152	43.939	59.091	0	0	0	3.0303	4.5455	7.5758	
Exiting Leg Total	22						39						5						66

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	5	0	5	0	0	0	3	3	6	0	0	0	0	1	1	12
5:15 PM	0	0	0	1	0	1	0	0	0	0	5	5	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	6
5:45 PM	0	0	0	3	1	4	0	0	0	0	4	4	0	0	0	2	0	2	10
Total Volume	0	0	0	9	1	10	0	0	0	6	15	21	0	0	0	2	1	3	34
% Approach Total	0.0	0.0	0.0	90.0	10.0		0.0	0.0	0.0	28.6	71.4		0.0	0.0	0.0	66.7	33.3		
PHF	0.000	0.000	0.000	0.450	0.250	0.500	0.000	0.000	0.000	0.500	0.750	0.875	0.000	0.000	0.000	0.250	0.250	0.375	0.708
Entering Leg	0	0	0	9	1	10	0	0	0	6	15	21	0	0	0	2	1	3	34
Exiting Leg	10						21						3						34
Total	20						42						6						68

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	122	40	6	168	37	41	0	78	32	107	0	139	385
11:15 AM	130	40	4	174	36	45	0	81	39	123	0	162	417
11:30 AM	115	47	6	168	51	46	0	97	33	119	0	152	417
11:45 AM	148	51	3	202	52	48	0	100	55	129	0	184	486
Total	515	178	19	712	176	180	0	356	159	478	0	637	1705
12:00 PM	151	54	4	209	57	45	0	102	46	124	0	170	481
12:15 PM	167	64	5	236	61	45	0	106	44	121	0	165	507
12:30 PM	129	51	2	182	57	46	0	103	45	149	0	194	479
12:45 PM	150	41	4	195	72	54	0	126	51	141	0	192	513
Total	597	210	15	822	247	190	0	437	186	535	0	721	1980
1:00 PM	142	46	16	204	61	54	0	115	39	118	0	157	476
1:15 PM	144	54	9	207	66	39	0	105	45	106	0	151	463
1:30 PM	137	46	6	189	66	57	0	123	50	136	0	186	498
1:45 PM	139	45	7	191	71	64	0	135	40	113	0	153	479
Total	562	191	38	791	264	214	0	478	174	473	0	647	1916
Grand Total	1674	579	72	2325	687	584	0	1271	519	1486	0	2005	5601
Approach %	72.0	24.9	3.1		54.1	45.9	0.0		25.9	74.1	0.0		
Total %	29.9	10.3	1.3	41.5	12.3	10.4	0.0	22.7	9.3	26.5	0.0	35.8	
Exiting Leg Total				2245				1098				2258	5601
Cars	1650	576	72	2298	677	584	0	1261	517	1469	0	1986	5545
% Cars	98.6	99.5	100.0	98.8	98.5	100.0	0.0	99.2	99.6	98.9	0.0	99.1	99.0
Exiting Leg Total				2218				1093				2234	5545
Heavy Vehicles	24	3	0	27	10	0	0	10	2	17	0	19	56
% Heavy Vehicles	1.4	0.5	0.0	1.2	1.5	0.0	0.0	0.8	0.4	1.1	0.0	0.9	1.0
Exiting Leg Total				27				5				24	56

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

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	151	54	4	209	57	45	0	102	46	124	0	170	481
12:15 PM	167	64	5	236	61	45	0	106	44	121	0	165	507
12:30 PM	129	51	2	182	57	46	0	103	45	149	0	194	479
12:45 PM	150	41	4	195	72	54	0	126	51	141	0	192	513
Total Volume	597	210	15	822	247	190	0	437	186	535	0	721	1980
% Approach Total	72.6	25.5	1.8		56.5	43.5	0.0		25.8	74.2	0.0		
PHF	0.894	0.820	0.750	0.871	0.858	0.880	0.000	0.867	0.912	0.898	0.000	0.929	0.965
Cars	589	207	15	811	244	190	0	434	185	530	0	715	1960
Cars %	98.7	98.6	100.0	98.7	98.8	100.0	0.0	99.3	99.5	99.1	0.0	99.2	99.0
Heavy Vehicles	8	3	0	11	3	0	0	3	1	5	0	6	20
Heavy Vehicles %	1.3	1.4	0.0	1.3	1.2	0.0	0.0	0.7	0.5	0.9	0.0	0.8	1.0
Cars Enter Leg	589	207	15	811	244	190	0	434	185	530	0	715	1960
Heavy Enter Leg	8	3	0	11	3	0	0	3	1	5	0	6	20
Total Entering Leg	597	210	15	822	247	190	0	437	186	535	0	721	1980
Cars Exiting Leg				789				392				779	1960
Heavy Exiting Leg				8				4				8	20
Total Exiting Leg				797				396				787	1980

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	120	40	6	166	36	41	0	77	32	107	0	139	382
11:15 AM	128	40	4	172	36	45	0	81	39	121	0	160	413
11:30 AM	113	47	6	166	51	46	0	97	33	118	0	151	414
11:45 AM	145	51	3	199	50	48	0	98	54	129	0	183	480
Total	506	178	19	703	173	180	0	353	158	475	0	633	1689
12:00 PM	151	53	4	208	56	45	0	101	46	121	0	167	476
12:15 PM	164	64	5	233	61	45	0	106	43	121	0	164	503
12:30 PM	128	49	2	179	56	46	0	102	45	147	0	192	473
12:45 PM	146	41	4	191	71	54	0	125	51	141	0	192	508
Total	589	207	15	811	244	190	0	434	185	530	0	715	1960
1:00 PM	142	46	16	204	58	54	0	112	39	111	0	150	466
1:15 PM	142	54	9	205	66	39	0	105	45	106	0	151	461
1:30 PM	135	46	6	187	66	57	0	123	50	134	0	184	494
1:45 PM	136	45	7	188	70	64	0	134	40	113	0	153	475
Total	555	191	38	784	260	214	0	474	174	464	0	638	1896
Grand Total	1650	576	72	2298	677	584	0	1261	517	1469	0	1986	5545
Approach %	71.8	25.1	3.1		53.7	46.3	0.0		26.0	74.0	0.0		
Total %	29.8	10.4	1.3	41.4	12.2	10.5	0.0	22.7	9.3	26.5	0.0	35.8	
Exiting Leg Total				2218				1093				2234	5545

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

12:00 PM	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	151	53	4	208	56	45	0	101	46	121	0	167	476
12:15 PM	164	64	5	233	61	45	0	106	43	121	0	164	503
12:30 PM	128	49	2	179	56	46	0	102	45	147	0	192	473
12:45 PM	146	41	4	191	71	54	0	125	51	141	0	192	508
Total Volume	589	207	15	811	244	190	0	434	185	530	0	715	1960
% Approach Total	72.6	25.5	1.8		56.2	43.8	0.0		25.9	74.1	0.0		
PHF	0.898	0.809	0.750	0.870	0.859	0.880	0.000	0.868	0.907	0.901	0.000	0.931	0.965
Entering Leg	589	207	15	811	244	190	0	434	185	530	0	715	1960
Exiting Leg				789				392				779	1960
Total				1600				826				1494	3920

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**



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

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	2	0	0	2	1	0	0	1	0	0	0	0	3
11:15 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
11:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:45 AM	3	0	0	3	2	0	0	2	1	0	0	1	6
Total	9	0	0	9	3	0	0	3	1	3	0	4	16
12:00 PM	0	1	0	1	1	0	0	1	0	3	0	3	5
12:15 PM	3	0	0	3	0	0	0	0	1	0	0	1	4
12:30 PM	1	2	0	3	1	0	0	1	0	2	0	2	6
12:45 PM	4	0	0	4	1	0	0	1	0	0	0	0	5
Total	8	3	0	11	3	0	0	3	1	5	0	6	20
1:00 PM	0	0	0	0	3	0	0	3	0	7	0	7	10
1:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
1:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
1:45 PM	3	0	0	3	1	0	0	1	0	0	0	0	4
Total	7	0	0	7	4	0	0	4	0	9	0	9	20
Grand Total	24	3	0	27	10	0	0	10	2	17	0	19	56
Approach %	88.9	11.1	0.0		100.0	0.0	0.0		10.5	89.5	0.0		
Total %	42.9	5.4	0.0	48.2	17.9	0.0	0.0	17.9	3.6	30.4	0.0	33.9	
Exiting Leg Total				27				5				24	56
Buses	13	0	0	13	7	0	0	7	0	6	0	6	26
% Buses	54.2	0.0	0.0	48.1	70.0	0.0	0.0	70.0	0.0	35.3	0.0	31.6	46.4
Exiting Leg Total				13				0				13	26
Single-Unit Trucks	10	2	0	12	2	0	0	2	2	10	0	12	26
% Single-Unit	41.7	66.7	0.0	44.4	20.0	0.0	0.0	20.0	100.0	58.8	0.0	63.2	46.4
Exiting Leg Total				12				4				10	26
Articulated Trucks	1	1	0	2	1	0	0	1	0	1	0	1	4
% Articulated	4.2	33.3	0.0	7.4	10.0	0.0	0.0	10.0	0.0	5.9	0.0	5.3	7.1
Exiting Leg Total				2				1				1	4

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

12:15 PM	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
12:15 PM	3	0	0	3	0	0	0	0	0	1	0	0	1	4
12:30 PM	1	2	0	3	1	0	0	1	0	2	0	2	6	
12:45 PM	4	0	0	4	1	0	0	1	0	0	0	0	5	
1:00 PM	0	0	0	0	3	0	0	3	0	7	0	7	10	
Total Volume	8	2	0	10	5	0	0	5	1	9	0	10	25	
% Approach Total	80.0	20.0	0.0		100.0	0.0	0.0		10.0	90.0	0.0			
PHF	0.500	0.250	0.000	0.625	0.417	0.000	0.000	0.417	0.250	0.321	0.000	0.357	0.625	
Buses	5	0	0	5	3	0	0	3	0	2	0	2	10	
Buses %	62.5	0.0	0.0	50.0	60.0	0.0	0.0	60.0	0.0	22.2	0.0	20.0	40.0	
Single-Unit Trucks	3	1	0	4	1	0	0	1	1	6	0	7	12	
Single-Unit %	37.5	50.0	0.0	40.0	20.0	0.0	0.0	20.0	100.0	66.7	0.0	70.0	48.0	
Articulated Trucks	0	1	0	1	1	0	0	1	0	1	0	1	3	
Articulated %	0.0	50.0	0.0	10.0	20.0	0.0	0.0	20.0	0.0	11.1	0.0	10.0	12.0	
Buses	5	0	0	5	3	0	0	3	0	2	0	2	10	
Single-Unit Trucks	3	1	0	4	1	0	0	1	1	6	0	7	12	
Articulated Trucks	0	1	0	1	1	0	0	1	0	1	0	1	3	
Total Entering Leg	8	2	0	10	5	0	0	5	1	9	0	10	25	
Buses				5				0				5	10	
Single-Unit Trucks				7				2				3	12	
Articulated Trucks				2				1				0	3	
Total Exiting Leg				14				3				8	25	

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
11:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:45 AM	1	0	0	1	2	0	0	2	0	0	0	0	3
Total	5	0	0	5	3	0	0	3	0	2	0	2	10
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
12:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	5	0	0	5	1	0	0	1	0	2	0	2	8
1:00 PM	0	0	0	0	2	0	0	2	0	1	0	1	3
1:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total	3	0	0	3	3	0	0	3	0	2	0	2	8
Grand Total	13	0	0	13	7	0	0	7	0	6	0	6	26
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	26.9	0.0	0.0	26.9	0.0	23.1	0.0	23.1	
Exiting Leg Total				13				0				13	26

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

11:00 AM	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
11:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:45 AM	1	0	0	1	2	0	0	2	0	0	0	0	3
Total Volume	5	0	0	5	3	0	0	3	0	2	0	2	10
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.375	0.000	0.000	0.375	0.000	0.500	0.000	0.500	0.833
Entering Leg	5	0	0	5	3	0	0	3	0	2	0	2	10
Exiting Leg				5				0				5	10
Total				10				3				7	20

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
Total	3	0	0	3	0	0	0	0	1	1	0	2	5
12:00 PM	0	1	0	1	1	0	0	1	0	2	0	2	4
12:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
12:30 PM	1	1	0	2	0	0	0	0	0	1	0	1	3
12:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total	3	2	0	5	2	0	0	2	1	3	0	4	11
1:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	5
1:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	0	6	0	6	10
Grand Total	10	2	0	12	2	0	0	2	2	10	0	12	26
Approach %	83.3	16.7	0.0		100.0	0.0	0.0		16.7	83.3	0.0		
Total %	38.5	7.7	0.0	46.2	7.7	0.0	0.0	7.7	7.7	38.5	0.0	46.2	
Exiting Leg Total				12				4				10	26

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

12:15 PM	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
12:30 PM	1	1	0	2	0	0	0	0	0	1	0	1	3
12:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	5
Total Volume	3	1	0	4	1	0	0	1	1	6	0	7	12
% Approach Total	75.0	25.0	0.0		100.0	0.0	0.0		14.3	85.7	0.0		
PHF	0.750	0.250	0.000	0.500	0.250	0.000	0.000	0.250	0.250	0.300	0.000	0.350	0.600
Entering Leg	3	1	0	4	1	0	0	1	1	6	0	7	12
Exiting Leg				7				2				3	12
Total				11				3				10	24

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	1	0	1	2
Grand Total	1	1	0	2	1	0	0	1	0	1	0	1	4
Approach %	50.0	50.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	25.0	25.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	25.0	0.0	25.0	
Exiting Leg Total				2				1				1	4

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

	Lincoln Street (Route 70)				Lincoln Plaza				Lincoln Street (Route 70)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Volume	0	1	0	1	1	0	0	1	0	1	0	1	3
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.375
Entering Leg	0	1	0	1	1	0	0	1	0	1	0	1	3
Exiting Leg				2				1				0	3
Total				3				2				1	6

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	1	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	1	0	0	0	0	1	0	0	0	1	1	2	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	2	1	0	1	0	4	0	0	0	1	1	2	0	0	0	0	0	0	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	3	1	0	1	0	5	0	0	0	1	1	2	0	0	0	0	0	0	7
Approach %	60.0	20.0	0.0	20.0	0.0		0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0		
Total %	42.9	14.3	0.0	14.3	0.0	71.4	0.0	0.0	0.0	14.3	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1						3						3						7

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

11:00 AM	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	1	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	1	0	0	0	0	1	0	0	0	1	1	2	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	2	1	0	1	0	4	0	0	0	1	1	2	0	0	0	0	0	0	6
% Approach Total	50.0	25.0	0.0	25.0	0.0		0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.500	0.250	0.000	0.250	0.000	0.333	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	2						1						0						6
Exiting Leg	1						3						2						6
Total	5						5						2						12

PDI File #: **240179 B**
 Location: **S: Lincoln Plaza**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	4	4	0	0	0	0	3	3	0	0	0	0	0	0	7
11:15 AM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
11:45 AM	0	0	0	4	0	4	0	0	0	1	0	1	0	0	0	0	0	0	5
Total	0	0	0	6	5	11	0	0	0	1	5	6	0	0	0	0	0	0	17
12:00 PM	0	0	0	1	0	1	0	0	0	1	4	5	0	0	0	0	0	0	6
12:15 PM	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	1	0	1	4
12:45 PM	0	0	0	5	1	6	0	0	0	5	1	6	0	0	0	0	0	0	12
Total	0	0	0	9	3	12	0	0	0	6	7	13	0	0	0	1	0	1	26
1:00 PM	0	0	0	1	3	4	0	0	0	2	0	2	0	0	0	0	0	0	6
1:15 PM	0	0	0	3	0	3	0	0	0	0	1	1	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	1	0	1	4
1:45 PM	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	5	9	14	0	0	0	2	2	4	0	0	0	1	0	1	19
Grand Total	0	0	0	20	17	37	0	0	0	9	14	23	0	0	0	2	0	2	62
Approach %	0	0	0	54.054	45.946		0	0	0	39.13	60.87		0	0	0	100	0		
Total %	0	0	0	32.258	27.419	59.677	0	0	0	14.516	22.581	37.097	0	0	0	3.2258	0	3.2258	
Exiting Leg Total	37						23						2						62

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

12:00 PM	Lincoln Street (Route 70)						Lincoln Plaza						Lincoln Street (Route 70)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	1	0	1	0	0	0	1	4	5	0	0	0	0	0	0	6
12:15 PM	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	1	0	1	4
12:45 PM	0	0	0	5	1	6	0	0	0	5	1	6	0	0	0	0	0	0	12
Total Volume	0	0	0	9	3	12	0	0	0	6	7	13	0	0	0	1	0	1	26
% Approach Total	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	46.2	53.8		0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.450	0.750	0.500	0.000	0.000	0.000	0.300	0.438	0.542	0.000	0.000	0.000	0.250	0.000	0.250	0.542
Entering Leg	0	0	0	9	3	12	0	0	0	6	7	13	0	0	0	1	0	1	26
Exiting Leg	12						13						1						26
Total	24						26						2						52

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	21	0	0	21	19	124	0	143	135	0	0	135	299
12:15 PM	23	0	0	23	13	131	0	144	127	1	0	128	295
12:30 PM	33	0	0	33	8	135	0	143	154	0	0	154	330
12:45 PM	31	0	0	31	8	117	0	125	136	0	0	136	292
Total	108	0	0	108	48	507	0	555	552	1	0	553	1216
1:00 PM	28	0	0	28	6	132	0	138	123	0	0	123	289
1:15 PM	22	0	0	22	8	139	0	147	141	0	0	141	310
1:30 PM	20	0	0	20	10	154	0	164	167	0	0	167	351
1:45 PM	24	0	0	24	8	146	0	154	137	0	0	137	315
Total	94	0	0	94	32	571	0	603	568	0	0	568	1265
Grand Total	202	0	0	202	80	1078	0	1158	1120	1	0	1121	2481
Approach %	100.0	0.0	0.0		6.9	93.1	0.0		99.9	0.1	0.0		
Total %	8.1	0.0	0.0	8.1	3.2	43.5	0.0	46.7	45.1	0.0	0.0	45.2	
Exiting Leg Total				81				1120				1280	2481
Cars	200	0	0	200	80	1036	0	1116	1090	1	0	1091	2407
% Cars	99.0	0.0	0.0	99.0	100.0	96.1	0.0	96.4	97.3	100.0	0.0	97.3	97.0
Exiting Leg Total				81				1090				1236	2407
Heavy Vehicles	2	0	0	2	0	42	0	42	30	0	0	30	74
% Heavy Vehicles	1.0	0.0	0.0	1.0	0.0	3.9	0.0	3.6	2.7	0.0	0.0	2.7	3.0
Exiting Leg Total				0				30				44	74

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
1:00 PM	28	0	0	28	6	132	0	138	123	0	0	123	289
1:15 PM	22	0	0	22	8	139	0	147	141	0	0	141	310
1:30 PM	20	0	0	20	10	154	0	164	167	0	0	167	351
1:45 PM	24	0	0	24	8	146	0	154	137	0	0	137	315
Total Volume	94	0	0	94	32	571	0	603	568	0	0	568	1265
% Approach Total	100.0	0.0	0.0		5.3	94.7	0.0		100.0	0.0	0.0		
PHF	0.839	0.000	0.000	0.839	0.800	0.927	0.000	0.919	0.850	0.000	0.000	0.850	0.901
Cars	94	0	0	94	32	549	0	581	559	0	0	559	1234
Cars %	100.0	0.0	0.0	100.0	100.0	96.1	0.0	96.4	98.4	0.0	0.0	98.4	97.5
Heavy Vehicles	0	0	0	0	0	22	0	22	9	0	0	9	31
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	3.9	0.0	3.6	1.6	0.0	0.0	1.6	2.5
Cars Enter Leg	94	0	0	94	32	549	0	581	559	0	0	559	1234
Heavy Enter Leg	0	0	0	0	0	22	0	22	9	0	0	9	31
Total Entering Leg	94	0	0	94	32	571	0	603	568	0	0	568	1265
Cars Exiting Leg				32				559				643	1234
Heavy Exiting Leg				0				9				22	31
Total Exiting Leg				32				568				665	1265

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	19	0	0	19	19	119	0	138	131	0	0	131	288
12:15 PM	23	0	0	23	13	125	0	138	122	1	0	123	284
12:30 PM	33	0	0	33	8	130	0	138	151	0	0	151	322
12:45 PM	31	0	0	31	8	113	0	121	127	0	0	127	279
Total	106	0	0	106	48	487	0	535	531	1	0	532	1173
1:00 PM	28	0	0	28	6	129	0	135	121	0	0	121	284
1:15 PM	22	0	0	22	8	130	0	138	138	0	0	138	298
1:30 PM	20	0	0	20	10	148	0	158	165	0	0	165	343
1:45 PM	24	0	0	24	8	142	0	150	135	0	0	135	309
Total	94	0	0	94	32	549	0	581	559	0	0	559	1234
Grand Total	200	0	0	200	80	1036	0	1116	1090	1	0	1091	2407
Approach %	100.0	0.0	0.0		7.2	92.8	0.0		99.9	0.1	0.0		
Total %	8.3	0.0	0.0	8.3	3.3	43.0	0.0	46.4	45.3	0.0	0.0	45.3	
Exiting Leg Total				81				1090				1236	2407

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
1:00 PM	28	0	0	28	6	129	0	135	121	0	0	121	284
1:15 PM	22	0	0	22	8	130	0	138	138	0	0	138	298
1:30 PM	20	0	0	20	10	148	0	158	165	0	0	165	343
1:45 PM	24	0	0	24	8	142	0	150	135	0	0	135	309
Total Volume	94	0	0	94	32	549	0	581	559	0	0	559	1234
% Approach Total	100.0	0.0	0.0		5.5	94.5	0.0		100.0	0.0	0.0		
PHF	0.839	0.000	0.000	0.839	0.800	0.927	0.000	0.919	0.847	0.000	0.000	0.847	0.899
Entering Leg	94	0	0	94	32	549	0	581	559	0	0	559	1234
Exiting Leg				32				559				643	1234
Total				126				1140				1202	2468

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	2	0	0	2	0	5	0	5	4	0	0	4	11
12:15 PM	0	0	0	0	0	6	0	6	5	0	0	5	11
12:30 PM	0	0	0	0	0	5	0	5	3	0	0	3	8
12:45 PM	0	0	0	0	0	4	0	4	9	0	0	9	13
Total	2	0	0	2	0	20	0	20	21	0	0	21	43
1:00 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
1:15 PM	0	0	0	0	0	9	0	9	3	0	0	3	12
1:30 PM	0	0	0	0	0	6	0	6	2	0	0	2	8
1:45 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
Total	0	0	0	0	0	22	0	22	9	0	0	9	31
Grand Total	2	0	0	2	0	42	0	42	30	0	0	30	74
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	2.7	0.0	0.0	2.7	0.0	56.8	0.0	56.8	40.5	0.0	0.0	40.5	
Exiting Leg Total				0				30				44	74
Buses	0	0	0	0	0	30	0	30	13	0	0	13	43
% Buses	0.0	0.0	0.0	0.0	0.0	71.4	0.0	71.4	43.3	0.0	0.0	43.3	58.1
Exiting Leg Total				0				13				30	43
Single-Unit Trucks	2	0	0	2	0	12	0	12	15	0	0	15	29
% Single-Unit	100.0	0.0	0.0	100.0	0.0	28.6	0.0	28.6	50.0	0.0	0.0	50.0	39.2
Exiting Leg Total				0				15				14	29
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.7	2.7
Exiting Leg Total				0				2				0	2

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	2	0	0	2	0	5	0	5	4	0	0	4	11
12:15 PM	0	0	0	0	0	6	0	6	5	0	0	5	11
12:30 PM	0	0	0	0	0	5	0	5	3	0	0	3	8
12:45 PM	0	0	0	0	0	4	0	4	9	0	0	9	13
Total Volume	2	0	0	2	0	20	0	20	21	0	0	21	43
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.833	0.000	0.833	0.583	0.000	0.000	0.583	0.827
Buses	0	0	0	0	0	12	0	12	9	0	0	9	21
Buses %	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	42.9	0.0	0.0	42.9	48.8
Single-Unit Trucks	2	0	0	2	0	8	0	8	10	0	0	10	20
Single-Unit %	100.0	0.0	0.0	100.0	0.0	40.0	0.0	40.0	47.6	0.0	0.0	47.6	46.5
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	9.5	4.7
Buses	0	0	0	0	0	12	0	12	9	0	0	9	21
Single-Unit Trucks	2	0	0	2	0	8	0	8	10	0	0	10	20
Articulated Trucks	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Entering Leg	2	0	0	2	0	20	0	20	21	0	0	21	43
Buses				0				9				12	21
Single-Unit Trucks				0				10				10	20
Articulated Trucks				0				2				0	2
Total Exiting Leg				0				21				22	43

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Buses

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	4
12:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
12:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	4
12:45 PM	0	0	0	0	0	4	0	4	4	0	0	4	8
Total	0	0	0	0	0	12	0	12	9	0	0	9	21
1:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	3
1:15 PM	0	0	0	0	0	8	0	8	2	0	0	2	10
1:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	5
1:45 PM	0	0	0	0	0	3	0	3	1	0	0	1	4
Total	0	0	0	0	0	18	0	18	4	0	0	4	22
Grand Total	0	0	0	0	0	30	0	30	13	0	0	13	43
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	69.8	0.0	69.8	30.2	0.0	0.0	30.2	
Exiting Leg Total				0				13				30	43

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:45 PM	0	0	0	0	0	4	0	4	4	0	0	4	8
1:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	3
1:15 PM	0	0	0	0	0	8	0	8	2	0	0	2	10
1:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	5
Total Volume	0	0	0	0	0	19	0	19	7	0	0	7	26
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.594	0.000	0.594	0.438	0.000	0.000	0.438	0.650
Entering Leg	0	0	0	0	0	19	0	19	7	0	0	7	26
Exiting Leg				0				7				19	26
Total				0				26				26	52

