



NEW BEDFORD-FAIRHAVEN BRIDGE
CORRIDOR STUDY

Appendix A

Delay and Level of Service (LOS) Tables - Existing 2014

Appendix A-1: Detailed Delay and LOS Table for AM Peak Hour (7:30 AM - 8:30 AM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS				
1	Kempton St Brownell Ave/ Route 140	Kempton St	EBL	324	1.06	97.4	F	69.8	E	126.4	F				
			EBT	257	0.42	39.2	D								
			EBR	52											
			WBL	70	0.24	29.2	C	15.5	B						
			WBT	308	0.57	45.5	D								
			WBR	850	0.70	2.8	A								
		Brownell Ave	NBL	28	1.26	183.1	F	183.1	F						
			NBT	327											
			NBR	30											
		SR140	SBL	468	9.92dl	374.1	F	248.2	F						
			SBT	397											
			SBR	385								0.31	0.5	A	
2	Kempton St & Cornell St	Kempton St	EBL	79	0.37	7.1	A	3.5	A	11.0	B				
			EBT	676	0.29	3.1	A								
			WBT	1150	0.65	10.4	B	10.4	B						
			WBR	38											
		Cornell St	SBL	65	0.67	49.5	D	49.5	D						
			SBR	78											
3	Kempton St & Rockdale Ave	Kempton St	EBL	141	0.75	53.6	D	26.4	C	53.8	D				
			EBT	224	0.64	42.7	D								
			EBR	364	0.30	6.7	A								
			WBL	10	0.40	38.1	D	38.1	D						
			WBT	107											
			WBR	7											
		Rockdale Ave	NBL	578	0.83	28.9	C	20.9	C						
			NBT	331	0.38	8.8	A								
			NBR	35											
			SBL	26	1.31	217.4	F	217.4	F						
			SBT	319											
			SBR	18											
4	Mill St & Rockdale Ave	Mill St	WBL	11	0.81	59.6	E	59.6	E	16.8	B				
			WBT	129											
			WBR	25											
		Rockdale Ave	NBL	57	0.14	4.0	A	5.1	A						
			NBT	422	0.42	5.3	A								
			SBT	352	0.41	12.6	B	11.9	B						
			SBR	90	0.08	9.2	A								

Appendix A-1: Detailed Delay and LOS Table for AM Peak Hour (7:30 AM - 8:30 AM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
5	Mill St & Cottage St	Mill St	WBL	24	0.75	38.0	D	38.0	D	19.4	B
			WBT	150							
			WBR	13							
		Cottage St	NBL	43	0.21	11.7	B	11.7	B		
			NBT	93							
			SBT	144	0.19	6.2	A	6.2	A		
			SBR	4							
6	Kempton St & Cottage St	Kempton St	EBL	7	0.02	12.2	B	20.5	C	21.3	C
			EBT	336	0.73	21.5	C				
			EBR	40	0.04	12.3	B				
		Cottage St	NBT	129	0.44	19.1	B	19.1	B		
			NBR	100							
			SBL	59	0.52	25.3	C	25.3	C		
			SBT	109							
7	Mill St & County St	Mill St	WBL	68	0.80	44.1	D	44.1	D	21.3	C
			WBT	101							
			WBR	27							
		County St	NBL	42	0.14	9.8	A	9.4	A		
			NBT	251							
			SBT	375	0.57	17.6	B	17.6	B		
			SBR	35							
8	Kempton St & County St	Kempton St	EBL	30	0.25	34.4	C	39.5	D	18.7	B
			EBT	179	0.67	40.0	D				
			EBR	123							
		County St	NBT	263	0.41	5.7	A	5.7	A		
			NBR	166							
			SBL	62	0.48	13.7	B	13.7	B		
			SBT	381							
9	Kempton St/ Mill St & Purchase St	Kempton St	EBL	187	0.83	88.9	F	78.4	E	75.3	E
			EBT	95	0.41	62.0	E				
			EBR	0	-	-	-				
		Mill St	WBL	354	0.92	96.0	F	92.6	F		
			WBT	120	0.95	102.1	F				
			WBR	104	0.43	60.0	E				
		Purchase St	NBL	75	0.29	55.7	E	55.2	E		
			NBT	209	0.39	56.3	E				
			NBR	62	0.05	51.2	D				
			SBL	44	0.73	66.1	E	66.1	E		
			SBT	307							
			SBR	35							

Appendix A-1: Detailed Delay and LOS Table for AM Peak Hour (7:30 AM - 8:30 AM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
10	Huttleston Ave & Middle St	Huttleston Ave	EBT	295	0.26	6.3	A	6.3	A	9.0	A
			EBR	88							
			WBL	21	0.37	7.3	A	7.3	A		
			WBT	365							
		Middle St	NBL	98	0.37	27.2	C	27.2	C		
			NBR	20							
11	Huttleston Ave & Main St	Huttleston Ave	EBL	45	0.48	25.1	C	13.1	B	24.6	C
			EBT	252	0.29	10.8	B				
			EBR	18							
			WBL	18	0.28	27.7	C	24.2	C		
			WBT	278	0.47	24.0	C				
			WBR	67							
		Main St	NBL	49	0.63	32.5	C	32.5	C		
			NBT	53							
			NBR	12							
			SBL	72	0.77	39.5	D	39.5	D		
			SBT	55							
			SBR	59							
12	Huttleston Ave & Green St	Huttleston Ave	EBL	3	0.26	5.2	A	5.2	A	11.9	B
			EBT	311							
			EBR	34							
			WBL	5	0.22	11.9	B	11.9	B		
			WBT	294							
			WBR	12							
		Green St	NBL	36	0.46	35.7	D	35.7	D		
			NBT	7							
			NBR	10							
			SBL	12	0.37	37.3	D	37.3	D		
			SBT	3							
			SBR	5							

Appendix A-1: Detailed Delay and LOS Table for AM Peak Hour (7:30 AM - 8:30 AM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
13	Huttleston Ave & Adams St	Huttleston Ave	EBL	23	0.84	39.7	D	39.7	D	43.8	D
			EBT	275							
			EBR	35							
			WBL	5	0.58	32.4	C	32.4	C		
			WBT	248							
			WBR	103							
		Adams St	NBL	44	0.94	79.3	E	79.3	E		
			NBT	92							
			NBR	31							
			SBL	139	0.95	44.4	D	44.4	D		
			SBT	85							
SBR	19										
14	Huttleston Ave & Holcomb St	Huttleston Ave	EBL	13	0.27	3.9	A	3.9	A	7.0	A
			EBT	398							
			EBR	34							
			WBL	24	0.22	3.7	A	3.7	A		
			WBT	315							
			WBR	1							
		Holcomb St	NBL	32	0.50	30.0	C	30.0	C		
			NBT	4							
			NBR	21							
			SBL	4	0.13	27.9	C	27.9	C		
			SBT	3							
SBR	9										
15	Huttleston Ave & Bridge St	Bridge St	EBL	0	0.37	20.5	C	20.5	C	15.1	B
			EBT	87							
			EBR	43							
			WBL	29	0.71	27.8	C	27.8	C		
			WBT	119							
			WBR	99							
		Huttleston Ave	NBL	9	0.21	8.4	A	8.4	A		
			NBT	241							
			NBR	38							
			SBL	156	0.47	9.9	A	9.9	A		
			SBT	266							
SBR	1										

