

TRANSPORTATION

Vanasse & Associates, Inc. (VAI) has completed a Transportation Impact Assessment (TIA) in support of this Application pursuant to Section 5 of the Cape Cod Commission Chapter A, *Enabling Regulations Governing Review of Developments of Regional Impact* (DRI), for a Limited DRI Review of a proposed extended stay hotel to be located at 556 Main Street (Route 28) in Falmouth, Massachusetts (the “Project”). The purpose of this TIA is to provide sufficient information to allow the Cape Cod Commission (the “Commission”) to make a finding that the Project meets the requirements for Limited DRI review with respect to Transportation and the goals and performance standards relative to Transportation as identified in the 2009 *Cape Cod Regional Policy Plan* as amended. The following details our findings with respect to the Project and its interface with the Transportation system.

PROJECT DESCRIPTION

The Project will entail the redevelopment of an existing commercial property located at 556 Main Street (Route 28) in Falmouth, Massachusetts, to accommodate a 110-room extended stay hotel with 121 parking spaces (86 on-site and 35 off-site at 19 Nye Road). The Project site is generally bounded by residential properties to the north; Main Street to the south; and commercial properties to the east and west; and currently contains approximately 16,272 square feet (sf) of commercial/retail space (antique store and ancillary storage space) that will be removed to accommodate the redevelopment of the Project site. Figure 1 depicts the Project site location in relation to the existing roadway network.

Access to the Project site will be provided by way of Lantern Lane, a private way which bisects the Project site and intersects the north side of Main Street approximately 180 feet west of Nye Road. Lantern Lane will be reconstructed to accommodate the Project and will continue to provide access to the residential properties to the north of the Project site. Access to the off-site parking lot will be provided by way of a gated (key card activated) driveway that will intersect the west side of Nye Road approximately 190 feet south of Main Street. A sidewalk is provided along Nye Road that will be improved as a part of the Project and marked crosswalks are afforded at the Main Street/Nye Road intersection for hotel guests to cross Main Street between the Project site and the off-site parking lot.

TRAFFIC CHARACTERISTICS

The anticipated traffic characteristics of the Project were developed using trip-generation statistics published by the Institute of Transportation Engineers (ITE).¹ The ITE provides trip-generation information for various types of land uses developed as a result of scientific studies that have been conducted over the past 50 plus years. This information includes trip characteristics for uses similar to those that currently occupy the Project site, as well as for the proposed use. The traffic characteristics of the existing uses (antique store and ancillary storage space) were calculated using ITE Land Use Code (LUC) 826, *Specialty Retail Center*, and assuming 16,272 sf of space,² with those of the proposed use (extended stay hotel) calculated using LUC 310, *Hotel*, and following the guidance provided in the Cape Cod Commission Technical Bulletin 96-003.

¹*Trip Generation*, 9th Edition; Institute of Transportation Engineers; Washington, DC; 2012.

²ITE LUC 820, *Shopping Center*, was also reviewed for use in developing the traffic characteristics of the existing uses and was determined to result in similar or higher trip estimates.

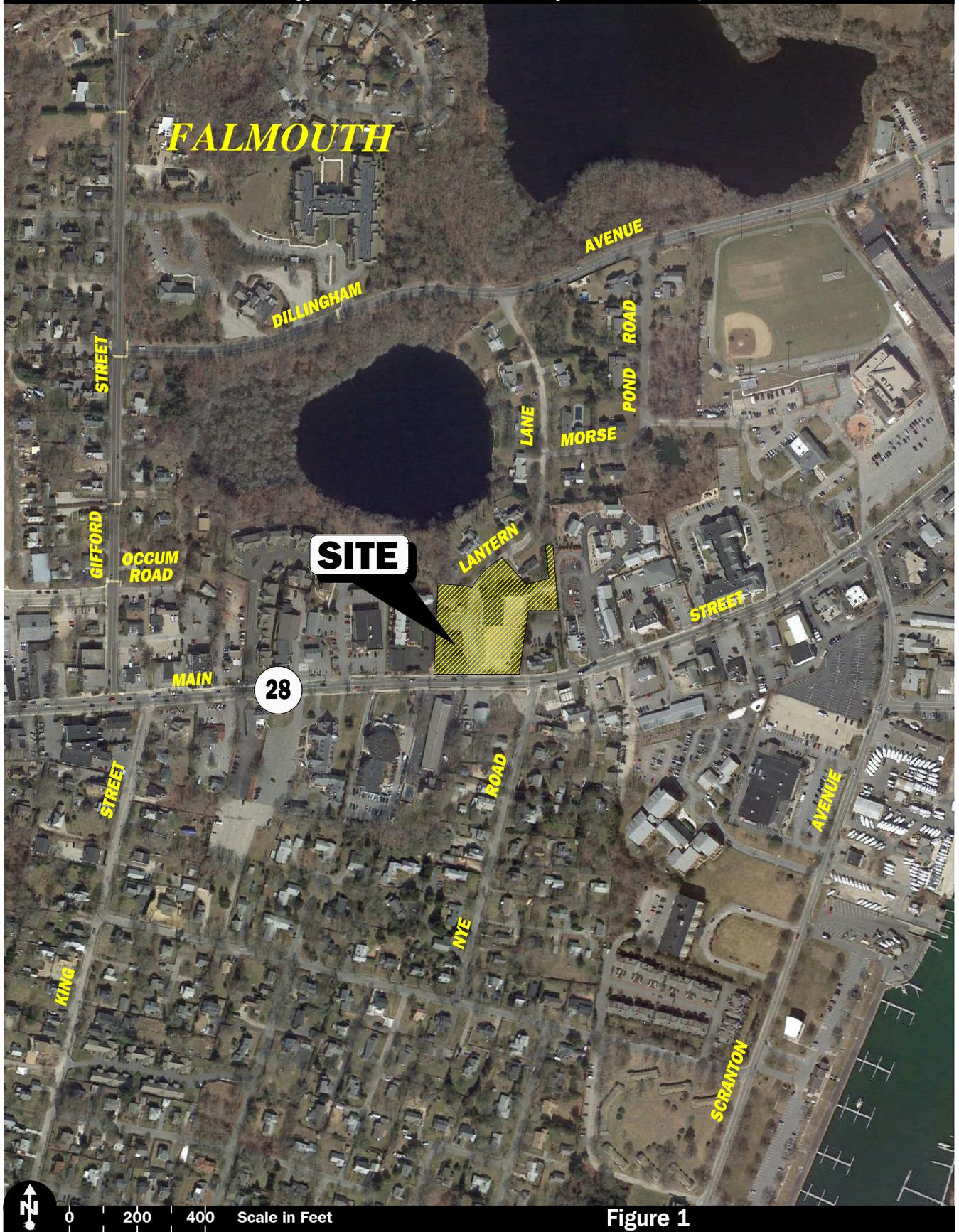


Figure 1

Site Location Map



Table 1 summarizes and compares the traffic characteristics of the current and proposed use of the Project site.

Table 1
566 MAIN STREET REDEVELOPMENT PROJECT
EXISTING AND PROPOSED TRAFFIC VOLUME COMPARISON

Time Period/Direction	Vehicle Trips		
	(A) Proposed Extended Stay Hotel (110 Rooms) ^a	(B) Existing Uses ^b	(C = A - B) Difference
<i>Average Weekday Daily:</i>			
Entering	445	361	
<u>Exiting</u>	<u>445</u>	<u>361</u>	
Total	900	722	+178
<i>Weekday Morning Peak-Hour of Generator:</i>			
Entering	33	53	
<u>Exiting</u>	<u>28</u>	<u>58</u>	
Total	61	111	-50
<i>Weekday Evening Peak-Hour of Generator:</i>			
Entering	39	46	
<u>Exiting</u>	<u>28</u>	<u>36</u>	
Total	67	82	-15
<i>Saturday Daily:</i>			
Entering	451	342	
<u>Exiting</u>	<u>451</u>	<u>342</u>	
Total	902	684	+218
<i>Saturday Midday Peak-Hour:</i>			
Entering	45	33	
<u>Exiting</u>	<u>35</u>	<u>33</u>	
Total	80	66	+14

^aBased on ITE LUC 310, *Hotel*; 110 rooms.

^bBased on ITE LUC 826, *Specialty Retail*; 16,272 sf.

As can be seen in Table 1, the redevelopment of the Project site as an extended stay hotel is expected to result in 178 additional vehicle trips on an average weekday (two-way, 24-hour volume) when compared to the projected traffic characteristics of the existing uses that occupy the Project site, with 50 fewer vehicle trips predicted during the weekday morning peak-hour and 15 fewer vehicle trips predicted during the weekday evening peak-hour. On a Saturday, the redevelopment of the Project site is expected to result in 218 additional vehicle trips, with 14 additional vehicle trips predicted during the Saturday midday peak-hour. The detailed trip-generation calculations are attached.

PROJECT SITE ACCESS EVALUATION

As described previously, access to the Project site will be provided by way of Lantern Lane, a private way that bisects the Project site and intersects the north side of Main Street approximately 180 feet west of Nye Road. Lantern Lane will be reconstructed to accommodate the Project and will continue to provide access to the residential properties to the north of the Project site. Access to the off-site parking lot will be provided by way of a gated (key card activated) driveway that will intersect the west side of Nye Road approximately 190 feet south of Main Street. A sidewalk is provided along Nye Road that will be improved as a part of the Project and marked crosswalks are afforded at the Main Street/Nye Road intersection for hotel guests to cross Main Street between the Project site and the off-site parking lot. The following provides a description of the roadways that will provide access to the Project site and includes an assessment of sight lines at the Project site driveway intersections with both Main Street and Nye Road.

Roadways

Main Street

Within the study area, Main Street (Route 28) is a two-lane, urban principal arterial roadway that is under Town jurisdiction and traverses the study area in a general east-west direction. In the vicinity of the Project site, Main Street provides two (2) travel lanes per direction that are approximately 15-foot in width and are separated by a double-yellow centerline with no marked shoulders provided. Four to eight-foot wide cement concrete sidewalks are provided continuously along both sides of Main Street with wheelchair ramps provided for crossing intersecting roadways and driveways. Formal bicycle accommodations are not provided along Main Street; however, the 15-foot wide travel lanes provide sufficient width to accommodate bicycle travel in a shared travelled-way configuration.³ The posted speed limit along Main Street within the study area is 35 miles per hour (mph). Traffic volume and speed data collected in May 2014 on Main Street in the vicinity of the Project site reported the following data:

- **Average Weekday Traffic:** 16,600 vehicles per day
- **Saturday Traffic:** 16,900 vehicles
- **Average Travel Speed:** 23 mph
- **85th Percentile Travel Speed:** 29 mph

Bus service is provided along Main Street by the Cape Cod Regional Transit Authority (CCRTA) by way of the *SeaLine* bus service and the Woods Hole Shuttle (*WHOOSH trolley*) (discussion follows). Land use along Main Street within the study area consists of the Project site and residential and commercial properties.

Nye Road

Nye Road is a two-lane local roadway that is under Town jurisdiction and traverses a general north-south direction between Main Street and Queen Street. Nye Road is approximately 18-foot in width and accommodates two-way travel with no marked centerline or shoulders provided. Four-foot wide cement or bituminous concrete sidewalks are provided along both sides of Nye Road. Formal bicycle accommodations are not provided along Nye Road; however, the low traffic volumes and travel speeds along this residential roadway are conducive to bicycle and motor vehicle travel within the travelled-way. A posted speed limit is not provided for Nye Road. Peak-hour traffic volumes measured in May 2014

³A minimum width of 14-foot consisting of the travel lane and paved shoulder (where present) is required to support bicycle travel in a shared travelled-way configuration.

indicate that Nye Road accommodates approximately 45 vehicles per hour during both the weekday morning and evening peak hours, and approximately 30 vehicles per hour during the Saturday midday peak-hour. Land use along Nye Road consists of residential and commercial properties.

Intersection

Nye Road intersects Main Street from the south to form a three-legged intersection under STOP-sign control. The Main Street east and westbound approaches consist of a 15-foot wide general purpose travel lane with no marked shoulder provided. The directions of travel along Main Street are separated by a double-yellow centerline. Nye Road consists of an 18-foot wide roadway that accommodates two-way travel with no marked centerline or shoulders provided and vehicles approaching Main Street under STOP-sign control. Sidewalks are provided along both sides of the intersecting roadways, with marked crosswalks for crossing Nye Road and the Main Street west leg of the intersection. Pedestrian crossing warning signs are provided in advance of the crossing on Main Street. Land use in the vicinity of the intersection consists of the Project site and commercial properties.

Public Transportation Services

Public transportation services are provided to the Town of Falmouth by the Cape Cod Regional Transit Authority (CCRTA). Within the study area, the CCRTA operates the *SeaLine* bus service which will be available to both guests and employees of the Project. The *SeaLine* bus route travels along Route 28 and past the Project site from the Hyannis Transportation Center to the Woods Hole Ferry Terminal in Falmouth, with numerous local stops including: the Cape Cod Mall; Centerville; Osterville; Marstons Mills Marketplace; Mashpee Commons; South Cape Village; East Falmouth; the Falmouth Mall; and the Falmouth Bus Depot. Connections to other CCRTA bus routes and to regional bus service provided by Plymouth & Brockton (P&B) Street Railway Co. (service to Boston (South Station)) and Peter Pan Bus Lines (service to Providence and New York City) can be made at the Hyannis Transportation Center located in downtown Hyannis. During the summer, the *SeaLine* route terminates at the Falmouth Mall, with service between the Falmouth Mall and Woods Hole provided by trolley (the WHOOSH trolley). *SeaLine* service is provided Monday through Saturday, with 18 buses per day (nine in each direction); headways range from one to two hours. Fares for adults and youths are \$2.00, with a \$1.00 fare for senior citizens and people with disabilities. All CCRTA buses are handicapped and wheelchair accessible, and are equipped with bicycle racks.

The Woods Hole Shuttle (*WHOOSH trolley*) operates seven days a week from mid-June through late-September and provides service between the Falmouth Mall and the Woods Hole Aquarium. Service is provided every half-hour on weekdays and hourly on weekends. The adult trolley fare is \$1.00, with a \$0.50 fare for senior citizens and people with disabilities.

In addition to the fixed-route bus service, the CCRTA provides door-to-door bus service by way of the Dial-A-Ride Transportation (DART). DART service is provided by appointment to Cape Cod residents of all ages for trips of any purpose including school, work, shopping, medical visits, and visiting friends, and is provided in all 15 towns on Cape Cod. DART vehicles carry 19 passengers and have hydraulic lifts for people with disabilities. New subscribers must pre-enroll; once enrolled, reservations may be made up to one week in advance. DART service is generally provided between 7:00 AM and 7:00 PM Monday through Friday; between 9:00 AM and 7:00 PM on Saturday; and between 9:00 AM to 1:00 PM on Sunday. Fares for adults and youths is \$3.00, with a \$1.50 fare for seniors and people with disabilities; children five and younger ride for free when accompanied by a paying adult.

Sight Distance Evaluation

Sight distance measurements were performed at the Project site driveway/Lantern Lane intersection with Main Street in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)⁴ standards. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, at a minimum, sufficient SSD should be provided at an intersection. ISD, while desirable to maintain efficient traffic flow, is not required for an intersection to function in a safe manner.

As discussed previously, vehicle travel speed measurements were performed along Main Street in the vicinity of the Project site over a continuous 72-hour period (Thursday through Saturday) in May 2014. Based on these measurements, the average observed travel speed was found to be 23 mph and the 85th percentile vehicle travel speed was found to be 29 mph, or 5 mph below the posted speed limit along this section of Main Street (35 mph). The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances. That being said, given that the measured 85th percentile vehicle travel speed was found to be below the posted speed limit, the posted speed limit (35 mph) was used to assess sight lines at the Project site driveway intersection. Table 2 presents the measured SSD and ISD at the subject intersection.

**Table 2
SIGHT DISTANCE MEASUREMENTS^a**

Intersection/Sight Distance Measurement	Feet		
	Recommended Minimum (SSD)	Desirable (ISD) ^b	Measured
<i>Main Street at the Project Site Driveway/Lantern Lane</i>			
<i>Stopping Sight Distance:</i>			
Main Street approaching from the east	250	--	325
Main Street approaching from the west	250	--	500+
<i>Intersection Sight Distance:</i>			
Looking to the east from the Project site driveway/Lantern Lane	250	455/395	250
Looking to the west from the Project site driveway/Lantern Lane	250	455/395	500+

^aRecommended minimum values obtained from: *A Policy on Geometric Design of Highways and Streets*, 6th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2011; and based on an approach speed of 35 mph along Main Street.

^bValue shown is the intersection sight distance for a vehicle turning left/right exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

⁴*A Policy on Geometric Design of Highways and Streets*, 6th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2011.

As can be seen in Table 2, lines of sight at the Project site driveway/Lantern Lane intersection with Main Street meet or exceed the recommended minimum sight distance (SSD) to function in a safe manner based on a 35 mph approach speed along Main Street, which is consistent with the posted speed limit and 6 mph above the measured 85th percentile travel speed (29 mph).

Lines of sight to and from the driveway that will serve the proposed overflow parking lot on Nye Road will meet or exceed 155 feet, the minimum sight distance required for a 25 mph approach speed, which is consistent with the residential setting of the abutting land use and the relatively low volume of traffic using the roadway.