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	2	0	0	2	0	2	0	2	3	0	0	3	7
12:15 PM	0	0	0	0	0	4	0	4	1	0	0	1	5
12:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	5
Total	2	0	0	2	0	8	0	8	10	0	0	10	20
1:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
1:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
1:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
1:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	4	0	4	5	0	0	5	9
Grand Total	2	0	0	2	0	12	0	12	15	0	0	15	29
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	6.9	0.0	0.0	6.9	0.0	41.4	0.0	41.4	51.7	0.0	0.0	51.7	
Exiting Leg Total				0				15				14	29

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	2	0	0	2	0	2	0	2	3	0	0	3	7
12:15 PM	0	0	0	0	0	4	0	4	1	0	0	1	5
12:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	5
Total Volume	2	0	0	2	0	8	0	8	10	0	0	10	20
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.714
Entering Leg	2	0	0	2	0	8	0	8	10	0	0	10	20
Exiting Leg				0				10				10	20
Total				2				18				20	40

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	2	0	0	2	2
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total				0				2				0	2

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	2
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	2	0	0	2	2
Exiting Leg				0				2				0	2
Total				0				2				2	4

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	2	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	66.7	0.0	66.7	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							2						0						1	3

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

1:00 PM	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							2						0						2	
Total							4						0						4	

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	2	2	5
12:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0	2	2	13
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
1:30 PM	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1	2	3	0	0	0	0	0	0	4
Grand Total	0	0	0	7	5	12	0	0	0	1	2	3	0	0	0	0	2	2	17
Approach %	0	0	0	58.333	41.667		0	0	0	33.333	66.667		0	0	0	0	100		
Total %	0	0	0	41.176	29.412	70.588	0	0	0	5.8824	11.765	17.647	0	0	0	0	11.765	11.765	
Exiting Leg Total	12						3						2						17

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	2	2	5
12:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0	2	2	13
% Approach Total	0.0	0.0	0.0	54.5	45.5		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.500	0.417	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.650
Entering Leg	0	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0	2	2	13
Exiting Leg	11						0						2						13
Total	22						0						4						26

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	16	0	0	16	7	162	0	169	137	0	0	137	322
4:15 PM	20	0	0	20	8	166	0	174	152	0	0	152	346
4:30 PM	19	0	0	19	6	168	0	174	162	0	0	162	355
4:45 PM	14	0	0	14	7	197	0	204	164	0	0	164	382
Total	69	0	0	69	28	693	0	721	615	0	0	615	1405
5:00 PM	23	0	0	23	13	227	0	240	148	0	0	148	411
5:15 PM	18	0	0	18	6	178	0	184	164	0	0	164	366
5:30 PM	19	0	0	19	7	220	0	227	137	0	0	137	383
5:45 PM	16	0	0	16	3	185	0	188	161	0	0	161	365
Total	76	0	0	76	29	810	0	839	610	0	0	610	1525
Grand Total	145	0	0	145	57	1503	0	1560	1225	0	0	1225	2930
Approach %	100.0	0.0	0.0		3.7	96.3	0.0		100.0	0.0	0.0		
Total %	4.9	0.0	0.0	4.9	1.9	51.3	0.0	53.2	41.8	0.0	0.0	41.8	
Exiting Leg Total				57				1225				1648	2930
Cars	145	0	0	145	57	1479	0	1536	1199	0	0	1199	2880
% Cars	100.0	0.0	0.0	100.0	100.0	98.4	0.0	98.5	97.9	0.0	0.0	97.9	98.3
Exiting Leg Total				57				1199				1624	2880
Heavy Vehicles	0	0	0	0	0	24	0	24	26	0	0	26	50
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.6	0.0	1.5	2.1	0.0	0.0	2.1	1.7
Exiting Leg Total				0				26				24	50

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	14	0	0	14	7	197	0	204	164	0	0	164	382
5:00 PM	23	0	0	23	13	227	0	240	148	0	0	148	411
5:15 PM	18	0	0	18	6	178	0	184	164	0	0	164	366
5:30 PM	19	0	0	19	7	220	0	227	137	0	0	137	383
Total Volume	74	0	0	74	33	822	0	855	613	0	0	613	1542
% Approach Total	100.0	0.0	0.0		3.9	96.1	0.0		100.0	0.0	0.0		
PHF	0.804	0.000	0.000	0.804	0.635	0.905	0.000	0.891	0.934	0.000	0.000	0.934	0.938
Cars	74	0	0	74	33	810	0	843	605	0	0	605	1522
Cars %	100.0	0.0	0.0	100.0	100.0	98.5	0.0	98.6	98.7	0.0	0.0	98.7	98.7
Heavy Vehicles	0	0	0	0	0	12	0	12	8	0	0	8	20
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	1.5	0.0	1.4	1.3	0.0	0.0	1.3	1.3
Cars Enter Leg	74	0	0	74	33	810	0	843	605	0	0	605	1522
Heavy Enter Leg	0	0	0	0	0	12	0	12	8	0	0	8	20
Total Entering Leg	74	0	0	74	33	822	0	855	613	0	0	613	1542
Cars Exiting Leg				33				605				884	1522
Heavy Exiting Leg				0				8				12	20
Total Exiting Leg				33				613				896	1542

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	16	0	0	16	7	158	0	165	132	0	0	132	313
4:15 PM	20	0	0	20	8	164	0	172	145	0	0	145	337
4:30 PM	19	0	0	19	6	164	0	170	158	0	0	158	347
4:45 PM	14	0	0	14	7	195	0	202	160	0	0	160	376
Total	69	0	0	69	28	681	0	709	595	0	0	595	1373
5:00 PM	23	0	0	23	13	224	0	237	145	0	0	145	405
5:15 PM	18	0	0	18	6	175	0	181	164	0	0	164	363
5:30 PM	19	0	0	19	7	216	0	223	136	0	0	136	378
5:45 PM	16	0	0	16	3	183	0	186	159	0	0	159	361
Total	76	0	0	76	29	798	0	827	604	0	0	604	1507
Grand Total	145	0	0	145	57	1479	0	1536	1199	0	0	1199	2880
Approach %	100.0	0.0	0.0		3.7	96.3	0.0		100.0	0.0	0.0		
Total %	5.0	0.0	0.0	5.0	2.0	51.4	0.0	53.3	41.6	0.0	0.0	41.6	
Exiting Leg Total				57				1199				1624	2880

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	14	0	0	14	7	195	0	202	160	0	0	160	376
5:00 PM	23	0	0	23	13	224	0	237	145	0	0	145	405
5:15 PM	18	0	0	18	6	175	0	181	164	0	0	164	363
5:30 PM	19	0	0	19	7	216	0	223	136	0	0	136	378
Total Volume	74	0	0	74	33	810	0	843	605	0	0	605	1522
% Approach Total	100.0	0.0	0.0		3.9	96.1	0.0		100.0	0.0	0.0		
PHF	0.804	0.000	0.000	0.804	0.635	0.904	0.000	0.889	0.922	0.000	0.000	0.922	0.940
Entering Leg	74	0	0	74	33	810	0	843	605	0	0	605	1522
Exiting Leg				33				605				884	1522
Total				107				1448				1489	3044

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	0	4	5	0	0	5	9
4:15 PM	0	0	0	0	0	2	0	2	7	0	0	7	9
4:30 PM	0	0	0	0	0	4	0	4	4	0	0	4	8
4:45 PM	0	0	0	0	0	2	0	2	4	0	0	4	6
Total	0	0	0	0	0	12	0	12	20	0	0	20	32
5:00 PM	0	0	0	0	0	3	0	3	3	0	0	3	6
5:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	3
5:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	5
5:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
Total	0	0	0	0	0	12	0	12	6	0	0	6	18
Grand Total	0	0	0	0	0	24	0	24	26	0	0	26	50
Approach %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0
Total %	0.0	0.0	0.0	0.0	0.0	48.0	0.0	48.0	52.0	0.0	0.0	52.0	100.0
Exiting Leg Total	0				26				24				50
Buses	0	0	0	0	0	13	0	13	19	0	0	19	32
% Buses	0.0	0.0	0.0	0.0	0.0	54.2	0.0	54.2	73.1	0.0	0.0	73.1	64.0
Exiting Leg Total	0				19				13				32
Single-Unit Trucks	0	0	0	0	0	8	0	8	5	0	0	5	13
% Single-Unit	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	19.2	0.0	0.0	19.2	26.0
Exiting Leg Total	0				5				8				13
Articulated Trucks	0	0	0	0	0	3	0	3	2	0	0	2	5
% Articulated	0.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5	7.7	0.0	0.0	7.7	10.0
Exiting Leg Total	0				2				3				5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	0	4	5	0	0	5	9
4:15 PM	0	0	0	0	0	2	0	2	7	0	0	7	9
4:30 PM	0	0	0	0	0	4	0	4	4	0	0	4	8
4:45 PM	0	0	0	0	0	2	0	2	4	0	0	4	6
Total Volume	0	0	0	0	0	12	0	12	20	0	0	20	32
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.714	0.000	0.000	0.714	0.889
Buses	0	0	0	0	0	7	0	7	14	0	0	14	21
Buses %	0.0	0.0	0.0	0.0	0.0	58.3	0.0	58.3	70.0	0.0	0.0	70.0	65.6
Single-Unit Trucks	0	0	0	0	0	4	0	4	5	0	0	5	9
Single-Unit %	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	25.0	0.0	0.0	25.0	28.1
Articulated Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
Articulated %	0.0	0.0	0.0	0.0	0.0	8.3	0.0	8.3	5.0	0.0	0.0	5.0	6.3
Buses	0	0	0	0	0	7	0	7	14	0	0	14	21
Single-Unit Trucks	0	0	0	0	0	4	0	4	5	0	0	5	9
Articulated Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Entering Leg	0	0	0	0	0	12	0	12	20	0	0	20	32
Buses	0				14				7				21
Single-Unit Trucks	0				5				4				9
Articulated Trucks	0				1				1				2
Total Exiting Leg	0				20				12				32

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	0	4	4	0	0	4	8
4:15 PM	0	0	0	0	0	0	0	0	6	0	0	6	6
4:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
4:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
Total	0	0	0	0	0	7	0	7	14	0	0	14	21
5:00 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	6	0	6	5	0	0	5	11
Grand Total	0	0	0	0	0	13	0	13	19	0	0	19	32
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	40.6	0.0	40.6	59.4	0.0	0.0	59.4	
Exiting Leg Total				0				19				13	32

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	4	0	4	4	0	0	4	8
4:15 PM	0	0	0	0	0	0	0	0	6	0	0	6	6
4:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
4:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
Total Volume	0	0	0	0	0	7	0	7	14	0	0	14	21
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.438	0.583	0.000	0.000	0.583	0.656
Entering Leg	0	0	0	0	0	7	0	7	14	0	0	14	21
Exiting Leg				0				14				7	21
Total				0				21				21	42

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	4
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	4	0	4	5	0	0	5	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	0	0	4
Grand Total	0	0	0	0	0	8	0	8	5	0	0	5	13
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	61.5	0.0	61.5	38.5	0.0	0.0	38.5	
Exiting Leg Total				0				5				8	13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	4
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	4	0	4	5	0	0	5	9
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.333	0.625	0.000	0.000	0.625	0.563
Entering Leg	0	0	0	0	0	4	0	4	5	0	0	5	9
Exiting Leg				0				5				4	9
Total				0				9				9	18

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	1	0	0	1	3
Grand Total	0	0	0	0	0	3	0	3	2	0	0	2	5
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	40.0	0.0	0.0	40.0	
Exiting Leg Total				0				2				3	5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	1	0	1	2	0	0	2	3
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.500	0.750
Entering Leg	0	0	0	0	0	1	0	1	2	0	0	2	3
Exiting Leg				0				2				1	3
Total				0				3				3	6

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:00 PM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	3	1	4	0	0	0	0	0	0	1	0	0	0	0	1	
Approach %	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	60.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	
Exiting Leg Total	4						1						0						5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	3	1	4	0	0	0	0	0	0	1	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.375	0.250	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	3	1	4	0	0	0	0	0	0	1	0	0	0	0	1	
Exiting Leg	4						1						0						5
Total	8						1						1						10

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	3	5	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	0	0	7	9	16	0	0	0	0	0	0	0	0	0	0	0	0	16
Approach %	0	0	0	43.75	56.25		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	43.75	56.25	100	0	0	0	0	0	100	0	0	0	0	0		
Exiting Leg Total	16						0						0						16

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	8
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.333	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Exiting Leg	8						0						0						8
Total	16						0						0						16

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	8	0	0	8	4	125	0	129	124	0	0	124	261
11:15 AM	17	0	0	17	7	131	0	138	157	0	0	157	312
11:30 AM	22	0	0	22	7	122	0	129	141	0	0	141	292
11:45 AM	21	0	0	21	9	137	0	146	156	0	0	156	323
Total	68	0	0	68	27	515	0	542	578	0	0	578	1188
12:00 PM	33	0	0	33	6	171	0	177	160	0	0	160	370
12:15 PM	32	0	0	32	11	152	0	163	158	0	0	158	353
12:30 PM	22	0	0	22	11	128	0	139	175	0	0	175	336
12:45 PM	24	0	0	24	5	153	0	158	153	0	0	153	335
Total	111	0	0	111	33	604	0	637	646	0	0	646	1394
1:00 PM	25	0	0	25	6	142	0	148	157	0	0	157	330
1:15 PM	24	0	0	24	14	137	0	151	169	0	0	169	344
1:30 PM	32	0	0	32	5	144	0	149	158	0	0	158	339
1:45 PM	28	0	0	28	14	137	0	151	146	0	0	146	325
Total	109	0	0	109	39	560	0	599	630	0	0	630	1338
Grand Total	288	0	0	288	99	1679	0	1778	1854	0	0	1854	3920
Approach %	100.0	0.0	0.0		5.6	94.4	0.0		100.0	0.0	0.0		
Total %	7.3	0.0	0.0	7.3	2.5	42.8	0.0	45.4	47.3	0.0	0.0	47.3	
Exiting Leg Total				99				1854				1967	3920
Cars	288	0	0	288	99	1656	0	1755	1836	0	0	1836	3879
% Cars	100.0	0.0	0.0	100.0	100.0	98.6	0.0	98.7	99.0	0.0	0.0	99.0	99.0
Exiting Leg Total				99				1836				1944	3879
Heavy Vehicles	0	0	0	0	0	23	0	23	18	0	0	18	41
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1.3	1.0	0.0	0.0	1.0	1.0
Exiting Leg Total				0				18				23	41

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

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	33	0	0	33	6	171	0	177	160	0	0	160	370
12:15 PM	32	0	0	32	11	152	0	163	158	0	0	158	353
12:30 PM	22	0	0	22	11	128	0	139	175	0	0	175	336
12:45 PM	24	0	0	24	5	153	0	158	153	0	0	153	335
Total Volume	111	0	0	111	33	604	0	637	646	0	0	646	1394
% Approach Total	100.0	0.0	0.0		5.2	94.8	0.0		100.0	0.0	0.0		
PHF	0.841	0.000	0.000	0.841	0.750	0.883	0.000	0.900	0.923	0.000	0.000	0.923	0.942
Cars	111	0	0	111	33	595	0	628	640	0	0	640	1379
Cars %	100.0	0.0	0.0	100.0	100.0	98.5	0.0	98.6	99.1	0.0	0.0	99.1	98.9
Heavy Vehicles	0	0	0	0	0	9	0	9	6	0	0	6	15
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	1.5	0.0	1.4	0.9	0.0	0.0	0.9	1.1
Cars Enter Leg	111	0	0	111	33	595	0	628	640	0	0	640	1379
Heavy Enter Leg	0	0	0	0	0	9	0	9	6	0	0	6	15
Total Entering Leg	111	0	0	111	33	604	0	637	646	0	0	646	1394
Cars Exiting Leg				33				640				706	1379
Heavy Exiting Leg				0				6				9	15
Total Exiting Leg				33				646				715	1394

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	8	0	0	8	4	123	0	127	124	0	0	124	259
11:15 AM	17	0	0	17	7	129	0	136	154	0	0	154	307
11:30 AM	22	0	0	22	7	119	0	126	140	0	0	140	288
11:45 AM	21	0	0	21	9	134	0	143	156	0	0	156	320
Total	68	0	0	68	27	505	0	532	574	0	0	574	1174
12:00 PM	33	0	0	33	6	171	0	177	157	0	0	157	367
12:15 PM	32	0	0	32	11	149	0	160	156	0	0	156	348
12:30 PM	22	0	0	22	11	127	0	138	174	0	0	174	334
12:45 PM	24	0	0	24	5	148	0	153	153	0	0	153	330
Total	111	0	0	111	33	595	0	628	640	0	0	640	1379
1:00 PM	25	0	0	25	6	142	0	148	151	0	0	151	324
1:15 PM	24	0	0	24	14	136	0	150	168	0	0	168	342
1:30 PM	32	0	0	32	5	142	0	147	157	0	0	157	336
1:45 PM	28	0	0	28	14	136	0	150	146	0	0	146	324
Total	109	0	0	109	39	556	0	595	622	0	0	622	1326
Grand Total	288	0	0	288	99	1656	0	1755	1836	0	0	1836	3879
Approach %	100.0	0.0	0.0		5.6	94.4	0.0		100.0	0.0	0.0		
Total %	7.4	0.0	0.0	7.4	2.6	42.7	0.0	45.2	47.3	0.0	0.0	47.3	
Exiting Leg Total				99				1836				1944	3879

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

12:00 PM	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:00 PM	33	0	0	33	6	171	0	177	157	0	0	157	367
12:15 PM	32	0	0	32	11	149	0	160	156	0	0	156	348
12:30 PM	22	0	0	22	11	127	0	138	174	0	0	174	334
12:45 PM	24	0	0	24	5	148	0	153	153	0	0	153	330
Total Volume	111	0	0	111	33	595	0	628	640	0	0	640	1379
% Approach Total	100.0	0.0	0.0		5.3	94.7	0.0		100.0	0.0	0.0		
PHF	0.841	0.000	0.000	0.841	0.750	0.870	0.000	0.887	0.920	0.000	0.000	0.920	0.939
Entering Leg	111	0	0	111	33	595	0	628	640	0	0	640	1379
Exiting Leg				33				640				706	1379
Total				144				1268				1346	2758

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
11:15 AM	0	0	0	0	0	2	0	2	3	0	0	3	5
11:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
11:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	0	0	0	0	10	0	10	4	0	0	4	14
12:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
12:15 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
12:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
12:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	5
Total	0	0	0	0	0	9	0	9	6	0	0	6	15
1:00 PM	0	0	0	0	0	0	0	0	6	0	0	6	6
1:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
1:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
1:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	8	0	0	8	12
Grand Total	0	0	0	0	0	23	0	23	18	0	0	18	41
Approach %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0
Total %	0.0	0.0	0.0	0.0	0.0	56.1	0.0	56.1	43.9	0.0	0.0	43.9	43.9
Exiting Leg Total				0				18				23	41
Buses	0	0	0	0	0	15	0	15	9	0	0	9	24
% Buses	0.0	0.0	0.0	0.0	0.0	65.2	0.0	65.2	50.0	0.0	0.0	50.0	58.5
Exiting Leg Total				0				9				15	24
Single-Unit Trucks	0	0	0	0	0	7	0	7	8	0	0	8	15
% Single-Unit	0.0	0.0	0.0	0.0	0.0	30.4	0.0	30.4	44.4	0.0	0.0	44.4	36.6
Exiting Leg Total				0				8				7	15
Articulated Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	4.3	0.0	4.3	5.6	0.0	0.0	5.6	4.9
Exiting Leg Total				0				1				1	2

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

12:15 PM	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:15 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
12:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
12:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	5
1:00 PM	0	0	0	0	0	0	0	0	6	0	0	6	6
Total Volume	0	0	0	0	0	9	0	9	9	0	0	9	18
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0
PHF	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.450	0.375	0.000	0.000	0.375	0.750
Buses	0	0	0	0	0	6	0	6	3	0	0	3	9
Buses %	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	33.3	0.0	0.0	33.3	50.0
Single-Unit Trucks	0	0	0	0	0	3	0	3	5	0	0	5	8
Single-Unit %	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	55.6	0.0	0.0	55.6	44.4
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.1	5.6
Buses	0	0	0	0	0	6	0	6	3	0	0	3	9
Single-Unit Trucks	0	0	0	0	0	3	0	3	5	0	0	5	8
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Entering Leg	0	0	0	0	0	9	0	9	9	0	0	9	18
Buses				0				3				6	9
Single-Unit Trucks				0				5				3	8
Articulated Trucks				0				1				0	1
Total Exiting Leg				0				9				9	18

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
11:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
11:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	6	0	6	3	0	0	3	9
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	4
Total	0	0	0	0	0	6	0	6	3	0	0	3	9
1:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
1:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
1:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	3	0	0	3	6
Grand Total	0	0	0	0	0	15	0	15	9	0	0	9	24
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	62.5	0.0	62.5	37.5	0.0	0.0	37.5	
Exiting Leg Total	0				9				15				24

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

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
11:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
Total Volume	0	0	0	0	0	7	0	7	3	0	0	3	10
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.750	0.000	0.000	0.750	0.625
Entering Leg	0				7				3				10
Exiting Leg	0				3				7				10
Total	0				10				10				20

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
11:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	1	0	0	1	4
12:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
12:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	3	0	0	3	6
1:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	4	0	0	4	5
Grand Total	0	0	0	0	0	7	0	7	8	0	0	8	15
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	46.7	0.0	46.7	53.3	0.0	0.0	53.3	
Exiting Leg Total				0				8				7	15

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

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
12:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	4
Total Volume	0	0	0	0	0	3	0	3	5	0	0	5	8
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.313	0.000	0.000	0.313	0.500
Entering Leg	0	0	0	0	0	3	0	3	5	0	0	5	8
Exiting Leg				0				5				3	8
Total				0				8				8	16

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	1	0	1	1	0	0	1	2
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	0				1				1				2

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

11:00 AM	Shopping Plaza Driveway				Lincoln Street (Route 70)				Lincoln Street (Route 70)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0				1				0				1
Exiting Leg	0				0				1				1
Total	0				1				1				2

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	2	0	1	0	0	0	1	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	50.0	50.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	25.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	
Exiting Leg Total	2						1						1						4

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

11:00 AM	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	2						0						0						2
Total	4						0						0						4

PDI File #: **240179 C**
 Location: **N: Shopping Plaza Driveway**
 Location: **E: Lincoln Street (Route 70) W: Lincoln Street (Route 70)**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	3	0	3	0	0	0	1	0	1	0	0	0	0	0	0	4
11:15 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
11:45 AM	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	0	5	3	8	0	0	0	1	1	2	0	0	0	1	0	1	11
12:00 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	2	2	4	0	0	0	0	1	1	0	0	0	0	0	0	5
Total	0	0	0	6	4	10	0	0	0	0	1	1	0	0	0	0	0	0	11
1:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	4	2	6	0	0	0	1	0	1	0	0	0	2	1	3	10
1:45 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	7	2	9	0	0	0	1	0	1	0	0	0	2	1	3	13
Grand Total	0	0	0	18	9	27	0	0	0	2	2	4	0	0	0	3	1	4	35
Approach %	0	0	0	66.667	33.333		0	0	0	50	50		0	0	0	75	25		
Total %	0	0	0	51.429	25.714	77.143	0	0	0	5.7143	5.7143	11.429	0	0	0	8.5714	2.8571	11.429	
Exiting Leg Total	27						4						4						35

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

12:45 PM	Shopping Plaza Driveway						Lincoln Street (Route 70)						Lincoln Street (Route 70)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:45 PM	0	0	0	2	2	4	0	0	0	0	1	1	0	0	0	0	0	0	5
1:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	4	2	6	0	0	0	1	0	1	0	0	0	2	1	3	10
Total Volume	0	0	0	7	4	11	0	0	0	1	1	2	0	0	0	2	1	3	16
% Approach Total	0.0	0.0	0.0	63.6	36.4		0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	66.7	33.3		
PHF	0.000	0.000	0.000	0.438	0.500	0.458	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.250	0.250	0.250	0.400
Entering Leg	0	0	0	7	4	11	0	0	0	1	1	2	0	0	0	2	1	3	16
Exiting Leg	11						2						3						16
Total	22						4						6						32

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	1	92	6	0	99	9	0	12	0	21	10	106	0	0	116	0	0	0	0	0	236
12:15 PM	0	94	4	0	98	5	0	15	0	20	19	104	1	0	124	2	0	0	0	2	244
12:30 PM	0	76	5	0	81	8	0	15	0	23	16	93	1	1	111	2	0	0	0	2	217
12:45 PM	0	84	5	0	89	13	0	15	0	28	15	99	0	0	114	0	0	0	0	0	231
Total	1	346	20	0	367	35	0	57	0	92	60	402	2	1	465	4	0	0	0	4	928
1:00 PM	0	70	1	0	71	4	0	7	0	11	18	97	0	0	115	1	0	1	0	2	199
1:15 PM	0	87	5	0	92	3	0	23	0	26	16	87	1	1	105	1	0	0	0	1	224
1:30 PM	1	83	7	1	92	7	0	15	0	22	18	89	0	1	108	1	0	0	0	1	223
1:45 PM	0	67	0	0	67	5	0	19	0	24	16	99	1	1	117	0	0	0	0	0	208
Total	1	307	13	1	322	19	0	64	0	83	68	372	2	3	445	3	0	1	0	4	854
Grand Total	2	653	33	1	689	54	0	121	0	175	128	774	4	4	910	7	0	1	0	8	1782
Approach %	0.3	94.8	4.8	0.1		30.9	0.0	69.1	0.0		14.1	85.1	0.4	0.4		87.5	0.0	12.5	0.0		
Total %	0.1	36.6	1.9	0.1	38.7	3.0	0.0	6.8	0.0	9.8	7.2	43.4	0.2	0.2	51.1	0.4	0.0	0.1	0.0	0.4	
Exiting Leg Total	830					161					785					6					1782
Cars	2	640	33	1	676	54	0	118	0	172	125	759	4	4	892	7	0	1	0	8	1748
% Cars	100.0	98.0	100.0	100.0	98.1	100.0	0.0	97.5	0.0	98.3	97.7	98.1	100.0	100.0	98.0	100.0	0.0	100.0	0.0	100.0	98.1
Exiting Leg Total	815					158					769					6					1748
Heavy Vehicles	0	13	0	0	13	0	0	3	0	3	3	15	0	0	18	0	0	0	0	0	34
% Heavy Vehicles	0.0	2.0	0.0	0.0	1.9	0.0	0.0	2.5	0.0	1.7	2.3	1.9	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.9
Exiting Leg Total	15					3					16					0					34