Appendix A-1: Detailed Delay and LOS Table for AM Peak Hour (7:30 AM - 8:30 AM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
16	Huttleston Ave & Alden Rd	Huttleston Ave	EBL	124	0.60	38.1	D	22.3	C	29.2	C
			EBT	328	0.31	17.2	B				
			EBR	58							
			WBL	54	0.50	52.7	D	26.8	C		
			WBT	342	0.53	23.9	C				
			WBR	145							
		Alden Rd	NBL	45	0.47	39.1	D	39.1	D		
			NBT	70							
			NBR	17							
			SBL	172	0.73	39.8	D	39.8	D		
			SBT	104							
			SBR	58							
17	Huttleston Ave & Route 240	Huttleston Ave	EBL	51	0.21	17.6	B	15.2	B	20.1	C
			EBT	285	0.29	24.2	C				
			EBR	181	0.14	0.2	A				
		Route 6	WBL	48	0.16	14.5	B	12.7	B		
			WBT	279	0.33	20.5	C				
			WBR	240	0.17	0.3	A				
		SR 240	NBL	174	0.59	26.1	C	29.6	C		
			NBT	292	0.69	39.2	D				
			NBR	53	0.05	0.1	A				
			SBL	156	0.61	25.7	C	23.9	C		
			SBT	163	0.40	33.9	C				
			SBR	88	0.06	0.1	A				
18	Bridge St & Alden Rd	Bridge St	EBL	76	0.67	44.3	D	38.4	D	44.0	D
			EBT	229	0.78	36.7	D				
			EBR	25							
			WBL	92	0.58	35.8	D	24.6	C		
			WBT	228	0.70	29.6	C				
			WBR	131	0.15	10.3	B				
		Alden Rd	NBL	15	0.62	54.9	D	26.0	C		
			NBT	142	0.64	32.8	C				
			NBR	182	0.13	16.4	B				
			SBL	229	1.20	155.5	F	74.5	E		
			SBT	217	0.64	25.2	C				
			SBR	95	0.09	11.2	B				

Appendix A-1: Detailed Delay and LOS Table for AM Peak Hour (7:30 AM - 8:30 AM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
19	Bridge St Route 240	Bridge St	EBL	368	1.02	103.6	F	86.3	F	114.8	F
			EBT	238	0.95	79.8	E				
			EBR	34	0.04	28.0	C				
			WBL	14	0.20	51.3	D	51.4	D		
			WBT	46	0.49	54.1	D				
			WBR	128	0.10	50.5	D				
		Route 240	NBL	36	0.87	131.1	F	66.0	E		
			NBT	510	0.91	63.1	E				
			NBR	37	0.03	32.4	C				
			SBL	556	1.53	292.1	F	156.0	F		
			SBT	359	0.73	47.1	D				
			SBR	369	0.23	39.3	D				
20	Union St & Route 18	Union St	EBL	0	0.06	28.4	C	28.4	C	2.7	A
			EBR	1							
		Route 18	NBL	0	0.55	2.8	A	2.8	A		
			NBT	1255							
			SBT	1124	0.51	2.6	A	2.6	A		
			SBR	7							
21	Hillman St & Purchase St	Hillman St	WBL	80	0.51	39.3	D	39.3	D	31.4	C
			WBR	34							
		Purchase St	NBT	177	0.45	29.0	C	28.4	C		
			NBR	384	0.41	28.1	C				
			SBL	88	0.22	24.9	C	32.4	C		
			SBT	370	0.67	34.6	C				
22	Hillman St & NB JFK Memorial Hwy On Ramp	Hillman St	EBLT	-	-	-	-	-	-	-	-
			WBTR	-	-	-	-	-	-	-	-
23	Purchase St & SB JFK Memorial Hwy Off Ramp	JFK Memorial	WBL	340	-	53.3	F	53.3	F	25.9	D
			WBR	47							
		Purchase St	NBT	182	-	0.0	-	0.0	-		
			NBR	0							
			SBL	0	-	0.0	-	0.0	-		
			SBT	249							

Appendix A-1: Detailed Delay and LOS Table for AM Peak Hour (7:30 AM - 8:30 AM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
24	Linden St County St	Linden St	EBT	75	-	10.1	B	10.1	B	10.8	B
			EBR	154							
			WBL	25	-	9.2	A	9.2	A		
			WBT	42							
		County St	NBL	174	-	11.7	B	11.7	B		
			NBR	104							
25	Washburn St & Belleville Ave	Washburn St	EBL	34	-	60.0	F	60.0	F	26.3	D
			EBT	61							
			EBR	37							
			WBL	85	-	36.5	E	36.5	E		
			WBR	349							
		Belleville Ave	NBT	50	-	0.0	0.0	0.0	0.0		
			NBR	5							
			SBL	265							
			SBT	114							
			26	Coggeshall St & Mt. Pleasant	Coggeshall St	EBL	17	-	11.0		
EBT	84										
EBR	20										
WBL	8	-				9.8	A	9.8	A		
WBT	34										
WBR	20										
Mt. Pleasant	NBL	16			-	13.0	B	13.0	B		
	NBT	196									
	NBR	24									
	SBL	10			-	11.3	B	11.3	B		
	SBT	141									
	SBR	17									
27	Coggeshall St & County St	Coggeshall St	EBL	5	0.26	11.1	B	11.1	B	12.2	B
			EBT	114							
			EBR	13							
			WBL	42	0.25	11.0	B	11.0	B		
			WBT	59							
			WBR	8							
		County St	NBL	10	0.46	13.2	B	13.2	B		
			NBT	203							
			NBR	50							
			SBL	14	0.36	12.2	B	12.2	B		
			SBT	176							
			SBR	6							

Appendix A-1: Detailed Delay and LOS Table for AM Peak Hour (7:30 AM - 8:30 AM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
28	Coggeshall St & Purchase St	Coggeshall St	EBL	6	0.20	4.8	A	4.8	A	170.0	F
			EBT	137							
			EBR	35							
			WBL	36	0.25	5.1	A	5.1	A		
			WBT	94							
			WBR	62							
		Purchase St	NBL	13	1.39	220.2	F	220.2	F		
			NBT	195							
			NBR	67							
			SBL	59	1.73	375.1	F	375.1	F		
			SBT	177							
			SBR	2							
29	Coggeshall St & Ashley Blvd	Coggeshall St	EBT	170	0.45	18.6	B	18.6	B	21.9	C
			EBR	93	0.80	36.1	D	36.1	D		
			WBL	139							
			WBT	158							
		Ashley Blvd	SBL	97	0.69	18.8	B	18.3	B		
			SBT	604							
			SBR	34	0.04	11.0	B				
			30	Coggeshall St & Acushnet Ave	Coggeshall St	EBL	29				
EBT	238	0.37				10.6	B				
WBT	211	0.58				20.3	C	20.3	C		
WBR	31										
Acushnet Ave	NBL	86			0.22	16.9	B	20.6	C		
	NBT	279			0.71	24.5	C				
	NBR	197			0.18	16.6	B				
31	Coggeshall St & N. Front St	Coggeshall St	EBL	59	-	1.8	A	1.8	A	7.3	A
			EBT	315							
			EBR	61							
			WBL	92	-	2.9	A	2.9	A		
			WBT	228							
			WBR	52							
		N. Front St	NBL	14	-	39.9	E	39.9	E		
			NBT	73							
			NBR	42							

Appendix A-1: Detailed Delay and LOS Table for AM Peak Hour (7:30 AM - 8:30 AM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS		
32	Coggeshall St & Belleville Ave	Coggeshall St	EBL	81	0.19	14.1	B	26.9	C	27.6	C		
			EBT	213	0.73	29.9	C						
			EBR	63									
			WBL	120	0.39	13.4	B	18.5	B				
			WBT	208	0.52	21.7	C						
			WBR	60	0.06	17.4	B						
		Belleville Ave	NBL	31	0.46	23.1	C	21.7	C				
			NBT	131									
			NBR	271	0.24	20.9	C						
			SBL	128									
			SBT	196	0.88	40.8	D	40.8	D				
			SBR	133									
33	Coggeshall St & 195 Off Ramp	Coggeshall St	EBL	56	0.17	14.7	B	18.8	B	56.6	E		
			EBT	316	0.76	28.8	C						
			EBR	178	0.15	0.2	A						
			WBL	504	1.26	147.2	F	97.1	F				
			WBT	204	0.53	17.1	B						
			WBR	81									
		195 Off Ramp	NBL	124	0.37	28.2	C	31.6	C				
			NBT	103	0.55	34.1	C						
			SBL	96	0.79	61.9	E					50.9	D
			SBR	137	0.76	51.6	D						
34	Howland Rd & Main St	Howland Rd	EBL	30	0.79	49.0	D	49.0	D	50.8	D		
			EBT	140									
			EBR	109									
			WBL	8	0.40	4.9	A	4.9	A				
			WBT	232									
			WBR	1									
		Main St	NBL	159	0.98	100.2	F	100.2	F				
			NBT	53									
			NBR	5									
			SBL	8	0.78	69.2	E	69.2	E				
			SBT	57									
			SBR	108									