MOTOR VEHICLE CRASH ANALYSIS

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent three-year period available (2010 through 2012, inclusive) in order to examine motor vehicle crash trends occurring within the study area. Based on a review of this data, no motor vehicle crashes were reported to have occurred at the Main Street/Lantern Lane intersection. Three (3) motor vehicle crashes were reported at or in the vicinity of the Main Street/Nye Road intersection over the three-year review period, or approximately one (1) crash per year, none of which were reported to have involved a pedestrian or bicyclist. Of the three (3) reported crashes, two (2) involved property damage only; two (2) were reported a rear-end type collisions; and all three (3) crashes occurred on dry pavement. No roadway defects were noted as a contributing cause in any of the reported crashes; all were attributed to driver error or inattentiveness. The calculated motor vehicle crash rate for the Main Street/Nye Road intersection per million entering vehicles is 0.20, which is below both the MassDOT statewide and District 5 (the MassDOT Highway Division District in which the intersection is located) average crash rates for an unsignalized intersection of 0.60 and 0.58 crashes per million entering vehicles, respectively. The detailed MassDOT Crash Rate Worksheet is attached.

Based on a review of the MassDOT motor vehicle crash data, no inherent safety deficiencies were noted with respect to the design or operation of the Main Street/Lantern Lane or Main Street/Nye Road intersections.

SUMMARY

VAI has completed a Transportation Impact Assessment in support of this Application pursuant to Section 5 of the Cape Cod Commission Chapter A, *Enabling Regulations Governing Review of Developments of Regional Impact (DRI)*, for a Limited DRI Review of a proposed extended stay hotel to be located at 556 Main Street (Route 28) in Falmouth, Massachusetts. This assessment has provided relevant information and analyses to support a finding by the Cape Cod Commission that the Project meets the requirements for Limited DRI review with respect to Transportation and the goals and performance standards relative to Transportation as identified in the 2009 *Cape Cod Regional Policy Plan* as amended. Based on the information prepared as a part of this assessment, the following has been concluded with respect to the Project:

1. The redevelopment of the Project site as an extended stay hotel is expected to result in 178 additional vehicle trips on an average weekday (two-way, 24-hour volume) when compared to the projected traffic characteristics of the existing uses that occupy the Project site, with 50 fewer vehicle trips predicted during the weekday morning peak-hour and 15 fewer vehicle trips predicted during the weekday evening peak-hour. On a Saturday, the redevelopment of the

Project site is expected to result in 218 additional vehicle trips, with 14 additional vehicle trips predicted during the Saturday midday peak-hour;

2. Both Main Street and Nye Road provide pedestrian and bicycle accommodations that currently exist or will be improved as a part of the Project to safely convey patrons, guests and employees to and from the Project site and the overflow parking lot;
3. Public transportation services provided by the CCRTA are available to the Project site;
4. Lines of sight to and from the Project site driveway on Main Street (Lantern Lane) and for the overflow parking lot on Nye Road meet, exceed or will be made to meet or exceed the required minimum sight distance to function in a safe manner based on the appropriate approach speed along these roadways (35 mph along Main Street and 25 mph along Nye Road); and
5. No inherent safety deficiencies were noted with respect to the design or operation of Main Street proximate to the Project site or the Main Street/Nye Road intersection based on a review of motor vehicle crash data provided by MassDOT.

In consideration of the above and presuming a favorable finding by the Commission granting Limited DRI review with respect to Transportation, the Applicant will work with Commission Transportation Staff with respect to the design of the Project site driveway and other such measures as deemed appropriate to: i) mitigate the projected impact of the Project on the regional roadway network serving the Project locus; and ii) afford safe and convenient access to the Project site for all roadway users.

Limited DRI Review Scoping Checklist – Redevelopment/Change of Use - Transportation

The following summarizes the guidance provided in the *Limited DRI Review Scoping Checklist* relative to Transportation as this guidance relates to the Project.

Congestion Management

Guidance: Will the Project generate more than 250 new daily trips?

Response: No. The Project is expected to generate 178 new daily vehicle trips on an average weekday and 218 new vehicle trips on a Saturday when compared to the existing uses that occupy the Project site.

Transportation Balance and Efficiency

Guidance: Will the Project generate more than 250 new daily trips?

Response: No. The Project is expected to generate 178 new daily vehicle trips on an average weekday and 218 new vehicle trips on a Saturday when compared to the existing uses that occupy the Project site.

Safety

Guidance: Does the Project have direct access on or does the Project directly abut a regional roadway?

Response: Yes. The Project site has direct access to and directly abuts Main Street (Route 28), a regional roadway under the jurisdiction of the Town of Falmouth.

Safety

Guidance: Will the Project generate more than 25 new peak hour trips at a high crash location?

Response: No. The Project is predicted to generate 14 new vehicle trips during the Saturday midday peak-hour (traffic volume hour with the highest predicted traffic volume increase).

ATTACHMENTS

AUTOMATIC TRAFFIC RECORDER COUNTS

MANUAL TURNING MOVEMENT COUNTS

VEHICLE TRAVEL SPEED MEASUREMENTS

TRIP-GENERATION CALCULATIONS

CCRTA BUS ROUTE, SCHEDULE AND FARE INFORMATION

MASSDOT CRASH RATE WORKSHEET

AUTOMATIC TRAFFIC RECORDER COUNTS

Location : Main Street (Route 28)
Location : East of Lantern Lane
City/State: Falmouth, MA

Site Code: 66680001
6668VOL1

Start Time	29-May-14 Thu	WB		Hour Totals		EB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	119			15	180				
12:15		3	149			3	193				
12:30		5	141			9	157				
12:45		4	143	18	552	3	157	30	687	48	1239
01:00		4	137			4	162				
01:15		2	121			2	145				
01:30		2	147			3	165				
01:45		2	105	10	510	5	167	14	639	24	1149
02:00		3	119			7	184				
02:15		4	129			4	222				
02:30		3	142			3	181				
02:45		2	139	12	529	1	168	15	755	27	1284
03:00		0	140			5	175				
03:15		1	118			2	192				
03:30		0	123			3	175				
03:45		6	123	7	504	3	157	13	699	20	1203
04:00		5	123			5	182				
04:15		11	137			5	198				
04:30		7	131			9	187				
04:45		20	115	43	506	7	197	26	764	69	1270
05:00		19	135			10	197				
05:15		22	117			13	227				
05:30		31	104			24	153				
05:45		41	122	113	478	20	142	67	719	180	1197
06:00		24	109			16	144				
06:15		40	106			35	125				
06:30		85	110			50	119				
06:45		95	117	244	442	54	119	155	507	399	949
07:00		96	109			57	126				
07:15		113	93			94	131				
07:30		122	100			112	141				
07:45		141	79	472	381	83	121	346	519	818	900
08:00		136	64			124	102				
08:15		115	66			118	82				
08:30		139	55			111	101				
08:45		146	64	536	249	146	95	499	380	1035	629
09:00		144	63			148	84				
09:15		128	44			141	69				
09:30		121	42			150	48				
09:45		130	43	523	192	125	57	564	258	1087	450
10:00		141	30			155	30				
10:15		160	24			118	55				
10:30		123	26			162	36				
10:45		137	23	561	103	142	28	577	149	1138	252
11:00		133	10			161	28				
11:15		124	19			139	18				
11:30		133	12			126	25				
11:45		142	12	532	53	153	14	579	85	1111	138
Total		3071	4499			2885	6161			5956	10660
Percent		40.6%	59.4%			31.9%	68.1%			35.8%	64.2%

Location : Main Street (Route 28)
Location : East of Lantern Lane
City/State: Falmouth, MA

Site Code: 66680001
6668VOL1

Start Time	30-May-14 Fri	WB		Hour Totals		EB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	136			16	194				
12:15		4	164			6	175				
12:30		3	146			7	202				
12:45		4	148	18	594	14	188	43	759	61	1353
01:00		6	145			6	195				
01:15		1	143			3	196				
01:30		1	142			8	181				
01:45		6	148	14	578	6	178	23	750	37	1328
02:00		3	127			5	207				
02:15		3	122			2	198				
02:30		3	160			2	185				
02:45		1	141	10	550	2	199	11	789	21	1339
03:00		1	144			0	205				
03:15		1	130			2	213				
03:30		1	139			4	202				
03:45		1	121	4	534	2	171	8	791	12	1325
04:00		8	119			2	189				
04:15		9	128			8	197				
04:30		6	142			10	195				
04:45		17	115	40	504	6	195	26	776	66	1280
05:00		15	102			16	212				
05:15		23	116			15	178				
05:30		47	122			24	172				
05:45		32	134	117	474	25	145	80	707	197	1181
06:00		44	113			32	165				
06:15		65	94			48	146				
06:30		76	102			65	130				
06:45		100	118	285	427	53	140	198	581	483	1008
07:00		76	111			63	122				
07:15		109	120			99	150				
07:30		132	106			105	142				
07:45		139	98	456	435	104	113	371	527	827	962
08:00		145	78			108	114				
08:15		129	83			129	118				
08:30		138	68			116	109				
08:45		166	67	578	296	133	81	486	422	1064	718
09:00		134	63			189	92				
09:15		146	67			134	76				
09:30		167	59			154	75				
09:45		145	58	592	247	141	71	618	314	1210	561
10:00		137	72			143	102				
10:15		149	36			174	81				
10:30		145	42			175	53				
10:45		147	34	578	184	187	60	679	296	1257	480
11:00		154	28			170	44				
11:15		124	22			219	41				
11:30		130	23			199	31				
11:45		159	15	567	88	179	30	767	146	1334	234
Total		3259	4911			3310	6858			6569	11769
Percent		39.9%	60.1%			32.6%	67.4%			35.8%	64.2%

Accurate Counts
978-664-2565

Location : Main Street (Route 28)
Location : East of Lantern Lane
City/State: Falmouth, MA

Site Code: 66680001
6668VOL1

Start Time	26-May-14		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	18	30	18	43	42	82	*	*	26	52
01:00	*	*	*	*	*	*	10	14	14	23	33	53	*	*	19	30
02:00	*	*	*	*	*	*	12	15	10	11	16	19	*	*	13	15
03:00	*	*	*	*	*	*	7	13	4	8	12	14	*	*	8	12
04:00	*	*	*	*	*	*	43	26	40	26	35	15	*	*	39	22
05:00	*	*	*	*	*	*	113	67	117	80	75	69	*	*	102	72
06:00	*	*	*	*	*	*	244	155	285	198	152	155	*	*	227	169
07:00	*	*	*	*	*	*	472	346	456	371	318	275	*	*	415	331
08:00	*	*	*	*	*	*	536	499	578	486	389	489	*	*	501	491
09:00	*	*	*	*	*	*	523	564	592	618	501	624	*	*	539	602
10:00	*	*	*	*	*	*	561	577	578	679	558	680	*	*	566	645
11:00	*	*	*	*	*	*	532	579	567	767	551	750	*	*	550	699
12:00 PM	*	*	*	*	*	*	552	687	594	759	559	728	*	*	568	725
01:00	*	*	*	*	*	*	510	639	578	750	521	676	*	*	536	688
02:00	*	*	*	*	*	*	529	755	550	789	568	681	*	*	549	742
03:00	*	*	*	*	*	*	504	699	534	791	510	690	*	*	516	727
04:00	*	*	*	*	*	*	506	764	504	776	491	649	*	*	500	730
05:00	*	*	*	*	*	*	478	719	474	707	462	584	*	*	471	670
06:00	*	*	*	*	*	*	442	507	427	581	446	519	*	*	438	536
07:00	*	*	*	*	*	*	381	519	435	527	374	500	*	*	397	515
08:00	*	*	*	*	*	*	249	380	296	422	336	443	*	*	294	415
09:00	*	*	*	*	*	*	192	258	247	314	248	311	*	*	229	294
10:00	*	*	*	*	*	*	103	149	184	296	203	255	*	*	163	233
11:00	*	*	*	*	*	*	53	85	88	146	94	163	*	*	78	131
Lane	0	0	0	0	0	0	7570	9046	8170	10168	7494	9424	0	0	7744	9546
Day	0	0	0	0	0	0	16616	16616	18338	10168	16918	9424	0	0	17290	17290
AM Peak	-	-	-	-	-	-	10:00	11:00	09:00	11:00	10:00	11:00	-	-	10:00	11:00
Vol.	-	-	-	-	-	-	561	579	592	767	558	750	-	-	566	699
PM Peak	-	-	-	-	-	-	12:00	16:00	12:00	15:00	14:00	12:00	-	-	12:00	14:00
Vol.	-	-	-	-	-	-	552	764	594	791	568	728	-	-	568	742
Comb. Total	0	0	0	0	0	0	16616	16616	18338	16918	16918	9424	0	0	17290	17290
ADT	ADT 17,291	16616	16616	18338	16918	16918	9424	0	0	17290	17290					

MANUAL TURNING MOVEMENT COUNTS

Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Main St From East		Nye Rd From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	1	90	2	1	66	1	161
07:15 AM	4	96	3	2	91	2	198
07:30 AM	2	138	3	5	82	2	232
07:45 AM	6	140	2	0	94	0	242
Total	13	464	10	8	333	5	833
08:00 AM	4	153	2	2	102	2	265
08:15 AM	6	128	3	5	117	0	259
08:30 AM	0	128	5	1	127	1	262
08:45 AM	3	153	6	1	106	1	270
Total	13	562	16	9	452	4	1056
Grand Total	26	1026	26	17	785	9	1889
Apprch %	2.5	97.5	60.5	39.5	98.9	1.1	
Total %	1.4	54.3	1.4	0.9	41.6	0.5	
Cars	24	1010	26	16	761	9	1846
% Cars	92.3	98.4	100	94.1	96.9	100	97.7
Trucks	2	16	0	1	24	0	43
% Trucks	7.7	1.6	0	5.9	3.1	0	2.3

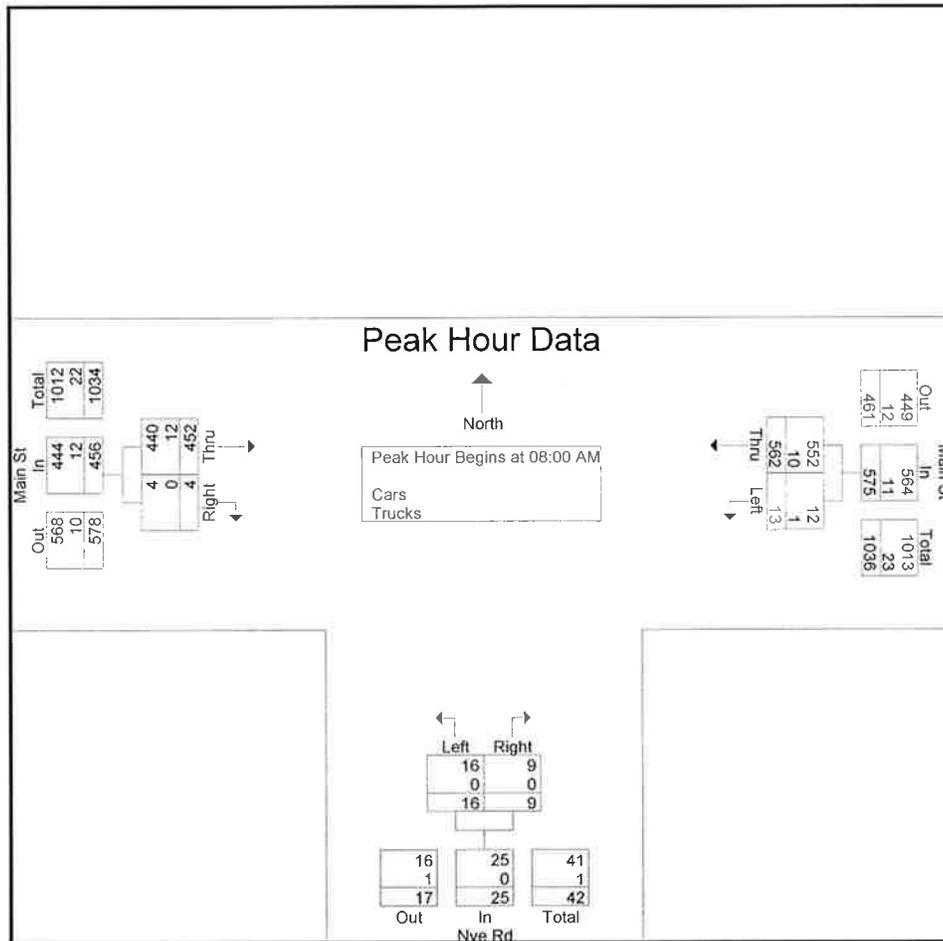
Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 2

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	4	153	157	2	2	4	102	2	104	265
08:15 AM	6	128	134	3	5	8	117	0	117	259
08:30 AM	0	128	128	5	1	6	127	1	128	262
08:45 AM	3	153	156	6	1	7	106	1	107	270
Total Volume	13	562	575	16	9	25	452	4	456	1056
% App. Total	2.3	97.7		64	36		99.1	0.9		
PHF	.542	.918	.916	.667	.450	.781	.890	.500	.891	.978
Cars	12	552	564	16	9	25	440	4	444	1033
% Cars	92.3	98.2	98.1	100	100	100	97.3	100	97.4	97.8
Trucks	1	10	11	0	0	0	12	0	12	23
% Trucks	7.7	1.8	1.9	0	0	0	2.7	0	2.6	2.2