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	1	92	6	0	99	9	0	12	0	21	10	106	0	0	116	0	0	0	0	0	236
12:15 PM	0	94	4	0	98	5	0	15	0	20	19	104	1	0	124	2	0	0	0	2	244
12:30 PM	0	76	5	0	81	8	0	15	0	23	16	93	1	1	111	2	0	0	0	2	217
12:45 PM	0	84	5	0	89	13	0	15	0	28	15	99	0	0	114	0	0	0	0	0	231
Total Volume	1	346	20	0	367	35	0	57	0	92	60	402	2	1	465	4	0	0	0	4	928
% Approach Total	0.3	94.3	5.4	0.0		38.0	0.0	62.0	0.0		12.9	86.5	0.4	0.2		100.0	0.0	0.0	0.0		
PHF	0.250	0.920	0.833	0.000	0.927	0.673	0.000	0.950	0.000	0.821	0.789	0.948	0.500	0.250	0.938	0.500	0.000	0.000	0.000	0.500	0.951
Cars	1	340	20	0	361	35	0	55	0	90	59	393	2	1	455	4	0	0	0	4	910
Cars %	100.0	98.3	100.0	0.0	98.4	100.0	0.0	96.5	0.0	97.8	98.3	97.8	100.0	100.0	97.8	100.0	0.0	0.0	0.0	100.0	98.1
Heavy Vehicles	0	6	0	0	6	0	0	2	0	2	1	9	0	0	10	0	0	0	0	0	18
Heavy Vehicles %	0.0	1.7	0.0	0.0	1.6	0.0	0.0	3.5	0.0	2.2	1.7	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	1.9
Cars Enter Leg	1	340	20	0	361	35	0	55	0	90	59	393	2	1	455	4	0	0	0	4	910
Heavy Enter Leg	0	6	0	0	6	0	0	2	0	2	1	9	0	0	10	0	0	0	0	0	18
Total Entering Leg	1	346	20	0	367	35	0	57	0	92	60	402	2	1	465	4	0	0	0	4	928
Cars Exiting Leg	428					79					400					3					910
Heavy Exiting Leg	9					1					8					0					18
Total Exiting Leg	437					80					408					3					928

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Cars

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	1	91	6	0	98	9	0	11	0	20	10	102	0	0	112	0	0	0	0	0	230	
12:15 PM	0	91	4	0	95	5	0	15	0	20	19	103	1	0	123	2	0	0	0	2	240	
12:30 PM	0	76	5	0	81	8	0	15	0	23	15	93	1	1	110	2	0	0	0	2	216	
12:45 PM	0	82	5	0	87	13	0	14	0	27	15	95	0	0	110	0	0	0	0	0	224	
Total	1	340	20	0	361	35	0	55	0	90	59	393	2	1	455	4	0	0	0	4	910	
1:00 PM	0	67	1	0	68	4	0	7	0	11	18	96	0	0	114	1	0	1	0	2	195	
1:15 PM	0	86	5	0	91	3	0	23	0	26	16	86	1	1	104	1	0	0	0	1	222	
1:30 PM	1	81	7	1	90	7	0	14	0	21	17	86	0	1	104	1	0	0	0	1	216	
1:45 PM	0	66	0	0	66	5	0	19	0	24	15	98	1	1	115	0	0	0	0	0	205	
Total	1	300	13	1	315	19	0	63	0	82	66	366	2	3	437	3	0	1	0	4	838	
Grand Total	2	640	33	1	676	54	0	118	0	172	125	759	4	4	892	7	0	1	0	8	1748	
Approach %	0.3	94.7	4.9	0.1		31.4	0.0	68.6	0.0		14.0	85.1	0.4	0.4		87.5	0.0	12.5	0.0			
Total %	0.1	36.6	1.9	0.1	38.7	3.1	0.0	6.8	0.0	9.8	7.2	43.4	0.2	0.2	51.0	0.4	0.0	0.1	0.0	0.5		
Exiting Leg Total					815					158					769						6	1748

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	1	91	6	0	98	9	0	11	0	20	10	102	0	0	112	0	0	0	0	0	230
12:15 PM	0	91	4	0	95	5	0	15	0	20	19	103	1	0	123	2	0	0	0	2	240
12:30 PM	0	76	5	0	81	8	0	15	0	23	15	93	1	1	110	2	0	0	0	2	216
12:45 PM	0	82	5	0	87	13	0	14	0	27	15	95	0	0	110	0	0	0	0	0	224
Total Volume	1	340	20	0	361	35	0	55	0	90	59	393	2	1	455	4	0	0	0	4	910
% Approach Total	0.3	94.2	5.5	0.0		38.9	0.0	61.1	0.0		13.0	86.4	0.4	0.2		100.0	0.0	0.0	0.0		
PHF	0.250	0.934	0.833	0.000	0.921	0.673	0.000	0.917	0.000	0.833	0.776	0.954	0.500	0.250	0.925	0.500	0.000	0.000	0.000	0.500	0.948
Entering Leg	1	340	20	0	361	35	0	55	0	90	59	393	2	1	455	4	0	0	0	4	910
Exiting Leg					428					79					400					3	910
Total					789					169					855					7	1820

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**



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

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	1	0	0	1	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	6
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	7
Total	0	6	0	0	6	0	0	2	0	2	1	9	0	0	10	0	0	0	0	0	18
1:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:30 PM	0	2	0	0	2	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	7
1:45 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Total	0	7	0	0	7	0	0	1	0	1	2	6	0	0	8	0	0	0	0	0	16
Grand Total	0	13	0	0	13	0	0	3	0	3	3	15	0	0	18	0	0	0	0	0	34
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	38.2	0.0	0.0	38.2	0.0	0.0	8.8	0.0	8.8	8.8	44.1	0.0	0.0	52.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	15					3					16					0					34
Buses	0	7	0	0	7	0	0	2	0	2	1	7	0	0	8	0	0	0	0	0	17
% Buses	0.0	53.8	0.0	0.0	53.8	0.0	0.0	66.7	0.0	66.7	33.3	46.7	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	50.0
Exiting Leg Total	7					1					9					0					17
Single-Unit Trucks	0	6	0	0	6	0	0	1	0	1	2	8	0	0	10	0	0	0	0	0	17
% Single-Unit	0.0	46.2	0.0	0.0	46.2	0.0	0.0	33.3	0.0	33.3	66.7	53.3	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	50.0
Exiting Leg Total	8					2					7					0					17
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	7
1:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:30 PM	0	2	0	0	2	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	7
Total Volume	0	8	0	0	8	0	0	2	0	2	1	9	0	0	10	0	0	0	0	0	20
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		10.0	90.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.500	0.000	0.500	0.250	0.563	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.714
Buses	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11
Buses %	0.0	62.5	0.0	0.0	62.5	0.0	0.0	50.0	0.0	50.0	0.0	55.6	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	55.0
Single-Unit Trucks	0	3	0	0	3	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	9
Single-Unit %	0.0	37.5	0.0	0.0	37.5	0.0	0.0	50.0	0.0	50.0	100.0	44.4	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11
Single-Unit Trucks	0	3	0	0	3	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	8	0	0	8	0	0	2	0	2	1	9	0	0	10	0	0	0	0	0	20
Buses	5					0					6					0					11
Single-Unit Trucks	4					1					4					0					9
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	9					1					10					0					20

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Buses

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	6
Total	0	3	0	0	3	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0	10
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Grand Total	0	7	0	0	7	0	0	2	0	2	1	7	0	0	8	0	0	0	0	0	17
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	41.2	0.0	0.0	41.2	0.0	0.0	11.8	0.0	11.8	5.9	41.2	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	7					1					9					0					17

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	6
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.458
Entering Leg	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11
Exiting Leg	5					0					6					0					11
Total	10					1					11					0					22

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
1:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	9
Grand Total	0	6	0	0	6	0	0	1	0	1	2	8	0	0	10	0	0	0	0	0	17
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	35.3	0.0	0.0	35.3	0.0	0.0	5.9	0.0	5.9	11.8	47.1	0.0	0.0	58.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					2					7					0					17

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:45 PM	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
Total Volume	0	3	0	0	3	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	9
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.250	0.000	0.250	0.250	0.500	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.450
Entering Leg	0	3	0	0	3	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	9
Exiting Leg	4					1					4					0					9
Total	7					2					9					0					18

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

12:00 PM	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **12:00 PM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Country Club Boulevard								Aldi Entrance								Country Club Boulevard								Parking Lot								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7	
12:15 PM	0	0	0	0	0	1	1	0	0	0	0	4	5	9		0	0	0	0	0	0	0	0	0	0	0	0	3	3	6		16	
12:30 PM	0	0	0	0	0	1	1	0	0	0	0	3	1	4		0	0	0	0	1	2	3		0	0	0	0	1	1	2		10	
12:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	3	3		0	0	0	0	1	0	1		0	0	0	0	2	2	4		9	
Total	0	0	0	0	0	3	3	0	0	0	0	9	11	20		0	0	0	0	2	2	4		0	0	0	0	6	9	15		42	
1:00 PM	0	0	0	0	1	0	1	0	0	0	0	5	1	6		0	0	0	0	2	0	2		0	0	0	0	2	2	4		13	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4		0	0	0	0	4	0	4		0	0	0	0	0	5	5		13	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	1	0	1		0	0	0	0	4	8	12		14	
1:45 PM	0	0	0	0	1	1	2	0	0	0	0	3	2	5		0	0	0	0	2	0	2		0	0	0	0	4	2	6		15	
Total	0	0	0	0	2	1	3	0	0	0	0	11	5	16		0	0	0	0	9	0	9		0	0	0	0	10	17	27		55	
Grand Total	0	0	0	0	2	4	6	0	0	0	0	20	16	36		0	0	0	0	11	2	13		0	0	0	0	16	26	42		97	
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	55.6	44.4		0	0	0	0	84.6	15.4		0	0	0	0	38.1	61.9						
Total %	0	0	0	0	2.06	4.12	6.19	0	0	0	0	20.6	16.5	37.1		0	0	0	0	11.3	2.06	13.4		0	0	0	0	16.5	26.8	43.3			
Exiting Leg Total	6							36							13							42							97				

Peak Hour Analysis from 12:00 PM to 02:00 PM begins at:

	Country Club Boulevard								Aldi Entrance								Country Club Boulevard								Parking Lot								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
1:00 PM	0	0	0	0	1	0	1	0	0	0	0	5	1	6		0	0	0	0	2	0	2		0	0	0	0	2	2	4		13	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4		0	0	0	0	4	0	4		0	0	0	0	0	5	5		13	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	1	0	1		0	0	0	0	4	8	12		14	
1:45 PM	0	0	0	0	1	1	2	0	0	0	0	3	2	5		0	0	0	0	2	0	2		0	0	0	0	4	2	6		15	
Total Volume	0	0	0	0	2	1	3	0	0	0	0	11	5	16		0	0	0	0	9	0	9		0	0	0	0	10	17	27		55	
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	68.8	31.3		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	37.0	63.0						
PHF	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.000	0.000	0.550	0.625	0.667		0.000	0.000	0.000	0.000	0.563	0.000	0.563		0.000	0.000	0.000	0.000	0.625	0.531	0.563		0.917	
Entering Leg	0	0	0	0	2	1	3	0	0	0	0	11	5	16		0	0	0	0	9	0	9		0	0	0	0	10	17	27		55	
Exiting Leg	3							16							9							27							55				
Total	6							32							18							54							110				

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	77	16	0	93	13	0	7	0	20	22	113	0	0	135	0	0	0	0	0	248
4:15 PM	0	84	5	1	90	9	0	16	0	25	17	106	0	1	124	0	0	0	0	0	239
4:30 PM	0	76	7	0	83	10	0	19	0	29	27	98	0	3	128	0	0	0	0	0	240
4:45 PM	0	73	5	0	78	9	0	18	0	27	21	114	1	0	136	0	0	0	0	0	241
Total	0	310	33	1	344	41	0	60	0	101	87	431	1	4	523	0	0	0	0	0	968
5:00 PM	0	78	5	0	83	14	0	22	0	36	22	119	0	1	142	1	0	0	0	1	262
5:15 PM	1	85	7	0	93	10	1	15	0	26	29	108	0	0	137	2	0	0	0	2	258
5:30 PM	0	62	3	0	65	8	0	25	0	33	18	116	0	1	135	0	0	0	0	0	233
5:45 PM	1	83	5	0	89	7	0	21	0	28	20	88	0	1	109	0	0	0	0	0	226
Total	2	308	20	0	330	39	1	83	0	123	89	431	0	3	523	3	0	0	0	3	979
Grand Total	2	618	53	1	674	80	1	143	0	224	176	862	1	7	1046	3	0	0	0	3	1947
Approach %	0.3	91.7	7.9	0.1		35.7	0.4	63.8	0.0		16.8	82.4	0.1	0.7		100.0	0.0	0.0	0.0		
Total %	0.1	31.7	2.7	0.1	34.6	4.1	0.1	7.3	0.0	11.5	9.0	44.3	0.1	0.4	53.7	0.2	0.0	0.0	0.0	0.2	
Exiting Leg Total	943					229					771					4					1947
Cars	2	611	52	1	666	80	1	142	0	223	175	850	1	7	1033	3	0	0	0	3	1925
% Cars	100.0	98.9	98.1	100.0	98.8	100.0	100.0	99.3	0.0	99.6	99.4	98.6	100.0	100.0	98.8	100.0	0.0	0.0	0.0	100.0	98.9
Exiting Leg Total	931					227					763					4					1925
Heavy Vehicles	0	7	1	0	8	0	0	1	0	1	1	12	0	0	13	0	0	0	0	0	22
% Heavy Vehicles	0.0	1.1	1.9	0.0	1.2	0.0	0.0	0.7	0.0	0.4	0.6	1.4	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.1
Exiting Leg Total	12					2					8					0					22

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	76	7	0	83	10	0	19	0	29	27	98	0	3	128	0	0	0	0	0	240
4:45 PM	0	73	5	0	78	9	0	18	0	27	21	114	1	0	136	0	0	0	0	0	241
5:00 PM	0	78	5	0	83	14	0	22	0	36	22	119	0	1	142	1	0	0	0	1	262
5:15 PM	1	85	7	0	93	10	1	15	0	26	29	108	0	0	137	2	0	0	0	2	258
Total Volume	1	312	24	0	337	43	1	74	0	118	99	439	1	4	543	3	0	0	0	3	1001
% Approach Total	0.3	92.6	7.1	0.0		36.4	0.8	62.7	0.0		18.2	80.8	0.2	0.7		100.0	0.0	0.0	0.0		
PHF	0.250	0.918	0.857	0.000	0.906	0.768	0.250	0.841	0.000	0.819	0.853	0.922	0.250	0.333	0.956	0.375	0.000	0.000	0.000	0.375	0.955
Cars	1	307	23	0	331	43	1	73	0	117	98	434	1	4	537	3	0	0	0	3	988
Cars %	100.0	98.4	95.8	0.0	98.2	100.0	100.0	98.6	0.0	99.2	99.0	98.9	100.0	100.0	98.9	100.0	0.0	0.0	0.0	100.0	98.7
Heavy Vehicles	0	5	1	0	6	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	13
Heavy Vehicles %	0.0	1.6	4.2	0.0	1.8	0.0	0.0	1.4	0.0	0.8	1.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.3
Cars Enter Leg	1	307	23	0	331	43	1	73	0	117	98	434	1	4	537	3	0	0	0	3	988
Heavy Enter Leg	0	5	1	0	6	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	13
Total Entering Leg	1	312	24	0	337	43	1	74	0	118	99	439	1	4	543	3	0	0	0	3	1001
Cars Exiting Leg	477					121					387					3					988
Heavy Exiting Leg	5					2					6					0					13
Total Exiting Leg	482					123					393					3					1001

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	76	16	0	92	13	0	7	0	20	22	111	0	0	133	0	0	0	0	0	245
4:15 PM	0	84	5	1	90	9	0	16	0	25	17	103	0	1	121	0	0	0	0	0	236
4:30 PM	0	74	7	0	81	10	0	19	0	29	26	95	0	3	124	0	0	0	0	0	234
4:45 PM	0	73	5	0	78	9	0	18	0	27	21	113	1	0	135	0	0	0	0	0	240
Total	0	307	33	1	341	41	0	60	0	101	86	422	1	4	513	0	0	0	0	0	955
5:00 PM	0	77	5	0	82	14	0	22	0	36	22	119	0	1	142	1	0	0	0	1	261
5:15 PM	1	83	6	0	90	10	1	14	0	25	29	107	0	0	136	2	0	0	0	2	253
5:30 PM	0	62	3	0	65	8	0	25	0	33	18	114	0	1	133	0	0	0	0	0	231
5:45 PM	1	82	5	0	88	7	0	21	0	28	20	88	0	1	109	0	0	0	0	0	225
Total	2	304	19	0	325	39	1	82	0	122	89	428	0	3	520	3	0	0	0	3	970
Grand Total	2	611	52	1	666	80	1	142	0	223	175	850	1	7	1033	3	0	0	0	3	1925
Approach %	0.3	91.7	7.8	0.2		35.9	0.4	63.7	0.0		16.9	82.3	0.1	0.7		100.0	0.0	0.0	0.0		
Total %	0.1	31.7	2.7	0.1	34.6	4.2	0.1	7.4	0.0	11.6	9.1	44.2	0.1	0.4	53.7	0.2	0.0	0.0	0.0	0.2	
Exiting Leg Total					931					227					763					4	1925

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	74	7	0	81	10	0	19	0	29	26	95	0	3	124	0	0	0	0	0	234
4:45 PM	0	73	5	0	78	9	0	18	0	27	21	113	1	0	135	0	0	0	0	0	240
5:00 PM	0	77	5	0	82	14	0	22	0	36	22	119	0	1	142	1	0	0	0	1	261
5:15 PM	1	83	6	0	90	10	1	14	0	25	29	107	0	0	136	2	0	0	0	2	253
Total Volume	1	307	23	0	331	43	1	73	0	117	98	434	1	4	537	3	0	0	0	3	988
% Approach Total	0.3	92.7	6.9	0.0		36.8	0.9	62.4	0.0		18.2	80.8	0.2	0.7		100.0	0.0	0.0	0.0		
PHF	0.250	0.925	0.821	0.000	0.919	0.768	0.250	0.830	0.000	0.813	0.845	0.912	0.250	0.333	0.945	0.375	0.000	0.000	0.000	0.375	0.946
Entering Leg	1	307	23	0	331	43	1	73	0	117	98	434	1	4	537	3	0	0	0	3	988
Exiting Leg					477					121					387					3	988
Total					808					238					924					6	1976

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
4:30 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	13
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	1	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	1	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9
Grand Total	0	7	1	0	8	0	0	1	0	1	1	12	0	0	13	0	0	0	0	0	22
Approach %	0.0	87.5	12.5	0.0		0.0	0.0	100.0	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	31.8	4.5	0.0	36.4	0.0	0.0	4.5	0.0	4.5	4.5	54.5	0.0	0.0	59.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	12					2					8					0					22
Buses	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
% Buses	0.0	42.9	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	58.3	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	45.5
Exiting Leg Total	7					0					3					0					10
Single-Unit Trucks	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
% Single-Unit	0.0	57.1	100.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	41.7	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	45.5
Exiting Leg Total	5					1					4					0					10
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9.1
Exiting Leg Total	0					1					1					0					2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
4:30 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	13
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.542
Buses	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Buses %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	53.8
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Single-Unit %	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	38.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	7.7
Buses	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	3	0	0	3	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	13
Buses	6					0					1					0					7
Single-Unit Trucks	3					0					2					0					5
Articulated Trucks	0					1					0					0					1
Total Exiting Leg	9					1					3					0					13

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Grand Total	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total %	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	7					0					3					0					10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Exiting Leg	6					0					1					0					7
Total	7					0					7					0					14

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Approach %	0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.0	10.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					1					4					0					10					

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg	3					0					2					0					5					
Total	5					0					5					0					10					

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					1					1					0					2	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2
Exiting Leg	0					1					1					0					2	
Total	0					2					2					0					4	

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Thursday, September 5, 2024**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Country Club Boulevard								Aldi Entrance								Country Club Boulevard								Parking Lot								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	10	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	21		
4:15 PM	0	0	0	0	0	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6		12		
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	2	2	4		7		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	0	3	2	5		9		
Total	0	0	0	0	1	3	4	0	0	0	0	13	8	21	0	0	0	0	2	0	2	0	0	0	0	0	6	16	22	49			
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	2	2	4	0	0	0	0	2	0	2	0	0	0	0	0	4	3	7		14		
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3		9		
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	8	2	10		15		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	6	9		13		
Total	0	0	0	0	2	1	3	0	0	0	0	10	4	14	0	0	0	0	3	2	5	0	0	0	0	0	16	13	29	51			
Grand Total	0	0	0	0	3	4	7	0	0	0	0	23	12	35	0	0	0	0	5	2	7	0	0	0	0	0	22	29	51	100			
Approach %	0	0	0	0	42.9	57.1		0	0	0	0	65.7	34.3		0	0	0	0	71.4	28.6		0	0	0	0	0	43.1	56.9					
Total %	0	0	0	0	3	4	7	0	0	0	0	23	12	35	0	0	0	0	5	2	7	0	0	0	0	0	22	29	51				
Exiting Leg Total	7							35							7							51							100				

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Country Club Boulevard								Aldi Entrance								Country Club Boulevard								Parking Lot								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	2	2	4	0	0	0	0	2	0	2	0	0	0	0	0	4	3	7		14		
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3		9		
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	8	2	10		15		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	6	9		13		
Total Volume	0	0	0	0	2	1	3	0	0	0	0	10	4	14	0	0	0	0	3	2	5	0	0	0	0	0	16	13	29	51			
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	71.4	28.6		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	55.2	44.8					
PHF	0.000	0.000	0.000	0.000	0.500	0.250	0.750	0.000	0.000	0.000	0.000	0.625	0.500	0.875	0.000	0.000	0.000	0.000	0.375	0.250	0.625	0.000	0.000	0.000	0.000	0.000	0.500	0.542	0.725	0.850			
Entering Leg	0	0	0	0	2	1	3	0	0	0	0	10	4	14	0	0	0	0	3	2	5	0	0	0	0	0	16	13	29	51			
Exiting Leg	3							14							5							29							51				
Total	6							28							10							58							102				

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	80	4	1	85	7	0	29	0	36	22	101	0	0	123	0	0	0	0	0	244
11:15 AM	0	86	11	0	97	11	0	23	0	34	30	127	0	1	158	0	0	0	0	0	289
11:30 AM	0	111	9	0	120	9	0	18	0	27	24	105	0	0	129	0	0	0	0	0	276
11:45 AM	0	96	6	0	102	12	1	26	0	39	28	135	0	2	165	1	0	0	0	1	307
Total	0	373	30	1	404	39	1	96	0	136	104	468	0	3	575	1	0	0	0	1	1116
12:00 PM	0	94	4	1	99	13	0	28	0	41	23	104	0	0	127	0	0	0	0	0	267
12:15 PM	0	88	5	0	93	4	0	19	0	23	26	125	1	0	152	1	0	1	0	2	270
12:30 PM	0	91	9	0	100	13	0	24	0	37	24	109	0	1	134	1	0	0	0	1	272
12:45 PM	0	102	4	0	106	8	0	23	0	31	25	122	0	1	148	0	0	0	0	0	285
Total	0	375	22	1	398	38	0	94	0	132	98	460	1	2	561	2	0	1	0	3	1094
1:00 PM	0	89	5	0	94	10	0	18	0	28	30	128	0	1	159	0	0	0	0	0	281
1:15 PM	0	83	10	1	94	12	0	17	0	29	26	123	0	1	150	1	0	0	0	1	274
1:30 PM	1	105	8	0	114	16	0	21	0	37	20	131	0	1	152	2	0	0	0	2	305
1:45 PM	0	100	4	1	105	8	0	24	0	32	23	138	0	1	162	1	0	0	0	1	300
Total	1	377	27	2	407	46	0	80	0	126	99	520	0	4	623	4	0	0	0	4	1160
Grand Total	1	1125	79	4	1209	123	1	270	0	394	301	1448	1	9	1759	7	0	1	0	8	3370
Approach %	0.1	93.1	6.5	0.3		31.2	0.3	68.5	0.0		17.1	82.3	0.1	0.5		87.5	0.0	12.5	0.0		
Total %	0.0	33.4	2.3	0.1	35.9	3.6	0.0	8.0	0.0	11.7	8.9	43.0	0.0	0.3	52.2	0.2	0.0	0.0	0.0	0.2	
Exiting Leg Total					1576					380					1411					3	3370
Cars	1	1115	79	4	1199	123	1	270	0	394	301	1438	1	9	1749	7	0	1	0	8	3350
% Cars	100.0	99.1	100.0	100.0	99.2	100.0	100.0	100.0	0.0	100.0	100.0	99.3	100.0	100.0	99.4	100.0	0.0	100.0	0.0	100.0	99.4
Exiting Leg Total					1566					380					1401					3	3350
Heavy Vehicles	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	20
% Heavy Vehicles	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Exiting Leg Total					10					0					10					0	20