Appendix A-1: Detailed Delay and LOS Table for AM Peak Hour (7:30 AM - 8:30 AM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
35	Howland Rd & Adams St	Howland Rd	EBL	0	0.20	0.4	A	0.4	A	41.4	D
			EBT	95							
			EBR	58							
			WBL	3	0.41	42.6	D	42.6	D		
			WBT	107							
			WBR	8							
		Adams St	NBL	130	0.86	69.9	E	69.9	E		
			NBT	85							
			NBR	2							
			SBL	5	0.52	50.1	D	50.1	D		
			SBT	55							
			SBR	4							
36	Howland Rd & Alden Rd	Howland Rd	EBL	14	-	17.9	C	17.9	C	4.2	A
			EBT	2							
			EBR	94							
		Nancy St	WBL	5	-	26.9	D	26.9	D		
			WBT	3							
			WBR	2							
		Alden Rd	NBL	57	-	2.7	0	2.7	0		
			NBT	192							
			NBR	1							
			SBL	3	-	0.2	0	0.2	0		
			SBT	402							
			SBR	22							

Appendix A-2: Detailed Delay and LOS Table for PM Peak Hour (4:00 PM - 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
1	Kempton St Brownell Ave/ Route 140	Kempton St	EBL	289	1.72	398.3	F	161.6	F	166.5	F
			EBT	513	0.78	48.3	D				
			EBR	77							
			WBL	87	0.75	68.7	E	23.8	C		
			WBT	455	0.61	43.6	D				
			WBR	635	0.47	1.1	A				
		Brownell Ave	NBL	25	1.15	143.7	F	143.7	F		
			NBT	308							
			NBR	40							
		SR140	SBL	475	9.53dl	463.0	F	288.1	F		
			SBT	445							
			SBR	529							
2	Kempton St & Cornell St	Kempton St	EBL	105	0.38	4.4	A	3.3	A	9.0	A
			EBT	923	0.36	3.2	A				
			WBT	1123	0.56	8.4	A	8.4	A		
			WBR	41							
		Cornell St	SBL	79	0.71	54.0	D	54.0	D		
			SBR	54							
3	Kempton St & Rockdale Ave	Kempton St	EBL	214	0.61	30.7	C	23.0	C	56.8	E
			EBT	336	0.61	30.1	C				
			EBR	392	0.30	12.3	B				
			WBL	7	0.25	24.8	C	24.8	C		
			WBT	80							
			WBR	6							
		Rockdale Ave	NBL	507	1.23	145.9	F	90.6	F		
			NBT	320	0.50	19.2	B				
			NBR	72							
			SBL	32	0.95	74.4	E	74.4	E		
			SBT	358							
			SBR	19							
4	Mill St & Rockdale Ave	Mill St	WBL	21	0.56	36.2	D	36.2	D	16.8	B
			WBT	155							
			WBR	32							
		Rockdale Ave	NBL	61	0.17	5.7	A	7.6	A		
			NBT	479	0.49	7.9	A				
			SBT	388	0.50	19.6	B	18.2	B		
			SBR	105	0.13	14.2	B				

Appendix A-2: Detailed Delay and LOS Table for PM Peak Hour (4:00 PM - 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
5	Mill St & Cottage St	Mill St	WBL	21	0.77	27.9	C	27.9	C	16.5	B
			WBT	242							
			WBR	17							
		Cottage St	NBL	39	0.21	5.3	A	5.3	A		
			NBT	117							
			SBT	140	0.19	7.7	A	7.7	A		
			SBR	13							
6	Kempton St & Cottage St	Kempton St	EBL	24	0.07	11.5	B	18.2	B	14.4	B
			EBT	327	0.72	19.6	B				
			EBR	38	0.04	11.4	B				
		Cottage St	NBT	132	0.27	12.2	B	12.2	B		
			NBR	53							
			SBL	28	0.28	7.7	A	7.7	A		
			SBT	133							
7	Mill St & County St	Mill St	WBL	99	0.70	22.3	C	22.3	C	23.3	C
			WBT	197							
			WBR	30							
		County St	NBL	58	0.28	8.8	A	11.8	B		
			NBT	348							
			SBT	369	0.81	36.6	D	36.6	D		
			SBR	23							
8	Kempton St & County St	Kempton St	EBL	42	0.24	27.4	C	31.0	C	14.6	B
			EBT	244	0.65	31.5	C				
			EBR	104							
		County St	NBT	364	0.51	7.2	A	7.2	A		
			NBR	176							
			SBL	50	0.59	10.2	B	10.2	B		
			SBT	418							
9	Kempton St/ Mill St & Purchase St	Kempton St	EBL	276	1.02	123.8	F	101.5	F	82.2	F
			EBT	162	0.59	68.4	E				
			EBR	2	0.00	54.6	D				
		Mill St	WBL	352	0.96	105.7	F	91.4	F		
			WBT	161	0.89	90.9	F				
			WBR	94	0.46	60.9	E				
		Purchase St	NBL	147	0.54	62.4	E	60.3	E		
			NBT	404	0.64	62.1	E				
			NBR	134	0.15	52.8	D				
			SBL	44	0.94	85.6	F	85.6	F		
			SBT	457							
			SBR	60							

Appendix A-2: Detailed Delay and LOS Table for PM Peak Hour (4:00 PM - 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
10	Huttleston Ave & Middle St	Huttleston Ave	EBT	562	0.38	7.3	A	7.3	A	10.3	B
			EBR	109							
			WBL	11	0.34	7.8	A	7.8	A		
			WBT	465							
		Middle St	NBL	102	0.50	31.5	C	31.5	C		
			NBR	34							
11	Huttleston Ave & Main St	Huttleston Ave	EBL	120	0.46	12.1	B	11.3	B	28.6	C
			EBT	436	0.39	11.1	B				
			EBR	40	0.56	40.2	D	27.4	C		
			WBL	25							
			WBT	348	0.42	26.3	C				
			WBR	63							
		Main St	NBL	74	0.86	56.2	E	56.2	E		
			NBL	75							
			NBR	25							
			SBL	62	0.84	51.8	D	51.8	D		
			SBT	93							
			SBR	54							
12	Huttleston Ave & Green St	Huttleston Ave	EBL	4	0.33	6.3	A	6.3	A	15.3	B
			EBT	488							
			EBR	33							
			WBL	8	0.26	17.9	B	17.9	B		
			WBT	389							
			WBR	14							
		Green St	NBL	44	0.59	41.3	D	41.3	D		
			NBT	8							
			NBR	24							
			SBL	6	0.37	42.5	D	42.5	D		
			SBT	5							
			SBR	3							