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

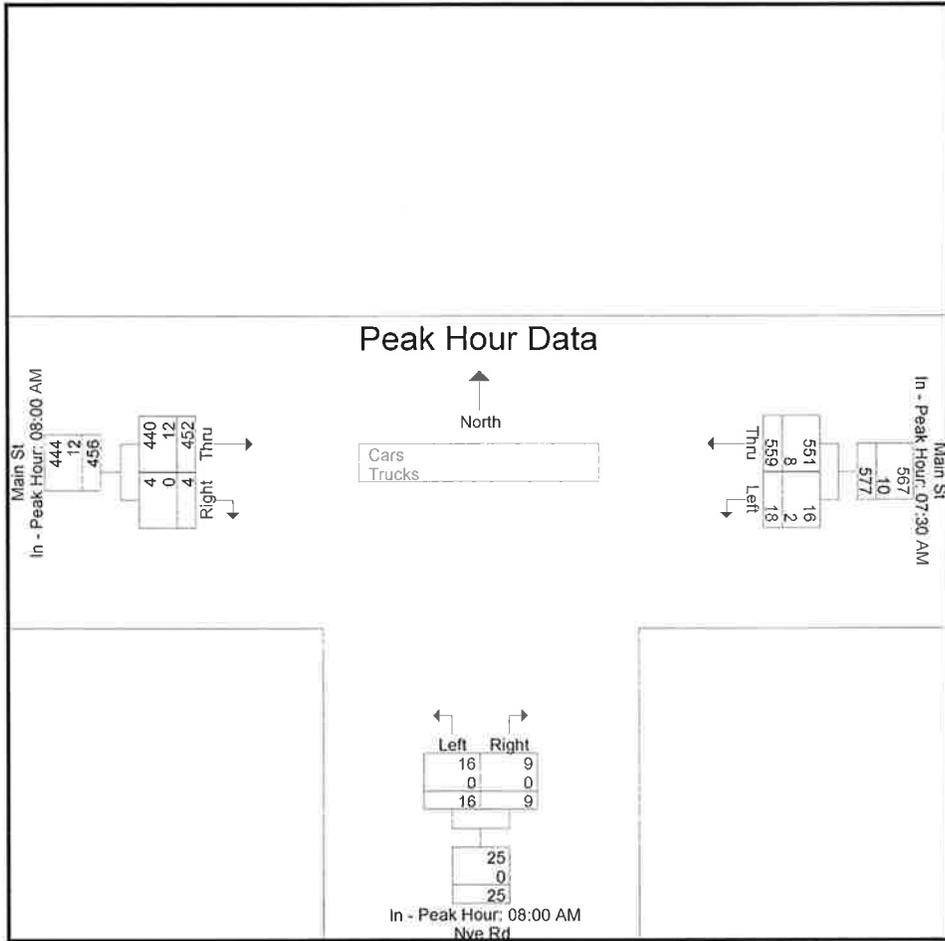
File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 3

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			08:00 AM		
+0 mins.	2	138	140	2	2	4	102	2	104
+15 mins.	6	140	146	3	5	8	117	0	117
+30 mins.	4	153	157	5	1	6	127	1	128
+45 mins.	6	128	134	6	1	7	106	1	107
Total Volume	18	559	577	16	9	25	452	4	456
% App. Total	3.1	96.9		64	36		99.1	0.9	
PHF	.750	.913	.919	.667	.450	.781	.890	.500	.891
Cars	16	551	567	16	9	25	440	4	444
% Cars	88.9	98.6	98.3	100	100	100	97.3	100	97.4
Trucks	2	8	10	0	0	0	12	0	12
% Trucks	11.1	1.4	1.7	0	0	0	2.7	0	2.6



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 4

Groups Printed- Cars

Start Time	Main St From East		Nye Rd From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	1	89	2	1	64	1	158
07:15 AM	4	94	3	2	87	2	192
07:30 AM	2	136	3	4	79	2	226
07:45 AM	5	139	2	0	91	0	237
Total	12	458	10	7	321	5	813
08:00 AM	4	150	2	2	101	2	261
08:15 AM	5	126	3	5	114	0	253
08:30 AM	0	127	5	1	122	1	256
08:45 AM	3	149	6	1	103	1	263
Total	12	552	16	9	440	4	1033
Grand Total	24	1010	26	16	761	9	1846
Apprch %	2.3	97.7	61.9	38.1	98.8	1.2	
Total %	1.3	54.7	1.4	0.9	41.2	0.5	

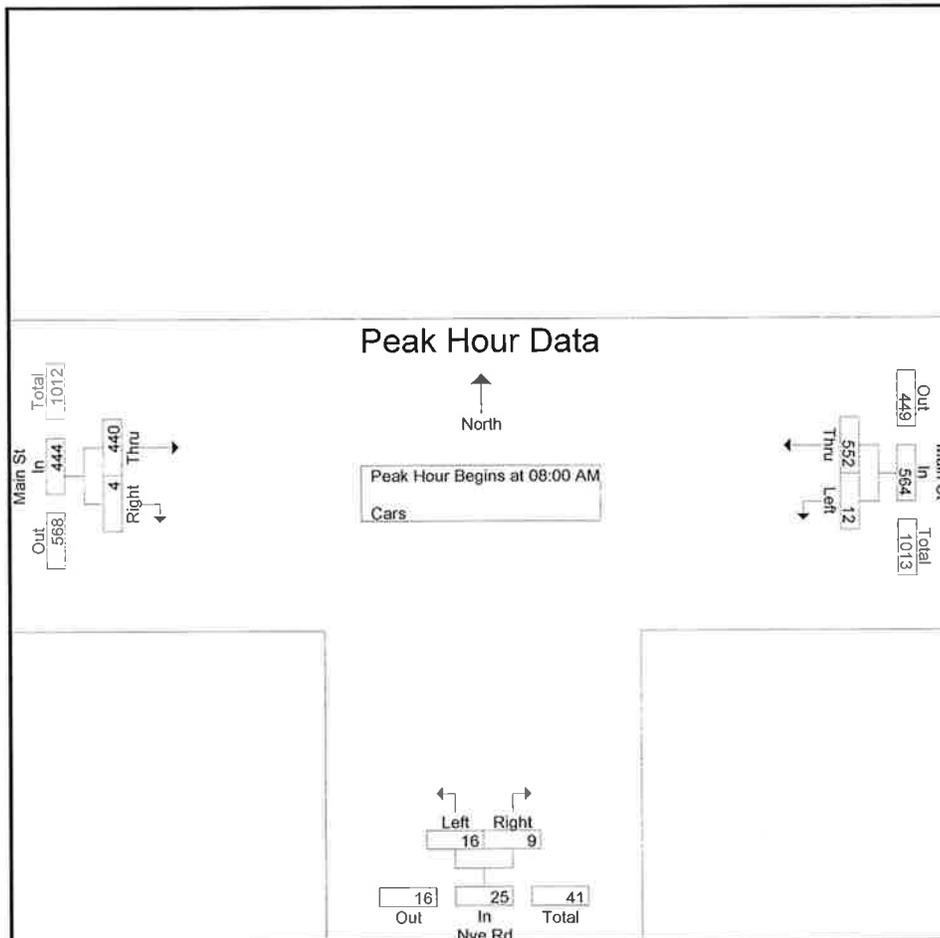
Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 5

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	4	150	154	2	2	4	101	2	103	261
08:15 AM	5	126	131	3	5	8	114	0	114	253
08:30 AM	0	127	127	5	1	6	122	1	123	256
08:45 AM	3	149	152	6	1	7	103	1	104	263
Total Volume	12	552	564	16	9	25	440	4	444	1033
% App. Total	2.1	97.9		64	36		99.1	0.9		
PHF	.600	.920	.916	.667	.450	.781	.902	.500	.902	.982



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

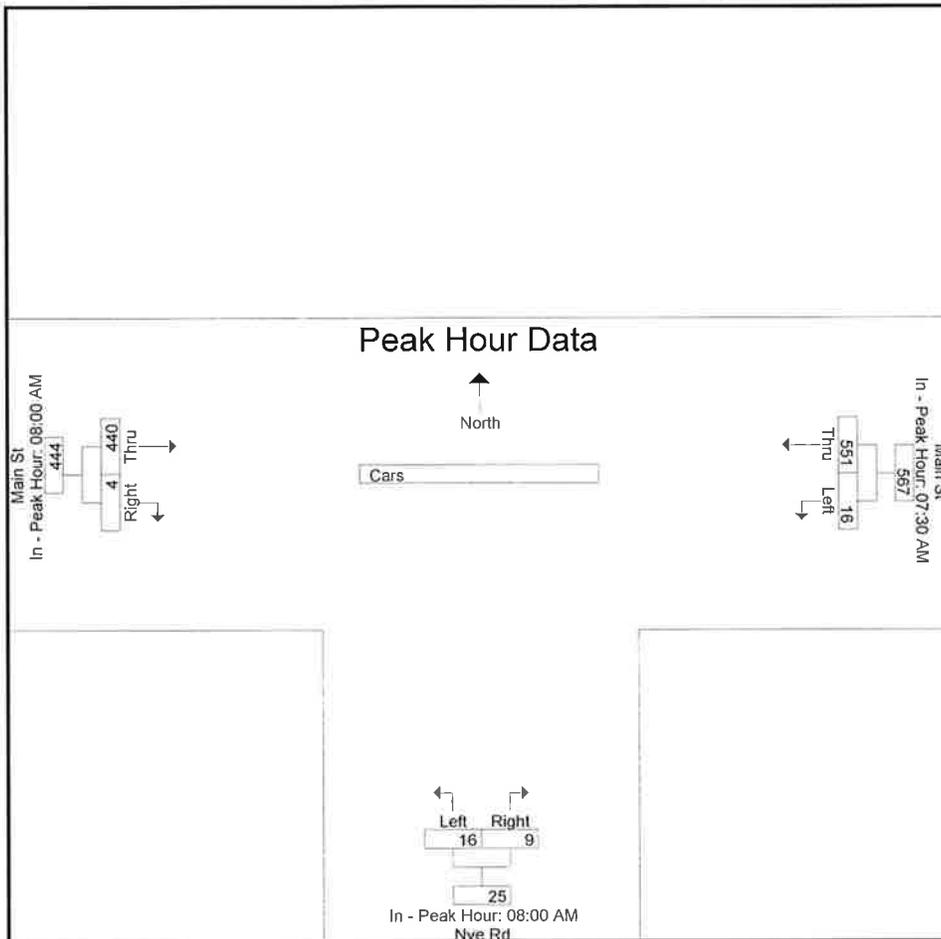
File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 6

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			08:00 AM		
+0 mins.	2	136	138	2	2	4	101	2	103
+15 mins.	5	139	144	3	5	8	114	0	114
+30 mins.	4	150	154	5	1	6	122	1	123
+45 mins.	5	126	131	6	1	7	103	1	104
Total Volume	16	551	567	16	9	25	440	4	444
% App. Total	2.8	97.2		64	36		99.1	0.9	
PHF	.800	.918	.920	.667	.450	.781	.902	.500	.902



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 7

Groups Printed- Trucks

Start Time	Main St From East		Nye Rd From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	0	1	0	0	2	0	3
07:15 AM	0	2	0	0	4	0	6
07:30 AM	0	2	0	1	3	0	6
07:45 AM	1	1	0	0	3	0	5
Total	1	6	0	1	12	0	20
08:00 AM	0	3	0	0	1	0	4
08:15 AM	1	2	0	0	3	0	6
08:30 AM	0	1	0	0	5	0	6
08:45 AM	0	4	0	0	3	0	7
Total	1	10	0	0	12	0	23
Grand Total	2	16	0	1	24	0	43
Apprch %	11.1	88.9	0	100	100	0	
Total %	4.7	37.2	0	2.3	55.8	0	

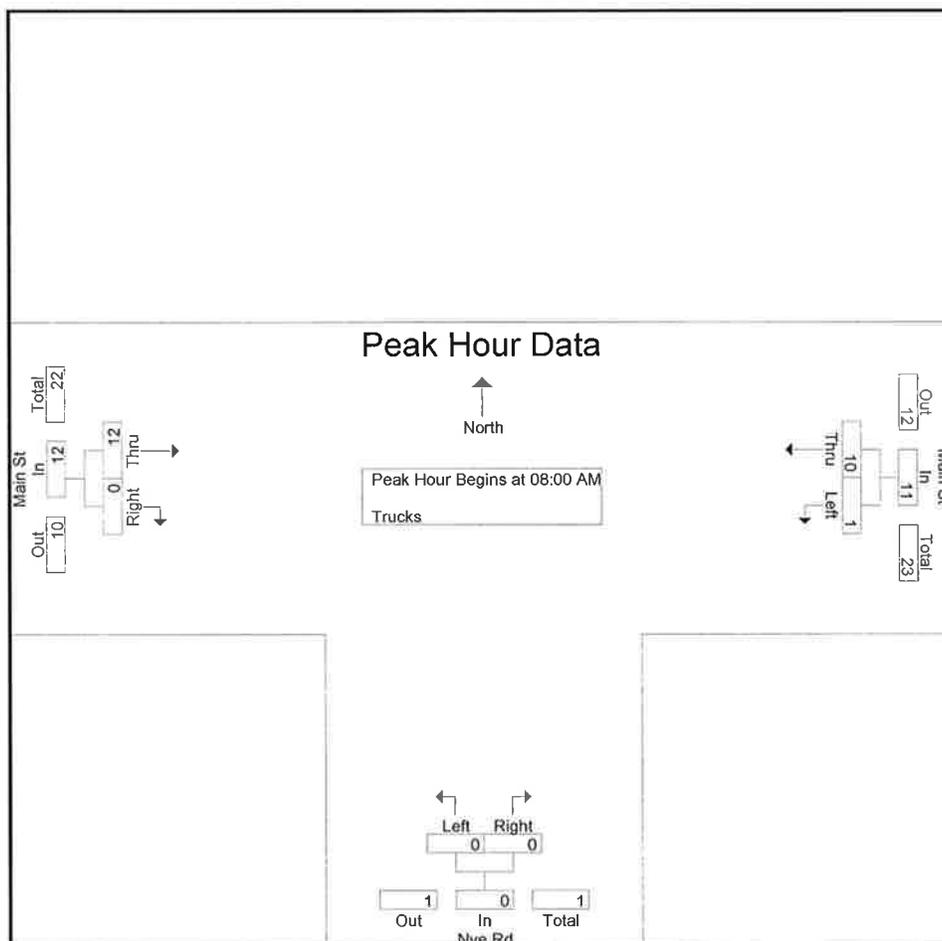
Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 8

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	3	3	0	0	0	1	0	1	4
08:15 AM	1	2	3	0	0	0	3	0	3	6
08:30 AM	0	1	1	0	0	0	5	0	5	6
08:45 AM	0	4	4	0	0	0	3	0	3	7
Total Volume	1	10	11	0	0	0	12	0	12	23
% App. Total	9.1	90.9		0	0		100	0		
PHF	.250	.625	.688	.000	.000	.000	.600	.000	.600	.821



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

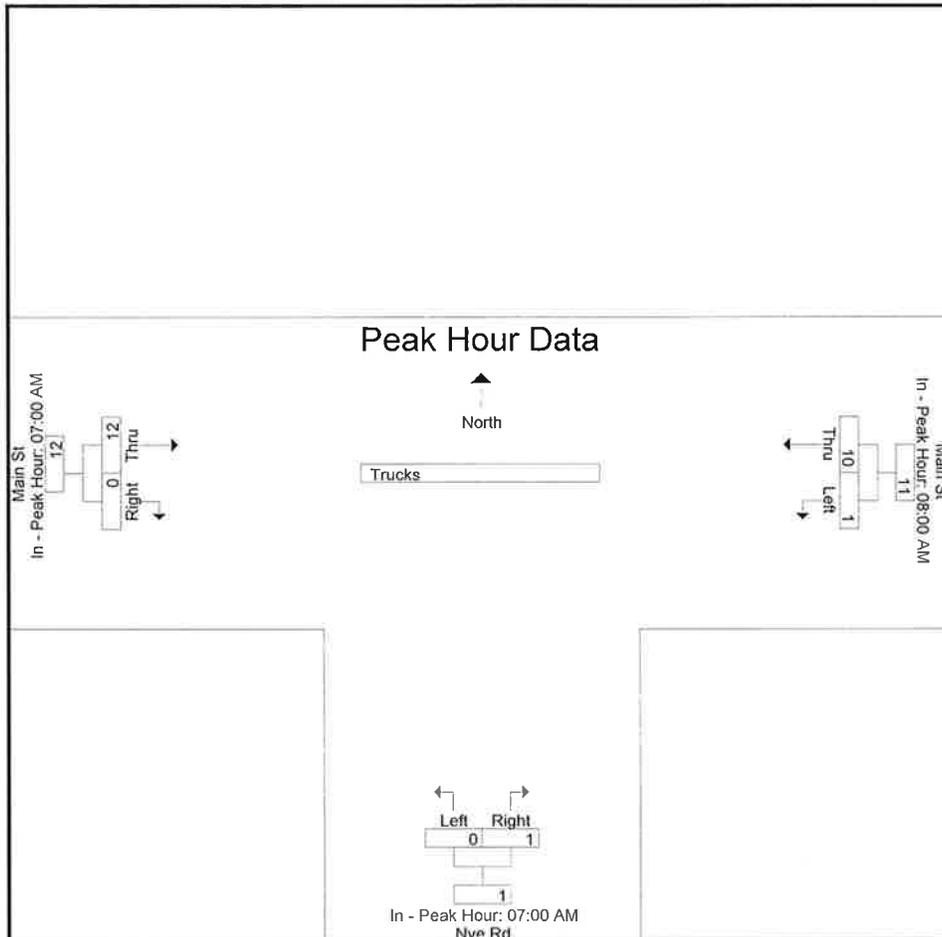
File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 9