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

1:00 PM	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	89	5	0	94	10	0	18	0	28	30	128	0	1	159	0	0	0	0	0	281
1:15 PM	0	83	10	1	94	12	0	17	0	29	26	123	0	1	150	1	0	0	0	1	274
1:30 PM	1	105	8	0	114	16	0	21	0	37	20	131	0	1	152	2	0	0	0	2	305
1:45 PM	0	100	4	1	105	8	0	24	0	32	23	138	0	1	162	1	0	0	0	1	300
Total Volume	1	377	27	2	407	46	0	80	0	126	99	520	0	4	623	4	0	0	0	4	1160
% Approach Total	0.2	92.6	6.6	0.5		36.5	0.0	63.5	0.0		15.9	83.5	0.0	0.6		100.0	0.0	0.0	0.0		
PHF	0.250	0.898	0.675	0.500	0.893	0.719	0.000	0.833	0.000	0.851	0.825	0.942	0.000	1.000	0.961	0.500	0.000	0.000	0.000	0.500	0.951
Cars	1	374	27	2	404	46	0	80	0	126	99	516	0	4	619	4	0	0	0	4	1153
Cars %	100.0	99.2	100.0	100.0	99.3	100.0	0.0	100.0	0.0	100.0	100.0	99.2	0.0	100.0	99.4	100.0	0.0	0.0	0.0	100.0	99.4
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Heavy Vehicles %	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Cars Enter Leg	1	374	27	2	404	46	0	80	0	126	99	516	0	4	619	4	0	0	0	4	1153
Heavy Enter Leg	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total Entering Leg	1	377	27	2	407	46	0	80	0	126	99	520	0	4	623	4	0	0	0	4	1160
Cars Exiting Leg					564					126					462					1	1153
Heavy Exiting Leg					4					0					3					0	7
Total Exiting Leg					568					126					465					1	1160

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	80	4	1	85	7	0	29	0	36	22	101	0	0	123	0	0	0	0	0	244
11:15 AM	0	85	11	0	96	11	0	23	0	34	30	126	0	1	157	0	0	0	0	0	287
11:30 AM	0	110	9	0	119	9	0	18	0	27	24	104	0	0	128	0	0	0	0	0	274
11:45 AM	0	94	6	0	100	12	1	26	0	39	28	133	0	2	163	1	0	0	0	1	303
Total	0	369	30	1	400	39	1	96	0	136	104	464	0	3	571	1	0	0	0	1	1108
12:00 PM	0	93	4	1	98	13	0	28	0	41	23	103	0	0	126	0	0	0	0	0	265
12:15 PM	0	88	5	0	93	4	0	19	0	23	26	124	1	0	151	1	0	1	0	2	269
12:30 PM	0	90	9	0	99	13	0	24	0	37	24	109	0	1	134	1	0	0	0	1	271
12:45 PM	0	101	4	0	105	8	0	23	0	31	25	122	0	1	148	0	0	0	0	0	284
Total	0	372	22	1	395	38	0	94	0	132	98	458	1	2	559	2	0	1	0	3	1089
1:00 PM	0	88	5	0	93	10	0	18	0	28	30	128	0	1	159	0	0	0	0	0	280
1:15 PM	0	83	10	1	94	12	0	17	0	29	26	121	0	1	148	1	0	0	0	1	272
1:30 PM	1	103	8	0	112	16	0	21	0	37	20	131	0	1	152	2	0	0	0	2	303
1:45 PM	0	100	4	1	105	8	0	24	0	32	23	136	0	1	160	1	0	0	0	1	298
Total	1	374	27	2	404	46	0	80	0	126	99	516	0	4	619	4	0	0	0	4	1153
Grand Total	1	1115	79	4	1199	123	1	270	0	394	301	1438	1	9	1749	7	0	1	0	8	3350
Approach %	0.1	93.0	6.6	0.3		31.2	0.3	68.5	0.0		17.2	82.2	0.1	0.5		87.5	0.0	12.5	0.0		
Total %	0.0	33.3	2.4	0.1	35.8	3.7	0.0	8.1	0.0	11.8	9.0	42.9	0.0	0.3	52.2	0.2	0.0	0.0	0.0	0.2	
Exiting Leg Total					1566					380					1401					3	3350

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

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	0	88	5	0	93	10	0	18	0	28	30	128	0	1	159	0	0	0	0	0	280
1:15 PM	0	83	10	1	94	12	0	17	0	29	26	121	0	1	148	1	0	0	0	1	272
1:30 PM	1	103	8	0	112	16	0	21	0	37	20	131	0	1	152	2	0	0	0	2	303
1:45 PM	0	100	4	1	105	8	0	24	0	32	23	136	0	1	160	1	0	0	0	1	298
Total Volume	1	374	27	2	404	46	0	80	0	126	99	516	0	4	619	4	0	0	0	4	1153
% Approach Total	0.2	92.6	6.7	0.5		36.5	0.0	63.5	0.0		16.0	83.4	0.0	0.6		100.0	0.0	0.0	0.0		
PHF	0.250	0.908	0.675	0.500	0.902	0.719	0.000	0.833	0.000	0.851	0.825	0.949	0.000	1.000	0.967	0.500	0.000	0.000	0.000	0.500	0.951
Entering Leg	1	374	27	2	404	46	0	80	0	126	99	516	0	4	619	4	0	0	0	4	1153
Exiting Leg					564					126					462					1	1153
Total					968					252					1081					5	2306

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**



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

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
1:00 PM	0	1	0	0	1	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	2	0	0	2	0	0	0	0	0	0
1:30 PM	0	2	0	0	2	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	2	0	0	2	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Grand Total	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	20
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	10					0					10					0					20
Buses	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Buses	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	35.0
Exiting Leg Total	4					0					3					0					7
Single-Unit Trucks	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
% Single-Unit	0.0	70.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	65.0
Exiting Leg Total	6					0					7					0					13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

11:15 AM	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total Volume	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.625
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Buses %	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	30.0
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Single-Unit %	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	70.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
Buses	2					0					1					0					3
Single-Unit Trucks	3					0					4					0					7
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	5					0					5					0					10

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	4					0					3					0					7

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

11:00 AM	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Exiting Leg	2					0					1					0					3
Total	3					0					3					0					6

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
1:00 PM	0	1	0	0	1	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	1	0	0	1	0	0	0	0	0	0
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Grand Total	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	53.8	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	46.2	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	6					0					7					0					13

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

11:15 AM	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total Volume	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	1.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0					4					3					0					7
Exiting Leg	3					0					4					0					7
Total	7					0					7					0					14

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

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

11:00 AM	Country Club Boulevard					Aldi Entrance					Country Club Boulevard					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0					0					0					0					0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Country Club Boulevard								Aldi Entrance								Country Club Boulevard								Parking Lot								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 PM	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3					
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2					
Total	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	5						
Grand Total	2	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	3	4	7						
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	25.0	75.0						
Total %	28.6	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	14.3	42.9	57.1					
Exiting Leg Total	0							1							0							6							7				

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

1:00 PM	Country Club Boulevard								Aldi Entrance								Country Club Boulevard								Parking Lot								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:30 PM	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3					
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2					
Total Volume	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	5						
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0							
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.417						
Entering Leg	2							0							0							3							5				
Exiting Leg	0							0							0							5							5				
Total	2							0							0							8							10				

PDI File #: **240179 D**
 Location: **N: Country Club Boulevard S: Country Club Boulevard**
 Location: **E: Aldi Entrance W: Parking Lot**
 City, State: **Worcester, MA**
 Client: **Bowman/ L. Fall**
 Site Code: **314158-03-001**
 Count Date: **Saturday, September 7, 2024**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Country Club Boulevard								Aldi Entrance								Country Club Boulevard								Parking Lot								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	14			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	4	4	6				
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0	0	11	0	11	18				
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	6	6	10				
Total	0	0	0	0	0	2	2	0	0	0	0	8	9	17	0	0	0	0	1	0	1	0	0	0	17	11	28	48					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6					
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	1	1	0	0	0	0	6	4	10	17				
12:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	8	8	13					
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	5	6	11	16					
Total	0	0	0	0	1	0	1	0	0	0	0	9	5	14	0	0	0	0	0	2	2	0	0	11	24	35	52						
1:00 PM	0	0	0	0	2	2	4	0	0	0	0	1	6	7	0	0	0	0	2	0	2	0	0	0	5	2	7	20					
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	1	9	10	13					
1:30 PM	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	1	1	9					
1:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	11	13	16					
Total	0	0	0	0	2	7	9	0	0	0	0	3	11	14	0	0	0	0	2	2	4	0	0	8	23	31	58						
Grand Total	0	0	0	0	3	9	12	0	0	0	0	20	25	45	0	0	0	0	3	4	7	0	0	0	36	58	94	158					
Approach %	0	0	0	0	25	75		0	0	0	0	44.4	55.6		0	0	0	0	42.9	57.1		0	0	0	38.3	61.7							
Total %	0	0	0	0	1.9	5.7	7.59	0	0	0	0	12.7	15.8	28.5	0	0	0	0	1.9	2.53	4.43	0	0	0	22.8	36.7	59.5						
Exiting Leg Total	12							45							7							94							158				

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

	Country Club Boulevard								Aldi Entrance								Country Club Boulevard								Parking Lot								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	1	1	0	0	0	0	6	4	10	17				
12:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	8	8	13					
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	5	6	11	16					
1:00 PM	0	0	0	0	2	2	4	0	0	0	0	1	6	7	0	0	0	0	2	0	2	0	0	0	5	2	7	20					
Total Volume	0	0	0	0	3	2	5	0	0	0	0	10	11	21	0	0	0	0	2	2	4	0	0	0	16	20	36	66					
% Approach Total	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	47.6	52.4		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	44.4	55.6							
PHF	0.000	0.000	0.000	0.000	0.375	0.250	0.313	0.000	0.000	0.000	0.000	0.500	0.458	0.750	0.000	0.000	0.000	0.000	0.250	0.500	0.500	0.000	0.000	0.000	0.000	0.667	0.625	0.818	0.825				
Entering Leg	0	0	0	0	3	2	5	0	0	0	0	10	11	21	0	0	0	0	2	2	4	0	0	0	16	20	36	66					
Exiting Leg	5							21							4							36							66				
Total	10							42							8							72							132				

The top of the page features a dark green triangular shape on the left containing the word "Bowman" in white. To the right, a white-bordered collage of images is visible, including a large stone archway, a roundabout with a central tree, and a residential street with houses.

Bowman

APPENDIX B

SEASONAL ADJUSTMENT DATA

Massachusetts Highway Department
Statewide Traffic Data Collection
2022 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.25	1.18	1.12	1.08	1.02	0.96	0.92	0.91	0.99	1.00	1.02	1.04	0.80
R3	1.08	1.08	1.02	0.95	0.91	0.89	0.86	0.86	0.92	0.91	0.97	0.99	0.98
R4-R7	1.17	1.16	1.09	1.00	0.92	0.91	0.88	0.87	0.92	0.93	1.01	1.05	0.98
U1-Boston	1.14	1.09	0.99	0.95	0.93	0.91	0.91	0.91	0.92	0.93	0.96	0.99	0.96
U1-Essex	1.17	1.13	1.05	1.01	0.95	0.90	0.86	0.86	0.93	0.96	1.00	1.03	0.96
U1-Southeast	1.19	1.12	1.04	0.98	0.93	0.87	0.84	0.84	0.90	0.94	0.98	1.03	0.96
U1-West	1.11	1.06	1.01	0.99	0.96	0.93	0.92	0.91	0.92	0.93	0.97	0.98	0.86
U1-Worcester	1.09	1.05	0.97	0.94	0.91	0.90	0.91	0.91	0.92	0.92	0.94	0.97	0.92
U3	1.03	1.04	0.96	0.93	0.90	0.90	0.91	0.91	0.91	0.91	0.94	0.98	0.96
U4-U7	1.00	1.01	0.94	0.92	0.87	0.90	0.95	0.94	0.90	0.88	0.89	0.94	0.99
UR2	1.09	1.05	0.97	0.94	0.92	0.89	0.90	0.90	0.91	0.92	0.94	0.98	0.99
Rec - East	1.24	1.21	1.10	1.01	0.92	0.83	0.77	0.79	0.90	0.97	1.03	1.08	0.99
Rec - West	1.47	1.43	1.28	1.02	0.89	0.80	0.68	0.70	0.93	0.89	1.11	1.30	0.99

Round off:
0-999 = 10
>1000 = 100

U = Urban
R = Rural

- 1 - Interstate
- 2 - Freeway and Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local Road and Street

UR2 Group - Combination of Urban Freeways and Expressways and Rural Freeways and Expressways.
Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.
Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.

Massachusetts Highway Department

3322: Monthly Hourly Volume for September 2023

Location ID: 3322
 County: Worcester
 Functional Class: 1
 Location: INTERSTATE 290

Seasonal Factor Group: U1-Worcester
 Daily Factor Group:
 Axle Factor Group: U1-Worcester
 Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	961	615	618	585	1,194	3,061	5,773	7,752	7,220	6,595	6,288	6,715	7,050	7,611	7,957	7,921	7,899	7,541	6,843	5,643	4,212	3,501	2,916	1,827	118,298	Accepted
2	1,092	663	575	518	648	1,213	2,581	3,644	4,523	5,854	6,362	7,168	7,026	6,718	6,386	6,210	5,828	5,319	4,605	4,240	3,457	2,776	2,336	1,648	91,390	Accepted
3	996	721	473	338	402	757	1,561	2,274	3,025	4,408	5,404	6,085	6,571	6,115	5,723	5,595	5,318	4,957	4,948	4,363	3,624	2,943	2,211	1,540	80,352	Accepted
4	902	577	383	289	411	809	1,712	2,365	3,279	4,337	5,149	5,769	6,137	5,920	6,101	5,895	5,650	5,545	5,037	4,633	3,524	2,672	1,674	1,156	79,926	Accepted
5	645	412	381	510	1,181	3,375	6,584	9,259	8,506	6,412	5,739	5,855	6,024	6,234	7,726	8,299	7,811	7,851	5,890	4,142	3,016	2,236	1,723	1,197	111,008	Accepted
6	622	536	448	573	1,213	3,382	6,536	9,476	8,162	6,437	5,838	5,448	5,942	6,302	7,634	8,181	8,164	7,465	5,960	4,563	3,358	2,388	1,730	1,256	111,614	Accepted
7	701	488	459	602	1,191	3,353	6,622	9,052	8,212	6,429	5,707	6,147	6,505	6,552	7,434	8,108	7,802	7,800	6,196	4,764	3,593	2,608	1,895	1,382	113,602	Accepted
8	794	593	559	583	1,152	3,193	6,227	8,371	7,585	6,278	6,095	6,581	6,960	6,790	7,233	7,942	8,011	7,269	6,436	4,991	3,660	2,987	2,338	1,848	114,476	Accepted
9	935	681	524	432	694	1,329	2,650	3,663	4,840	6,090	6,317	6,847	6,715	6,556	6,904	6,513	6,188	5,667	4,923	4,111	3,331	2,930	2,359	1,794	92,993	Accepted
10	1,043	669	496	354	382	745	1,552	2,242	3,183	4,663	5,769	6,324	6,579	6,364	6,017	5,934	5,724	5,190	4,647	3,738	3,131	2,222	1,499	1,132	79,599	Accepted
11	632	416	390	497	1,074	3,335	6,435	8,807	7,878	6,073	5,694	5,365	5,619	6,175	7,276	8,190	7,516	7,388	5,298	3,634	2,523	1,943	1,545	1,146	104,849	Accepted
12	657	503	506	560	1,221	3,327	6,708	9,242	8,323	6,285	5,691	5,597	5,916	6,294	7,525	8,191	8,280	8,210	6,577	4,552	3,313	2,510	2,034	1,286	113,308	Accepted
13	704	526	431	563	1,226	3,341	6,767	9,525	8,435	6,376	5,469	5,425	5,476	6,039	7,303	7,460	7,244	7,300	5,521	4,248	3,241	2,395	1,661	1,229	107,905	Accepted
14	693	512	529	579	1,243	3,327	6,581	9,024	8,298	6,687	5,833	5,757	6,176	6,379	7,693	8,214	7,556	7,795	6,862	5,049	3,767	2,848	2,070	1,531	115,003	Accepted
15	860	593	579	612	1,162	3,167	6,193	8,314	7,602	6,271	5,808	6,276	6,785	7,254	8,181	7,578	7,738	7,641	6,932	5,328	3,736	3,434	2,832	1,965	116,841	Accepted
16	984	623	536	445	633	1,181	2,346	3,242	4,409	5,406	5,999	6,531	6,642	6,467	6,499	6,454	5,806	5,299	4,752	4,188	3,208	2,773	2,464	1,676	88,563	Accepted
17	956	598	430	316	358	739	1,576	2,367	3,510	5,006	5,842	6,495	6,856	6,745	6,830	6,921	6,642	6,204	5,820	4,917	3,388	2,558	2,003	1,043	88,120	Accepted
18	714	472	385	436	1,108	3,018	5,760	8,434	7,181	5,795	5,388	5,086	5,410	5,713	6,713	7,371	7,297	7,011	4,871	3,575	2,494	1,928	1,389	967	98,516	Accepted
19	552	464	416	567	1,227	3,390	6,578	9,186	7,983	6,241	5,560	5,630	6,081	6,742	7,934	8,474	8,217	8,034	6,283	4,456	3,178	2,324	1,640	1,164	112,321	Accepted
20	548	436	427	480	1,120	3,350	6,558	9,374	8,461	6,525	5,634	5,690	6,085	6,396	7,720	8,107	7,974	7,854	6,042	4,758	3,429	2,358	1,592	1,095	112,013	Accepted
21	607	405	409	464	1,126	3,311	6,518	9,162	8,111	6,835	5,822	5,766	6,204	6,674	7,740	8,247	8,170	7,786	6,551	5,262	3,672	2,469	1,746	1,250	114,307	Accepted
22	666	450	485	517	1,109	3,151	6,001	8,324	7,599	6,446	6,011	6,355	7,007	7,281	8,362	7,827	8,021	7,937	7,498	5,434	4,044	3,705	2,631	1,862	118,723	Accepted
23	1,081	751	651	488	672	1,256	2,457	3,558	4,782	5,787	6,300	6,753	7,018	6,888	6,861	6,577	6,377	5,544	4,935	4,055	3,234	2,566	2,218	1,566	92,375	Accepted
24	1,009	665	472	331	373	635	1,406	2,063	3,316	4,507	5,507	6,549	7,044	6,520	6,331	6,037	5,661	5,228	5,212	4,081	3,196	2,228	1,635	1,125	81,131	Accepted
25	599	487	370	509	1,142	3,101	5,934	8,339	7,332	5,840	5,368	5,384	5,730	5,852	6,891	7,730	7,208	7,089	5,243	3,803	2,774	2,040	1,459	1,050	101,274	Accepted
26	585	434	426	531	1,199	3,325	6,559	9,156	8,272	6,524	5,564	5,454	5,563	6,175	7,482	8,094	8,088	7,771	5,954	4,405	3,213	2,123	1,446	1,050	109,393	Accepted
27	555	355	447	518	1,115	3,345	6,541	9,250	8,155	6,069	5,696	5,426	5,869	6,205	7,676	8,177	7,970	7,817	6,195	4,667	3,350	2,477	1,834	1,307	111,016	Accepted
28	655	465	529	595	1,247	3,269	6,393	8,982	8,122	6,293	5,621	5,729	6,154	6,218	7,803	7,701	7,580	7,459	6,730	5,328	3,591	2,514	1,990	1,401	112,369	Accepted
29	817	562	580	605	1,149	3,097	5,705	7,978	7,276	6,003	5,581	6,015	6,745	7,172	6,897	7,005	7,064	6,463	5,667	4,752	3,813	3,069	2,398	1,878	108,291	Accepted
30	985	644	472	429	624	1,166	2,186	3,416	4,776	5,674	6,496	7,155	7,457	7,337	6,949	6,709	6,662	5,866	5,071	4,307	3,761	3,025	2,560	1,787	95,514	Accepted
																								Sept 2023 ADT	103,170	
																								2023 AADT	99,968	
																								Adjustment	-3.1%	

The top of the page features a dark green triangular shape on the left containing the word "Bowman" in white. To the right, a white-bordered triangular shape contains an aerial photograph of a complex road intersection with a roundabout and several cars.

Bowman

APPENDIX C

TRAFFIC PROJECTION MODEL

TRAFFIC PROJECTION MODEL

**Proposed Raising Cane's
Weekday Midday Peak Hour
Worcester, MA**

Intersection	Dir.	Turn	2024 Counted Volumes	Volume Balancing (Existing)	2024 Existing Volumes	Background Growth 0.50% per year	3 Oriol Dr Phase 1 Background Project	3 Oriol Dr Phase 2 Background Project	Volume Balancing (No Build)	2031 No Build Volumes	New PERCENT ENTER	New Trips ENTER	New PERCENT EXIT	New Trips EXIT	New Trips TOTAL	PASS BY TRIPS	2031 Build Volumes	
Lincoln Street (Route 70) at Country Club Boulevard	EB	U	14		14					14							14	
		L	193	1	194	7				201	35%	16			16	7	224	
	WB	T	339	6	345	12	1			358							-7	351
		U	0		0					0								0
	SB	T	413	1	414	15	3	1		433	10%	4			4	-10	427	
		R	271		271	10				281	30%	14			14	14	309	
	L	281		281	10				291			40%	17	17	11	319		
	R	127		127	5				132							-2	130	
Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway	EB	T	497		497	18	1		-1	515			40%	17	17	4	536	
		R	129		129	5				134							134	
	WB	U	37		37					37								37
		L	168		168	6				174								174
	NB	T	528	7	535	19	3	1	1	559	40%	18			18			577
		U	1		1					1								1
	L	150		150	5				155							4	159	
	R	182		182	6				188							-4	184	
Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway	EB	T	552	1	553	20	1		-1	573	35%	16			16		589	
		T	507		507	18	3	1	2	531							-14	517
	SB	R	48		48					48	10%	4			4	2	54	
		R	108		108					108			35%	15	15	14	137	
Country Club Boulevard at East Site Driveway/ALDI Driveway	EB	L	0		0					0			25%	10	10	11	21	
		T	0		0					0							0	
		R	4		4					4			40%	17	17	17	38	
	WB	L	57		57					57							-1	56
		T	0		0					0							2	2
		R	35		35					35							-1	34
	NB	U	1		1					1								1
		L	2		2					2	65%	30			30	31	63	
		T	402		402	14			3	419							-10	409
		R	60		60					60								60
SB	U	0		0					0								0	
	L	20		20					20								20	
	T	346		346	12			3	361							-7	354	
	R	1		1					1	25%	12			12	7	20		
	Shopping Plaza Eastern Driveway at West Site Driveway	WB	L	0		0				0			35%	15	15	16	31	
R			0		0				0								0	
NB		T	48		48					48								48
		R	0		0					0	10%	4			4	2	6	
SB		L	0		0					0							2	2
	T	108		108					108							-2	106	

Peak Hour: 12:00 PM to 1:00 PM

TRAFFIC PROJECTION MODEL

**Proposed Raising Cane's
Weekday PM Peak Hour
Worcester, MA**

Intersection	Dir.	Turn	2024 Counted Volumes	Volume Balancing (Existing)	2024 Existing Volumes	Background Growth 0.50% per year	3 Oriol Dr Phase 1 Background Project	3 Oriol Dr Phase 2 Background Project	Volume Balancing (No Build)	2031 No Build Volumes	New PERCENT ENTER	New Trips ENTER	New PERCENT EXIT	New Trips EXIT	New Trips TOTAL	PASS BY TRIPS	2031 Build Volumes	
Lincoln Street (Route 70) at Country Club Boulevard	EB	U	7		7					7							7	
		L	207		207	7				214	35%	10			10	5	229	
	WB	T	405		405	14	3	1		423							-5	418
		U	3		3					3								3
	SB	T	686	15	701	25	2	1		729	10%	3			3	-9	723	
		R	353		353	13				366	30%	8			8	12	386	
	R	L	238		238	8				246			40%	10	10	8	264	
		R	144	3	147	5				152						-1	151	
Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway	EB	T	499	8	507	18	3	1	-1	528			40%	10	10	3	541	
		R	137	2	139	5				144							144	
	WB	U	18		18					18								18
		L	185		185	7				192								192
	NB	T	815	52	867	31	2	1		901	40%	11			11			912
		U	0		0					0								0
	R	L	179	11	190	7				197						3	200	
		R	193		193	7				200						-3	197	
Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway	EB	T	613	6	619	22	3	1	-1	644	35%	10			10		654	
	WB	T	822		822	29	2	1	1	855						-12	843	
		R	33		33					33	10%	3			3	2	38	
SB	R	74		74					74			35%	8	8	12	94		
Country Club Boulevard at East Site Driveway/ALDI Driveway	EB	L	0		0					0			25%	6	6	6	12	
		T	0		0					0							0	
		R	3		3					3			40%	10	10	12	25	
	WB	L	80	1	81					81						-1	80	
		T	1		1					1						1	2	
	NB	R	41		41					41								41
		U	2		2					2								2
		L	1		1					1	65%	18			18	23	42	
	SB	T	457	8	465	17				3	485						-6	479
		R	90	2	92					92								92
U		0		0					0								0	
L		20		20					20								20	
	R	T	298	1	299	11			2	312						-4	308	
		R	1		1					1	25%	7			7	4	12	
Shopping Plaza Eastern Driveway at West Site Driveway	WB	L	0		0					0			35%	8	8	13	21	
		R	0		0					0							0	
	NB	T	33		33					33								33
		R	0		0					0	10%	3			3	2	5	
	SB	L	0		0					0						1	1	
T	74		74						74						-1	73		

Peak Hour: 4:45 PM to 5:45 PM

TRAFFIC PROJECTION MODEL

**Proposed Raising Cane's
Saturday Midday Peak Hour
Worcester, MA**

Intersection	Dir.	Turn	2024 Counted Volumes	Volume Balancing (Existing)	2024 Existing Volumes	Background Growth 0.50% per year	3 Oriol Dr Phase 1 Background Project	3 Oriol Dr Phase 2 Background Project	Volume Balancing (No Build)	2031 No Build Volumes	New PERCENT ENTER	New Trips ENTER	New PERCENT EXIT	New Trips EXIT	New Trips TOTAL	PASS BY TRIPS	2031 Build Volumes	
Lincoln Street (Route 70) at Country Club Boulevard	EB	U	11		11					11							11	
		L	247		247	9				256	35%	17			17	7	280	
	WB	T	390	9	399	14	3	1		417							-7	410
		U	1		1					1								1
	SB	T	471		471	17	2	1		491	10%	5			5	-10	486	
		R	316		316	11				327	30%	15			15	15	357	
		R	315	6	321	11			332			40%	18	18	12	362		
		R	155		155	6			161						-2	159		
Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway	EB	T	535		535	19	3	1	-1	557			40%	18	18	5	580	
		R	186		186	7				193							193	
	WB	U	15		15					15							15	
		L	210		210	7				217							217	
	NB	T	597	1	598	21	2	1		622	40%	20			20		642	
		U	0		0					0								0
		L	190		190	7			197							5	202	
		R	247		247	9			256							-5	251	
Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway	EB	T	646	11	657	23	3	1		684	35%	17			17		701	
	WB	T	604		604	21	2	1	2	630						-14	616	
		R	33		33					33	10%	5			5	2	40	
Country Club Boulevard at East Site Driveway/ALDI Driveway	EB	R	111		111					111			35%	16	16	14	141	
		L	1		1					1			25%	11	11	12	24	
	WB	T	0		0					0								0
		R	2		2					2			40%	18	18	20	40	
	NB	L	94	1	95					95						-2	93	
		T	0		0					0						3	3	
	SB	R	38		38					38						-1	37	
		U	2		2					2							2	
		L	L	1		1				1	65%	32			32	33	66	
			T	460	2	462	16			4	482					-11	471	
		R	98		98				98							98		
		U	1		1				1							1		
		L	22		22				22							22		
		T	375	2	377	13			4	394						-8	386	
		R	0		0					0	25%	12			12	8	20	
Shopping Plaza Eastern Driveway at West Site Driveway	WB	L	0		0					0			35%	16	16	16	32	
		R	0		0					0							0	
	NB	T	33		33					33								33
		R	0		0					0	10%	5			5	2	7	
	SB	L	0		0					0						2	2	
	T	111		111					111						-2	109		

Peak Hour: 12:00 PM to 1:00 PM

The top of the page features a dark green triangular shape on the left containing the word "Bowman" in white. To the right is an aerial photograph of a roundabout with a central tree island, showing several cars and surrounding buildings.