Appendix A-2: Detailed Delay and LOS Table for PM Peak Hour (4:00 PM - 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
13	Huttleston Ave & Adams St	Huttleston Ave	EBL	23	1.00	65.8	E	65.8	E	51.8	D
			EBT	461							
			EBR	34							
			WBL	8	0.79	40.1	D	40.1	D		
			WBT	373							
			WBR	170							
		Adams St	NBL	30	0.95	92.9	F	92.9	F		
			NBT	84							
			NBR	29							
			SBL	122	0.72	19.4	B	19.4	B		
			SBT	72							
SBR	8										
14	Huttleston Ave & Holcomb St	Huttleston Ave	EBL	31	0.35	4.0	A	4.0	A	7.1	A
			EBT	561							
			EBR	20							
			WBL	18	0.28	3.6	A	3.6	A		
			WBT	485							
			WBR	3							
		Holcomb St	NBL	29	0.48	30.6	C	30.6	C		
			NBT	9							
			NBR	23							
			SBL	13	0.27	29.4	C	29.4	C		
			SBT	7							
			SBR	37							
			15	Huttleston Ave & Bridge St	Bridge St	EBL	8	0.24	19.4		
EBT	70										
EBR	37										
WBL	58	0.84				35.9	D	35.9	D		
WBT	120										
WBR	239										
Huttleston Ave	NBL	14			0.32	9.4	A	9.4	A		
	NBT	341									
	NBR	85									
	SBL	200			0.59	11.5	B	11.5	B		
	SBT	400									
	SBR	3									

Appendix A-2: Detailed Delay and LOS Table for PM Peak Hour (4:00 PM - 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
16	Huttleston Ave & Alden Rd	Huttleston Ave	EBL	143	0.73	49.9	D	34.8	C	41.7	D
			EBT	459	0.63	31.0	C				
			EBR	85							
			WBL	97	0.68	54.1	D	46.7	D		
			WBT	396	0.82	45.6	D				
			WBR	180							
		Alden Rd	NBL	87	0.69	38.6	D	38.6	D		
			NBT	162							
			NBR	63							
			SBL	240	0.87	46.2	D	46.2	D		
			SBT	182							
			SBR	108							
17	Huttleston Ave & Route 240	Huttleston Ave	EBL	74	0.26	31.9	C	24.4	C	21.9	C
			EBT	425	0.45	39.3	D				
			EBR	263	0.21	0.2	A				
		Route 6	WBL	85	0.34	18.5	B	15.1	B		
			WBT	362	0.41	26.0	C				
			WBR	234	0.23	0.4	A				
		SR 240	NBL	192	0.61	27.2	C	28.5	C		
			NBT	251	0.68	39.2	D				
			NBR	94	0.07	0.1	A				
			SBL	260	0.64	19.9	B	21.1	C		
			SBT	352	0.52	30.1	C				
			SBR	122	0.09	0.1	A				
18	Bridge St & Alden Rd	Bridge St	EBL	178	0.99	97.3	F	67.8	E	51.8	D
			EBT	252	0.87	49.5	D				
			EBR	30							
			WBL	181	0.98	93.3	F	45.5	D		
			WBT	310	0.88	50.8	D				
			WBR	278	0.24	12.5	B				
		Alden Rd	NBL	39	1.01	145.7	F	59.6	E		
			NBT	251	0.95	72.5	E				
			NBR	195	0.16	16.7	B				
			SBL	205	0.98	89.0	F	42.3	D		
			SBT	319	0.72	30.4	C				
			SBR	164	0.14	11.1	B				

Appendix A-2: Detailed Delay and LOS Table for PM Peak Hour (4:00 PM - 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
19	Bridge St Route 240	Bridge St	EBL	448	0.94	69.7	E	61.0	E	51.4	D
			EBT	99	0.95	70.9	E				
			EBR	105	0.12	19.9	B				
			WBL	56	0.41	40.6	D	55.0	D		
			WBT	153	0.98	105.1	F				
			WBR	360	0.38	40.3	D				
		Route 240	NBL	89	1.03	149.7	F	57.8	E		
			NBT	445	0.83	44.3	D				
			NBR	25	0.03	22.2	C				
			SBL	107	0.71	50.4	D	41.2	D		
			SBT	573	0.89	48.8	D				
			SBR	527	0.37	32.1	C				
20	Union St & Route 18	Union St	EBL	0	0.26	60.2	E	60.2	E	2.4	A
			EBR	3							
		Route 18	NBL	0	0.52	2.1	A	2.1	A		
			NBT	1350							
			SBT	1449	0.56	2.4	A	2.4	A		
			SBR	0							
21	Hillman St & Purchase St	Hillman St	WBL	190	0.82	56.1	E	56.1	E	44.5	D
			WBR	54							
		Purchase St	NBT	281	0.56	31.1	C	38.7	D		
			NBR	539	0.79	42.6	D				
			SBL	99	0.25	25.3	C	47.5	D		
			SBT	415	0.91	53.5	D				
22	Hillman St & NB JFK Memorial Hwy On Ramp	Hillman St	EBLT	-	-	-	-	-	-	-	-
			WBTR	-	-	-	-	-	-	-	-
23	Purchase St & SB JFK Memorial Hwy Off Ramp	JFK Memorial	WBL	259	-	53.3	F	53.3	F	17.5	C
			WBR	53							
		Purchase St	NBT	316	-	0.0	-	0.0	-		
			NBR	0							
			SBL	0	-	0.0	-	0.0	-		
			SBT	314							

Appendix A-2: Detailed Delay and LOS Table for PM Peak Hour (4:00 PM - 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
24	Linden St County St	Linden St	EBT	67	-	12.5	B	12.5	B	14.3	B
			EBR	235							
			WBL	54	-	10.8	B	10.8	B		
			WBT	76							
		County St	NBL	204	-	16.8	C	16.8	C		
			NBR	133							
25	Washburn St & Belleville Ave	Washburn St	EBL	86	-	508.0	F	508.0	F	107.3	F
			EBT	96							
			EBR	10							
			WBL	35	-	16.4	C	16.4	C		
			WBR	572							
		Belleville Ave	NBT	4	-	0.0	-	0.0	-		
			NBR	7							
			SBL	288							
			SBT	129							
			26	Coggeshall St & Mt. Pleasant	Coggeshall St	EBL	15	-	10.9		
EBT	68										
EBR	14										
WBL	18	-				10.3	B	10.3	B		
WBT	59										
WBR	17										
Mt. Pleasant	NBL	31			-	13.4	B	13.4	B		
	NBT	208									
	NBR	29									
	SBL	14			-	12.4	B	12.4	B		
	SBT	227									
	SBR	7									
27	Coggeshall St & County St	Coggeshall St	EBL	9	0.21	10.6	B	10.6	B	13.1	B
			EBT	90							
			EBR	11							
			WBL	59	0.32	11.6	B	11.6	B		
			WBT	103							
			WBR	17							
		County St	NBL	20	0.51	13.4	B	13.4	B		
			NBT	246							
			NBR	41							
			SBL	15	0.57	14.6	B	14.6	B		
			SBT	275							
			SBR	15							

Appendix A-2: Detailed Delay and LOS Table for PM Peak Hour (4:00 PM - 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
28	Coggeshall St & Purchase St	Coggeshall St	EBL	6	0.29	16.4	B	16.4	B	14.7	B
			EBT	130							
			EBR	10							
			WBL	33	0.57	21.1	C	21.1	C		
			WBT	151							
			WBR	71							
		Purchase St	NBL	21	0.59	10.7	B	10.7	B		
			NBT	338							
			NBR	83							
			SBL	116	0.70	14.1	B	14.1	B		
			SBT	215							
			SBR	7							
29	Coggeshall St & Ashley Blvd	Coggeshall St	EBT	237	0.54	20.1	C	20.1	C	48.9	D
			EBR	92	1.22	143.7	F	143.7	F		
			WBL	163							
			WBT	219							
		Ashley Blvd	SBL	93	0.60	16.7	B	16.4	B		
			SBT	645							
			SBR	36	0.03	10.9	B				
30	Coggeshall St & Acushnet Ave	Coggeshall St	EBL	56	0.24	10.9	B	11.8	B	19.6	B
			EBT	274	0.47	12.0	B				
			WBT	274	0.80	28.9	C	28.9	C		
			WBR	55							
		Acushnet Ave	NBL	108	0.23	15.1	B	19.1	B		
			NBT	400	0.73	23.1	C				
			NBR	269	0.21	14.9	B				
31	Coggeshall St & N. Front St	Coggeshall St	EBL	68	-	2.3	A	2.3	A	58.2	F
			EBT	427							
			EBR	48							
			WBL	66	-	3.1	A	3.1	A		
			WBT	298							
			WBR	96							
		N. Front St	NBL	31	-	305.9	F	305.9	F		
			NBT	114							
			NBR	70							