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	3	3	0	0	0	2	0	2
+15 mins.	1	2	3	0	0	0	4	0	4
+30 mins.	0	1	1	0	1	1	3	0	3
+45 mins.	0	4	4	0	0	0	3	0	3
Total Volume	1	10	11	0	1	1	12	0	12
% App. Total	9.1	90.9		0	100		100	0	
PHF	.250	.625	.688	.000	.250	.250	.750	.000	.750



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 10

Groups Printed- Bikes Peds

Start Time	Main St From East			Nye Rd From South			Main St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	5	0	0	0	5	0	5
07:15 AM	0	0	2	0	0	2	0	0	0	4	0	4
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	2
07:45 AM	0	0	0	0	0	3	0	0	0	3	0	3
Total	0	0	2	0	0	12	0	0	0	14	0	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	5	0	0	3	8	0	8
08:45 AM	0	0	0	0	0	3	0	0	0	3	0	3
Total	0	0	0	0	0	9	0	0	3	12	0	12
Grand Total	0	0	2	0	0	21	0	0	3	26	0	26
Apprch %	0	0		0	0		0	0				
Total %										100	0	

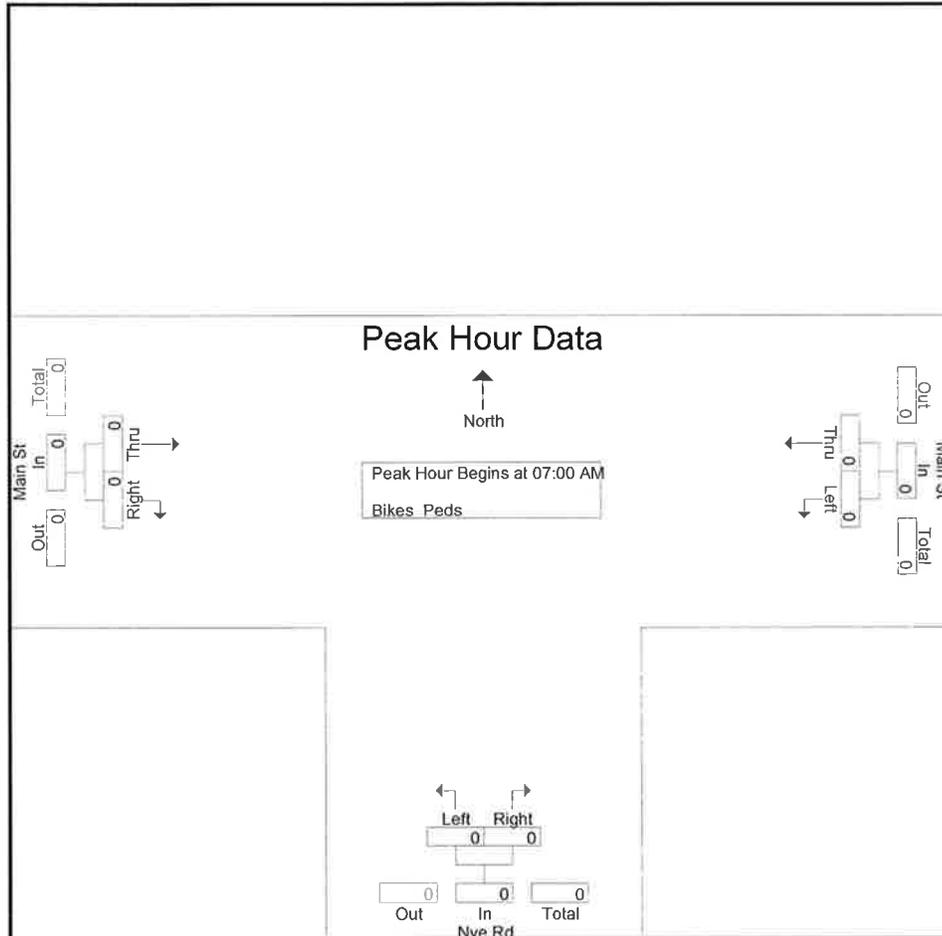
Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 11

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

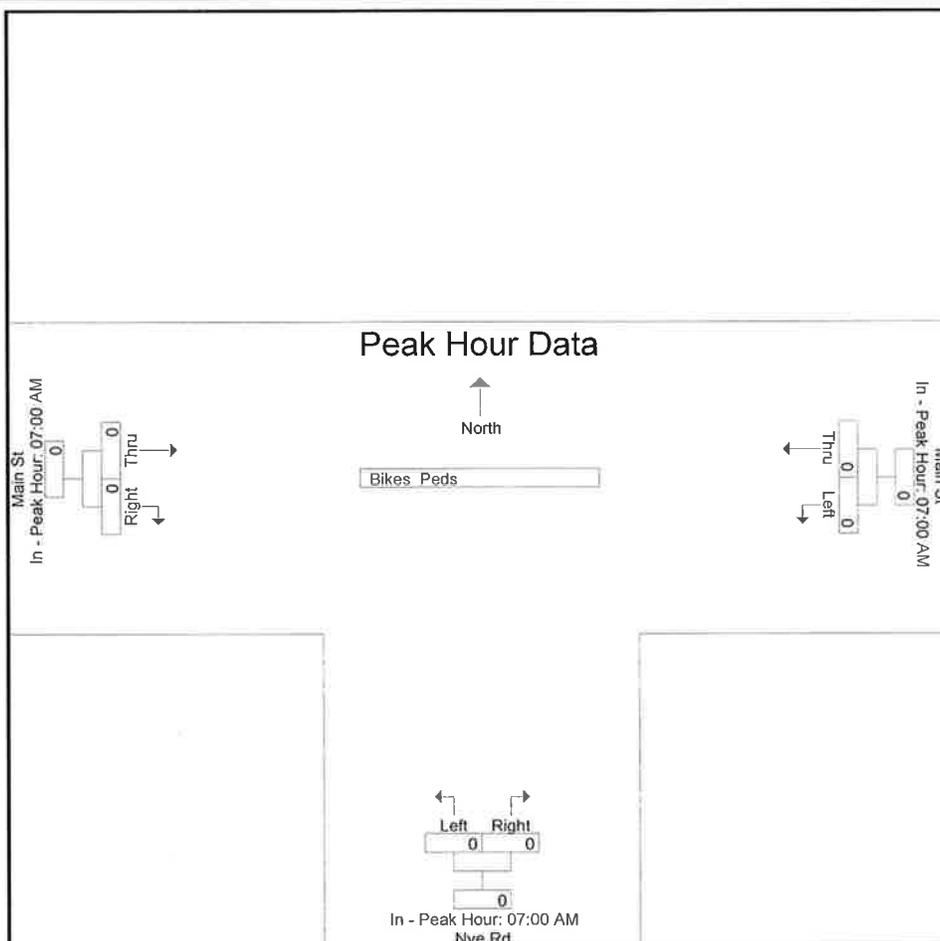
File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 12

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Main St From East		Nye Rd From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	3	131	1	3	174	2	314
04:15 PM	4	132	6	1	149	1	293
04:30 PM	4	102	1	0	152	3	262
04:45 PM	5	127	4	4	175	2	317
Total	16	492	12	8	650	8	1186
05:00 PM	3	113	1	1	179	6	303
05:15 PM	4	132	3	0	191	3	333
05:30 PM	0	112	2	1	135	2	252
05:45 PM	3	88	2	0	129	0	222
Total	10	445	8	2	634	11	1110
Grand Total	26	937	20	10	1284	19	2296
Apprch %	2.7	97.3	66.7	33.3	98.5	1.5	
Total %	1.1	40.8	0.9	0.4	55.9	0.8	
Cars	26	929	20	10	1278	19	2282
% Cars	100	99.1	100	100	99.5	100	99.4
Trucks	0	8	0	0	6	0	14
% Trucks	0	0.9	0	0	0.5	0	0.6

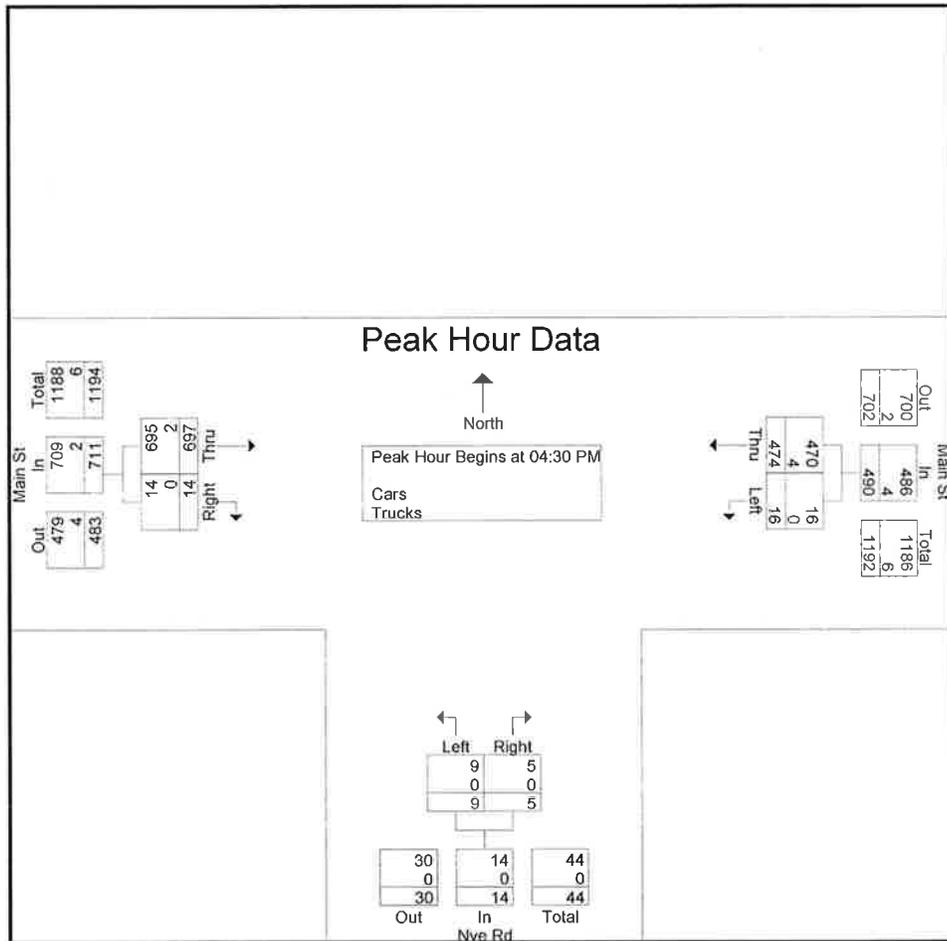
Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 2

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	4	102	106	1	0	1	152	3	155	262
04:45 PM	5	127	132	4	4	8	175	2	177	317
05:00 PM	3	113	116	1	1	2	179	6	185	303
05:15 PM	4	132	136	3	0	3	191	3	194	333
Total Volume	16	474	490	9	5	14	697	14	711	1215
% App. Total	3.3	96.7		64.3	35.7		98	2		
PHF	.800	.898	.901	.563	.313	.438	.912	.583	.916	.912
Cars	16	470	486	9	5	14	695	14	709	1209
% Cars	100	99.2	99.2	100	100	100	99.7	100	99.7	99.5
Trucks	0	4	4	0	0	0	2	0	2	6
% Trucks	0	0.8	0.8	0	0	0	0.3	0	0.3	0.5



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

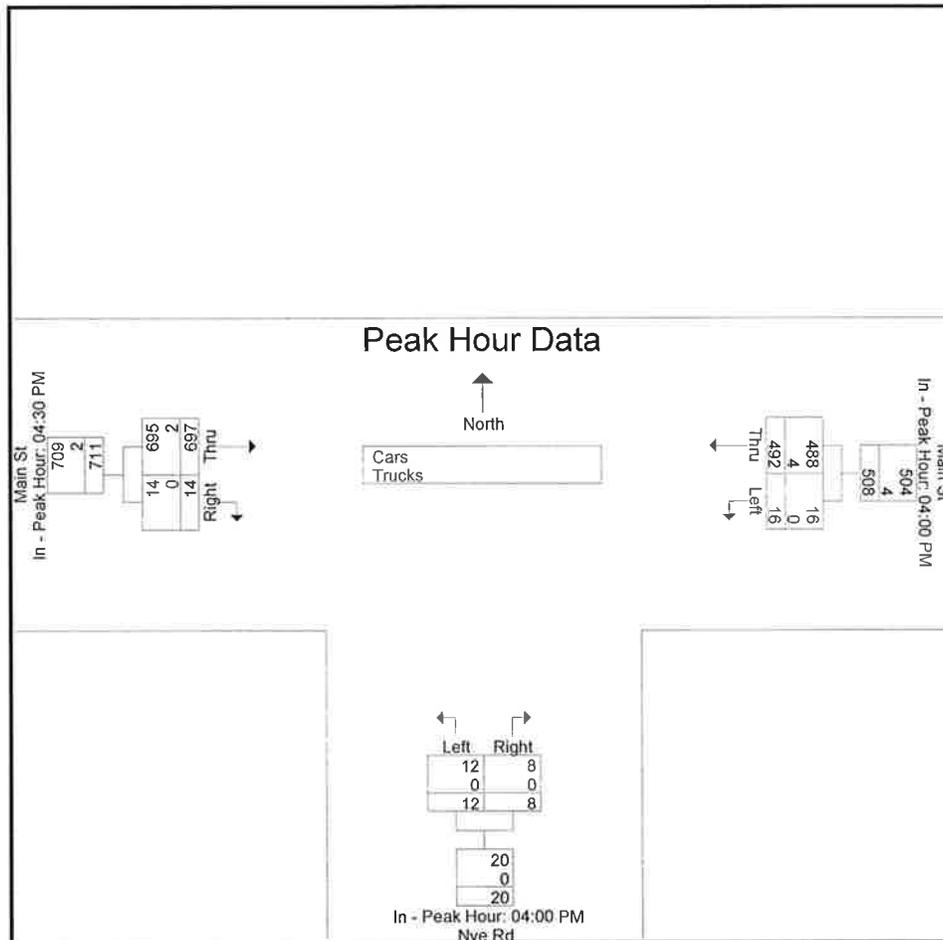
File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 3

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	3	131	134	1	3	4	152	3	155
+15 mins.	4	132	136	6	1	7	175	2	177
+30 mins.	4	102	106	1	0	1	179	6	185
+45 mins.	5	127	132	4	4	8	191	3	194
Total Volume	16	492	508	12	8	20	697	14	711
% App. Total	3.1	96.9		60	40		98	2	
PHF	.800	.932	.934	.500	.500	.625	.912	.583	.916
Cars	16	488	504	12	8	20	695	14	709
% Cars	100	99.2	99.2	100	100	100	99.7	100	99.7
Trucks	0	4	4	0	0	0	2	0	2
% Trucks	0	0.8	0.8	0	0	0	0.3	0	0.3



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 4

Groups Printed- Cars

Start Time	Main St From East		Nye Rd From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	3	129	1	3	174	2	312
04:15 PM	4	132	6	1	148	1	292
04:30 PM	4	101	1	0	151	3	260
04:45 PM	5	126	4	4	174	2	315
Total	16	488	12	8	647	8	1179
05:00 PM	3	111	1	1	179	6	301
05:15 PM	4	132	3	0	191	3	333
05:30 PM	0	111	2	1	134	2	250
05:45 PM	3	87	2	0	127	0	219
Total	10	441	8	2	631	11	1103
Grand Total	26	929	20	10	1278	19	2282
Apprch %	2.7	97.3	66.7	33.3	98.5	1.5	
Total %	1.1	40.7	0.9	0.4	56	0.8	

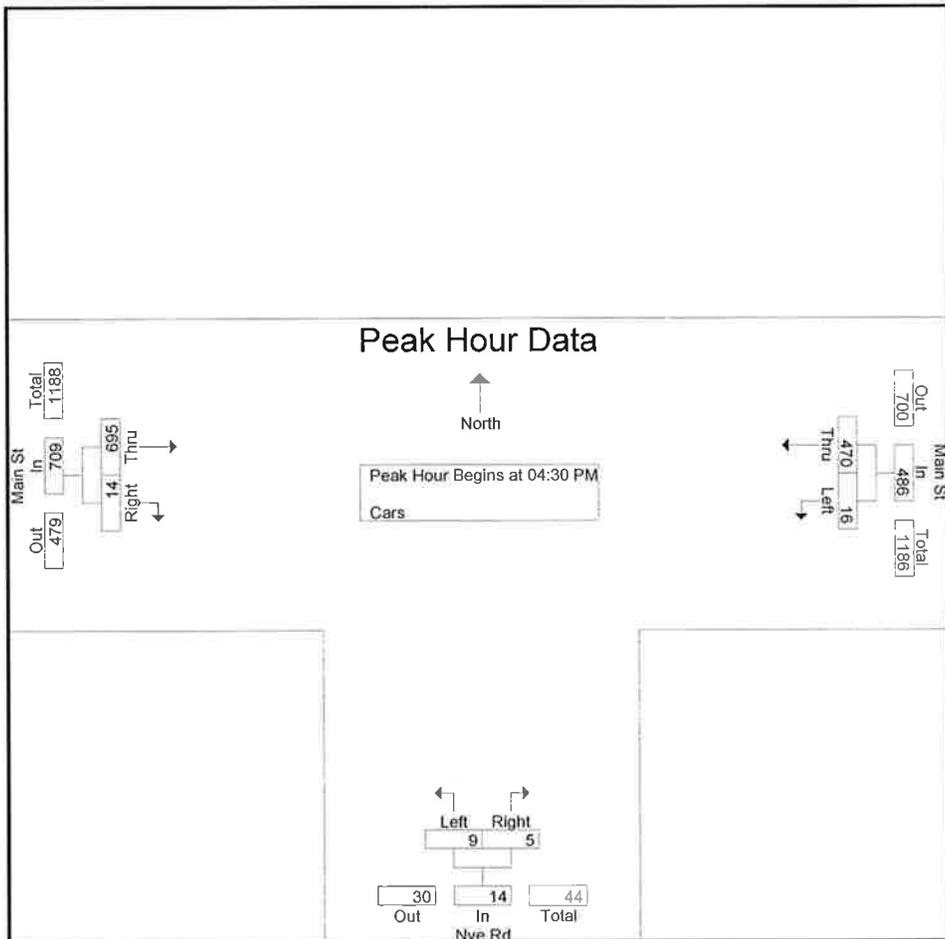
Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 5