Bowman

APPENDIX D

CRASH SUMMARY

CRASH SUMMARY

Proposed Raising Cane's Restaurant Worcester, MA

	Lincoln St at Country Club Blvd	Lincoln St at Lincoln Plaza (Lowe's) Driveway	Lincoln St at Shopping Plaza Eastern Driveway	Country Club Blvd at East Site Driveway/ ALDI Driveway	Shopping Plaza Eastern Driveway at West Site Driveway
Year					
2017	10	3	2	2	0
2018	8	4	0	2	0
2019	2	6	1	0	0
2020	5	3	1	4	0
2021	15	4	3	0	0
Type					
Angle	11	1	2	6	0
Rear-end	13	10	1	1	0
Sideswipe	8	2	1	0	0
Head-on	4	1	0	0	0
Pedestrian	1	2	0	0	0
Bicycle	1	0	0	0	0
Single Vehicle	2	2	3	1	0
Unknown	0	2	0	0	0
Severity					
Property Damage	27	12	5	5	0
Personal Injury	12	4	0	2	0
Fatality	0	0	0	0	0
Unknown	1	4	2	1	0
Weather					
Clear	27	17	3	4	0
Cloudy	5	1	3	3	0
Rain	4	1	0	0	0
Snow	3	0	0	0	0
Sleet	0	0	1	1	0
Unknown	1	1	0	0	0
Road Surface					
Dry	30	17	4	3	0
Wet	6	2	2	2	0
Ice	0	0	1	0	0
Snow	2	0	0	1	0
Slush	0	0	0	1	0
Unknown	2	1	0	1	0
Time					
7:00 AM to 9:00 AM	2	1	0	0	0
9:00 AM to 4:00 PM	26	8	3	4	0
4:00 PM to 6:00 PM	3	5	0	1	0
6:00 PM to 7:00 AM	9	6	4	3	0
Total	40	20	7	8	0
Crash Rate	0.97	0.49	0.22	0.40	0
State Average	0.78	0.78	0.57	0.57	0.57
District 3 Average	0.89	0.89	0.61	0.61	0.61

Source: MassDOT

The top of the page features a dark green triangular shape on the left containing the word "Bowman" in white. To the right, a white diagonal line separates this from a light green aerial photograph of a city street intersection with a roundabout. The background of the rest of the page is white.

Bowman

APPENDIX E

HIGHWAY CAPACITY MANUAL METHODOLOGIES

CAPACITY/LEVEL-OF-SERVICE ANALYSES METHODOLOGY

The detailed capacity/level-of-service analysis contained in this traffic impact study was performed in accordance with the standard techniques contained in the *Highway Capacity Manual*.⁽¹⁾ By definition, capacity represents “the maximum rate of flow that can reasonably be expected to pass a point on a uniform section of a lane or roadway under prevailing roadway, traffic, and control conditions.” The level of functioning of an intersection or a uniform section of a lane or roadway can be expressed in terms of levels of service. Level of service (LOS) is defined as “a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers”. Such measures include “speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.”

At unsignalized intersections, a methodology for evaluating the relative functioning of intersections controlled by stop or yield signs has been developed, and is based on several assumptions, including:

- Major street flows are not affected by the minor (stop-sign controlled) street movements.
- Left turns from the major street to the minor street are influenced only by opposing major street through flow.
- Minor street left turns are impeded by all major street traffic plus opposing minor street traffic.
- Minor street through traffic is impeded by all major street traffic.
- Minor street right turns are impeded only by the major street traffic coming from the left.

The concept of stop-controlled or yield-controlled intersection analysis is based on the estimate of average total delay on minor streets. The methodology of analysis relies on three elements: the size and distribution of gaps in the major traffic stream, the usefulness of these gaps to the minor stream drivers, and the relative priority of the various traffic streams at the intersection. The results of the analysis provide an estimate of average total delay for the various critical movements at the unsignalized intersections. Correlation between average total delay and the respective levels of service are provided for unsignalized intersections as follows:

(1) *Transportation Research Board, Highway Capacity Manual, 6th Edition, published by the Transportation Research Board, Washington, DC, 2016.*

Unsignalized Intersections

Level of Service	Control Delay Per Vehicle (seconds)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	> 50

At signalized intersections, an additional element must be considered: time allocation. Level of service is based on the average control delay per vehicle for various movements within the intersection. Volume/capacity relationships also affect the operations of signalized intersections. Thus, both volume/capacity and delay must be considered to evaluate the overall operation of a signalized intersection. Correlation between average delay per vehicle and the respective levels of service are provided for signalized intersections as follows:

Signalized Intersections

Level of Service	Control Delay Per Vehicle (seconds)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	> 80

The top of the page features a dark green triangular shape on the left containing the word "Bowman" in white. To the right, a collage of images is visible, including a large stone archway, a roundabout with a central tree, and a residential street with houses.

Bowman

APPENDIX F

GAP ACCEPTANCE OBSERVATIONS

Bowman

DATE:	9/12/2024
TIME:	5:00 - 5:45 PM
PROJECT/#:	Proposed Raising Cane's Restaurant - Worcester, MA
PERFORMED BY:	BA
INTERSECTION:	ALDI Driveway Westbound Approach at Country Club Boulevard

RIGHT TURNS

Time (s)	# of Times	Accepted Gaps
0.0-4.0		3.7
4.0-5.5		4.9
5.5-6.5		5.7, 5.7
6.5-10.0		
10.0-14.0		
14.0-17.0		
17.0-21.0		
21.0-24.0		
24.0+		

LEFT TURNS

Time (s)	# of Times	Accepted Gaps
0.0-4.0		2.6, 3.9, 3.7, 3.2, 2.6, 3.2, 3.3, 3.5, 3.8, 3.2, 3.1, 2.9
4.0-5.5		5.0, 4.1, 4.1, 5.2, 5.0, 5.2
5.5-6.5		
6.5-7.1		
7.1-10.0		
10.0-14.0		
14.0-17.0		
17.0-21.0		
21.0-24.0		
24.0+		

NOTES: _____

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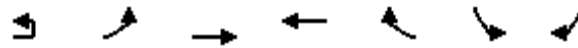
Bowman

APPENDIX G

2024 EXISTING CAPACITY/
LEVEL-OF-SERVICE ANALYSIS

Raising Cane's
5: Lincoln St & Country Club Blvd

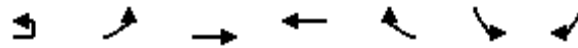
Weekday Midday Peak Hour
Timing Plan: 2024 Existing



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕↕	↕↕		↕↕	↕
Traffic Volume (vph)	14	194	345	414	271	281	127
Future Volume (vph)	14	194	345	414	271	281	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)			0%	0%		0%	
Storage Length (ft)		0			0	0	0
Storage Lanes		1			0	2	1
Taper Length (ft)		25				25	
Satd. Flow (prot)	0	1740	3505	3288	0	3467	1524
Flt Permitted		0.950				0.950	
Satd. Flow (perm)	0	1718	3505	3288	0	3461	1524
Right Turn on Red					Yes		No
Satd. Flow (RTOR)				192			
Link Speed (mph)			30	30		30	
Link Distance (ft)			287	302		207	
Travel Time (s)			6.5	6.9		4.7	
Confl. Peds. (#/hr)	20	15			15	1	20
Confl. Bikes (#/hr)							
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	3%	3%	1%	1%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)			0%	0%		0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	234	388	753	0	299	135
Turn Type	Prot	Prot	NA	NA		Prot	Prot
Protected Phases	5	5	2	6		4	4
Permitted Phases							
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	8.0	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	12.0	12.0	16.0	31.0		28.0	28.0
Total Split (s)	20.0	20.0	54.0	34.0		31.0	31.0
Total Split (%)	23.5%	23.5%	63.5%	40.0%		36.5%	36.5%
Yellow Time (s)	3.0	3.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.0	1.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		4.0	6.0	6.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	None	None	C-Min	C-Min		None	None
Act Effct Green (s)		16.1	58.2	38.1		15.8	15.8
Actuated g/C Ratio		0.19	0.68	0.45		0.19	0.19
v/c Ratio		0.71	0.16	0.48		0.46	0.48
Control Delay		44.2	5.8	17.8		32.0	34.9
Queue Delay		0.0	0.0	0.8		0.0	0.0
Total Delay		44.2	5.8	18.6		32.0	34.9

Raising Cane's
5: Lincoln St & Country Club Blvd

Weekday Midday Peak Hour
Timing Plan: 2024 Existing

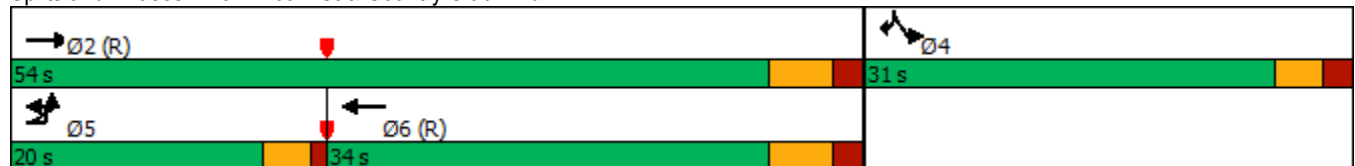


Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
LOS		D	A	B		C	C
Approach Delay			20.3	18.6		32.9	
Approach LOS			C	B		C	
Queue Length 50th (ft)		117	28	117		77	68
Queue Length 95th (ft)		185	64	208		100	107
Internal Link Dist (ft)			207	222		127	
Turn Bay Length (ft)							
Base Capacity (vph)		356	2398	1579		1060	466
Starvation Cap Reductn		0	0	483		0	0
Spillback Cap Reductn		0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0
Reduced v/c Ratio		0.66	0.16	0.69		0.28	0.29

Intersection Summary

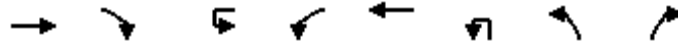
Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 84 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 22.6
 Intersection Capacity Utilization 59.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 5: Lincoln St & Country Club Blvd

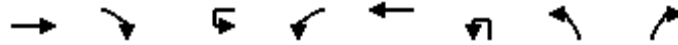


Raising Cane's
10: Lincoln Plaza Dwy & Lincoln St

Weekday Midday Peak Hour
Timing Plan: 2024 Existing



Lane Group	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑↑	↑		↔	↑↑		↔	↑
Traffic Volume (vph)	497	129	37	168	535	1	150	182
Future Volume (vph)	497	129	37	168	535	1	150	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%				0%		0%	
Storage Length (ft)	100		220		140		140	
Storage Lanes	1		2		1		1	
Taper Length (ft)			25		25			
Satd. Flow (prot)	3539	1583	0	3473	3505	0	3501	1553
Flt Permitted				0.950		0.950		
Satd. Flow (perm)	3539	1583	0	3399	3505	0	3501	1553
Right Turn on Red	Yes						Yes	
Satd. Flow (RTOR)	136						114	
Link Speed (mph)	30				30		30	
Link Distance (ft)	302				620		380	
Travel Time (s)	6.9				14.1		8.6	
Confl. Peds. (#/hr)	10		14	10			14	
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.91	0.91	0.91	0.92	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	1%	3%	2%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%				0%		0%	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	523	136	0	226	588	0	161	194
Turn Type	NA	pt+ov	Prot	Prot	NA	Prot	Prot	pt+ov
Protected Phases	2	8 2!	1!	1	6	8!	8	8 1!
Permitted Phases								
Detector Phase	2	8 2	1	1	6	8	8	8 1
Switch Phase								
Minimum Initial (s)	10.0		8.0	8.0	10.0	8.0	8.0	
Minimum Split (s)	29.0		12.0	12.0	16.0	31.0	31.0	
Total Split (s)	33.0		18.0	18.0	51.0	34.0	34.0	
Total Split (%)	38.8%		21.2%	21.2%	60.0%	40.0%	40.0%	
Yellow Time (s)	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0		1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0		5.0	
Lead/Lag	Lag		Lead	Lead				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	C-Min		None	None	C-Min	None	None	
Act Effct Green (s)	46.7	65.2	10.8		61.5	12.5		27.3
Actuated g/C Ratio	0.55	0.77	0.13		0.72	0.15		0.32
v/c Ratio	0.27	0.11	0.51		0.23	0.31		0.34
Control Delay	10.9	2.3	38.5		5.1	32.4		9.5
Queue Delay	0.4	0.0	0.0		0.0	0.0		0.0
Total Delay	11.3	2.3	38.5		5.1	32.4		9.5

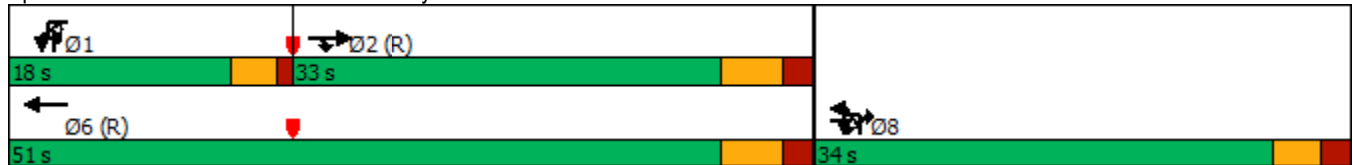


Lane Group	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
LOS	B	A		D	A		C	A
Approach Delay	9.4				14.4		19.9	
Approach LOS	A				B		B	
Queue Length 50th (ft)	91	5		59	36		42	32
Queue Length 95th (ft)	183	0		90	110		54	55
Internal Link Dist (ft)	222				540		300	
Turn Bay Length (ft)		100		220			140	140
Base Capacity (vph)	1944	1505		572	2536		1194	648
Starvation Cap Reductn	858	0		0	0		0	0
Spillback Cap Reductn	0	0		0	125		0	0
Storage Cap Reductn	0	0		0	0		0	0
Reduced v/c Ratio	0.48	0.09		0.40	0.24		0.13	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 73 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 13.7
 Intersection LOS: B
 Intersection Capacity Utilization 54.4%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Lincoln Plaza Dwy & Lincoln St



Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	553	507	48	0	108
Future Vol, veh/h	0	553	507	48	0	108
Conflicting Peds, #/hr	0	0	0	11	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	60	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	96	96	82	82
Heavy Vehicles, %	0	4	4	0	0	2
Mvmt Flow	0	614	528	50	0	132
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	-	266
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	732
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	731
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	11			
HCM LOS						B
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	731			
HCM Lane V/C Ratio	-	-	0.18			
HCM Control Delay (s)	-	-	11			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.7			

Intersection													
Int Delay, s/veh	1.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	0	0	4	57	0	35	1	2	402	60	20	346	1
Future Vol, veh/h	0	0	4	57	0	35	1	2	402	60	20	346	1
Conflicting Peds, #/hr	3	0	4	4	0	3	4	15	0	20	20	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	82	82	82	94	94	94	94	93	93	93
Heavy Vehicles, %	0	0	0	4	0	0	0	0	2	2	0	2	0
Mvmt Flow	0	0	5	70	0	43	1	2	428	64	22	372	1

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	655	950	206	720	918	269	373	388	0	0	512	0	0
Stage 1	432	432	-	486	486	-	-	-	-	-	-	-	-
Stage 2	223	518	-	234	432	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	5.7	5.7	5.7	6.4	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.54	4	3.3	2.5	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	355	262	807	454	336	804	842	1182	-	-	1064	-	-
Stage 1	577	586	-	526	554	-	-	-	-	-	-	-	-
Stage 2	765	536	-	742	586	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	322	245	792	430	315	786	1031	1031	-	-	1044	-	-
Mov Cap-2 Maneuver	322	245	-	430	315	-	-	-	-	-	-	-	-
Stage 1	567	562	-	514	541	-	-	-	-	-	-	-	-
Stage 2	719	524	-	715	562	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	9.6		13.8		0.1			0.6		
HCM LOS	A		B							

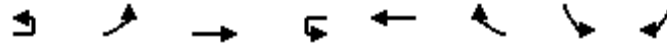
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1031	-	-	792	520	1044	-	-
HCM Lane V/C Ratio	0.002	-	-	0.006	0.216	0.021	-	-
HCM Control Delay (s)	8.5	0	-	9.6	13.8	8.5	0.1	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.1	-	-

Raising Cane's
5: Lincoln St & Country Club Blvd

Weekday PM Peak Hour
Timing Plan: 2024 Existing



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕↕		↕↕		↕↕	↕
Traffic Volume (vph)	7	207	405	3	701	353	238	147
Future Volume (vph)	7	207	405	3	701	353	238	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)			0%		0%		0%	
Storage Length (ft)		0		0		0	0	0
Storage Lanes		1		0		0	2	1
Taper Length (ft)		25		25			25	
Satd. Flow (prot)	0	1788	3574	0	3361	0	3467	1583
Flt Permitted		0.950			0.954		0.950	
Satd. Flow (perm)	0	1773	3574	0	3207	0	3467	1583
Right Turn on Red						Yes		No
Satd. Flow (RTOR)					110			
Link Speed (mph)			30		30		30	
Link Distance (ft)			287		302		207	
Travel Time (s)			6.5		6.9		4.7	
Confl. Peds. (#/hr)	24	18				18		24
Confl. Bikes (#/hr)								
Peak Hour Factor	0.93	0.93	0.93	0.92	0.89	0.89	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	2%	1%	1%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)			0%		0%		0%	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	231	435	0	1188	0	256	158
Turn Type	Prot	Prot	NA	Perm	NA		Prot	Prot
Protected Phases	5	5	2		6		4	4
Permitted Phases				6				
Detector Phase	5	5	2	6	6		4	4
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	12.0	12.0	16.0	31.0	31.0		28.0	28.0
Total Split (s)	20.0	20.0	54.0	34.0	34.0		31.0	31.0
Total Split (%)	23.5%	23.5%	63.5%	40.0%	40.0%		36.5%	36.5%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		4.0	6.0		6.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min		None	None
Act Effct Green (s)		15.7	58.1		38.4		15.9	15.9
Actuated g/C Ratio		0.18	0.68		0.45		0.19	0.19
v/c Ratio		0.70	0.18		0.79		0.39	0.53
Control Delay		43.9	6.0		29.1		30.7	36.3
Queue Delay		0.0	0.0		8.9		0.0	0.0
Total Delay		43.9	6.0		38.1		30.7	36.3

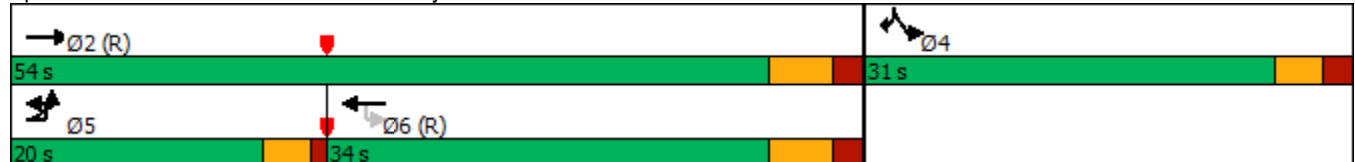


Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		D	A		D		C	D
Approach Delay			19.1		38.1		32.9	
Approach LOS			B		D		C	
Queue Length 50th (ft)		115	34		266		64	79
Queue Length 95th (ft)		185	72		#475		86	123
Internal Link Dist (ft)			207		222		127	
Turn Bay Length (ft)								
Base Capacity (vph)		361	2441		1508		1060	484
Starvation Cap Reductn		0	0		296		0	0
Spillback Cap Reductn		0	0		0		0	0
Storage Cap Reductn		0	0		0		0	0
Reduced v/c Ratio		0.64	0.18		0.98		0.24	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 84 (99%), Referenced to phase 2:EBT and 6:WBTU, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 31.6
 Intersection LOS: C
 Intersection Capacity Utilization 73.0%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Lincoln St & Country Club Blvd



Raising Cane's
10: Lincoln Plaza Dwy & Lincoln St

Weekday PM Peak Hour
Timing Plan: 2024 Existing



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↔	↑↑	↔	↑
Traffic Volume (vph)	507	139	18	185	867	190	193
Future Volume (vph)	507	139	18	185	867	190	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		100		220		140	140
Storage Lanes		1		2		1	1
Taper Length (ft)				25		25	
Satd. Flow (prot)	3574	1615	0	3502	3574	3467	1583
Flt Permitted				0.950		0.950	
Satd. Flow (perm)	3574	1615	0	3414	3574	3449	1583
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		151					91
Link Speed (mph)	30				30	30	
Link Distance (ft)	302				620	380	
Travel Time (s)	6.9				14.1	8.6	
Confl. Peds. (#/hr)		21	8	21		3	8
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.94	0.94	0.94	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	1%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	551	151	0	216	922	198	201
Turn Type	NA	pt+ov	Prot	Prot	NA	Prot	pt+ov
Protected Phases	2	2 8	1!	1	6	8	8 1!
Permitted Phases							
Detector Phase	2	2 8	1	1	6	8	8 1
Switch Phase							
Minimum Initial (s)	10.0		8.0	8.0	10.0	8.0	
Minimum Split (s)	29.0		12.0	12.0	16.0	29.0	
Total Split (s)	33.0		18.0	18.0	51.0	34.0	
Total Split (%)	38.8%		21.2%	21.2%	60.0%	40.0%	
Yellow Time (s)	4.0		3.0	3.0	4.0	3.0	
All-Red Time (s)	2.0		1.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	
Total Lost Time (s)	6.0			4.0	6.0	5.0	
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	C-Min		None	None	C-Min	None	
Act Effct Green (s)	46.8	64.4		10.6	61.4	12.6	27.2
Actuated g/C Ratio	0.55	0.76		0.12	0.72	0.15	0.32
v/c Ratio	0.28	0.12		0.50	0.36	0.39	0.35
Control Delay	9.3	1.5		38.3	5.7	33.5	12.1
Queue Delay	0.4	0.0		0.0	0.2	0.0	0.0
Total Delay	9.7	1.5		38.3	5.9	33.5	12.1



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
LOS	A	A		D	A	C	B
Approach Delay	7.9				12.1	22.8	
Approach LOS	A				B	C	
Queue Length 50th (ft)	41	0		56	68	51	45
Queue Length 95th (ft)	137	0		87	173	68	70
Internal Link Dist (ft)	222				540	300	
Turn Bay Length (ft)		100		220		140	140
Base Capacity (vph)	1967	1530		576	2581	1182	648
Starvation Cap Reductn	871	0		0	0	0	0
Spillback Cap Reductn	0	0		0	797	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.50	0.10		0.38	0.52	0.17	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 73 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 12.7
 Intersection LOS: B
 Intersection Capacity Utilization 52.8%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Lincoln Plaza Dwy & Lincoln St



Raising Cane's
3: Lincoln St & Shopping Plaza Eastern Dwy

Weekday PM Peak Hour
Timing Plan: 2024 Existing

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	619	822	33	0	74
Future Vol, veh/h	0	619	822	33	0	74
Conflicting Peds, #/hr	0	0	0	12	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	60	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	89	89	80	80
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	666	924	37	0	93

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	462
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	552
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	552
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	552
HCM Lane V/C Ratio	-	-	0.168
HCM Control Delay (s)	-	-	12.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

Intersection													
Int Delay, s/veh	2.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	0	0	3	81	1	41	2	1	465	92	20	299	1
Future Vol, veh/h	0	0	3	81	1	41	2	1	465	92	20	299	1
Conflicting Peds, #/hr	3	0	6	6	0	3	6	25	0	13	13	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	85	85	85	97	97	97	97	86	86	86
Heavy Vehicles, %	0	0	0	1	0	0	0	0	1	0	5	1	0
Mvmt Flow	0	0	4	95	1	48	2	1	479	95	23	348	1