Appendix A-2: Detailed Delay and LOS Table for PM Peak Hour (4:00 PM - 5:00 PM)

Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS		
32	Coggeshall St & Belleville Ave	Coggeshall St	EBL	111	0.33	13.8	B	26.9	C	28.9	C		
			EBT	339	0.76	31.4	C						
			EBR	47									
			WBL	171	0.69	20.8	C	23.2	C				
			WBT	304	0.65	26.6	C						
			WBR	93	0.10	19.3	B						
		Belleville Ave	NBL	39	0.77	34.8	C	27.1	C				
			NBT	174									
			NBR	449	0.48	23.4	C						
			SBL	169	0.88	40.3	D	40.3	D				
			SBT	199									
			SBR	116									
33	Coggeshall St & 195 Off Ramp	Coggeshall St	EBL	113	0.29	14.0	B	24.1	C	64.3	E		
			EBT	465	0.75	29.5	C						
			EBR	249	0.28	19.8	B						
			WBL	290	1.05	77.1	E	47.9	D				
			WBT	191	0.60	21.0	C						
			WBR	157									
		195 Off Ramp	NBL	167	0.50	34.2	C	63.3	E				
			NBT	206	0.96	82.8	F						
			SBL	168	1.10	143.1	F					165.2	F
			SBR	285	1.41	260.8	F						
34	Howland Rd & Main St	Howland Rd	EBL	43	1.23	169.2	F	169.2	F	124.7	F		
			EBT	198									
			EBR	138									
			WBL	4	0.40	10.5	B	10.5	B				
			WBT	213									
			WBR	3									
		Main St	NBL	112	1.28	195.3	F	195.3	F				
			NBT	108									
			NBR	7									
			SBL	0	0.90	81.3	F	81.3	F				
			SBT	103									
			SBR	99									

Appendix A-2: Detailed Delay and LOS Table for PM Peak Hour (4:00 PM - 5:00 PM)

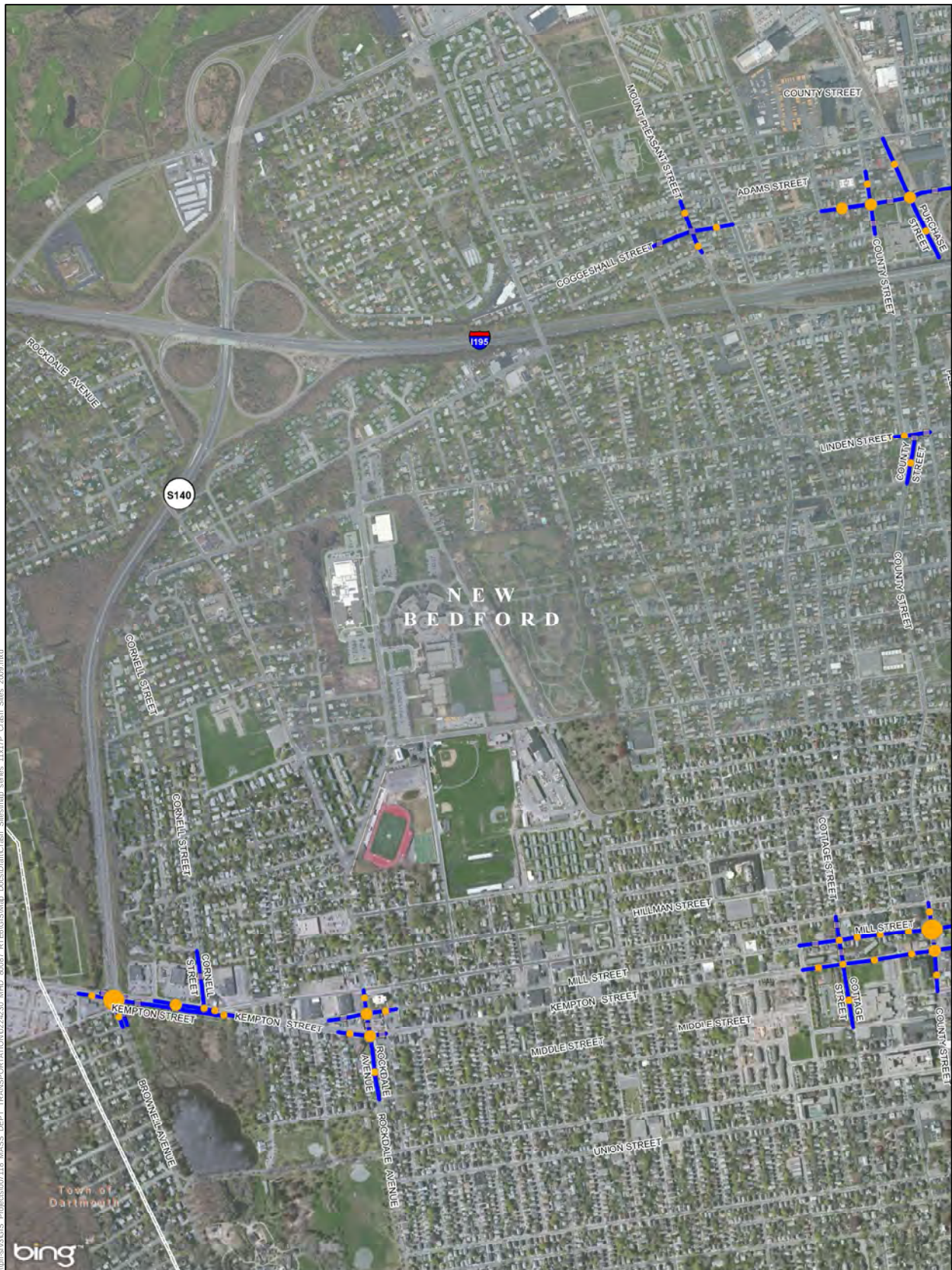
Int ID	Intersection Name	Link Name	Movement	Volume	v/c ratio	Delay	LOS	Approach Delay	Approach LOS	Int. Delay	Int. LOS
35	Howland Rd & Adams St	Howland Rd	EBL	0	0.30	1.0	A	1.0	A	39.0	D
			EBT	133							
			EBR	72							
			WBL	7	0.87	78.5	E	78.5	E		
			WBT	133							
			WBR	9							
		Adams St	NBL	87	0.73	47.1	D	47.1	D		
			NBT	116							
			NBR	5							
			SBL	11	0.58	46.0	D	46.0	D		
			SBT	79							
			SBR	0							
36	Howland Rd & Alden Rd	Howland Rd	EBL	11	-	24.2	C	24.2	C	5.6	A
			EBT	0							
			EBR	131							
		Nancy St	WBL	4	-	43.4	E	43.4	E		
			WBT	1							
			WBR	5							
		Alden Rd	NBL	134	-	3.8	A	3.8	A		
			NBT	474							
			NBR	7							
			SBL	4	-	0.3	A	0.3	A		
			SBT	397							
			SBR	23							



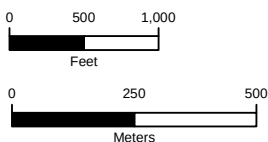
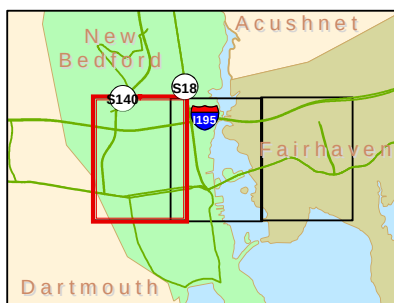
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CORRIDOR STUDY