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	4	101	105	1	0	1	151	3	154	260
04:45 PM	5	126	131	4	4	8	174	2	176	315
05:00 PM	3	111	114	1	1	2	179	6	185	301
05:15 PM	4	132	136	3	0	3	191	3	194	333
Total Volume	16	470	486	9	5	14	695	14	709	1209
% App. Total	3.3	96.7		64.3	35.7		98	2		
PHF	.800	.890	.893	.563	.313	.438	.910	.583	.914	.908



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

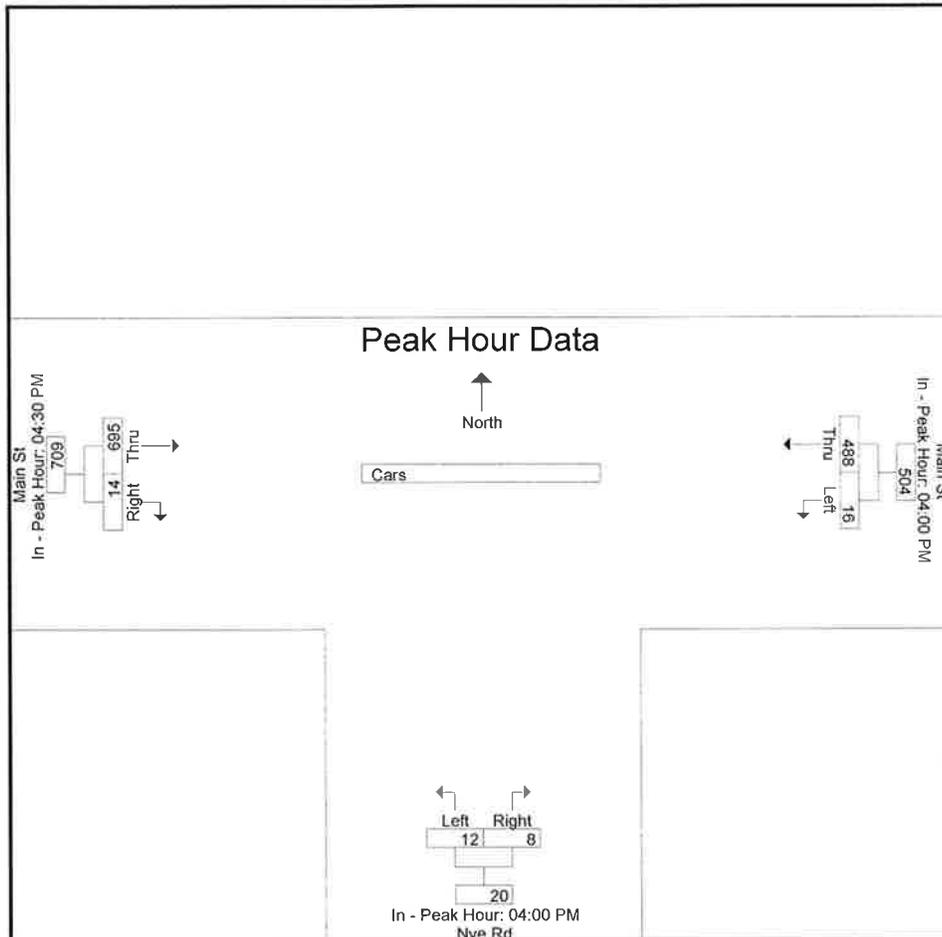
File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 6

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM			04:30 PM		
+0 mins.	3	129	132	1	3	4	151	3	154	2	176	
+15 mins.	4	132	136	6	1	7	174	2	176	6	185	
+30 mins.	4	101	105	1	0	1	179	6	185	3	194	
+45 mins.	5	126	131	4	4	8	191	3	194	14	709	
Total Volume	16	488	504	12	8	20	695	14	709	98	709	
% App. Total	3.2	96.8		60	40		98	2				
PHF	.800	.924	.926	.500	.500	.625	.910	.583	.914			



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 7

Groups Printed- Trucks

Start Time	Main St From East		Nye Rd From South		Main St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	1	0	1
04:30 PM	0	1	0	0	1	0	2
04:45 PM	0	1	0	0	1	0	2
Total	0	4	0	0	3	0	7
05:00 PM	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	2
05:45 PM	0	1	0	0	2	0	3
Total	0	4	0	0	3	0	7
Grand Total	0	8	0	0	6	0	14
Apprch %	0	100	0	0	100	0	
Total %	0	57.1	0	0	42.9	0	

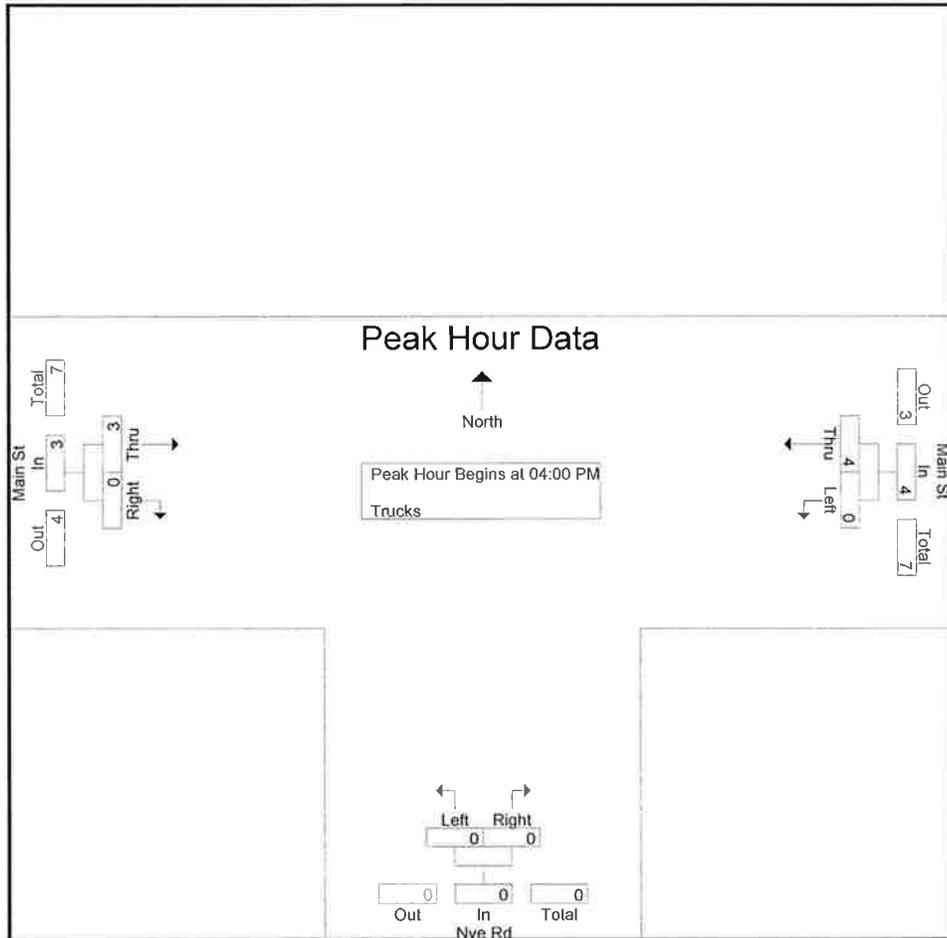
Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 8

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	2	2	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	1	1	0	0	0	1	0	1	2
04:45 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	4	4	0	0	0	3	0	3	7
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.750	.000	.750	.875



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

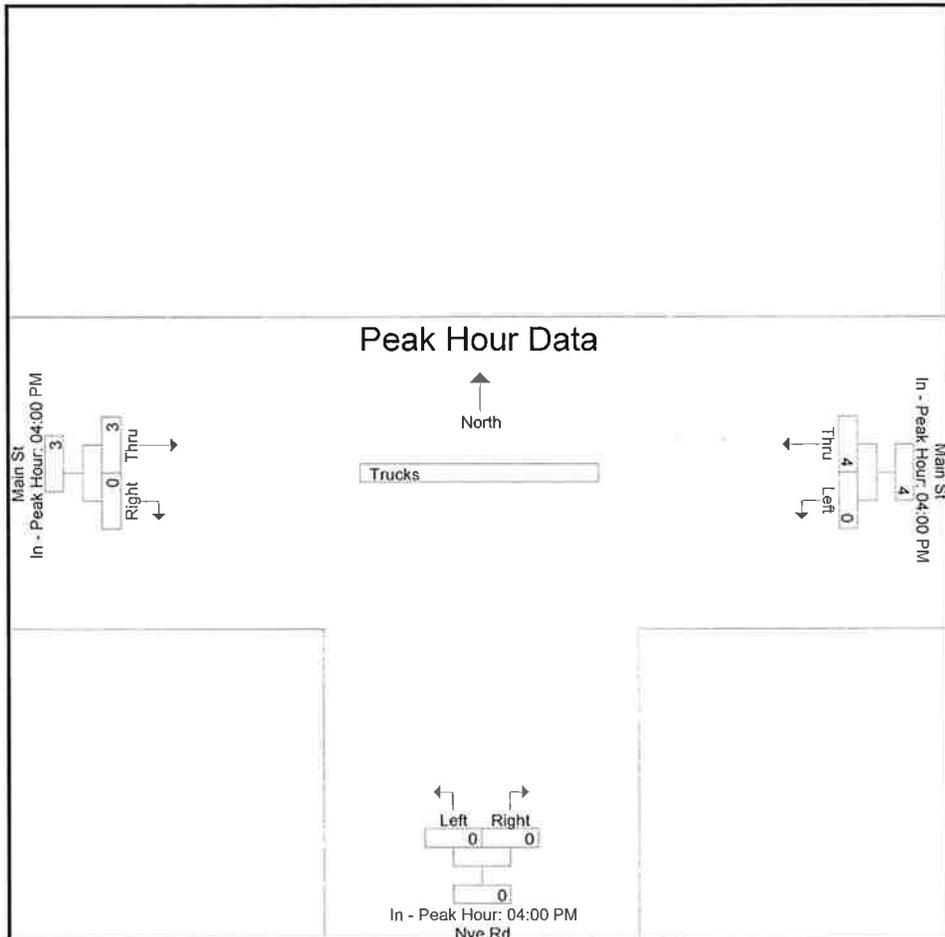
File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 9

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	2	2	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	4	4	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.750	.000	.750



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 10

Groups Printed- Bikes Peds

Start Time	Main St From East			Nye Rd From South			Main St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	2
04:15 PM	0	0	1	0	0	4	0	0	0	5	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	6	0	0	0	7	0	7
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	1
05:15 PM	0	0	0	0	0	5	0	0	0	5	0	5
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	7	0	0	0	7	0	7
Total	0	0	0	0	0	13	0	0	1	14	0	14
Grand Total	0	0	1	0	0	19	0	0	1	21	0	21
Apprch %	0	0		0	0		0	0				
Total %										100	0	

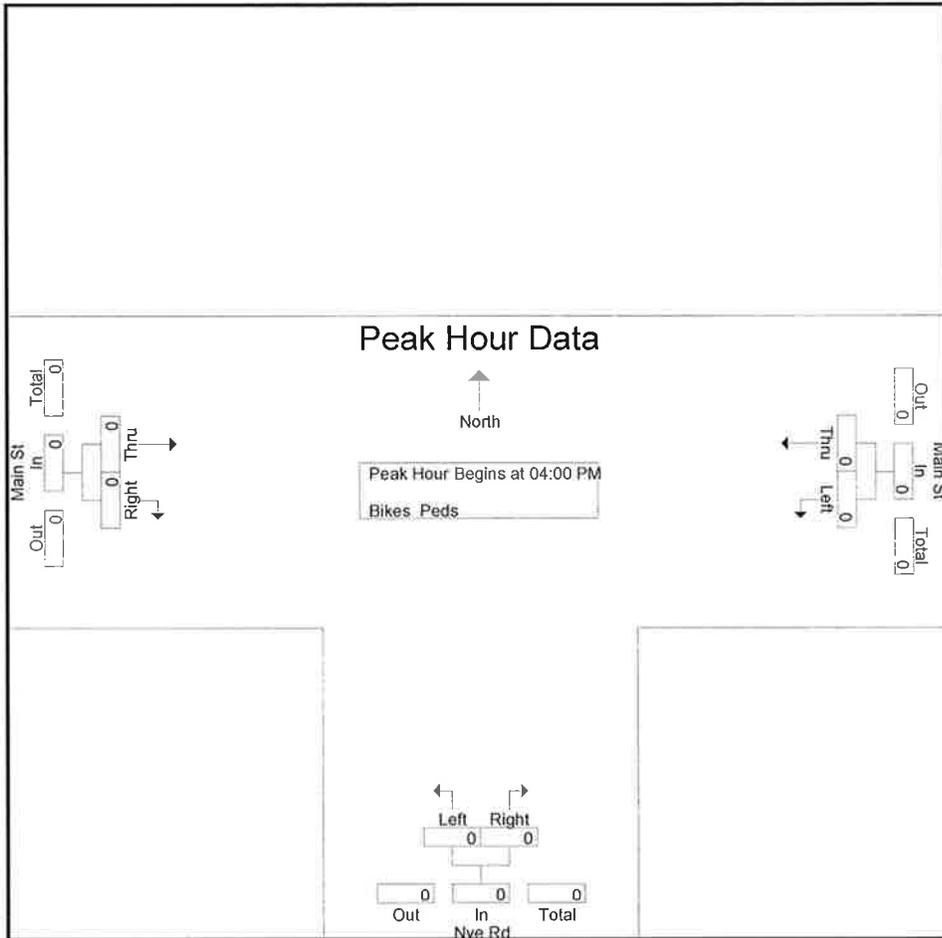
Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 11

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

N/S Street : Nye Road
 E/W Street : Main Street
 City/State : Falmouth, MA
 Weather : Clear

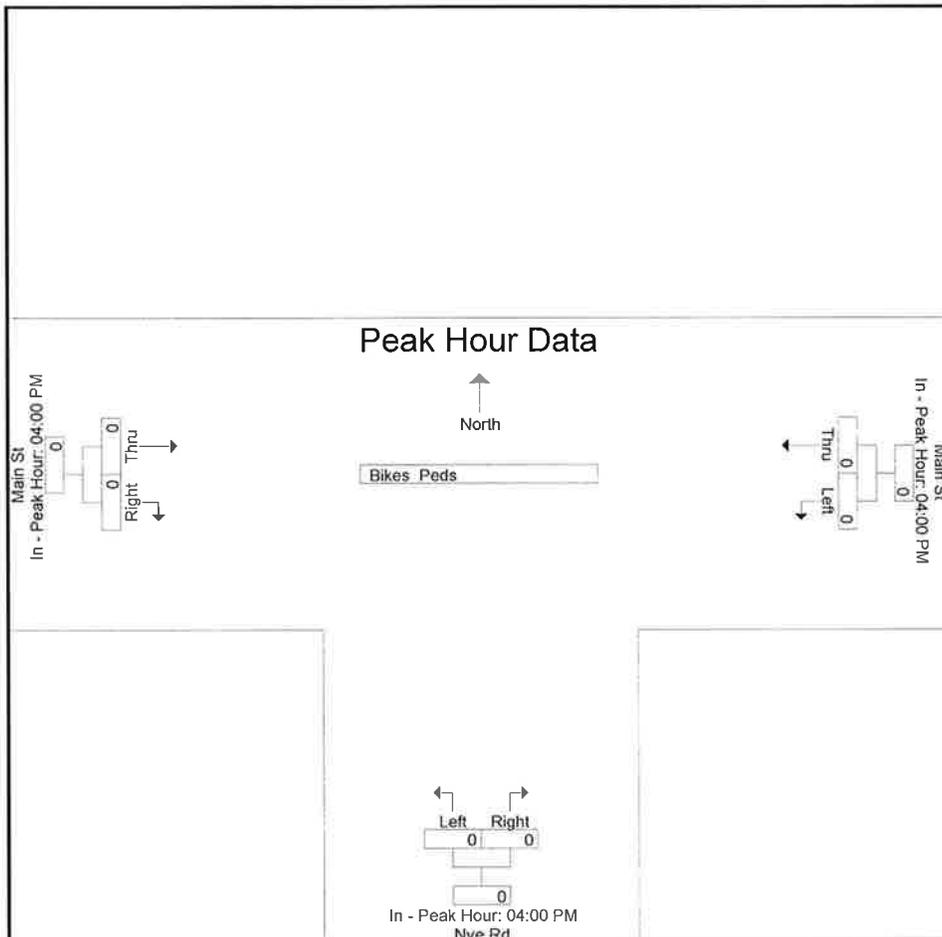
File Name : 666800W2
 Site Code : 66680002
 Start Date : 5/20/2014
 Page No : 12