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	669	1013	206	772	966	303	349	374	0	0	587	0	0
Stage 1	420	420	-	546	546	-	-	-	-	-	-	-	-
Stage 2	249	593	-	226	420	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	5.7	5.7	5.7	6.4	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.52	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.52	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.51	4	3.3	2.5	2.2	-	-	2.25	-	-
Pot Cap-1 Maneuver	347	241	807	430	318	773	872	1196	-	-	964	-	-
Stage 1	587	593	-	492	521	-	-	-	-	-	-	-	-
Stage 2	739	497	-	759	593	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	307	224	783	409	296	761	950	950	-	-	952	-	-
Mov Cap-2 Maneuver	307	224	-	409	296	-	-	-	-	-	-	-	-
Stage 1	570	562	-	484	512	-	-	-	-	-	-	-	-
Stage 2	685	489	-	729	562	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	9.6		15.6		0			0.6		
HCM LOS	A		C							

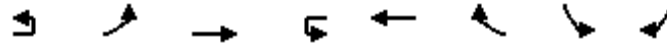
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	950	-	-	783	482	952	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.3	0.024	-	-
HCM Control Delay (s)	8.8	0	-	9.6	15.6	8.9	0.1	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.2	0.1	-	-

Raising Cane's
5: Lincoln St & Country Club Blvd

Saturday Midday Peak Hour
Timing Plan: 2024 Existing



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕		↕		↕	↕
Traffic Volume (vph)	11	247	399	1	471	316	321	155
Future Volume (vph)	11	247	399	1	471	316	321	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)			0%		0%		0%	
Storage Length (ft)		0		0		0	0	0
Storage Lanes		1		0		0	2	1
Taper Length (ft)		25		25			25	
Satd. Flow (prot)	0	1788	3574	0	3324	0	3467	1599
Flt Permitted		0.950			0.955		0.950	
Satd. Flow (perm)	0	1769	3574	0	3174	0	3461	1599
Right Turn on Red						Yes		No
Satd. Flow (RTOR)					209			
Link Speed (mph)			30		30		30	
Link Distance (ft)			287		302		207	
Travel Time (s)			6.5		6.9		4.7	
Confl. Peds. (#/hr)	19	14				14	1	19
Confl. Bikes (#/hr)						1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.94	0.94	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	2%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)			0%		0%		0%	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	280	434	0	838	0	345	167
Turn Type	Prot	Prot	NA	Perm	NA		Prot	Prot
Protected Phases	5	5	2		6		4	4
Permitted Phases				6				
Detector Phase	5	5	2	6	6		4	4
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	12.0	12.0	16.0	31.0	31.0		28.0	28.0
Total Split (s)	23.0	23.0	60.0	35.0	35.0		26.0	26.0
Total Split (%)	26.7%	26.7%	69.8%	40.7%	40.7%		30.2%	30.2%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		4.0	6.0		6.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	None	Min	Min	Min		None	None
Act Effct Green (s)		15.2	41.0		21.5		14.7	14.7
Actuated g/C Ratio		0.23	0.61		0.32		0.22	0.22
v/c Ratio		0.69	0.20		0.73		0.46	0.48
Control Delay		37.0	6.6		20.0		26.0	29.8
Queue Delay		0.0	0.0		0.1		0.0	0.0
Total Delay		37.0	6.6		20.1		26.0	29.8

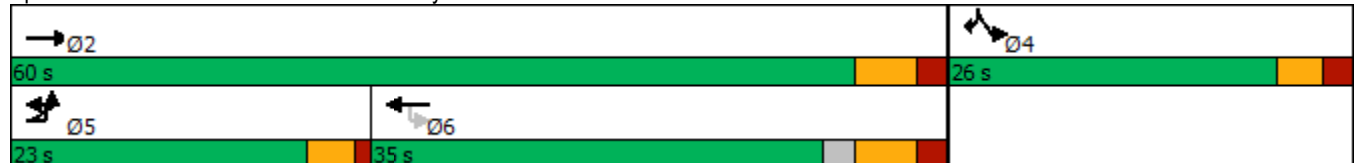


Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		D	A		C		C	C
Approach Delay			18.5		20.1		27.2	
Approach LOS			B		C		C	
Queue Length 50th (ft)		100	31		111		64	61
Queue Length 95th (ft)		#244	72		220		115	132
Internal Link Dist (ft)			207		222		127	
Turn Bay Length (ft)								
Base Capacity (vph)		536	2903		1661		1182	545
Starvation Cap Reductn		0	0		176		0	0
Spillback Cap Reductn		0	0		0		0	0
Storage Cap Reductn		0	0		0		0	0
Reduced v/c Ratio		0.52	0.15		0.56		0.29	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 86
 Actuated Cycle Length: 67.4
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 21.3
 Intersection LOS: C
 Intersection Capacity Utilization 67.3%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Lincoln St & Country Club Blvd



Raising Cane's
10: Lincoln Plaza Dwy & Lincoln St

Saturday Midday Peak Hour
Timing Plan: 2024 Existing



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↔	↑↑	↔	↑
Traffic Volume (vph)	535	186	15	210	598	190	247
Future Volume (vph)	535	186	15	210	598	190	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%		0%
Storage Length (ft)	100		220		140		140
Storage Lanes	1		2		1		1
Taper Length (ft)			25		25		
Satd. Flow (prot)	3574	1599	0	3469	3574	3502	1599
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3574	1599	0	3396	3574	3496	1599
Right Turn on Red	Yes						Yes
Satd. Flow (RTOR)	133						112
Link Speed (mph)	30				30	30	
Link Distance (ft)	302				620	380	
Travel Time (s)	6.9				14.1	8.6	
Confl. Peds. (#/hr)	13		12	13	1		12
Confl. Bikes (#/hr)							
Peak Hour Factor	0.93	0.93	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	1%	1%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	575	200	0	258	687	218	284
Turn Type	NA	pt+ov	Prot	Prot	NA	Prot	pt+ov
Protected Phases	2	2 8	1!	1	6	8	8 1!
Permitted Phases							
Detector Phase	2	2 8	1	1	6	8	8 1
Switch Phase							
Minimum Initial (s)	10.0		8.0	8.0	10.0	8.0	
Minimum Split (s)	29.0		12.0	12.0	16.0	31.0	
Total Split (s)	36.0		17.0	17.0	53.0	33.0	
Total Split (%)	41.9%		19.8%	19.8%	61.6%	38.4%	
Yellow Time (s)	4.0		3.0	3.0	4.0	3.0	
All-Red Time (s)	2.0		1.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0		4.0		6.0	5.0	
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Min		None	None	Min	None	
Act Effect Green (s)	16.7	33.9	10.0		30.9	11.9	26.0
Actuated g/C Ratio	0.31	0.62	0.18		0.57	0.22	0.48
v/c Ratio	0.52	0.19	0.41		0.34	0.29	0.35
Control Delay	18.1	2.0	24.5		7.4	19.5	7.0
Queue Delay	0.0	0.1	0.0		0.0	0.0	0.0
Total Delay	18.2	2.0	24.5		7.4	19.5	7.0

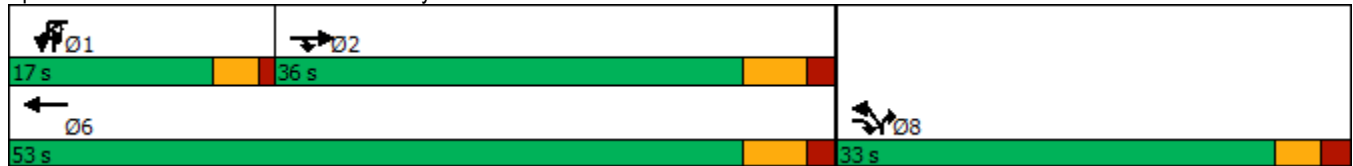


Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
LOS	B	A		C	A	B	A
Approach Delay	14.0				12.0	12.5	
Approach LOS	B				B	B	
Queue Length 50th (ft)	68	6		33	43	28	28
Queue Length 95th (ft)	167	25		94	125	64	82
Internal Link Dist (ft)	222				540	300	
Turn Bay Length (ft)		100		220		140	140
Base Capacity (vph)	2087	1487		877	3122	1909	971
Starvation Cap Reductn	126	435		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.29	0.19		0.29	0.22	0.11	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 86
 Actuated Cycle Length: 54.4
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 12.8
 Intersection LOS: B
 Intersection Capacity Utilization 53.7%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Lincoln Plaza Dwy & Lincoln St



Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	657	604	33	0	111
Future Vol, veh/h	0	657	604	33	0	111
Conflicting Peds, #/hr	0	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	60	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	90	90	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	714	671	37	0	132

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	336
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	666
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	666
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	666
HCM Lane V/C Ratio	-	-	0.198
HCM Control Delay (s)	-	-	11.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.7

Intersection														
Int Delay, s/veh	2.8													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕				↕				↕	
Traffic Vol, veh/h	1	0	2	95	0	38	2	1	462	98	1	22	377	0
Future Vol, veh/h	1	0	2	95	0	38	2	1	462	98	1	22	377	0
Conflicting Peds, #/hr	1	0	2	2	0	1	2	35	0	14	1	14	0	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	92	92	92	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Mvmt Flow	1	0	3	119	0	48	2	1	502	107	1	23	401	0

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	742	1113	238	827	1060	320	401	436	0	0	609	623	0	0
Stage 1	484	484	-	576	576	-	-	-	-	-	-	-	-	-
Stage 2	258	629	-	251	484	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	5.7	5.7	5.7	6.4	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.5	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	308	210	769	404	286	758	809	1134	-	-	598	968	-	-
Stage 1	538	555	-	475	505	-	-	-	-	-	-	-	-	-
Stage 2	730	478	-	737	555	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	270	193	742	385	263	747	885	885	-	-	928	928	-	-
Mov Cap-2 Maneuver	270	193	-	385	263	-	-	-	-	-	-	-	-	-
Stage 1	518	519	-	466	496	-	-	-	-	-	-	-	-	-
Stage 2	680	469	-	709	519	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Control Delay, s	12.7		17.7		0			0.8				
HCM LOS	B		C									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	885	-	-	469	447	928	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.372	0.025	-	-
HCM Control Delay (s)	9.1	0	-	12.7	17.7	9	0.3	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.7	0.1	-	-

The top of the page features a dark green triangular shape on the left containing the word "Bowman" in white. To the right, a white triangular shape overlaps a grayscale aerial photograph of a city street intersection with a roundabout. The rest of the page is white.

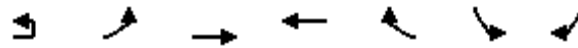
Bowman

APPENDIX H

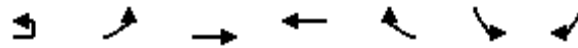
2031 NO BUILD CAPACITY/
LEVEL-OF-SERVICE ANALYSIS

Raising Cane's
5: Lincoln St & Country Club Blvd

Weekday Midday Peak Hour
Timing Plan: 2031 No Build



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑↑	↑↑		↔	↔
Traffic Volume (vph)	14	201	358	433	281	291	132
Future Volume (vph)	14	201	358	433	281	291	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)			0%	0%		0%	
Storage Length (ft)		0			0	0	0
Storage Lanes		1			0	2	1
Taper Length (ft)		25				25	
Satd. Flow (prot)	0	1740	3505	3288	0	3467	1524
Flt Permitted		0.950				0.950	
Satd. Flow (perm)	0	1719	3505	3288	0	3461	1524
Right Turn on Red					Yes		No
Satd. Flow (RTOR)				188			
Link Speed (mph)			30	30		30	
Link Distance (ft)			287	302		207	
Travel Time (s)			6.5	6.9		4.7	
Confl. Peds. (#/hr)	20	15			15	1	20
Confl. Bikes (#/hr)							
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	3%	3%	1%	1%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)			0%	0%		0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	242	402	785	0	310	140
Turn Type	Prot	Prot	NA	NA		Prot	Prot
Protected Phases	5	5	2	6		4	4
Permitted Phases							
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	8.0	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	12.0	12.0	16.0	31.0		28.0	28.0
Total Split (s)	20.0	20.0	54.0	34.0		31.0	31.0
Total Split (%)	23.5%	23.5%	63.5%	40.0%		36.5%	36.5%
Yellow Time (s)	3.0	3.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.0	1.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		4.0	6.0	6.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	None	None	C-Min	C-Min		None	None
Act Effct Green (s)		16.5	58.0	37.6		16.0	16.0
Actuated g/C Ratio		0.19	0.68	0.44		0.19	0.19
v/c Ratio		0.72	0.17	0.50		0.48	0.49
Control Delay		44.3	5.9	18.0		32.1	35.2
Queue Delay		0.0	0.0	0.8		0.0	0.0
Total Delay		44.3	5.9	18.7		32.1	35.2

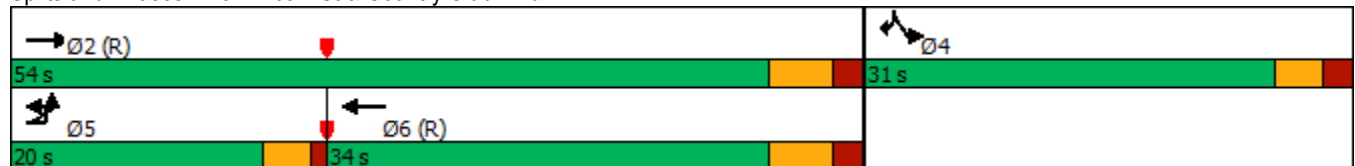


Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
LOS		D	A	B		C	D
Approach Delay			20.3	18.7		33.1	
Approach LOS			C	B		C	
Queue Length 50th (ft)		120	30	108		80	71
Queue Length 95th (ft)		192	66	226		103	111
Internal Link Dist (ft)			207	222		127	
Turn Bay Length (ft)							
Base Capacity (vph)		360	2392	1563		1060	466
Starvation Cap Reductn		0	0	442		0	0
Spillback Cap Reductn		0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0
Reduced v/c Ratio		0.67	0.17	0.70		0.29	0.30

Intersection Summary

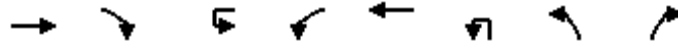
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	84 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	22.7
Intersection LOS:	C
Intersection Capacity Utilization	60.5%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 5: Lincoln St & Country Club Blvd

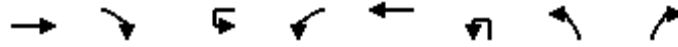


Raising Cane's
10: Lincoln Plaza Dwy & Lincoln St

Weekday Midday Peak Hour
Timing Plan: 2031 No Build



Lane Group	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑↑	↑		↔	↑↑		↔	↑
Traffic Volume (vph)	515	134	37	174	559	1	155	188
Future Volume (vph)	515	134	37	174	559	1	155	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%				0%		0%	
Storage Length (ft)	100		220		140		140	
Storage Lanes	1		2		1		1	
Taper Length (ft)			25		25			
Satd. Flow (prot)	3539	1583	0	3473	3505	0	3501	1553
Flt Permitted				0.950		0.950		
Satd. Flow (perm)	3539	1583	0	3401	3505	0	3501	1553
Right Turn on Red	Yes						Yes	
Satd. Flow (RTOR)	141						105	
Link Speed (mph)	30				30		30	
Link Distance (ft)	302				620		380	
Travel Time (s)	6.9				14.1		8.6	
Confl. Peds. (#/hr)	10		14		10		14	
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.91	0.91	0.91	0.92	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	1%	3%	2%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%				0%		0%	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	542	141	0	232	614	0	166	200
Turn Type	NA	pt+ov	Prot	Prot	NA	Prot	Prot	pt+ov
Protected Phases	2	8 2!	1!	1	6	8!	8	8 1!
Permitted Phases								
Detector Phase	2	8 2	1	1	6	8	8	8 1
Switch Phase								
Minimum Initial (s)	10.0		8.0		10.0		8.0	
Minimum Split (s)	29.0		12.0		16.0		31.0	
Total Split (s)	33.0		18.0		51.0		34.0	
Total Split (%)	38.8%		21.2%		60.0%		40.0%	
Yellow Time (s)	4.0		3.0		4.0		3.0	
All-Red Time (s)	2.0		1.0		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0		5.0	
Lead/Lag	Lag		Lead		Lead			
Lead-Lag Optimize?	Yes		Yes		Yes			
Recall Mode	C-Min		None		C-Min		None	
Act Effct Green (s)	46.4	65.1	10.9		61.3	12.7		27.6
Actuated g/C Ratio	0.55	0.77	0.13		0.72	0.15		0.32
v/c Ratio	0.28	0.11	0.52		0.24	0.32		0.35
Control Delay	11.0	2.1	38.5		5.2	32.3		10.5
Queue Delay	0.4	0.0	0.0		0.0	0.0		0.0
Total Delay	11.4	2.1	38.5		5.3	32.3		10.5



Lane Group	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
LOS	B	A		D	A		C	B
Approach Delay	9.5				14.4		20.4	
Approach LOS	A				B		C	
Queue Length 50th (ft)	94	0		60	39		43	38
Queue Length 95th (ft)	190	0		92	115		56	60
Internal Link Dist (ft)	222				540		300	
Turn Bay Length (ft)		100		220			140	140
Base Capacity (vph)	1932	1501		572	2529		1194	645
Starvation Cap Reductn	840	0		0	0		0	0
Spillback Cap Reductn	0	0		0	196		0	0
Storage Cap Reductn	0	0		0	0		0	0
Reduced v/c Ratio	0.50	0.09		0.41	0.26		0.14	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 73 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 13.8
 Intersection LOS: B
 Intersection Capacity Utilization 54.6%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Lincoln Plaza Dwy & Lincoln St



Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	573	531	48	0	108
Future Vol, veh/h	0	573	531	48	0	108
Conflicting Peds, #/hr	0	0	0	11	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	60	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	96	96	82	82
Heavy Vehicles, %	0	4	4	0	0	2
Mvmt Flow	0	637	553	50	0	132

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	279
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	718
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	717
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	717
HCM Lane V/C Ratio	-	-	0.184
HCM Control Delay (s)	-	-	11.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.7

Intersection													
Int Delay, s/veh	1.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	0	0	4	57	0	35	1	2	419	60	20	361	1
Future Vol, veh/h	0	0	4	57	0	35	1	2	419	60	20	361	1
Conflicting Peds, #/hr	3	0	4	4	0	3	4	15	0	20	20	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	82	82	82	94	94	94	94	93	93	93
Heavy Vehicles, %	0	0	0	4	0	0	0	0	2	2	0	2	0
Mvmt Flow	0	0	5	70	0	43	1	2	446	64	22	388	1

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	680	984	214	746	952	278	389	404	0	0	530	0	0
Stage 1	448	448	-	504	504	-	-	-	-	-	-	-	-
Stage 2	232	536	-	242	448	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	5.7	5.7	5.7	6.4	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.54	4	3.3	2.5	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	341	250	797	440	323	796	823	1166	-	-	1048	-	-
Stage 1	565	576	-	513	544	-	-	-	-	-	-	-	-
Stage 2	756	527	-	734	576	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	309	234	783	417	303	779	1013	1013	-	-	1028	-	-
Mov Cap-2 Maneuver	309	234	-	417	303	-	-	-	-	-	-	-	-
Stage 1	555	552	-	501	531	-	-	-	-	-	-	-	-
Stage 2	710	515	-	707	552	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	14.1	0.1	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1013	-	-	783	507	1028	-	-
HCM Lane V/C Ratio	0.002	-	-	0.006	0.221	0.021	-	-
HCM Control Delay (s)	8.6	0	-	9.6	14.1	8.6	0.1	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.1	-	-

Raising Cane's
5: Lincoln St & Country Club Blvd

Weekday PM Peak Hour
Timing Plan: 2031 No Build



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕		↕		↔	↗
Traffic Volume (vph)	7	214	423	3	729	366	246	152
Future Volume (vph)	7	214	423	3	729	366	246	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)			0%		0%		0%	
Storage Length (ft)		0		0		0	0	0
Storage Lanes		1		0		0	2	1
Taper Length (ft)		25		25			25	
Satd. Flow (prot)	0	1788	3574	0	3362	0	3467	1583
Flt Permitted		0.950			0.954		0.950	
Satd. Flow (perm)	0	1774	3574	0	3207	0	3467	1583
Right Turn on Red						Yes		No
Satd. Flow (RTOR)					109			
Link Speed (mph)			30		30		30	
Link Distance (ft)			287		302		207	
Travel Time (s)			6.5		6.9		4.7	
Confl. Peds. (#/hr)	24	18				18		24
Confl. Bikes (#/hr)								
Peak Hour Factor	0.93	0.93	0.93	0.92	0.89	0.89	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	2%	1%	1%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)			0%		0%		0%	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	238	455	0	1233	0	265	163
Turn Type	Prot	Prot	NA	Perm	NA		Prot	Prot
Protected Phases	5	5	2		6		4	4
Permitted Phases				6				
Detector Phase	5	5	2	6	6		4	4
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	12.0	12.0	16.0	31.0	31.0		28.0	28.0
Total Split (s)	20.0	20.0	54.0	34.0	34.0		31.0	31.0
Total Split (%)	23.5%	23.5%	63.5%	40.0%	40.0%		36.5%	36.5%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		4.0	6.0		6.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min		None	None
Act Effct Green (s)		16.0	57.9		38.0		16.1	16.1
Actuated g/C Ratio		0.19	0.68		0.45		0.19	0.19
v/c Ratio		0.71	0.19		0.83		0.40	0.55
Control Delay		44.0	6.0		31.1		30.8	36.7
Queue Delay		0.0	0.0		13.6		0.0	0.0
Total Delay		44.0	6.0		44.7		30.8	36.7

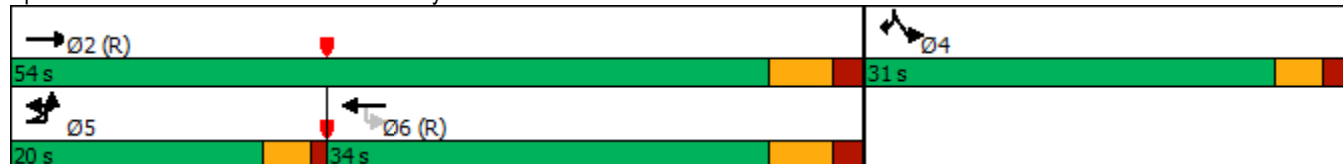


Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		D	A		D		C	D
Approach Delay			19.1		44.7		33.0	
Approach LOS			B		D		C	
Queue Length 50th (ft)		119	36		285		66	82
Queue Length 95th (ft)		190	76		#410		89	127
Internal Link Dist (ft)			207		222		127	
Turn Bay Length (ft)								
Base Capacity (vph)		364	2436		1493		1060	484
Starvation Cap Reductn		0	0		266		0	0
Spillback Cap Reductn		0	5		0		0	0
Storage Cap Reductn		0	0		0		0	0
Reduced v/c Ratio		0.65	0.19		1.00		0.25	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 84 (99%), Referenced to phase 2:EBT and 6:WBTU, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 35.0
 Intersection LOS: D
 Intersection Capacity Utilization 74.7%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Lincoln St & Country Club Blvd



Raising Cane's
10: Lincoln Plaza Dwy & Lincoln St

Weekday PM Peak Hour
Timing Plan: 2031 No Build



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↔	↑↑	↔	↑
Traffic Volume (vph)	528	144	18	192	901	197	200
Future Volume (vph)	528	144	18	192	901	197	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		100		220		140	140
Storage Lanes		1		2		1	1
Taper Length (ft)				25		25	
Satd. Flow (prot)	3574	1615	0	3502	3574	3467	1583
Flt Permitted				0.950		0.950	
Satd. Flow (perm)	3574	1615	0	3417	3574	3449	1583
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		157					83
Link Speed (mph)	30				30	30	
Link Distance (ft)	302				620	380	
Travel Time (s)	6.9				14.1	8.6	
Confl. Peds. (#/hr)		21	8	21		3	8
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.94	0.94	0.94	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	1%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	574	157	0	223	959	205	208
Turn Type	NA	pt+ov	Prot	Prot	NA	Prot	pt+ov
Protected Phases	2	2 8	1!	1	6	8	8 1!
Permitted Phases							
Detector Phase	2	2 8	1	1	6	8	8 1
Switch Phase							
Minimum Initial (s)	10.0		8.0	8.0	10.0	8.0	
Minimum Split (s)	29.0		12.0	12.0	16.0	29.0	
Total Split (s)	33.0		18.0	18.0	51.0	34.0	
Total Split (%)	38.8%		21.2%	21.2%	60.0%	40.0%	
Yellow Time (s)	4.0		3.0	3.0	4.0	3.0	
All-Red Time (s)	2.0		1.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	
Total Lost Time (s)	6.0			4.0	6.0	5.0	
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	C-Min		None	None	C-Min	None	
Act Effct Green (s)	46.2	64.3		10.7	61.0	13.0	27.8
Actuated g/C Ratio	0.54	0.76		0.13	0.72	0.15	0.33
v/c Ratio	0.30	0.12		0.50	0.37	0.39	0.36
Control Delay	9.8	1.4		38.4	6.0	33.1	13.0
Queue Delay	0.4	0.0		0.0	0.3	0.0	0.0
Total Delay	10.3	1.4		38.4	6.3	33.1	13.0



Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
LOS	B	A		D	A	C	B
Approach Delay	8.4				12.3	23.0	
Approach LOS	A				B	C	
Queue Length 50th (ft)	42	0		58	74	53	51
Queue Length 95th (ft)	183	0		89	182	70	75
Internal Link Dist (ft)	222				540	300	
Turn Bay Length (ft)		100		220		140	140
Base Capacity (vph)	1943	1521		576	2563	1182	649
Starvation Cap Reductn	838	0		0	0	0	0
Spillback Cap Reductn	0	0		0	883	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.52	0.10		0.39	0.57	0.17	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 73 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 13.0
 Intersection LOS: B
 Intersection Capacity Utilization 53.1%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Lincoln Plaza Dwy & Lincoln St



Raising Cane's
3: Lincoln St & Shopping Plaza Eastern Dwy

Weekday PM Peak Hour
Timing Plan: 2031 No Build

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	644	855	33	0	74
Future Vol, veh/h	0	644	855	33	0	74
Conflicting Peds, #/hr	0	0	0	12	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	60	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	89	89	80	80
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	692	961	37	0	93

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	481
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	537
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	537
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	537
HCM Lane V/C Ratio	-	-	0.172
HCM Control Delay (s)	-	-	13.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