Appendix B

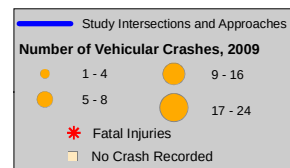
Vehicular Crash Maps, 2009-2011

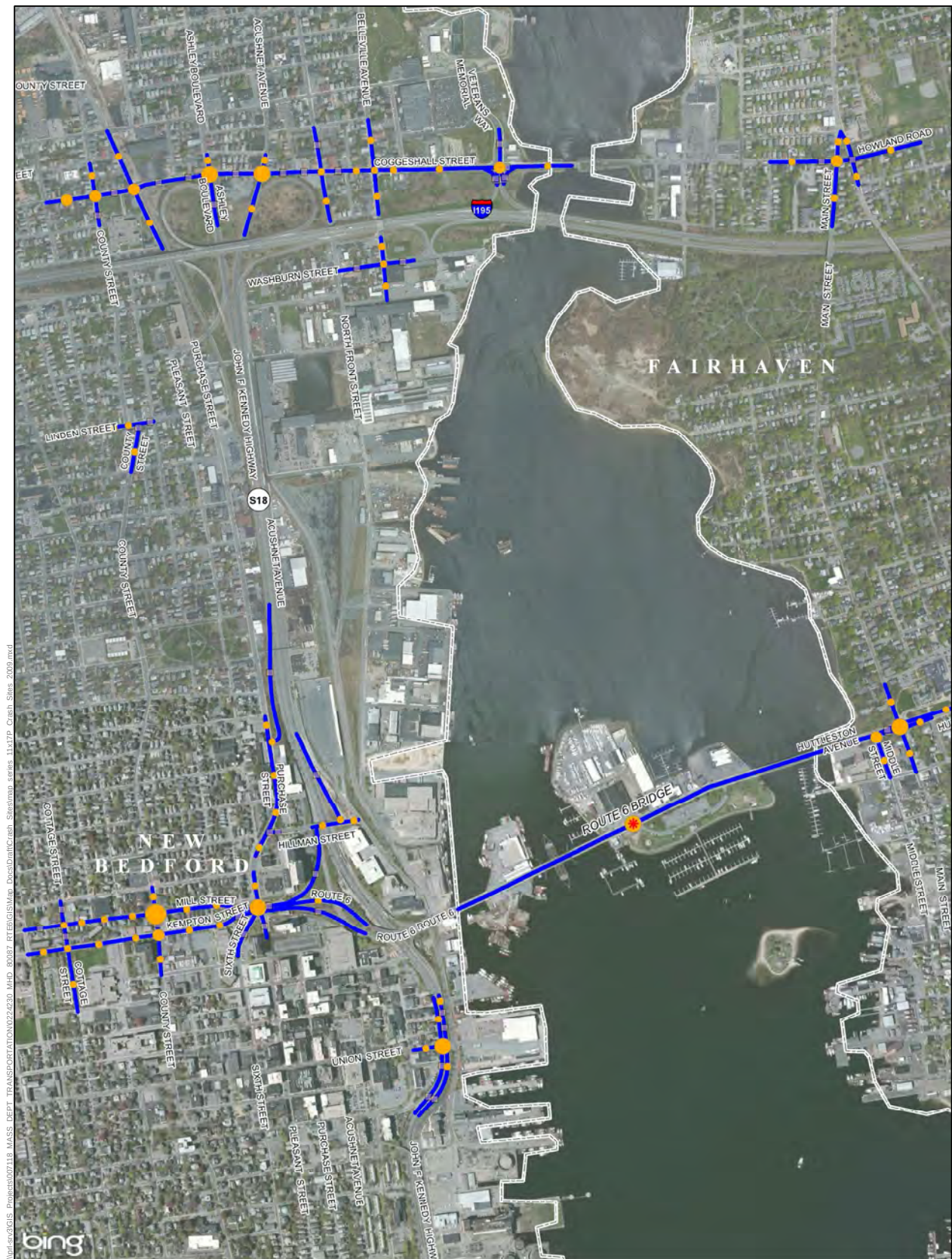


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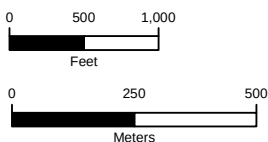
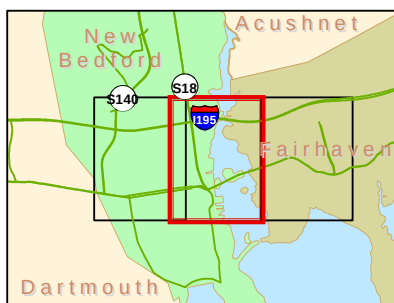


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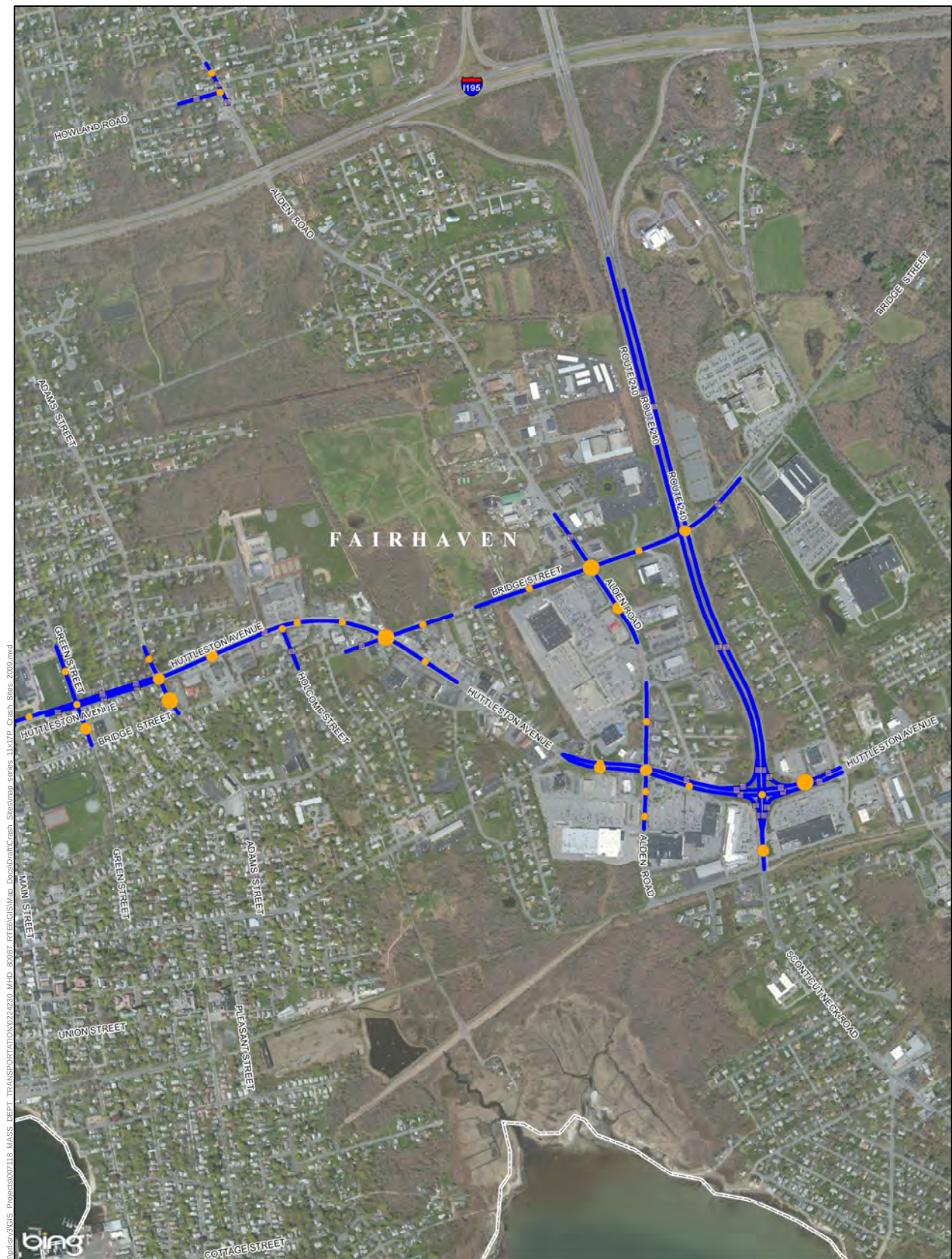