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Accurate Counts

978-664-2565

/S Street : Nye Road
 /W Street : Main Street
 ity/State : Falmouth, MA
 /eather : Cloudy

File Name : 666800
 Site Code : 666800
 Start Date : 5/17/20
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Main St From East		Nye Rd From South		Main St From West		Int. Tot
	Left	Thru	Left	Right	Thru	Right	
11:00 AM	3	146	2	7	166	0	32
11:15 AM	2	144	1	7	135	0	28
11:30 AM	1	126	3	2	141	1	27
11:45 AM	7	147	1	3	202	1	36
Total	13	563	7	19	644	2	124
12:00 PM	3	139	0	7	164	3	31
12:15 PM	2	127	4	0	144	1	27
12:30 PM	5	158	2	4	115	0	28
12:45 PM	4	132	1	3	148	4	29
Total	14	556	7	14	571	8	117
01:00 PM	4	134	3	8	157	3	30
01:15 PM	1	141	2	0	143	2	28
01:30 PM	3	121	4	0	117	2	24
01:45 PM	4	120	1	1	147	1	27
Total	12	516	10	9	564	8	111
Grand Total	39	1635	24	42	1779	18	353
Aprch %	2.3	97.7	36.4	63.6	99	1	
Total %	1.1	46.2	0.7	1.2	50.3	0.5	
Cars	39	1623	24	42	1770	18	351
% Cars	100	99.3	100	100	99.5	100	99.5
Trucks	0	12	0	0	9	0	2
% Trucks	0	0.7	0	0	0.5	0	0.5

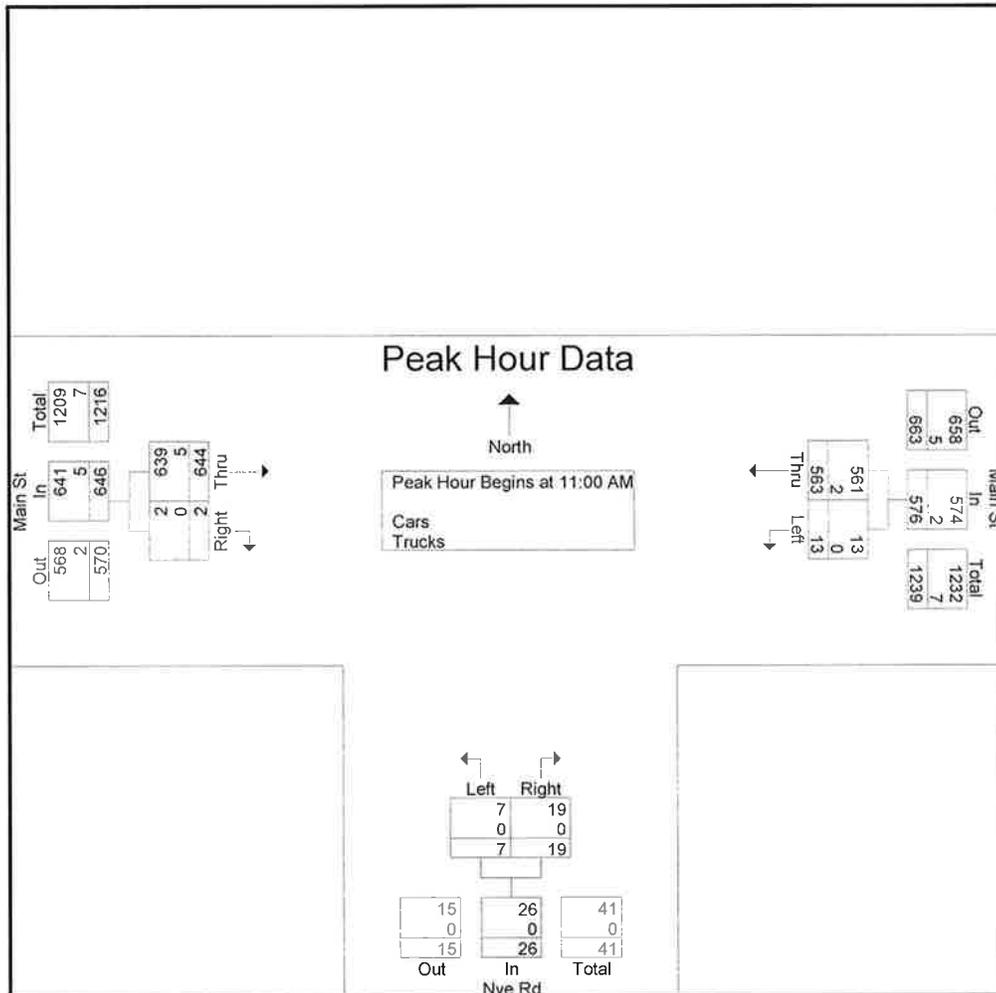
Accurate Counts

978-664-2565

/S Street : Nye Road
 /W Street : Main Street
 ity/State : Falmouth, MA
 /eather : Cloudy

File Name : 666800
 Site Code : 666800
 Start Date : 5/17/20
 Page No : 2

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	3	146	149	2	7	9	166	0	166	324
11:15 AM	2	144	146	1	7	8	135	0	135	289
11:30 AM	1	126	127	3	2	5	141	1	142	274
11:45 AM	7	147	154	1	3	4	202	1	203	367
Total Volume	13	563	576	7	19	26	644	2	646	1248
% App. Total	2.3	97.7		26.9	73.1		99.7	0.3		
PHF	.464	.957	.935	.583	.679	.722	.797	.500	.796	.864
Cars	13	561	574	7	19	26	639	2	641	1247
% Cars	100	99.6	99.7	100	100	100	99.2	100	99.2	99.4
Trucks	0	2	2	0	0	0	5	0	5	7
% Trucks	0	0.4	0.3	0	0	0	0.8	0	0.8	0.6



Accurate Counts

978-664-2565

/S Street : Nye Road
 /W Street : Main Street
 City/State : Falmouth, MA
 Weather : Cloudy

File Name : 666800
 Site Code : 666800
 Start Date : 5/17/20
 Page No : 4

Groups Printed- Cars

Start Time	Main St From East		Nye Rd From South		Main St From West		Int. Tot
	Left	Thru	Left	Right	Thru	Right	
11:00 AM	3	144	2	7	165	0	32
11:15 AM	2	144	1	7	134	0	28
11:30 AM	1	126	3	2	139	1	27
11:45 AM	7	147	1	3	201	1	36
Total	13	561	7	19	639	2	124
12:00 PM	3	137	0	7	164	3	31
12:15 PM	2	126	4	0	144	1	27
12:30 PM	5	157	2	4	115	0	28
12:45 PM	4	130	1	3	148	4	29
Total	14	550	7	14	571	8	116
01:00 PM	4	134	3	8	156	3	30
01:15 PM	1	141	2	0	141	2	28
01:30 PM	3	120	4	0	117	2	24
01:45 PM	4	117	1	1	146	1	27
Total	12	512	10	9	560	8	111
Grand Total	39	1623	24	42	1770	18	351
Apprch %	2.3	97.7	36.4	63.6	99	1	
Total %	1.1	46.2	0.7	1.2	50.3	0.5	

Accurate Counts

978-664-2565

/S Street : Nye Road
 /W Street : Main Street
 ity/State : Falmouth, MA
 /eather : Cloudy

File Name : 666800
 Site Code : 666800
 Start Date : 5/17/20
 Page No : 7

Groups Printed- Trucks

Start Time	Main St From East		Nye Rd From South		Main St From West		Int. Tot
	Left	Thru	Left	Right	Thru	Right	
11:00 AM	0	2	0	0	1	0	
11:15 AM	0	0	0	0	1	0	
11:30 AM	0	0	0	0	2	0	
11:45 AM	0	0	0	0	1	0	
Total	0	2	0	0	5	0	
12:00 PM	0	2	0	0	0	0	
12:15 PM	0	1	0	0	0	0	
12:30 PM	0	1	0	0	0	0	
12:45 PM	0	2	0	0	0	0	
Total	0	6	0	0	0	0	
01:00 PM	0	0	0	0	1	0	
01:15 PM	0	0	0	0	2	0	
01:30 PM	0	1	0	0	0	0	
01:45 PM	0	3	0	0	1	0	
Total	0	4	0	0	4	0	
Grand Total	0	12	0	0	9	0	2
Apprch %	0	100	0	0	100	0	
Total %	0	57.1	0	0	42.9	0	

Accurate Counts

978-664-2565

/S Street : Nye Road
 /W Street : Main Street
 City/State : Falmouth, MA
 Weather : Cloudy

File Name : 666800
 Site Code : 666800
 Start Date : 5/17/20
 Page No : 10

Groups Printed- Bikes Peds

Start Time	Main St From East			Nye Rd From South			Main St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
11:00 AM	0	0	0	0	0	6	0	0	0	6	0	6
11:15 AM	0	0	1	0	0	6	0	0	1	8	0	8
11:30 AM	0	0	0	0	0	9	0	0	1	10	0	10
11:45 AM	0	0	0	0	0	7	0	0	3	10	0	10
Total	0	0	1	0	0	28	0	0	5	34	0	34
12:00 PM	1	0	0	0	0	4	0	0	0	4	1	5
12:15 PM	0	0	0	0	0	13	0	0	3	16	0	16
12:30 PM	0	0	0	0	0	6	0	0	2	8	0	8
12:45 PM	0	0	0	0	0	6	0	1	0	6	1	7
Total	1	0	0	0	0	29	0	1	5	34	2	36
01:00 PM	0	0	0	1	1	5	0	0	0	5	2	7
01:15 PM	0	0	0	0	0	12	0	0	0	12	0	12
01:30 PM	0	0	0	0	0	7	0	0	0	7	0	7
01:45 PM	0	0	0	0	0	7	0	0	1	8	0	8
Total	0	0	0	1	1	31	0	0	1	32	2	34
Grand Total	1	0	1	1	1	88	0	1	11	100	4	104
Apprch %	100	0		50	50		0	100				
Total %	25	0		25	25		0	25		96.2	3.8	

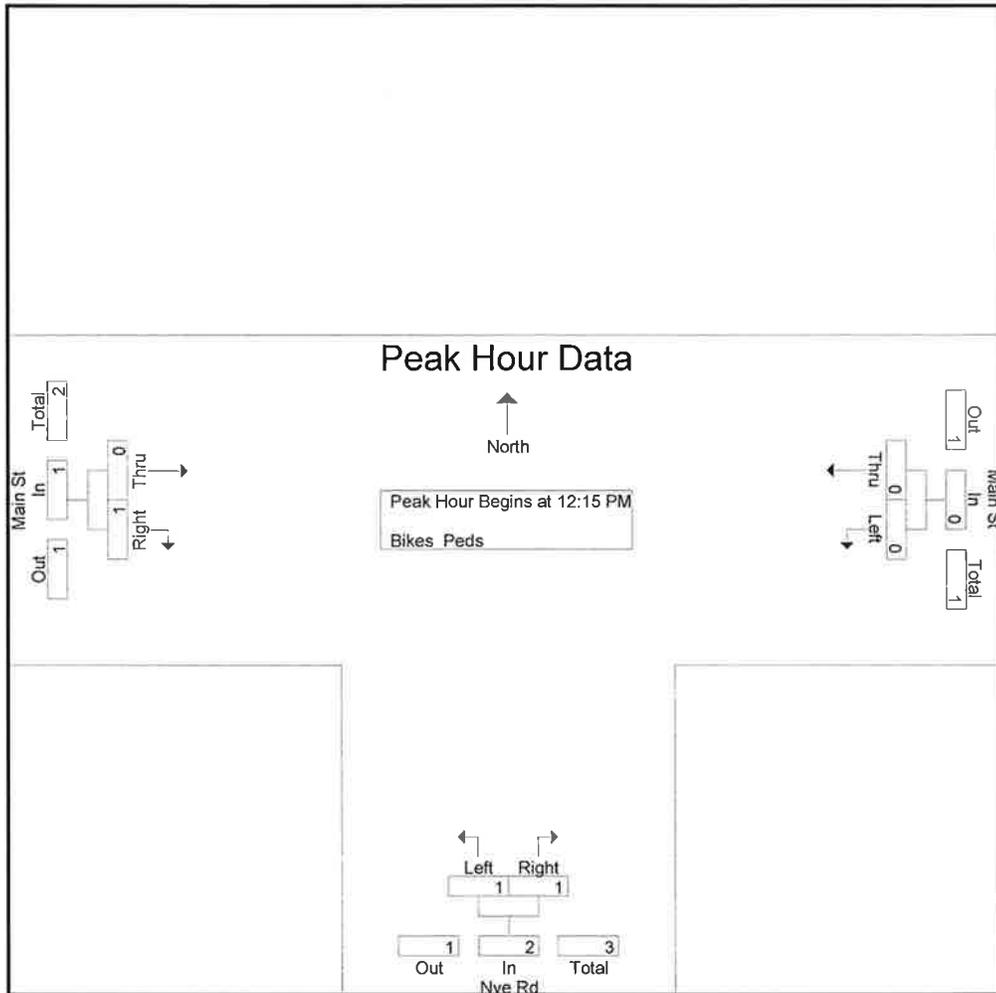
Accurate Counts

978-664-2565

/S Street : Nye Road
 /W Street : Main Street
 ity/State : Falmouth, MA
 /eather : Cloudy

File Name : 666800
 Site Code : 666800
 Start Date : 5/17/20
 Page No : 11

Start Time	Main St From East			Nye Rd From South			Main St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:15 PM										
12:15 PM	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	1	1
01:00 PM	0	0	0	1	1	2	0	0	0	0
Total Volume	0	0	0	1	1	2	0	1	1	1
% App. Total	0	0	0	50	50	250	0	100	250	375
PHF	.000	.000	.000	.250	.250	.250	.000	.250	.250	.375



VEHICLE TRAVEL SPEED MEASUREMENTS

Accurate Counts
978-664-2565

Location : Main Street (Route 28)
 Location : East of Lantern Lane
 City/State: Falmouth, MA

Site Code: 66680001
 6668SPD1

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
05/31/14	15	20	25	30	35	40	45	50	55	60	65	70	75	999	42	37	40
01:00	0	0	3	15	14	8	2	0	0	0	0	0	0	0	0	0	0
02:00	0	2	4	8	17	2	0	0	0	0	0	0	0	0	33	34	36
03:00	0	0	1	9	3	3	0	0	0	0	0	0	0	0	16	36	38
04:00	0	0	1	6	4	0	1	0	0	0	0	0	0	0	12	34	41
05:00	0	3	6	14	11	1	0	0	0	0	0	0	0	0	35	32	35
06:00	1	7	17	26	17	7	0	0	0	0	0	0	0	0	75	33	37
07:00	0	3	40	63	39	6	1	0	0	0	0	0	0	0	152	32	35
08:00	3	25	92	138	56	4	0	0	0	0	0	0	0	0	318	31	34
09:00	15	39	129	160	41	5	0	0	0	0	0	0	0	0	389	29	33
10:00	36	68	226	175	20	1	0	0	0	0	0	0	0	0	501	28	30
11:00	69	139	213	107	15	2	0	0	0	0	0	0	0	0	558	26	29
12 PM	87	156	235	71	7	3	0	0	0	0	0	0	0	0	551	26	29
13:00	23	113	232	131	22	0	0	0	0	0	0	0	0	0	559	24	28
14:00	47	143	232	130	15	1	0	0	0	0	0	0	0	0	521	27	30
15:00	10	108	204	153	34	1	0	0	0	0	0	0	0	0	568	26	29
16:00	7	56	196	188	40	4	0	0	0	0	0	0	0	0	510	28	31
17:00	9	37	157	200	55	4	0	0	0	0	0	0	0	0	491	29	32
18:00	6	41	181	172	41	5	0	0	0	0	0	0	0	0	462	30	33
19:00	6	25	109	186	44	4	0	0	0	0	0	0	0	0	446	29	32
20:00	0	16	127	156	36	1	0	0	0	0	0	0	0	0	374	30	33
21:00	1	13	52	140	39	3	0	0	0	0	0	0	0	0	336	29	32
22:00	2	4	34	105	52	6	0	0	0	0	0	0	0	0	248	30	33
23:00	0	3	19	44	21	6	1	0	0	0	0	0	0	0	203	32	35
Total	333	1139	2754	2522	664	77	5	0	0	0	0	0	0	0	7494		
Percent	4.4%	15.2%	36.7%	33.7%	8.9%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	09:00	07:00	00:00	00:00								10:00		
Vol.	69	139	244	175	56	8	2								558		
PM Peak	12:00	12:00	12:00	17:00	17:00	22:00	23:00								14:00		
Vol.	87	156	235	200	55	6	1								568		
Grand Total	987	3527	8756	7679	2045	220	18	2	0	0	0	0	0	0	23234		
Percent	4.2%	15.2%	37.7%	33.1%	8.8%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Statistic	10 MPH Pace Speed	20-29 MPH
Number in Pace	13668	
Percent in Pace	58.8%	
Number of Vehicles > 25 MPH	9964	
Percent of Vehicles > 25 MPH	42.9%	
Mean Speed(Average)	23 MPH	

Accurate Counts
978-664-2565

Location : Main Street (Route 28)
 Location : East of Lantern Lane
 City/State: Falmouth, MA