Intersection													
Int Delay, s/veh	2.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	0	0	3	81	1	41	2	1	485	92	20	312	1
Future Vol, veh/h	0	0	3	81	1	41	2	1	485	92	20	312	1
Conflicting Peds, #/hr	3	0	6	6	0	3	6	25	0	13	13	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	85	85	85	97	97	97	97	86	86	86
Heavy Vehicles, %	0	0	0	1	0	0	0	0	1	0	5	1	0
Mvmt Flow	0	0	4	95	1	48	2	1	500	95	23	363	1

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	695	1049	213	801	1002	314	364	389	0	0	608	0	0
Stage 1	435	435	-	567	567	-	-	-	-	-	-	-	-
Stage 2	260	614	-	234	435	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	5.7	5.7	5.7	6.4	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.52	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.52	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.51	4	3.3	2.5	2.2	-	-	2.25	-	-
Pot Cap-1 Maneuver	333	229	798	416	305	764	853	1181	-	-	946	-	-
Stage 1	575	584	-	478	510	-	-	-	-	-	-	-	-
Stage 2	728	486	-	751	584	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	294	213	775	395	284	752	932	932	-	-	934	-	-
Mov Cap-2 Maneuver	294	213	-	395	284	-	-	-	-	-	-	-	-
Stage 1	558	552	-	470	501	-	-	-	-	-	-	-	-
Stage 2	674	478	-	720	552	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.7		16.1		0		0.6	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	932	-	-	775	467	934	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.31	0.025	-	-
HCM Control Delay (s)	8.9	0	-	9.7	16.1	9	0.1	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.1	-	-

Raising Cane's
5: Lincoln St & Country Club Blvd

Saturday Midday Peak Hour
Timing Plan: 2031 No Build



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕		↕		↕	↕
Traffic Volume (vph)	11	256	417	1	491	327	332	161
Future Volume (vph)	11	256	417	1	491	327	332	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)			0%		0%		0%	
Storage Length (ft)		0		0		0	0	0
Storage Lanes		1		0		0	2	1
Taper Length (ft)		25		25			25	
Satd. Flow (prot)	0	1788	3574	0	3324	0	3467	1599
Flt Permitted		0.950			0.955		0.950	
Satd. Flow (perm)	0	1770	3574	0	3174	0	3461	1599
Right Turn on Red						Yes		No
Satd. Flow (RTOR)					207			
Link Speed (mph)			30		30		30	
Link Distance (ft)			287		302		207	
Travel Time (s)			6.5		6.9		4.7	
Confl. Peds. (#/hr)	19	14				14	1	19
Confl. Bikes (#/hr)						1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.94	0.94	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	2%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)			0%		0%		0%	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	290	453	0	871	0	357	173
Turn Type	Prot	Prot	NA	Perm	NA		Prot	Prot
Protected Phases	5	5	2		6		4	4
Permitted Phases				6				
Detector Phase	5	5	2	6	6		4	4
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	12.0	12.0	16.0	31.0	31.0		28.0	28.0
Total Split (s)	23.0	23.0	60.0	35.0	35.0		26.0	26.0
Total Split (%)	26.7%	26.7%	69.8%	40.7%	40.7%		30.2%	30.2%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		4.0	6.0		6.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	None	Min	Min	Min		None	None
Act Effct Green (s)		15.7	42.0		22.1		15.0	15.0
Actuated g/C Ratio		0.23	0.61		0.32		0.22	0.22
v/c Ratio		0.71	0.21		0.75		0.47	0.50
Control Delay		38.1	6.6		21.0		26.5	30.5
Queue Delay		0.0	0.0		0.2		0.0	0.0
Total Delay		38.1	6.6		21.2		26.5	30.5



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		D	A		C		C	C
Approach Delay			18.9		21.2		27.8	
Approach LOS			B		C		C	
Queue Length 50th (ft)		108	34		124		69	66
Queue Length 95th (ft)		#258	75		234		119	135
Internal Link Dist (ft)			207		222		127	
Turn Bay Length (ft)								
Base Capacity (vph)		524	2857		1627		1156	533
Starvation Cap Reductn		0	0		195		0	0
Spillback Cap Reductn		0	0		0		0	0
Storage Cap Reductn		0	0		0		0	0
Reduced v/c Ratio		0.55	0.16		0.61		0.31	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 86
 Actuated Cycle Length: 68.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 22.0
 Intersection LOS: C
 Intersection Capacity Utilization 68.9%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Lincoln St & Country Club Blvd





Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↔	↑↑	↔	↑
Traffic Volume (vph)	557	193	15	217	622	197	256
Future Volume (vph)	557	193	15	217	622	197	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		100		220		140	140
Storage Lanes		1		2		1	1
Taper Length (ft)				25		25	
Satd. Flow (prot)	3574	1599	0	3469	3574	3502	1599
Flt Permitted				0.950		0.950	
Satd. Flow (perm)	3574	1599	0	3399	3574	3496	1599
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		124					101
Link Speed (mph)	30				30	30	
Link Distance (ft)	302				620	380	
Travel Time (s)	6.9				14.1	8.6	
Confl. Peds. (#/hr)		13	12	13		1	12
Confl. Bikes (#/hr)							
Peak Hour Factor	0.93	0.93	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	1%	1%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	599	208	0	266	715	226	294
Turn Type	NA	pt+ov	Prot	Prot	NA	Prot	pt+ov
Protected Phases	2	2 8	1!	1	6	8	8 1!
Permitted Phases							
Detector Phase	2	2 8	1	1	6	8	8 1
Switch Phase							
Minimum Initial (s)	10.0		8.0	8.0	10.0	8.0	
Minimum Split (s)	29.0		12.0	12.0	16.0	31.0	
Total Split (s)	36.0		17.0	17.0	53.0	33.0	
Total Split (%)	41.9%		19.8%	19.8%	61.6%	38.4%	
Yellow Time (s)	4.0		3.0	3.0	4.0	3.0	
All-Red Time (s)	2.0		1.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	
Total Lost Time (s)	6.0			4.0	6.0	5.0	
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Min		None	None	Min	None	
Act Effct Green (s)	17.4	35.0		10.1	31.7	12.3	26.7
Actuated g/C Ratio	0.31	0.63		0.18	0.57	0.22	0.48
v/c Ratio	0.54	0.20		0.42	0.35	0.29	0.36
Control Delay	18.5	2.2		25.2	7.6	19.8	7.7
Queue Delay	0.0	0.1		0.0	0.0	0.0	0.0
Total Delay	18.5	2.3		25.2	7.6	19.8	7.7

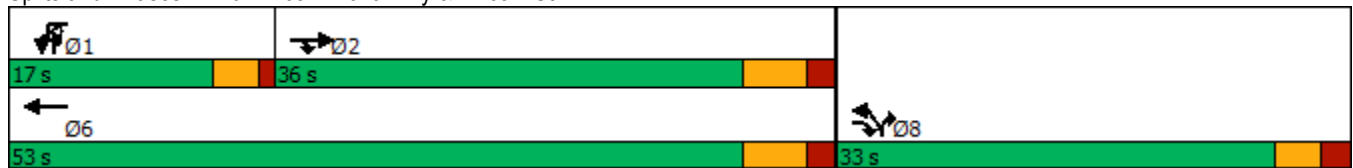


Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
LOS	B	A		C	A	B	A
Approach Delay	14.3				12.3	13.0	
Approach LOS	B				B	B	
Queue Length 50th (ft)	76	8		37	50	30	33
Queue Length 95th (ft)	174	28		97	131	67	92
Internal Link Dist (ft)	222				540	300	
Turn Bay Length (ft)		100		220		140	140
Base Capacity (vph)	2037	1469		857	3068	1863	950
Starvation Cap Reductn	147	463		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.32	0.21		0.31	0.23	0.12	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 86
 Actuated Cycle Length: 55.7
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 13.2
 Intersection LOS: B
 Intersection Capacity Utilization 54.5%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Lincoln Plaza Dwy & Lincoln St



Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	684	630	33	0	111
Future Vol, veh/h	0	684	630	33	0	111
Conflicting Peds, #/hr	0	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	60	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	90	90	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	743	700	37	0	132

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	350
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	652
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	652
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	652
HCM Lane V/C Ratio	-	-	0.203
HCM Control Delay (s)	-	-	11.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.8

Intersection														
Int Delay, s/veh	2.8													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕				↕				↕	
Traffic Vol, veh/h	1	0	2	95	0	38	2	1	482	98	1	22	394	0
Future Vol, veh/h	1	0	2	95	0	38	2	1	482	98	1	22	394	0
Conflicting Peds, #/hr	1	0	2	2	0	1	2	35	0	14	1	14	0	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	92	92	92	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Mvmt Flow	1	0	3	119	0	48	2	1	524	107	1	23	419	0

Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	771	1153	247	858	1100	331	419	454	0	0	630	645	0	0
Stage 1	502	502	-	598	598	-	-	-	-	-	-	-	-	-
Stage 2	269	651	-	260	502	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	5.7	5.7	5.7	6.4	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.5	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	293	199	759	390	273	749	788	1117	-	-	580	950	-	-
Stage 1	525	545	-	461	494	-	-	-	-	-	-	-	-	-
Stage 2	719	468	-	728	545	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	257	182	732	371	250	738	864	864	-	-	909	909	-	-
Mov Cap-2 Maneuver	257	182	-	371	250	-	-	-	-	-	-	-	-	-
Stage 1	505	509	-	453	485	-	-	-	-	-	-	-	-	-
Stage 2	669	460	-	700	509	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13		18.5		0		0.8	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	864	-	-	453	432	909	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.385	0.026	-	-
HCM Control Delay (s)	9.2	0	-	13	18.5	9.1	0.3	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.8	0.1	-	-

The top of the page features a dark green triangular shape on the left containing the word "Bowman" in white. To the right, a white diagonal line separates this from a grayscale aerial photograph of a city street intersection, including a roundabout with a central tree island and several cars.

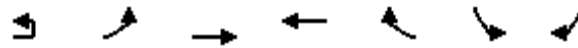
Bowman

APPENDIX I

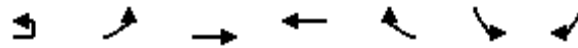
2031 BUILD CAPACITY/ LEVEL-OF-SERVICE ANALYSIS

Raising Cane's
5: Lincoln St & Country Club Blvd

Weekday Midday Peak Hour
Timing Plan: 2031 Build



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕	↕		↕	↕
Traffic Volume (vph)	14	224	351	427	309	319	130
Future Volume (vph)	14	224	351	427	309	319	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1740	3505	3274	0	3467	1524
Flt Permitted		0.950				0.950	
Satd. Flow (perm)	0	1719	3505	3274	0	3461	1524
Right Turn on Red					Yes		No
Satd. Flow (RTOR)				231			
Link Speed (mph)			30	30		30	
Link Distance (ft)			287	302		207	
Travel Time (s)			6.5	6.9		4.7	
Confl. Peds. (#/hr)	20	15			15	1	20
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.94	0.94
Heavy Vehicles (%)	0%	4%	3%	3%	1%	1%	6%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	268	394	809	0	339	138
Turn Type	Prot	Prot	NA	NA		Prot	Prot
Protected Phases	5	5	2	6		4	4
Permitted Phases							
Detector Phase	5	5	2	6		4	4
Switch Phase							
Minimum Initial (s)	8.0	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	12.0	12.0	16.0	31.0		28.0	28.0
Total Split (s)	20.0	20.0	54.0	34.0		31.0	31.0
Total Split (%)	23.5%	23.5%	63.5%	40.0%		36.5%	36.5%
Yellow Time (s)	3.0	3.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.0	1.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		4.0	6.0	6.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	None	None	C-Min	C-Min		None	None
Act Effct Green (s)		17.8	57.7	35.9		16.3	16.3
Actuated g/C Ratio		0.21	0.68	0.42		0.19	0.19
v/c Ratio		0.74	0.17	0.53		0.51	0.47
Control Delay		44.0	6.0	18.9		32.5	34.5
Queue Delay		0.0	0.0	0.8		0.0	0.0
Total Delay		44.0	6.0	19.7		32.5	34.5
LOS		D	A	B		C	C
Approach Delay			21.4	19.7		33.1	
Approach LOS			C	B		C	
Queue Length 50th (ft)		132	30	111		88	69
Queue Length 95th (ft)		#216	65	239		112	110
Internal Link Dist (ft)			207	222		127	
Turn Bay Length (ft)							
Base Capacity (vph)		377	2378	1531		1060	466
Starvation Cap Reductn		0	0	393		0	0
Spillback Cap Reductn		0	50	0		0	0



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Storage Cap Reductn		0	0	0		0	0
Reduced v/c Ratio		0.71	0.17	0.71		0.32	0.30

Intersection Summary

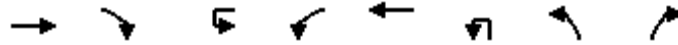
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	84 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	23.5
Intersection LOS:	C
Intersection Capacity Utilization	62.5%
ICU Level of Service	B
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: Lincoln St & Country Club Blvd

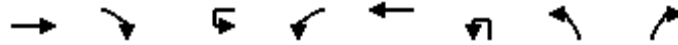


Raising Cane's
10: Lincoln Plaza Dwy & Lincoln St

Weekday Midday Peak Hour
Timing Plan: 2031 Build



Lane Group	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑↑	↑		↔	↑↑		↔	↑
Traffic Volume (vph)	536	134	37	174	577	1	159	184
Future Volume (vph)	536	134	37	174	577	1	159	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		220			140	140
Storage Lanes		1		2			1	1
Taper Length (ft)				25			25	
Satd. Flow (prot)	3539	1583	0	3473	3505	0	3501	1553
Flt Permitted				0.950			0.950	
Satd. Flow (perm)	3539	1583	0	3403	3505	0	3501	1553
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		141						95
Link Speed (mph)	30				30		30	
Link Distance (ft)	302				620		380	
Travel Time (s)	6.9				14.1		8.6	
Confl. Peds. (#/hr)		10	14	10				14
Peak Hour Factor	0.95	0.95	0.91	0.91	0.91	0.92	0.94	0.94
Heavy Vehicles (%)	2%	2%	0%	1%	3%	2%	0%	4%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	564	141	0	232	634	0	170	196
Turn Type	NA	pt+ov	Prot	Prot	NA	Prot	Prot	pt+ov
Protected Phases	2	8 2!	1!	1	6	8!	8	8 1!
Permitted Phases								
Detector Phase	2	8 2	1	1	6	8	8	8 1
Switch Phase								
Minimum Initial (s)	10.0		8.0	8.0	10.0	8.0	8.0	
Minimum Split (s)	29.0		12.0	12.0	16.0	31.0	31.0	
Total Split (s)	33.0		18.0	18.0	51.0	34.0	34.0	
Total Split (%)	38.8%		21.2%	21.2%	60.0%	40.0%	40.0%	
Yellow Time (s)	4.0		3.0	3.0	4.0	3.0	3.0	
All-Red Time (s)	2.0		1.0	1.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0			4.0	6.0		5.0	
Lead/Lag	Lag		Lead	Lead				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	C-Min		None	None	C-Min	None	None	
Act Effct Green (s)	46.3	65.1		10.9	61.2		12.8	27.7
Actuated g/C Ratio	0.54	0.77		0.13	0.72		0.15	0.33
v/c Ratio	0.29	0.11		0.52	0.25		0.32	0.34
Control Delay	11.4	1.8		38.5	5.3		32.3	11.2
Queue Delay	0.4	0.0		0.0	0.0		0.0	0.0
Total Delay	11.8	1.8		38.5	5.3		32.3	11.2
LOS	B	A		D	A		C	B
Approach Delay	9.8				14.2		21.0	
Approach LOS	A				B		C	
Queue Length 50th (ft)	102	0		60	41		44	41
Queue Length 95th (ft)	198	0		92	120		57	61
Internal Link Dist (ft)	222				540		300	
Turn Bay Length (ft)		100		220			140	140

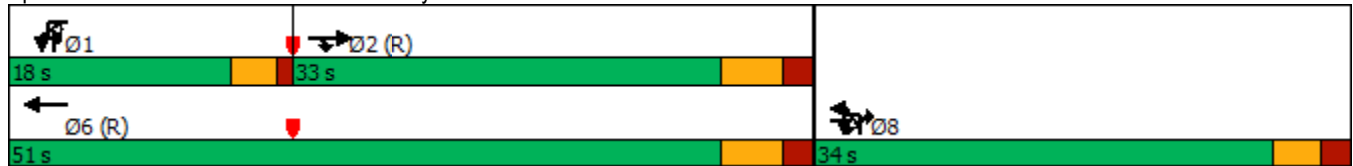


Lane Group	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Base Capacity (vph)	1927	1500		572	2525		1194	639
Starvation Cap Reductn	837	0		0	0		0	0
Spillback Cap Reductn	0	0		0	239		0	0
Storage Cap Reductn	0	0		0	0		0	0
Reduced v/c Ratio	0.52	0.09		0.41	0.28		0.14	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 73 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 13.9
 Intersection LOS: B
 Intersection Capacity Utilization 54.4%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Lincoln Plaza Dwy & Lincoln St



Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	589	517	54	0	137
Future Vol, veh/h	0	589	517	54	0	137
Conflicting Peds, #/hr	0	0	0	11	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	60	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	96	96	82	82
Heavy Vehicles, %	0	4	4	0	0	2
Mvmt Flow	0	654	539	56	0	167

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	272
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	726
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	725
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	725
HCM Lane V/C Ratio	-	-	0.23
HCM Control Delay (s)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.9

Intersection													
Int Delay, s/veh	3.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	21	0	38	56	2	34	1	63	409	60	20	354	20
Future Vol, veh/h	21	0	38	56	2	34	1	63	409	60	20	354	20
Conflicting Peds, #/hr	3	0	4	4	0	3	4	15	0	20	20	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	82	82	82	94	94	94	94	93	93	93
Heavy Vehicles, %	0	0	0	4	0	0	0	0	2	2	0	2	0
Mvmt Flow	23	0	41	68	2	41	1	67	435	64	22	381	22

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	809	1106	221	862	1085	273	402	418	0	0	519	0	0
Stage 1	451	451	-	623	623	-	-	-	-	-	-	-	-
Stage 2	358	655	-	239	462	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	5.7	5.7	5.7	6.4	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.54	4	3.3	2.5	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	275	212	789	385	278	800	808	1152	-	-	1057	-	-
Stage 1	563	574	-	436	481	-	-	-	-	-	-	-	-
Stage 2	638	466	-	737	568	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	233	183	775	326	240	783	1128	1128	-	-	1037	-	-
Mov Cap-2 Maneuver	233	183	-	326	240	-	-	-	-	-	-	-	-
Stage 1	508	550	-	392	432	-	-	-	-	-	-	-	-
Stage 2	549	419	-	676	545	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15		17		1.4		0.5	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1128	-	-	424	412	1037	-
HCM Lane V/C Ratio	0.059	-	-	0.151	0.272	0.021	-
HCM Control Delay (s)	8.4	0.5	-	15	17	8.5	0.1
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.5	1.1	0.1	-

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	0	48	6	2	106
Future Vol, veh/h	31	0	48	6	2	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	80	80	82	82
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	34	0	60	8	2	129

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	197	64	0	0	68	0
Stage 1	64	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	796	1006	-	-	1546	-
Stage 1	964	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	795	1006	-	-	1546	-
Mov Cap-2 Maneuver	795	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	795	1546
HCM Lane V/C Ratio	-	-	0.042	0.002
HCM Control Delay (s)	-	-	9.7	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Raising Cane's
5: Lincoln St & Country Club Blvd

Weekday PM Peak Hour
Timing Plan: 2031 Build



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕		↕		↕	↕
Traffic Volume (vph)	7	229	418	3	723	386	264	151
Future Volume (vph)	7	229	418	3	723	386	264	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1788	3574	0	3353	0	3467	1583
Flt Permitted		0.950			0.954		0.950	
Satd. Flow (perm)	0	1774	3574	0	3199	0	3467	1583
Right Turn on Red						Yes		No
Satd. Flow (RTOR)					123			
Link Speed (mph)			30		30		30	
Link Distance (ft)			287		302		207	
Travel Time (s)			6.5		6.9		4.7	
Confl. Peds. (#/hr)	24	18				18		24
Peak Hour Factor	0.93	0.93	0.93	0.92	0.89	0.89	0.93	0.93
Heavy Vehicles (%)	0%	1%	1%	2%	1%	1%	1%	2%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	254	449	0	1249	0	284	162
Turn Type	Prot	Prot	NA	Perm	NA		Prot	Prot
Protected Phases	5	5	2		6		4	4
Permitted Phases				6				
Detector Phase	5	5	2	6	6		4	4
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	12.0	12.0	16.0	31.0	31.0		28.0	28.0
Total Split (s)	20.0	20.0	54.0	34.0	34.0		31.0	31.0
Total Split (%)	23.5%	23.5%	63.5%	40.0%	40.0%		36.5%	36.5%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		4.0	6.0		6.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	None	C-Min	C-Min	C-Min		None	None
Act Effct Green (s)		16.5	57.9		37.4		16.1	16.1
Actuated g/C Ratio		0.19	0.68		0.44		0.19	0.19
v/c Ratio		0.73	0.18		0.85		0.43	0.54
Control Delay		44.8	6.0		32.1		31.2	36.5
Queue Delay		0.0	0.0		17.1		0.0	0.0
Total Delay		44.8	6.0		49.2		31.2	36.5
LOS		D	A		D		C	D
Approach Delay			20.0		49.2		33.1	
Approach LOS			C		D		C	
Queue Length 50th (ft)		126	35		290		72	81
Queue Length 95th (ft)		203	75		#425		95	126
Internal Link Dist (ft)			207		222		127	
Turn Bay Length (ft)								
Base Capacity (vph)		368	2433		1475		1060	484
Starvation Cap Reductn		0	0		249		0	0
Spillback Cap Reductn		0	47		0		0	0

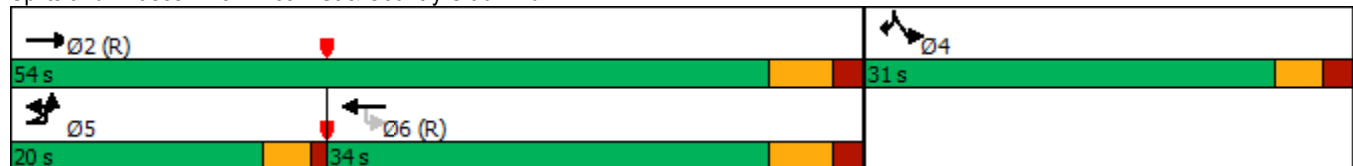


Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Storage Cap Reductn		0	0		0		0	0
Reduced v/c Ratio		0.69	0.19		1.02		0.27	0.33

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	84 (99%), Referenced to phase 2:EBT and 6:WBTU, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	37.6
Intersection LOS:	D
Intersection Capacity Utilization	76.1%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 5: Lincoln St & Country Club Blvd





Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↔	↑↑	↔	↑
Traffic Volume (vph)	541	144	18	192	912	200	197
Future Volume (vph)	541	144	18	192	912	200	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		220		140	140
Storage Lanes		1		2		1	1
Taper Length (ft)				25		25	
Satd. Flow (prot)	3574	1615	0	3502	3574	3467	1583
Flt Permitted				0.950		0.950	
Satd. Flow (perm)	3574	1615	0	3419	3574	3449	1583
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		157					78
Link Speed (mph)	30				30	30	
Link Distance (ft)	302				620	380	
Travel Time (s)	6.9				14.1	8.6	
Confl. Peds. (#/hr)		21	8	21		3	8
Peak Hour Factor	0.92	0.92	0.94	0.94	0.94	0.96	0.96
Heavy Vehicles (%)	1%	0%	0%	0%	1%	1%	2%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	588	157	0	223	970	208	205
Turn Type	NA	pt+ov	Prot	Prot	NA	Prot	pt+ov
Protected Phases	2	2 8	1!	1	6	8	8 1!
Permitted Phases							
Detector Phase	2	2 8	1	1	6	8	8 1
Switch Phase							
Minimum Initial (s)	10.0		8.0	8.0	10.0	8.0	
Minimum Split (s)	29.0		12.0	12.0	16.0	29.0	
Total Split (s)	33.0		18.0	18.0	51.0	34.0	
Total Split (%)	38.8%		21.2%	21.2%	60.0%	40.0%	
Yellow Time (s)	4.0		3.0	3.0	4.0	3.0	
All-Red Time (s)	2.0		1.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	
Total Lost Time (s)	6.0			4.0	6.0	5.0	
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	C-Min		None	None	C-Min	None	
Act Effct Green (s)	46.2	64.3		10.7	60.9	13.1	27.8
Actuated g/C Ratio	0.54	0.76		0.13	0.72	0.15	0.33
v/c Ratio	0.30	0.12		0.50	0.38	0.39	0.36
Control Delay	10.0	1.5		38.4	6.0	33.1	13.3
Queue Delay	0.4	0.0		0.0	0.3	0.0	0.0
Total Delay	10.4	1.5		38.4	6.4	33.1	13.3
LOS	B	A		D	A	C	B
Approach Delay	8.5				12.4	23.3	
Approach LOS	A				B	C	
Queue Length 50th (ft)	41	0		58	76	54	51
Queue Length 95th (ft)	196	0		89	185	71	75
Internal Link Dist (ft)	222				540	300	
Turn Bay Length (ft)		100		220		140	140

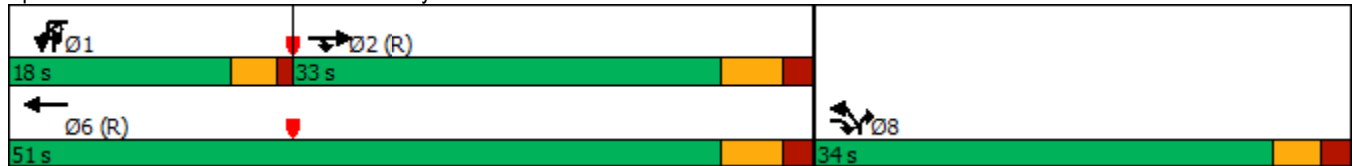


Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Base Capacity (vph)	1940	1521		576	2560	1182	646
Starvation Cap Reductn	835	0		0	0	0	0
Spillback Cap Reductn	0	0		0	904	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.53	0.10		0.39	0.59	0.18	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 73 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 53.0%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Lincoln Plaza Dwy & Lincoln St



Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	654	843	38	0	94
Future Vol, veh/h	0	654	843	38	0	94
Conflicting Peds, #/hr	0	0	0	12	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	60	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	89	89	80	80
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	703	947	43	0	118

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	474
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	542
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	542
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	542
HCM Lane V/C Ratio	-	-	0.217
HCM Control Delay (s)	-	-	13.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.8

Intersection													
Int Delay, s/veh	3.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	12	0	25	80	2	41	2	42	479	92	20	308	12
Future Vol, veh/h	12	0	25	80	2	41	2	42	479	92	20	308	12
Conflicting Peds, #/hr	3	0	6	6	0	3	6	25	0	13	13	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	85	85	85	97	97	97	97	86	86	86
Heavy Vehicles, %	0	0	0	1	0	0	0	0	1	0	5	1	0
Mvmt Flow	13	0	27	94	2	48	2	43	494	95	23	358	14

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	777	1128	217	876	1088	311	372	397	0	0	602	0	0
Stage 1	436	436	-	645	645	-	-	-	-	-	-	-	-
Stage 2	341	692	-	231	443	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	5.7	5.7	5.7	6.4	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.52	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.52	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.51	4	3.3	2.5	2.2	-	-	2.25	-	-
Pot Cap-1 Maneuver	290	206	794	381	277	766	843	1173	-	-	951	-	-
Stage 1	574	583	-	430	471	-	-	-	-	-	-	-	-
Stage 2	653	448	-	754	579	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	244	181	771	336	243	754	1124	1124	-	-	939	-	-
Mov Cap-2 Maneuver	244	181	-	336	243	-	-	-	-	-	-	-	-
Stage 1	527	552	-	399	438	-	-	-	-	-	-	-	-
Stage 2	570	416	-	701	548	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.7		18.5		0.9		0.6	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1124	-	-	453	409	939	-	-
HCM Lane V/C Ratio	0.039	-	-	0.089	0.354	0.025	-	-
HCM Control Delay (s)	8.3	0.4	-	13.7	18.5	8.9	0.1	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.6	0.1	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	0	33	5	1	73
Future Vol, veh/h	21	0	33	5	1	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	41	6	1	91

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	137	44	0	0	47
Stage 1	44	-	-	-	-
Stage 2	93	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	861	1032	-	-	1573
Stage 1	984	-	-	-	-
Stage 2	936	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	860	1032	-	-	1573
Mov Cap-2 Maneuver	860	-	-	-	-
Stage 1	984	-	-	-	-
Stage 2	935	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

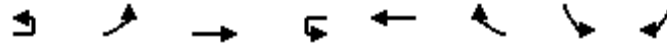
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	860	1573
HCM Lane V/C Ratio	-	-	0.027	0.001
HCM Control Delay (s)	-	-	9.3	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Raising Cane's
5: Lincoln St & Country Club Blvd

Saturday Midday Peak Hour
Timing Plan: 2031 Build



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕		↕		↕	↕
Traffic Volume (vph)	11	280	410	1	486	357	362	159
Future Volume (vph)	11	280	410	1	486	357	362	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1788	3574	0	3311	0	3467	1599
Flt Permitted		0.950			0.955		0.950	
Satd. Flow (perm)	0	1770	3574	0	3162	0	3461	1599
Right Turn on Red						Yes		No
Satd. Flow (RTOR)					241			
Link Speed (mph)			30		30		30	
Link Distance (ft)			287		302		207	
Travel Time (s)			6.5		6.9		4.7	
Confl. Peds. (#/hr)	19	14				14	1	19
Confl. Bikes (#/hr)						1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.94	0.94	0.93	0.93
Heavy Vehicles (%)	0%	1%	1%	2%	1%	1%	1%	1%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	316	446	0	898	0	389	171
Turn Type	Prot	Prot	NA	Perm	NA		Prot	Prot
Protected Phases	5	5	2		6		4	4
Permitted Phases				6				
Detector Phase	5	5	2	6	6		4	4
Switch Phase								
Minimum Initial (s)	8.0	8.0	10.0	10.0	10.0		8.0	8.0
Minimum Split (s)	12.0	12.0	16.0	31.0	31.0		28.0	28.0
Total Split (s)	23.0	23.0	60.0	35.0	35.0		26.0	26.0
Total Split (%)	26.7%	26.7%	69.8%	40.7%	40.7%		30.2%	30.2%
Yellow Time (s)	3.0	3.0	4.0	4.0	4.0		3.0	3.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		4.0	6.0		6.0		5.0	5.0
Lead/Lag	Lead	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Recall Mode	None	None	Min	Min	Min		None	None
Act Effect Green (s)		16.7	43.8		22.9		15.4	15.4
Actuated g/C Ratio		0.24	0.62		0.32		0.22	0.22
v/c Ratio		0.75	0.20		0.76		0.52	0.49
Control Delay		40.5	6.6		20.7		27.8	30.9
Queue Delay		0.0	0.0		0.3		0.0	0.0
Total Delay		40.5	6.6		21.0		27.8	30.9
LOS		D	A		C		C	C
Approach Delay			20.7		21.0		28.7	
Approach LOS			C		C		C	
Queue Length 50th (ft)		124	34		131		81	69
Queue Length 95th (ft)		#293	74		235		130	134
Internal Link Dist (ft)			207		222		127	
Turn Bay Length (ft)								
Base Capacity (vph)		503	2784		1581		1110	512
Starvation Cap Reductn		0	0		209		0	0

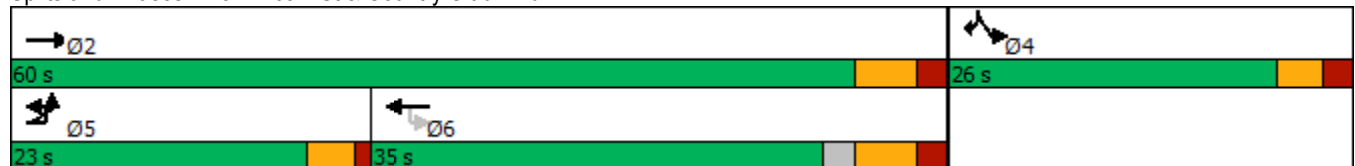


Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Spillback Cap Reductn		0	0		0		0	0
Storage Cap Reductn		0	0		0		0	0
Reduced v/c Ratio		0.63	0.16		0.65		0.35	0.33

Intersection Summary

Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	70.7
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	22.8
Intersection LOS:	C
Intersection Capacity Utilization	71.0%
ICU Level of Service	C
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 5: Lincoln St & Country Club Blvd





Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↔	↑↑	↔	↑
Traffic Volume (vph)	580	193	15	217	642	202	251
Future Volume (vph)	580	193	15	217	642	202	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		220		140	140
Storage Lanes		1		2		1	1
Taper Length (ft)				25		25	
Satd. Flow (prot)	3574	1599	0	3469	3574	3502	1599
Flt Permitted				0.950		0.950	
Satd. Flow (perm)	3574	1599	0	3401	3574	3496	1599
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		124					92
Link Speed (mph)	30				30	30	
Link Distance (ft)	302				620	380	
Travel Time (s)	6.9				14.1	8.6	
Confl. Peds. (#/hr)		13	12	13		1	12
Peak Hour Factor	0.93	0.93	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	0%	1%	1%	0%	1%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	624	208	0	266	738	232	289
Turn Type	NA	pt+ov	Prot	Prot	NA	Prot	pt+ov
Protected Phases	2	2 8	1!	1	6	8	8 1!
Permitted Phases							
Detector Phase	2	2 8	1	1	6	8	8 1
Switch Phase							
Minimum Initial (s)	10.0		8.0	8.0	10.0	8.0	
Minimum Split (s)	29.0		12.0	12.0	16.0	31.0	
Total Split (s)	36.0		17.0	17.0	53.0	33.0	
Total Split (%)	41.9%		19.8%	19.8%	61.6%	38.4%	
Yellow Time (s)	4.0		3.0	3.0	4.0	3.0	
All-Red Time (s)	2.0		1.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	
Total Lost Time (s)	6.0			4.0	6.0	5.0	
Lead/Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	Min		None	None	Min	None	
Act Effct Green (s)	17.8	35.5		10.1	32.2	12.4	26.8
Actuated g/C Ratio	0.32	0.63		0.18	0.57	0.22	0.48
v/c Ratio	0.55	0.20		0.43	0.36	0.30	0.36
Control Delay	18.6	2.2		25.6	7.6	20.1	8.1
Queue Delay	0.0	0.1		0.0	0.0	0.0	0.0
Total Delay	18.6	2.3		25.6	7.6	20.1	8.1
LOS	B	A		C	A	C	A
Approach Delay	14.5				12.4	13.4	
Approach LOS	B				B	B	
Queue Length 50th (ft)	80	8		37	53	31	34
Queue Length 95th (ft)	182	28		98	136	69	95
Internal Link Dist (ft)	222				540	300	
Turn Bay Length (ft)		100		220		140	140

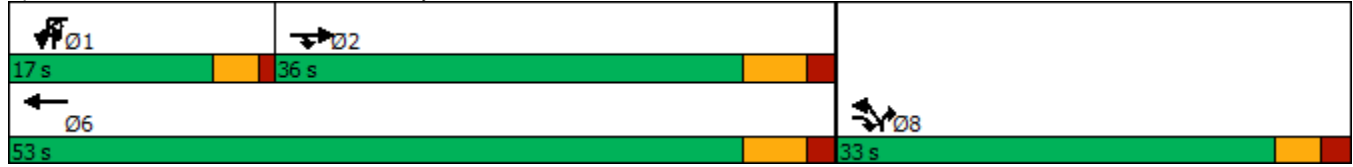


Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Base Capacity (vph)	2018	1465		848	3046	1845	939
Starvation Cap Reductn	172	474		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.34	0.21		0.31	0.24	0.13	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 86
 Actuated Cycle Length: 56.2
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 13.4 Intersection LOS: B
 Intersection Capacity Utilization 54.7% ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 10: Lincoln Plaza Dwy & Lincoln St



Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	701	616	40	0	141
Future Vol, veh/h	0	701	616	40	0	141
Conflicting Peds, #/hr	0	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	60	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	90	90	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	762	684	44	0	168

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	342
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	660
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	660
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	660
HCM Lane V/C Ratio	-	-	0.254
HCM Control Delay (s)	-	-	12.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1

Intersection														
Int Delay, s/veh	5													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕				↕				↕	
Traffic Vol, veh/h	24	0	40	93	3	37	2	66	471	98	1	22	386	20
Future Vol, veh/h	24	0	40	93	3	37	2	66	471	98	1	22	386	20
Conflicting Peds, #/hr	1	0	2	2	0	1	2	35	0	14	1	14	0	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	80	80	80	92	92	92	92	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Mvmt Flow	26	0	43	116	4	46	2	72	512	107	1	23	411	21

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	912	1286	253	984	1243	325	432	467	0	0	618	633	0	0
Stage 1	505	505	-	728	728	-	-	-	-	-	-	-	-	-
Stage 2	407	781	-	256	515	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	5.7	5.7	5.7	6.4	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.5	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	232	166	753	336	232	754	773	1105	-	-	590	960	-	-
Stage 1	523	544	-	386	432	-	-	-	-	-	-	-	-	-
Stage 2	597	408	-	732	538	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	185	136	727	278	190	743	1054	1054	-	-	919	919	-	-
Mov Cap-2 Maneuver	185	136	-	278	190	-	-	-	-	-	-	-	-	-
Stage 1	450	508	-	339	380	-	-	-	-	-	-	-	-	-
Stage 2	493	359	-	664	502	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18		26.2		1.4		0.8	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1054	-	-	346	332	919	-	-
HCM Lane V/C Ratio	0.068	-	-	0.201	0.501	0.025	-	-
HCM Control Delay (s)	8.7	0.7	-	18	26.2	9	0.3	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	2.7	0.1	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	32	0	33	7	2	109
Future Vol, veh/h	32	0	33	7	2	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	80	80	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	0	41	9	2	130

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	180	46	0	0	50
Stage 1	46	-	-	-	-
Stage 2	134	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	814	1029	-	-	1570
Stage 1	982	-	-	-	-
Stage 2	897	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	813	1029	-	-	1570
Mov Cap-2 Maneuver	813	-	-	-	-
Stage 1	982	-	-	-	-
Stage 2	896	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	813	1570
HCM Lane V/C Ratio	-	-	0.043	0.002
HCM Control Delay (s)	-	-	9.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

The top of the page features a dark green triangular shape on the left containing the word "Bowman" in white. To the right, a white diagonal line separates this from a grayscale aerial photograph of a city street intersection, including a roundabout with a central tree island and a building with arches in the background.

Bowman

APPENDIX J

CAPACITY/LEVEL-OF-SERVICE ANALYSIS SUMMARY

CAPACITY ANALYSIS SUMMARY

**Weekday Midday Peak Hour
Proposed Raising Cane's Restaurant
Worcester, MA**

Intersection	Movement	2024 Existing			2031 No Build			2031 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Lincoln Street (Route 70) at Country Club Boulevard	EB UL	D	44.2	0.71	D	44.3	0.72	D	44.0	0.74
	T	A	5.8	0.16	A	5.9	0.17	A	6.0	0.17
	WB TR	B	18.6	0.48	B	18.7	0.50	B	19.7	0.53
	SB L	C	32.0	0.46	C	32.1	0.48	C	32.5	0.51
	R	C	34.9	0.48	D	35.2	0.49	C	34.5	0.47
	<i>Overall</i>	<i>C</i>	<i>22.6</i>	<i>0.59</i>	<i>C</i>	<i>22.7</i>	<i>0.61</i>	<i>C</i>	<i>23.5</i>	<i>0.63</i>
Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway	EB T	B	11.3	0.27	B	11.4	0.28	B	11.8	0.29
	R	A	2.3	0.11	A	2.1	0.11	A	1.8	0.11
	WB UL	D	38.5	0.51	D	38.5	0.52	D	38.5	0.52
	T	A	5.1	0.23	A	5.3	0.24	A	5.3	0.25
	NB UL	C	32.4	0.31	C	32.3	0.32	C	32.3	0.32
	R	A	9.5	0.34	B	10.5	0.35	B	11.2	0.34
	<i>Overall</i>	<i>B</i>	<i>13.7</i>	<i>0.54</i>	<i>B</i>	<i>13.8</i>	<i>0.55</i>	<i>B</i>	<i>13.9</i>	<i>0.54</i>
Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway	EB T	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB T	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB R	B	11.0	0.18	B	11.1	0.18	B	11.4	0.23
Country Club Boulevard at East Site Driveway/ALDI Driveway	EB LTR	A	9.6	0.01	A	9.6	0.01	C	15.0	0.15
	WB LTR	B	13.8	0.22	B	14.1	0.22	C	17.0	0.27
	NB LTR	A	0.1	0.00	A	0.1	0.00	A	1.4	0.06
	SB LTR	A	0.6	0.02	A	0.5	0.02	A	0.5	0.02
Shopping Plaza Eastern Driveway at West Site Driveway	WB LR	n/a	n/a	n/a	n/a	n/a	n/a	A	9.7	0.04
	NB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	SB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.1	0.00

1 Level-of-Service

2 Average vehicle delay, in seconds

3 Volume to capacity ratio

n/a Not Applicable

QUEUE SUMMARY

**Weekday Midday Peak Hour
Proposed Raising Cane's Restaurant
Worcester, MA**

Intersection	Movement	2024 Existing		2031 No Build		2031 Build		
		50th Q ¹	95th Q ²	50th Q	95th Q	50th Q	95th Q	
Lincoln Street (Route 70) at Country Club Boulevard	EB	UL	117	185	120	192	132	216
		T	28	64	30	66	30	65
	WB	TR	117	208	108	226	111	239
	SB	L	77	100	80	103	88	112
		R	68	107	71	111	69	110
Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway	EB	T	91	183	94	190	102	198
		R	5	0	0	0	0	0
	WB	UL	59	90	60	92	60	92
		T	36	110	39	115	41	120
	NB	UL	42	54	43	56	44	57
	R	32	55	38	60	41	61	
Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway	EB	T	n/a	0	n/a	0	n/a	0
	WB	T	n/a	0	n/a	0	n/a	0
		R	n/a	0	n/a	0	n/a	0
	SB	R	n/a	18	n/a	18	n/a	23
Country Club Boulevard at East Site Driveway/ALDI Driveway	EB	LTR	n/a	0	n/a	0	n/a	13
	WB	LTR	n/a	20	n/a	20	n/a	28
	NB	LTR	n/a	0	n/a	0	n/a	5
	SB	LTR	n/a	3	n/a	3	n/a	3
Shopping Plaza Eastern Driveway at West Site Driveway	WB	LR	n/a	n/a	n/a	n/a	n/a	3
	NB	TR	n/a	n/a	n/a	n/a	n/a	0
	SB	LT	n/a	n/a	n/a	n/a	n/a	0

¹ 50th percentile queue length, in feet

² 95th percentile queue length, in feet

n/a Not Applicable

CAPACITY ANALYSIS SUMMARY

**Weekday Afternoon Peak Hour
Proposed Raising Cane's Restaurant
Worcester, MA**

Intersection	Movement	2024 Existing			2031 No Build			2031 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Lincoln Street (Route 70) at Country Club Boulevard	EB UL	D	43.9	0.70	D	44.0	0.71	D	44.8	0.73
	T	A	6.0	0.18	A	6.0	0.19	A	6.0	0.18
	WB TR	D	38.1	0.79	D	44.7	0.83	D	49.2	0.85
	SB L	C	30.7	0.39	C	30.8	0.40	C	31.2	0.43
	R	D	36.3	0.53	D	36.7	0.55	D	36.5	0.54
	<i>Overall</i>		<i>C</i>	<i>31.6</i>	<i>0.73</i>	<i>D</i>	<i>35.0</i>	<i>0.75</i>	<i>D</i>	<i>37.6</i>
Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway	EB T	A	9.7	0.28	B	10.3	0.30	B	10.4	0.30
	R	A	1.5	0.12	A	1.4	0.12	A	1.5	0.12
	WB UL	D	38.3	0.50	D	38.4	0.50	D	38.4	0.50
	T	A	5.9	0.36	A	6.3	0.37	A	6.4	0.38
	NB UL	C	33.5	0.39	C	33.1	0.39	C	33.1	0.39
	R	B	12.1	0.35	B	13.0	0.36	B	13.3	0.36
<i>Overall</i>		<i>B</i>	<i>12.7</i>	<i>0.53</i>	<i>B</i>	<i>13.0</i>	<i>0.53</i>	<i>B</i>	<i>13.1</i>	<i>0.53</i>
Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway	EB T	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB T	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB R	B	12.8	0.17	B	13.1	0.17	B	13.5	0.22
Country Club Boulevard at East Site Driveway/ALDI Driveway	EB LTR	A	9.6	0.01	A	9.7	0.01	B	13.7	0.09
	WB LTR	C	15.6	0.30	C	16.1	0.31	C	18.5	0.35
	NB LTR	A	0.0	0.00	A	0.0	0.00	A	0.9	0.04
	SB LTR	A	0.6	0.02	A	0.6	0.03	A	0.6	0.03
Shopping Plaza Eastern Driveway at West Site Driveway	WB LR	n/a	n/a	n/a	n/a	n/a	n/a	A	9.3	0.03
	NB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	SB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.1	0.00

1 Level-of-Service

2 Average vehicle delay, in seconds

3 Volume to capacity ratio

n/a Not Applicable

QUEUE SUMMARY

**Weekday Afternoon Peak Hour
Proposed Raising Cane's Restaurant
Worcester, MA**

Intersection	Movement	2024 Existing		2031 No Build		2031 Build	
		50th Q ¹	95th Q ²	50th Q	95th Q	50th Q	95th Q
Lincoln Street (Route 70) at Country Club Boulevard	EB UL	115	185	119	190	126	203
	T	34	72	36	76	35	75
	WB TR	266	475	285	410	290	425
	SB L	64	86	66	89	72	95
	R	79	123	82	127	81	126
Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway	EB T	41	137	42	183	41	196
	R	0	0	0	0	0	0
	WB UL	56	87	58	89	58	89
	T	68	173	74	182	76	185
	NB UL	51	68	53	70	54	71
	R	45	70	51	75	51	75
Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway	EB T	n/a	0	n/a	0	n/a	0
	WB T	n/a	0	n/a	0	n/a	0
	R	n/a	0	n/a	0	n/a	0
	SB R	n/a	15	n/a	15	n/a	20
Country Club Boulevard at East Site Driveway/ALDI Driveway	EB LTR	n/a	0	n/a	0	n/a	8
	WB LTR	n/a	30	n/a	33	n/a	40
	NB LTR	n/a	0	n/a	0	n/a	3
	SB LTR	n/a	3	n/a	3	n/a	3
Shopping Plaza Eastern Driveway at West Site Driveway	WB LR	n/a	n/a	n/a	n/a	n/a	3
	NB TR	n/a	n/a	n/a	n/a	n/a	0
	SB LT	n/a	n/a	n/a	n/a	n/a	0

1 50th percentile queue length, in feet

2 95th percentile queue length, in feet

n/a Not Applicable

CAPACITY ANALYSIS SUMMARY

**Saturday Midday Peak Hour
Proposed Raising Cane's Restaurant
Worcester, MA**

Intersection	Movement	2024 Existing			2031 No Build			2031 Build		
		LOS ¹	Delay ²	V/C ³	LOS	Delay	V/C	LOS	Delay	V/C
Lincoln Street (Route 70) at Country Club Boulevard	EB UL	D	37.0	0.69	D	38.1	0.71	D	40.5	0.75
	T	A	6.6	0.20	A	6.6	0.21	A	6.6	0.20
	WB TR	C	20.1	0.73	C	21.2	0.75	C	21.0	0.76
	SB L	C	26.0	0.46	C	26.5	0.47	C	27.8	0.52
	R	C	29.8	0.48	C	30.5	0.50	C	30.9	0.49
	<i>Overall</i>	<i>C</i>	<i>21.3</i>	<i>0.67</i>	<i>C</i>	<i>22.0</i>	<i>0.69</i>	<i>C</i>	<i>22.8</i>	<i>0.71</i>
Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway	EB T	B	18.2	0.52	B	18.5	0.54	B	18.6	0.55
	R	A	2.0	0.19	A	2.3	0.20	A	2.2	0.20
	WB UL	C	24.5	0.41	C	25.2	0.42	C	25.6	0.43
	T	A	7.4	0.34	A	7.6	0.35	A	7.6	0.36
	NB UL	B	19.5	0.29	B	19.8	0.29	C	20.1	0.30
	R	A	7.0	0.35	A	7.7	0.36	A	8.1	0.36
	<i>Overall</i>	<i>B</i>	<i>12.8</i>	<i>0.54</i>	<i>B</i>	<i>13.2</i>	<i>0.55</i>	<i>B</i>	<i>13.4</i>	<i>0.55</i>
Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway	EB T	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	WB T	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
	SB R	B	11.7	0.20	B	11.9	0.20	B	12.3	0.25
Country Club Boulevard at East Site Driveway/ALDI Driveway	EB LTR	B	12.7	0.01	B	13.0	0.01	C	18.0	0.20
	WB LTR	C	17.7	0.37	C	18.5	0.39	D	26.2	0.50
	NB LTR	A	0.0	0.00	A	0.0	0.00	A	1.4	0.07
	SB LTR	A	0.8	0.03	A	0.8	0.03	A	0.8	0.03
Shopping Plaza Eastern Driveway at West Site Driveway	WB LR	n/a	n/a	n/a	n/a	n/a	n/a	A	9.6	0.04
	NB TR	n/a	n/a	n/a	n/a	n/a	n/a	A	0.0	0.00
	SB LT	n/a	n/a	n/a	n/a	n/a	n/a	A	0.1	0.00

1 Level-of-Service

2 Average vehicle delay, in seconds

3 Volume to capacity ratio

n/a Not Applicable

QUEUE SUMMARY

**Saturday Midday Peak Hour
Proposed Chick-Fil-A Restaurant
Worcester, MA**

Intersection	Movement		2024 Existing		2031 No Build		2031 Build	
			50th Q ¹	95th Q ²	50th Q	95th Q	50th Q	95th Q
Lincoln Street (Route 70) at Country Club Boulevard	EB	UL	100	244	108	258	124	293
		T	31	72	34	75	34	74
	WB	TR	111	220	124	234	131	235
	SB	L	64	115	69	119	81	130
		R	61	132	66	135	69	134
Lincoln Street (Route 70) at Lincoln Plaza (Lowe's) Driveway	EB	T	68	167	76	174	80	182
		R	6	25	8	28	8	28
	WB	UL	33	94	37	97	37	98
		T	43	125	50	131	53	136
	NB	UL	28	64	30	67	31	69
	R	28	82	33	92	34	95	
Lincoln Street (Route 70) at Shopping Plaza Eastern Driveway	EB	T	n/a	0	n/a	0	n/a	0
	WB	T	n/a	0	n/a	0	n/a	0
		R	n/a	0	n/a	0	n/a	0
	SB	R	n/a	18	n/a	20	n/a	25
Country Club Boulevard at East Site Driveway/ALDI Driveway	EB	LTR	n/a	0	n/a	0	n/a	18
	WB	LTR	n/a	43	n/a	45	n/a	68
	NB	LTR	n/a	0	n/a	0	n/a	5
	SB	LTR	n/a	3	n/a	3	n/a	3
Shopping Plaza Eastern Driveway at West Site Driveway	WB	LR	n/a	n/a	n/a	n/a	n/a	3
	NB	TR	n/a	n/a	n/a	n/a	n/a	0
	SB	LT	n/a	n/a	n/a	n/a	n/a	0

1 50th percentile queue length, in feet

2 95th percentile queue length, in feet

n/a Not Applicable