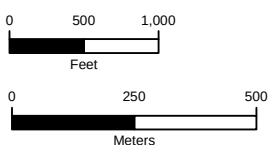
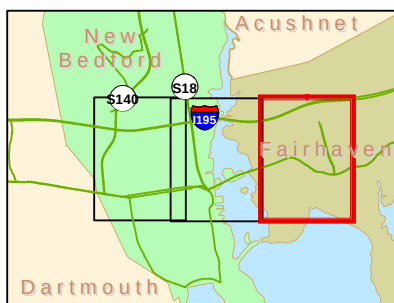
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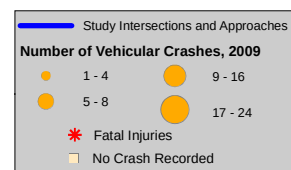
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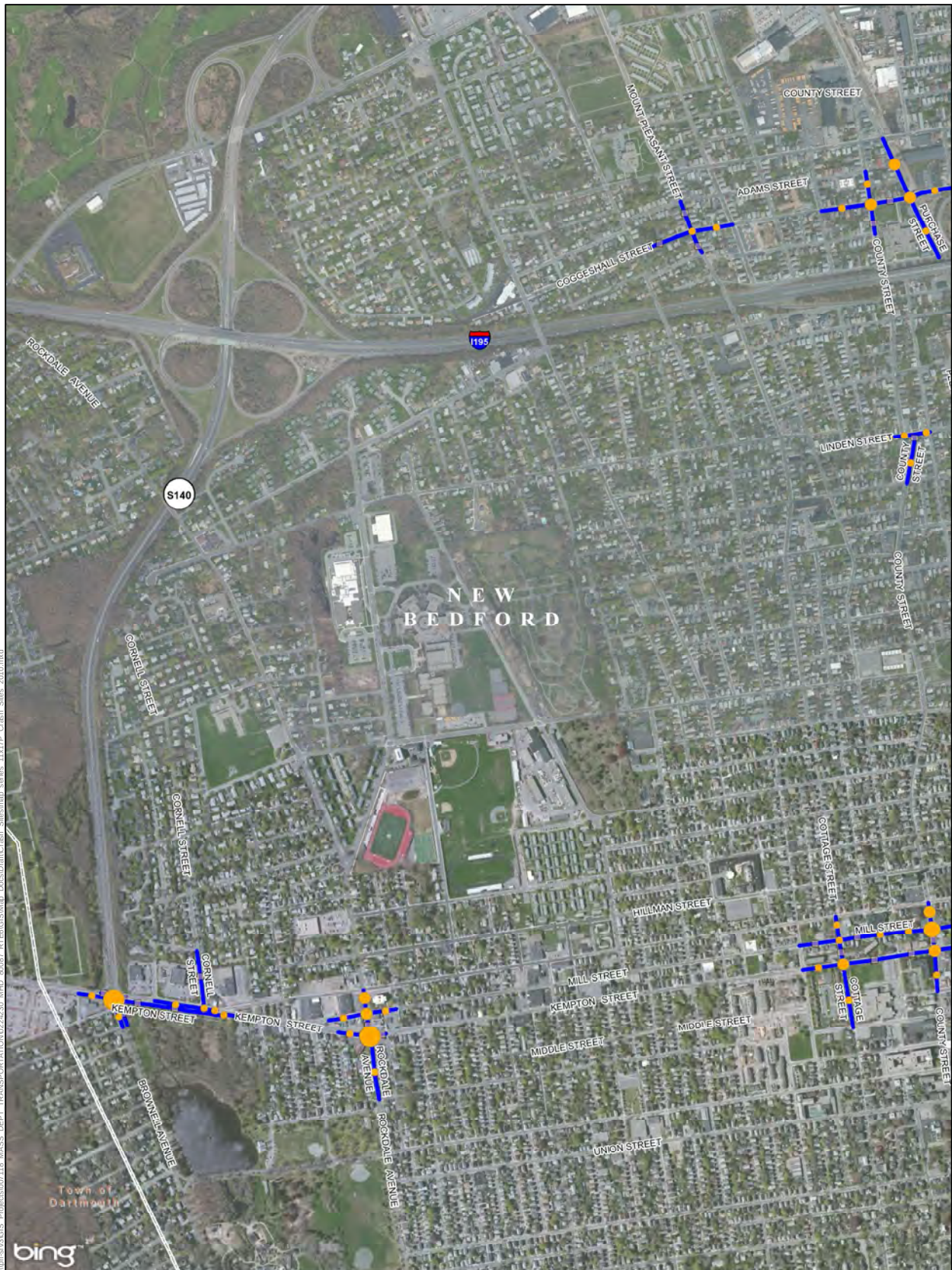


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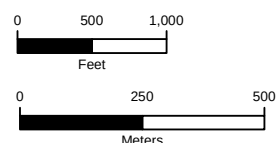
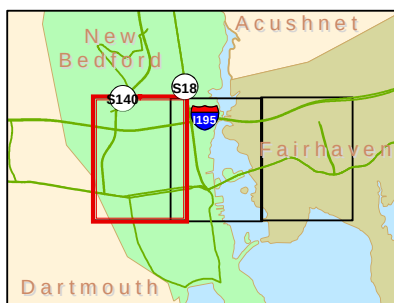


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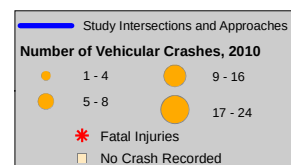