Site Code: 66680001
 6668SPD1

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	81	85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85th	Percent	Percent
05/29/14	0	0	3	5	12	7	3	0	0	0	0	0	0	0	30	39	42
01:00	0	0	0	3	9	0	2	0	0	0	0	0	0	0	14	36	43
02:00	0	0	1	3	5	3	2	0	0	1	0	0	0	0	15	41	56
03:00	0	0	5	5	2	1	0	0	0	0	0	0	0	0	13	32	36
04:00	0	0	3	10	7	5	1	0	0	0	0	0	0	0	26	37	40
05:00	0	0	1	25	22	13	6	0	0	0	0	0	0	0	67	38	42
06:00	3	7	13	57	59	15	1	0	0	0	0	0	0	0	155	34	37
07:00	1	13	77	153	90	11	1	0	0	0	0	0	0	0	346	32	35
08:00	15	51	118	215	92	8	0	0	0	0	0	0	0	0	499	31	34
09:00	32	72	209	205	43	3	0	0	0	0	0	0	0	0	564	28	31
10:00	37	57	211	225	40	6	1	0	0	0	0	0	0	0	577	29	31
11:00	16	82	237	191	50	3	0	0	0	0	0	0	0	0	579	29	32
12 PM	33	113	290	214	34	2	1	0	0	0	0	0	0	0	687	28	30
13:00	106	125	224	154	26	4	0	0	0	0	0	0	0	0	639	27	30
14:00	47	121	299	234	47	7	0	0	0	0	0	0	0	0	755	28	31
15:00	98	123	231	204	41	2	0	0	0	0	0	0	0	0	699	27	30
16:00	52	101	243	305	53	10	0	0	0	0	0	0	0	0	764	29	31
17:00	43	66	208	282	110	10	0	0	0	0	0	0	0	0	719	30	33
18:00	6	15	110	247	121	7	1	0	0	0	0	0	0	0	507	32	34
19:00	5	30	139	237	94	14	0	0	0	0	0	0	0	0	519	31	34
20:00	6	15	68	195	85	11	0	0	0	0	0	0	0	0	380	32	35
21:00	0	3	33	126	83	12	1	0	0	0	0	0	0	0	258	33	36
22:00	1	1	13	60	61	13	0	0	0	0	0	0	0	0	149	34	37
23:00	0	5	10	27	27	12	4	0	0	0	0	0	0	0	85	36	40
Total	501	1000	2746	3382	1213	179	24	0	0	1	0	0	0	0	9046		
Percent	5.5%	11.1%	30.4%	37.4%	13.4%	2.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	10:00	08:00	06:00	05:00			02:00					11:00		
Vol.	37	82	237	225	92	15	6			1					579		
PM Peak	13:00	13:00	14:00	16:00	18:00	19:00	23:00								16:00		
Vol.	106	125	299	305	121	14	4								764		

Accurate Counts
978-664-2565

Location : Main Street (Route 28)
 Location : East of Lantern Lane
 City/State: Falmouth, MA
 Eastbound

Site Code: 66680001
 6668SPD1

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	76	85th Percent	95th Percent
05/31/14	15	20	25	30	35	40	45	50	55	60	65	70	75	999	0	82	42
01:00	0	1	3	17	21	8	3	3	0	0	0	0	0	0	0	53	36
02:00	0	1	1	5	6	2	3	1	0	0	0	0	0	0	0	19	41
03:00	0	0	2	2	7	1	2	0	0	0	0	0	0	0	0	14	43
04:00	0	0	0	3	7	4	1	0	0	0	0	0	0	0	0	15	38
05:00	1	5	10	25	15	12	1	0	0	0	0	0	0	0	0	69	35
06:00	0	2	30	60	46	15	2	0	0	0	0	0	0	0	0	155	34
07:00	4	5	51	134	66	14	1	0	0	0	0	0	0	0	0	275	32
08:00	17	43	114	214	95	6	0	0	0	0	0	0	0	0	0	489	31
09:00	40	92	236	211	44	1	0	0	0	0	0	0	0	0	0	624	28
10:00	53	134	296	179	17	1	0	0	0	0	0	0	0	0	0	680	27
11:00	54	166	344	161	25	0	0	0	0	0	0	0	0	0	0	750	26
12 PM	67	172	346	123	18	2	0	0	0	0	0	0	0	0	0	728	25
13:00	23	103	278	214	52	4	2	0	0	0	0	0	0	0	0	676	28
14:00	32	115	326	182	25	0	1	0	0	0	0	0	0	0	0	681	27
15:00	19	86	312	235	35	3	0	0	0	0	0	0	0	0	0	690	28
16:00	17	33	277	240	72	10	0	0	0	0	0	0	0	0	0	649	30
17:00	18	23	183	257	95	6	2	0	0	0	0	0	0	0	0	584	30
18:00	8	21	153	264	64	8	1	0	0	0	0	0	0	0	0	519	30
19:00	1	21	122	248	96	12	0	0	0	0	0	0	0	0	0	500	31
20:00	4	19	144	215	59	2	0	0	0	0	0	0	0	0	0	443	30
21:00	0	13	59	158	68	13	0	0	0	0	0	0	0	0	0	311	32
22:00	1	1	27	122	84	17	3	0	0	0	0	0	0	0	0	255	34
23:00	0	1	8	58	77	16	3	0	0	0	0	0	0	0	0	163	37
Total	360	1059	3327	3343	1133	171	27	4	0	0	0	0	0	0	0	9424	35
Percent	3.8%	11.2%	35.3%	35.5%	12.0%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak Vol.	54	166	344	214	95	15	3	3								11:00	750
PM Peak Vol.	67	172	346	264	96	17	3									12:00	728
Grand Total	1452	3396	9497	10171	3511	533	69	8	0	1	0	0	0	0	0	28638	
Percent	5.1%	11.9%	33.2%	35.5%	12.3%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

Statistic	10 MPH Pace Speed	21-30 MPH
Number in Pace	16490	
Percent in Pace	57.6%	
Number of Vehicles > 25 MPH	14293	
Percent of Vehicles > 25 MPH	49.9%	
Mean Speed(Average)	24 MPH	

Accurate Counts
978-664-2565

Location : Main Street (Route 28)
 Location : East of Lantern Lane
 City/State: Falmouth, MA
 Westbound, Eastbound

Site Code: 66680001
 6668SPDI

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
05/29/14	0	1	4	14	17	9	3	0	0	0	0	0	0	0	48	37	41
01:00	0	0	1	9	10	1	2	1	0	0	0	0	0	0	24	36	44
02:00	0	0	5	6	10	3	2	0	0	1	0	0	0	0	27	38	44
03:00	0	1	7	8	2	2	0	0	0	0	0	0	0	0	20	32	37
04:00	0	2	14	28	18	6	1	0	0	0	0	0	0	0	69	34	37
05:00	0	3	14	70	64	21	8	0	0	0	0	0	0	0	180	35	40
06:00	4	15	51	182	124	22	1	0	0	0	0	0	0	0	399	33	36
07:00	6	35	227	347	177	25	1	0	0	0	0	0	0	0	818	32	35
08:00	28	109	310	417	154	16	0	1	0	0	0	0	0	0	1035	30	33
09:00	67	153	436	349	76	6	0	0	0	0	0	0	0	0	1087	28	31
10:00	78	171	440	378	63	7	1	0	0	0	0	0	0	0	1138	28	31
11:00	58	149	482	340	77	5	0	0	0	0	0	0	0	0	1111	28	31
12 PM	64	241	540	337	52	4	1	0	0	0	0	0	0	0	1239	27	30
13:00	188	248	421	247	41	4	0	0	0	0	0	0	0	0	1149	26	29
14:00	74	256	505	362	78	9	0	0	0	0	0	0	0	0	1284	28	31
15:00	135	225	462	326	52	3	0	0	0	0	0	0	0	0	1203	27	30
16:00	61	177	464	457	99	12	0	0	0	0	0	0	0	0	1270	29	32
17:00	48	117	381	485	154	12	0	0	0	0	0	0	0	0	1197	30	33
18:00	10	45	250	468	165	10	1	0	0	0	0	0	0	0	949	31	34
19:00	12	49	241	433	143	22	0	0	0	0	0	0	0	0	900	31	34
20:00	7	23	131	325	130	13	0	0	0	0	0	0	0	0	629	31	34
21:00	0	7	75	224	127	15	2	0	0	0	0	0	0	0	450	32	35
22:00	1	1	33	101	96	17	3	0	0	0	0	0	0	0	252	34	37
23:00	0	5	24	43	44	15	7	0	0	0	0	0	0	0	138	35	40
Total	841	2033	5518	5956	1973	259	33	2	0	1	0	0	0	0	16616		
Percent	5.1%	12.2%	33.2%	35.8%	11.9%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

AM	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	Peak	Vol.
AM	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	Peak	Vol.
	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	10:00	1138
	78	171	482	417	177	25	8	1	1	1	1	1	1	1	14:00	1284

Accurate Counts
978-664-2565

Location : Main Street (Route 28)
 Location : East of Lantern Lane
 City/State: Falmouth, MA
 Westbound, Eastbound

Site Code: 66680001
 6668SPD1

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	85th Percent	95th Percent	
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total		
05/31/14	1	2	8	31	53	22	4	3	0	0	0	0	0	0	124	37	41
01:00	0	3	7	25	38	10	3	0	0	0	0	0	0	0	86	35	39
02:00	0	1	2	14	9	5	3	1	0	0	0	0	0	0	35	38	43
03:00	0	0	3	8	11	1	3	0	0	0	0	0	0	0	26	36	42
04:00	0	3	6	17	18	5	1	0	0	0	0	0	0	0	50	34	38
05:00	2	12	27	51	32	19	1	0	0	0	0	0	0	0	144	34	38
06:00	0	5	70	123	85	21	3	0	0	0	0	0	0	0	307	33	37
07:00	7	30	143	272	122	18	1	0	0	0	0	0	0	0	593	32	35
08:00	32	82	243	374	136	11	0	0	0	0	0	0	0	0	878	30	33
09:00	51	160	462	386	64	2	0	0	0	0	0	0	0	0	1125	28	31
10:00	89	272	540	304	32	1	0	0	0	0	0	0	0	0	1238	26	29
11:00	123	305	557	268	46	2	0	0	0	0	0	0	0	0	1301	26	29
12 PM	154	328	581	194	25	5	0	0	0	0	0	0	0	0	1287	25	28
13:00	46	216	510	345	74	4	2	0	0	0	0	0	0	0	1197	28	31
14:00	79	258	558	312	40	1	1	0	0	0	0	0	0	0	1249	27	30
15:00	29	194	516	388	69	4	0	0	0	0	0	0	0	0	1200	28	31
16:00	24	89	473	428	112	14	0	0	0	0	0	0	0	0	1140	29	32
17:00	27	60	340	457	150	10	2	0	0	0	0	0	0	0	1046	30	33
18:00	14	62	334	436	105	13	1	0	0	0	0	0	0	0	965	30	33
19:00	7	46	231	434	140	16	0	0	0	0	0	0	0	0	874	31	34
20:00	4	35	271	371	95	3	0	0	0	0	0	0	0	0	779	30	33
21:00	1	26	111	298	107	16	0	0	0	0	0	0	0	0	559	31	34
22:00	3	5	61	227	136	23	3	0	0	0	0	0	0	0	458	33	36
23:00	0	4	27	102	98	22	4	0	0	0	0	0	0	0	257	34	37
Total	693	2198	6081	5865	1797	248	32	4	0	0	0	0	0	0	16918		
Percent	4.1%	13.0%	35.9%	34.7%	10.6%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	09:00	08:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	11:00		
Vol.	123	305	557	386	136	22	4	3							1301		
PM Peak	12:00	12:00	12:00	17:00	17:00	22:00	23:00								12:00		
Vol.	154	328	581	457	150	23	4								1287		
Grand Total	2439	6923	18253	17850	5556	753	87	10	0	1	0	0	0	0	51872		
Percent	4.7%	13.3%	35.2%	34.4%	10.7%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 15 MPH
 50th Percentile : 23 MPH
 85th Percentile : 29 MPH
 95th Percentile : 33 MPH

Statistic s
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 30125
 Percent in Pace : 58.1%
 Number of Vehicles > 25 MPH : 24257
 Percent of Vehicles > 25 MPH : 46.8%
 Mean Speed(Average) : 23 MPH

TRIP-GENERATION CALCULATIONS

3225 MAIN STREET • P.O. BOX 226
BARNSTABLE, MASSACHUSETTS 02630



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May 20, 2014

Jeffrey S. Dirk, P.E., PTOE, FITE
Principal
Vanasse & Associates, Inc.
10 New England Business Center Drive
Suite 314
Andover, MA 01810-1066

Re: Traffic Impact Assessment – Proposed Scope of Work – Proposed Extended Stay
Hotel – 566 Main Street (Route 28), Falmouth

Dear Mr. Dirk,

Thank you for submitting the letter dated April 30, 2014 regarding traffic study requirements for the proposed extended stay hotel to be located at 556 Main Street (Route 28) in Falmouth. Cape Cod Commission Transportation staff has reviewed the document and offer the following comments.

PROJECT DESCRIPTION

As outlined in the letter, the Applicant is proposing to redevelop the existing commercial property at 556 Main Street (Route 28) in Falmouth that currently contains 16,272 square feet (sf) of commercial/retail space. The Applicant is proposing to construct a 108-room extended stay hotel.

TRIP GENERATION

Commission Transportation staff has reviewed the trip generation calculations as outlined in the letter. The letter states that the trip generation estimates are based on trip generation data in *Institute of Transportation Engineers' (ITE) Trip Generation*, 9th Edition, for Land Use Code (LUC) 826, Specialty Retail, for the existing use, and LUC 310, Hotel, for the proposed use. Commission Transportation staff agrees with the characterization of the existing and proposed uses, but suggests that some of the calculations do not follow guidance provided in the Cape Cod Commission Technical 96-003. Specifically, the "Peak Hour of Generator" should be used for the Weekday AM and



Extended Stay Hotel – Falmouth
May 20, 2014

PM Peak Hour analysis as opposed to the Peak of Hour of Adjacent Street Traffic. Additionally, the regression equation should only be used “when statistically appropriate and used according to the methods outlined” in the *ITE Trip Generation Manual*.

Commission Transportation staff suggests that the expected increase in traffic from the project during different time periods is as presented in Table 1. Trip generation calculations are attached and Commission Transportation staff is available for any questions.

Table 1: Estimated Project Trip Generation

Time Period	Trip Generation (trips)		
	Proposed Use Hotel (108 rooms) ¹	Existing Use ²	Net New Trips ³
Weekday Daily Trips	882	721	+161
Weekday AM Peak Hour	60	111	-51
Weekday PM Peak Hour	66	82	-16
Saturday Daily	885	684	+201
Saturday Midday Peak Hour	79	66	+13

Note:

¹ Based on ITE LUC 310, Hotel, 108 rooms

² Based on ITE LUC 826, Specialty Retail, 16,272 sf

³ Trip from proposed use minus credit for trips from existing use

Based on these estimates, the project would add 161 new Weekday Daily trips and 13 new trips during the project's Peak Hour (Saturday Midday Peak Hour). Based on the fact that the project is anticipated to generate less the 250 daily and 25 peak hour trips, the Applicant could consider pursuing Limited Development of Regional Impact (DRI) Review. In addition to the trip generation related questions, the Limited DRI Review scoping checklists asks whether the project is on or abuts a regional roadway. If the Applicant considers Limited DRI Review, discussions with Commission staff about site drive design may be able to address potential impacts on this regional roadway without the need for full DRI review.

If the Applicant pays careful attention to site drive design and provided analysis of safety and other safety characteristics of the driveway, Commission Transportation staff may

Commission Transportation staff notes that while staff suggests that the existing use credits shown in Table 1 are appropriately calculated and applied, it is at the Cape Cod Commission's discretion, per Minimum Performance Standard TRo.2, whether or not to allow such credits.

Extended Stay Hotel – Falmouth
May 20, 2014

STUDY AREA

Based on the current estimates of project trip generation, Commission Transportation staff suggests that the proposed study area, as presented in the letter and shown below, is appropriate for the traffic impact assessment for the proposed development.

1. Main Street, east and west of the project site (roadway links)
2. Main Street at Lantern Lane/Proposed Site Drive (intersection)
3. Main Street at Nye Road (intersection)

TRIP DISTRIBUTION

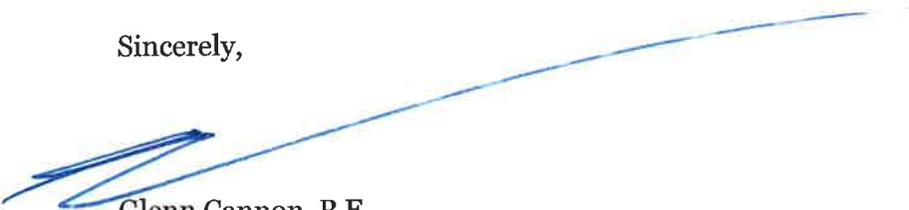
To be provided following further analysis by the Applicant.

OTHER STUDY PARAMETERS

Commission Transportation staff suggests that the study time periods, analysis conditions, background traffic growth rate, background develop project, and roadway improvement projects, as presented in the letter, are appropriate for the traffic impact assessment for the proposed development.

Please feel free to contact me with any questions regarding these comments or anything else.

Sincerely,



Glenn Cannon, P.E.
CCC Director of Technical Services

Cc: Steven Tupper, CCC Technical Services Planner
Jonathan Idman, CCC Chief Regulatory Officer

Attachments (1)

Trip Generation Calculation Sheet
Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 826 - Specialty Retail

Average Vehicle Trip Ends per: 1000 Sq. Feet Gross Leasable Area
 Independent Variable (X): **16.272**

Average Weekday Daily

Available Data

Number of Studies:	4
Directional Distribution:	50 % Entering 50 % Exiting
Average Rate:	44.32
Standard Deviation:	15.52
R ²	0.69
Regression Equation:	T = 42.78(X) + 37.66

Regression Equation Check

Regression Equation?	Yes
Indep. Var. within Data Range?	Yes
20 points or R ² ≥ 0.75	No
Equation within data cluster?	Yes
Std. Dev. > 110% of Ave. Rate?	No
Use Regression Equation?	No

Estimate Based on Regression Equation

T = 42.78(X) + 37.66
 T = 42.78(16.272) + 37.66
 T = 733.78
 T = 734 vehicle trips with 50% (367) entering and 50% (367) exiting.

Estimate Based on Weighted Average Rate

T = 44.32 (X)
 T = 44.32 (16.272)
 T = 721.18
 T = 721 vehicle trips with 50% (361) entering and 50% (360) exiting.

Weekday AM Peak Hour of Generator

Available Data

Number of Studies:	4
Directional Distribution:	48 % Entering 52 % Exiting
Average Rate:	6.84
Standard Deviation:	3.55
R ²	0.9
Regression Equation:	T = 4.91(X)+115.59

Regression Equation Check

Regression Equation?	Yes
Indep. Var. within Data Range?	Yes
20 points or R ² ≥ 0.75	Yes
Equation within data cluster?	Yes
Std. Dev. > 110% of Ave. Rate?	No
Use Regression Equation?	No

Estimate Based on Regression Equation

T = 4.91(X)+115.59
 T = 4.91(16.272)+115.59
 T = 195.49
 T = 195 vehicle trips with 48% (94) entering and 52% (101) exiting.

Estimate Based on Weighted Average Rate

T = 6.84 (X)
 T = 6.84 (16.272)
 T = 111.3
 T = 111 vehicle trips with 48% (53) entering and 52% (58) exiting.

Weekday PM Peak Hour of Generator

Available Data

Number of Studies:	3
Directional Distribution:	56 % Entering 44 % Exiting
Average Rate:	5.02
Standard Deviation:	2.31
R ²	-
Regression Equation:	Not Given

Regression Equation Check

Regression Equation?	No
Indep. Var. within Data Range?	-
20 points or R ² ≥ 0.75	-
Equation within data cluster?	-
Std. Dev. > 110% of Ave. Rate?	-
Use Regression Equation?	No

Estimate Based on Regression Equation

-
 -
 -
 -

Estimate Based on Weighted Average Rate

T = 5.02 (X)
 T = 5.02 (16.272)
 T = 81.69
 T = 82 vehicle trips with 56% (46) entering and 44% (36) exiting.

Trip Generation Calculation Sheet
Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 826 - Specialty Retail

Average Vehicle Trip Ends per: 1000 Sq. Feet Gross Leasable Area
 Independent Variable (X): **16.272**

Saturday Daily

Available Data

Number of Studies:	3
Directional Distribution:	50 % Entering 50 % Exiting
Average Rate:	42.04
Standard Deviation:	13.97
R ²	-
Regression Equation:	Not Given

Regression Equation Check

Regression Equation?	No
Indep. Var. within Data Range?	-
20 points or R ² ≥ 0.75	-
Equation within data cluster?	-
Std. Dev. > 110% of Ave. Rate?	-
Use Regression Equation?	No

Estimate Based on Regression Equation

-
-
-
-

Estimate Based on Weighted Average Rate

T = 42.04 (X)
T = 42.04 (16.272)
T = 684.07
T = 684 vehicle trips with 50% (342) entering and 50% (342) exiting.

Saturday Midday Peak Hour

Available Data

Number of Studies:	3
Directional Distribution:	50 % Entering 50 % Exiting
Average Rate:	4.06
Standard Deviation:	-
R ²	-
Regression Equation:	Not Given

Regression Equation Check

Regression Equation?	No
Indep. Var. within Data Range?	-
20 points or R ² ≥ 0.75	-
Equation within data cluster?	-
Std. Dev. > 110% of Ave. Rate?	-
Use Regression Equation?	No

Estimate Based on Regression Equation

-
-
-
-

Estimate Based on Weighted Average Rate

T = 4.06 (X)
T = 4.06 (16.272)
T = 66.06
T = 66 vehicle trips with 50% (33) entering and 50% (33) exiting.

Note: Assumes same Directional Distribution as Saturday Daily, Average Rate based on Daily Rate factored to Peak Hour using Saturday Midday Peak Hour rate/Saturday Daily Rate (4.82/49.97) for ITE LUC 820

Trip Generation Calculation Sheet
Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 310 - Hotel

Average Vehicle Trip Ends per: Rooms
 Independent Variable (X): **108**

Average Weekday Daily

Available Data

Number of Studies:	10
Directional Distribution:	50 % Entering 50 % Exiting
Average Rate:	8.17
Standard Deviation:	3.38
R ²	0.98
Regression Equation:	T = 8.95(X)-373.16

Regression Equation Check

Regression Equation?	Yes
Indep. Var. within Data Range?	Yes
20 points or R ² ≥ 0.75	Yes
Equation within data cluster?	Yes
Std. Dev. > 110% of Ave. Rate?	No
Use Regression Equation?	No

Estimate Based on Regression Equation

T = 8.95(X)-373.16
 T = 8.95(108)-373.16
 T = 593.44
 T = 593 vehicle trips with 50% (297) entering and 50% (296) exiting.

Estimate Based on Weighted Average Rate

T = 8.17 (X)
 T = 8.17 (108)
 T = 882.36
 T = 882 vehicle trips with 50% (441) entering and 50% (441) exiting.

Weekday AM Peak Hour of Generator

Available Data

Number of Studies:	34
Directional Distribution:	54 % Entering 46 % Exiting
Average Rate:	0.52
Standard Deviation:	0.75
R ²	0.56
Regression Equation:	Ln(T) = 0.85*Ln(X)+0.12

Regression Equation Check

Regression Equation?	Yes
Indep. Var. within Data Range?	Yes
20 points or R ² ≥ 0.75	Yes
Equation within data cluster?	Yes
Std. Dev. > 110% of Ave. Rate?	Yes
Use Regression Equation?	Yes

Estimate Based on Regression Equation

Ln(T) = 0.85*Ln(X)+0.12
 Ln(T) = 0.85*Ln(108)+0.12
 T = 60.33
 T = 60 vehicle trips with 54% (32) entering and 46% (28) exiting.

Estimate Based on Weighted Average Rate

T = 0.52 (X)
 T = 0.52 (108)
 T = 56.16
 T = 56 vehicle trips with 54% (30) entering and 46% (26) exiting.

Weekday PM Peak Hour of Generator

Available Data

Number of Studies:	35
Directional Distribution:	58 % Entering 42 % Exiting
Average Rate:	0.61
Standard Deviation:	0.81
R ²	-
Regression Equation:	Not Given

Regression Equation Check

Regression Equation?	No
Indep. Var. within Data Range?	-
20 points or R ² ≥ 0.75	-
Equation within data cluster?	-
Std. Dev. > 110% of Ave. Rate?	-
Use Regression Equation?	No

Estimate Based on Regression Equation

-
 -
 -
 -

Estimate Based on Weighted Average Rate

T = 0.61 (X)
 T = 0.61 (108)
 T = 65.88
 T = 66 vehicle trips with 58% (38) entering and 42% (28) exiting.

Trip Generation Calculation Sheet
Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 310 - Hotel

Average Vehicle Trip Ends per: Rooms
 Independent Variable (X): **108**

Saturday Daily

Available Data

Number of Studies:	8
Directional Distribution:	50 % Entering 50 % Exiting
Average Rate:	8.19
Standard Deviation:	3.13
R ²	0.93
Regression Equation:	T = 9.62(X)-294.56

Regression Equation Check

Regression Equation?	Yes
Indep. Var. within Data Range?	Yes
20 points or R ² ≥ 0.75	Yes
Equation within data cluster?	Yes
Std. Dev. > 110% of Ave. Rate?	No
Use Regression Equation?	No

Estimate Based on Regression Equation

T = 9.62(X)-294.56
 T = 9.62(108)-294.56
 T = 744.4
 T = 744 vehicle trips with 50% (372) entering and 50% (372) exiting.

Estimate Based on Weighted Average Rate

T = 8.19 (X)
 T = 8.19 (108)
 T = 884.52
 T = 885 vehicle trips with 50% (443) entering and 50% (442) exiting.

Saturday Midday Peak Hour

Available Data

Number of Studies:	9
Directional Distribution:	56 % Entering 44 % Exiting
Average Rate:	0.72
Standard Deviation:	0.87
R ²	0.8
Regression Equation:	T = 0.69(X)+4.32

Regression Equation Check

Regression Equation?	Yes
Indep. Var. within Data Range?	Yes
20 points or R ² ≥ 0.75	Yes
Equation within data cluster?	Yes
Std. Dev. > 110% of Ave. Rate?	Yes
Use Regression Equation?	Yes

Estimate Based on Regression Equation

T = 0.69(X)+4.32
 T = 0.69(108)+4.32
 T = 78.84
 T = 79 vehicle trips with 56% (44) entering and 44% (35) exiting.

Estimate Based on Weighted Average Rate

T = 0.72 (X)
 T = 0.72 (108)
 T = 77.76
 T = 78 vehicle trips with 56% (44) entering and 44% (34) exiting.

Institute of Transportation Engineers (ITE)
Trip Generation, 9th Edition
Land Use Code (LUC) 310 - Hotel

Average Vehicle Trips Ends vs: Rooms
 Independent Variable (X): 110

Average Weekday Daily

$T = 8.17 * (X)$
 $T = 8.17 * 110$
 $T = 898.70$
 $T = 900$ vehicle trips
 with 50% (450 vpd) entering and 50% (450 vpd) exiting.

Weekday Morning Peak Hour of Generator

$\ln T = 0.85 \ln (X) + 0.12$
 $\ln T = 0.85 \ln 110 + (0.12)$
 $\ln T = 4.12$
 $T = 61.28$
 $T = 61$ vehicle trips
 with 54% (33 vpd) entering and 46% (28 vpd) exiting.

Weekday Evening Peak Hour of Generator

$T = 0.61 * (X)$
 $T = 0.60 * 110$
 $T = 67.10$
 $T = 67$ vehicle trips
 with 58% (39 vpd) entering and 42% (28 vpd) exiting.

SATURDAY DAILY

$T = 8.19 * (X)$
 $T = 8.19 * 110$
 $T = 900.90$
 $T = 902$ vehicle trips
 with 50% (451 vpd) entering and 50% (451 vpd) exiting.

Saturday Midday Peak Hour of Generator

$T = 0.69 * (X) + 4.32$
 $T = 0.69 * 110 + 4.32$
 $T = 80.22$
 $T = 80$ vehicle trips
 with 56% (45 vph) entering and 44% (35 vph) exiting.

CCRTA BUS ROUTE, SCHEDULE AND FARE INFORMATION

CCRTA Fares and Information

CCRTA Special Services and Connections

Sealine Hyannis to Falmouth/Woods Hole
 June 21 through September 1, 2014
 RUNS 7 DAYS A WEEK

The CCRTA Fixed Route buses use an Electronic Farebox System. Visit www.capecodrta.org for more information.

	Adults and Youth	60+ and People with disabilities**
One-way ride	\$2	\$1
One-way ride plus off-route trip (FLEX bus only)	\$4	\$2
Day Pass	\$6	\$3
Monthly Pass (unlimited rides)	\$60	\$30
Transfers to other CCRTA buses	\$2	\$1

Exact fare only. Drivers will not make change. Children age five and younger ride free. **Persons holding Medicare and/or Transit Access Passes.

- CCRTA buses have bike racks. Space is limited.
- Pets: Service animals and pets in secured carriers are allowed to board.
- CCRTA buses are accessible to people with disabilities.



215 Iyanough Road
 P.O. Box 1988
 Hyannis, MA 02601
 800.352.7155 Information
 508.385.1430 Local Number
 800.439.0183 TTY Number
www.capecodrta.org

Plan your Cape Cod travel on www.google.com/transit

The Sealine services Route 28 from the Hyannis Transportation Center to Woods Hole.

Use the Sealine Hyannis-Falmouth/Woods Hole for:

- Barnstable Municipal Airport (on request)
- Barnstable Senior Center (on request)
- Boys & Girls Club, Mashpee (on request)
- Mashpee Health Center (on request)

- Ⓞ The Sealine connects with the Bourne Route in Mashpee, Barnstable Village, Hyannis Trolley, H2O and the Sandwich Line at the Hyannis Transportation Center.
- Ⓞ The run on the timetable marked Friday Only connects with the CapeFLYER train.



Sealine Hyannis to Falmouth/Woods Hole

Hyannis to Falmouth/Woods Hole

NextBus Stop #	AM	PM
1 Hyannis Transportation Center	5:30*	6:30*
17 Cape Cod Mail Entrance - Route 28 ()	5:35*	6:35*
18 West Main Street & Route 28	5:38*	6:38*
19 Centerville	5:44*	6:44*
20 Osterville	5:52*	6:52*
21 Marston's Mills Marketplace	5:45*	6:45*
22 Mashpee Commons Stop & Shop	5:54*	6:54*
23 South Cape Village - Marshalls	6:02*	7:02*
24 Community Health Center of Cape Cod ()	6:10*	7:10*
25 East Falmouth - Dunkin Donuts ()	6:16*	7:16*
29 Falmouth Mail	6:26*	7:26*
30 Falmouth Bus Depot		
31 Woods Hole		

Falmouth/Woods Hole to Hyannis

NextBus Stop #	AM	PM
31 Woods Hole	6:45*	7:45*
30 Falmouth Bus Depot	6:56*	7:56*
29 Falmouth Mail	7:02*	8:02*
25 East Falmouth - Dunkin Donuts ()	7:07*	8:07*
140 Seacoast Shores Boulevard ()	7:10*	8:10*
24 Community Health Center of Cape Cod ()	7:20*	8:20*
23 South Cape Village - Marshalls	7:26*	8:26*
22 Mashpee Commons Stop & Shop	7:34*	8:34*
21 Marston's Mills Marketplace	7:34*	8:34*
20 Osterville	7:41*	8:41*
19 Centerville	7:44*	8:44*
18 West Main Street & Route 28	7:47*	8:47*
17 Cape Cod Mail Entrance - Route 28 ()		
1 Hyannis Transportation Center		

Sealine On Request:

To schedule a pick-up from one of the following On Request locations, please call CCRTA Customer Service at 800.352.7155.

- Barnstable Municipal Airport
- Barnstable Senior Center
- Boys & Girls Club, Mashpee
- Mashpee Medical Center

- The Sealine conveniently connects to: the H2O bus for travel east to Orleans; the Barnstable Villager to shopping malls, Cape Cod Community College, Barnstable Village and the Barnstable County Complex; the complimentary Hyannis Trolley to Main Street and the Steamship Authority; The Bourne Run for travel through Bourne; The Sandwich Line for travel through West Main Street (Hyannis), Centerville and Sandwich; also connects with inter-city buses.

NextBus

NextBus is a service designed to help both you and your bus get to your stop at the same time.

- 1 Call 508.683.0013 or visit capecodria.org.
- 2 Enter your bus stop number when prompted (listed on all CCRTA bus schedules).
- 3 Using satellite technology, NextBus finds your bus and tells you when you can expect it at your stop.



* No service at these times on Saturdays and Sundays.
No service at this time.
Bus Shelter

Service from the Falmouth Mall to Woods Hole is provided by the WHOOSH Trolley beginning at 9:45 am.

MASSDOT CRASH RATE WORKSHEET

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN: FALMOUTH COUNT DATE: 5/20/14

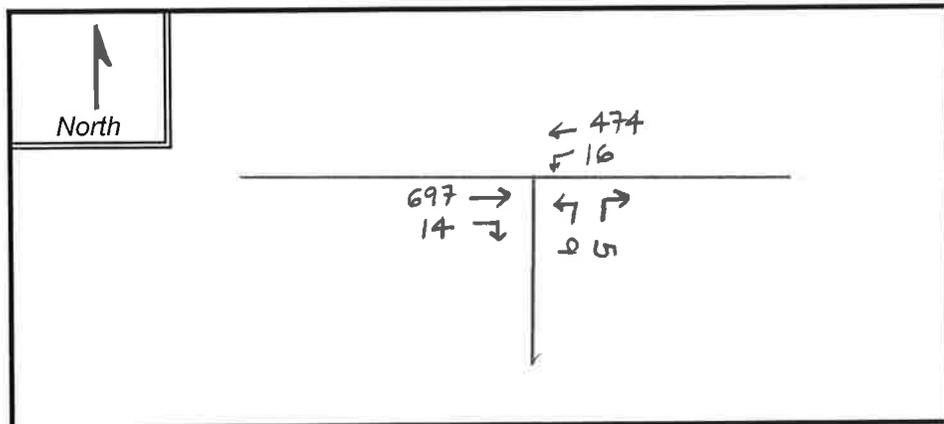
DISTRICT: 5 UNSIGNALIZED: SIGNALIZED:

~ INTERSECTION DATA ~

MAJOR STREET: MAIN STREET (ROUTE 28)

MINOR STREET(S): NYE ROAD

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH:	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION:	MAIN ST. EB	MAIN ST. WB	NYE ROAD NB			
PEAK HOURLY VOLUMES (AM/PM):	711	490	14			1,215

"K" FACTOR: INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME:

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

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

Comments: THE CALCULATED CRASH RATE IS BELOW BOTH THE STATEWIDE (0.60) AND DISTRICT 5 (0.58) AVE. CRASH RATE
 Project Title & Date: EXTENDED STAY HOTEL - 556 MAIN STREET - FALMOUTH, MA