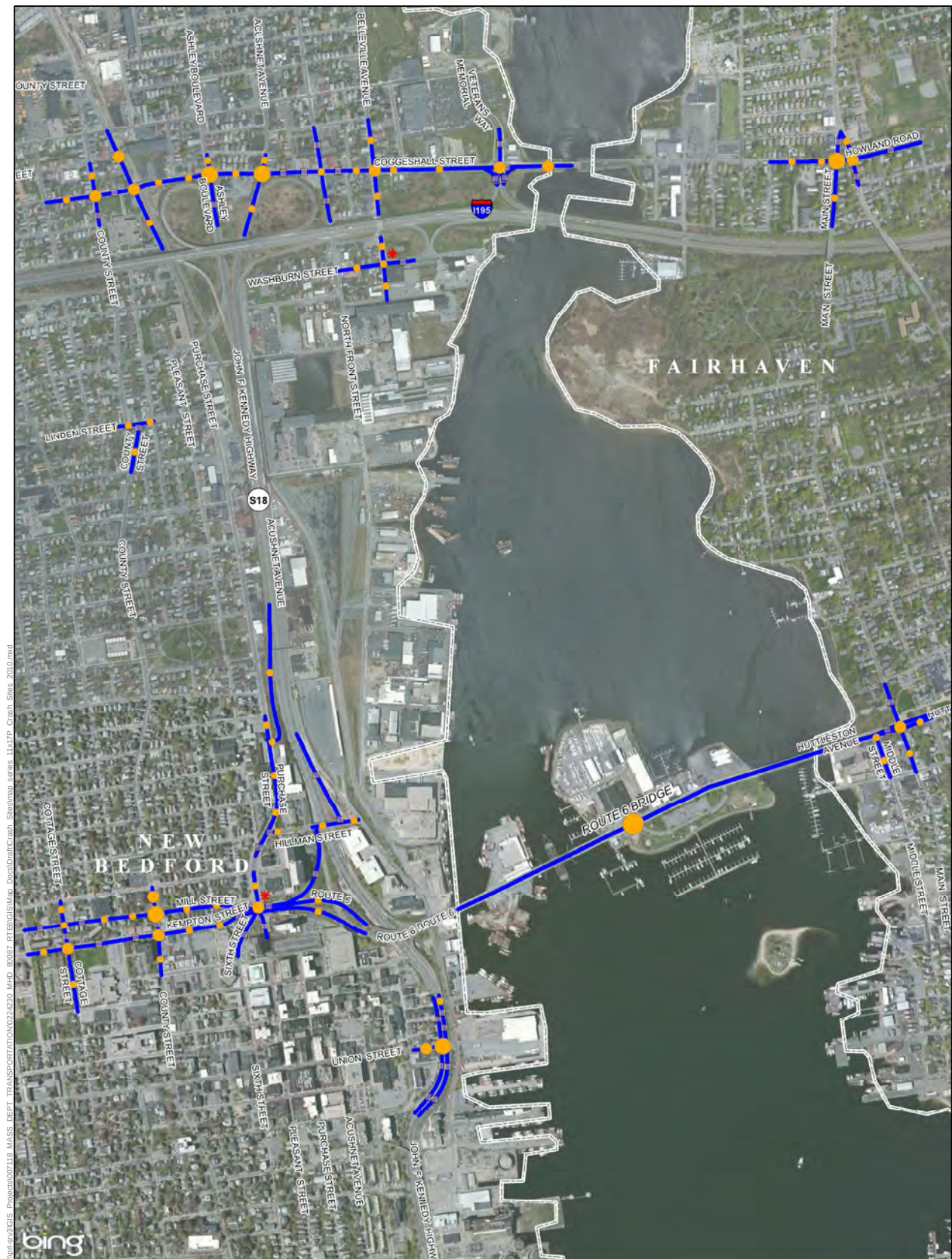


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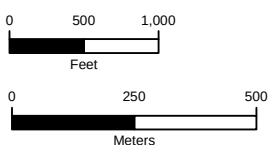
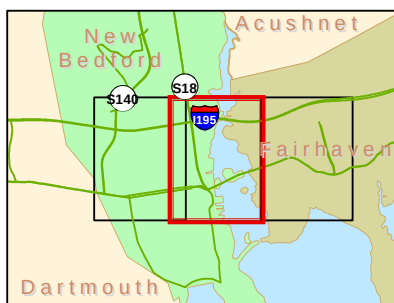


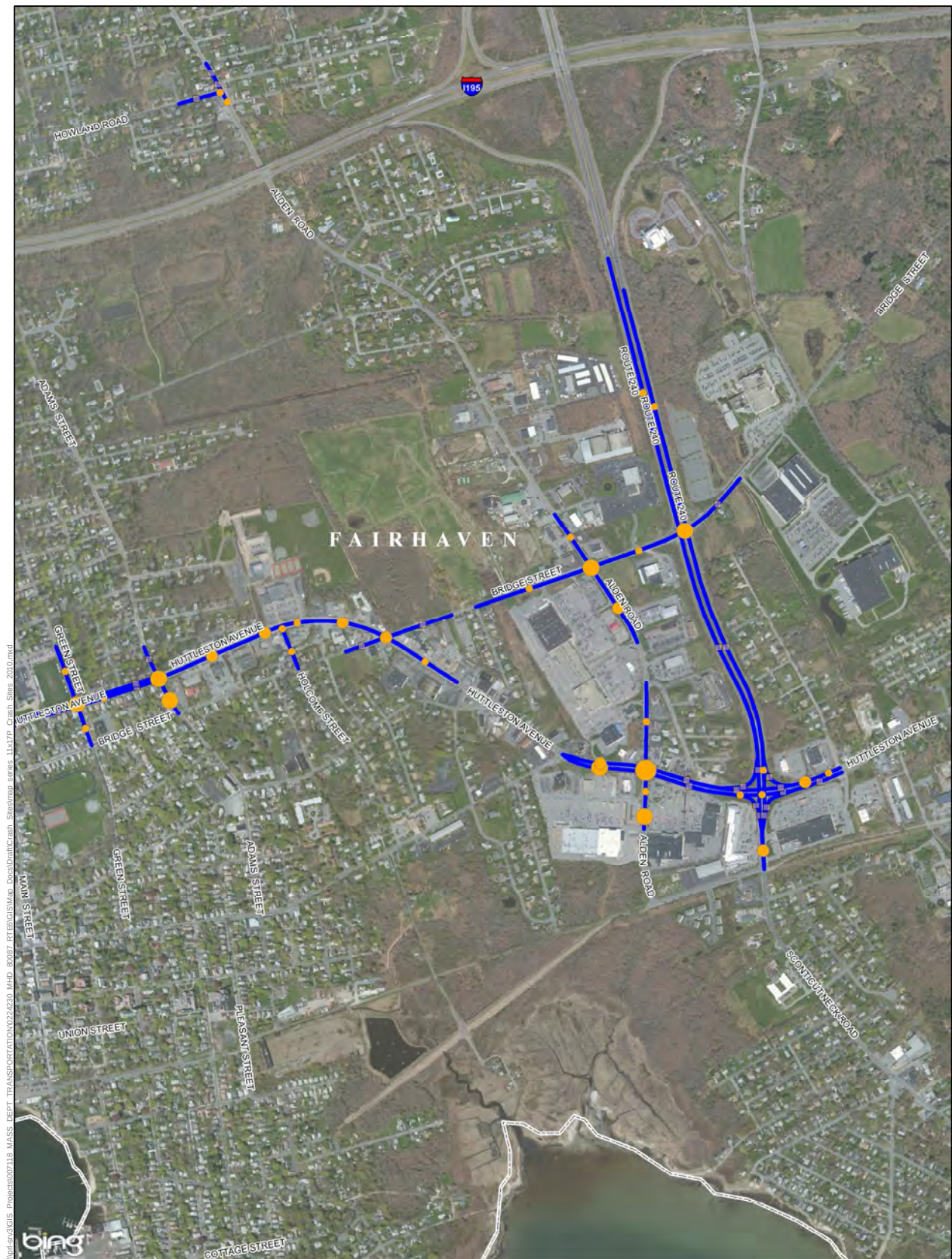
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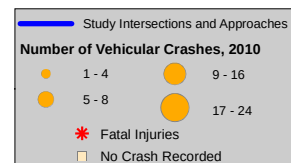
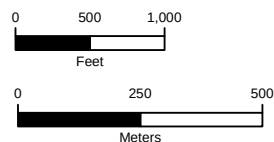
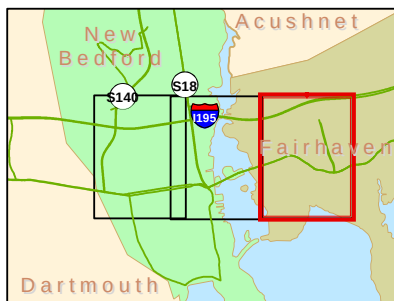


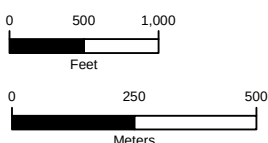
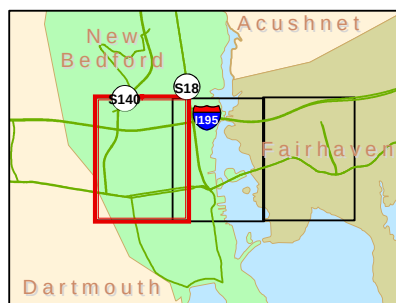
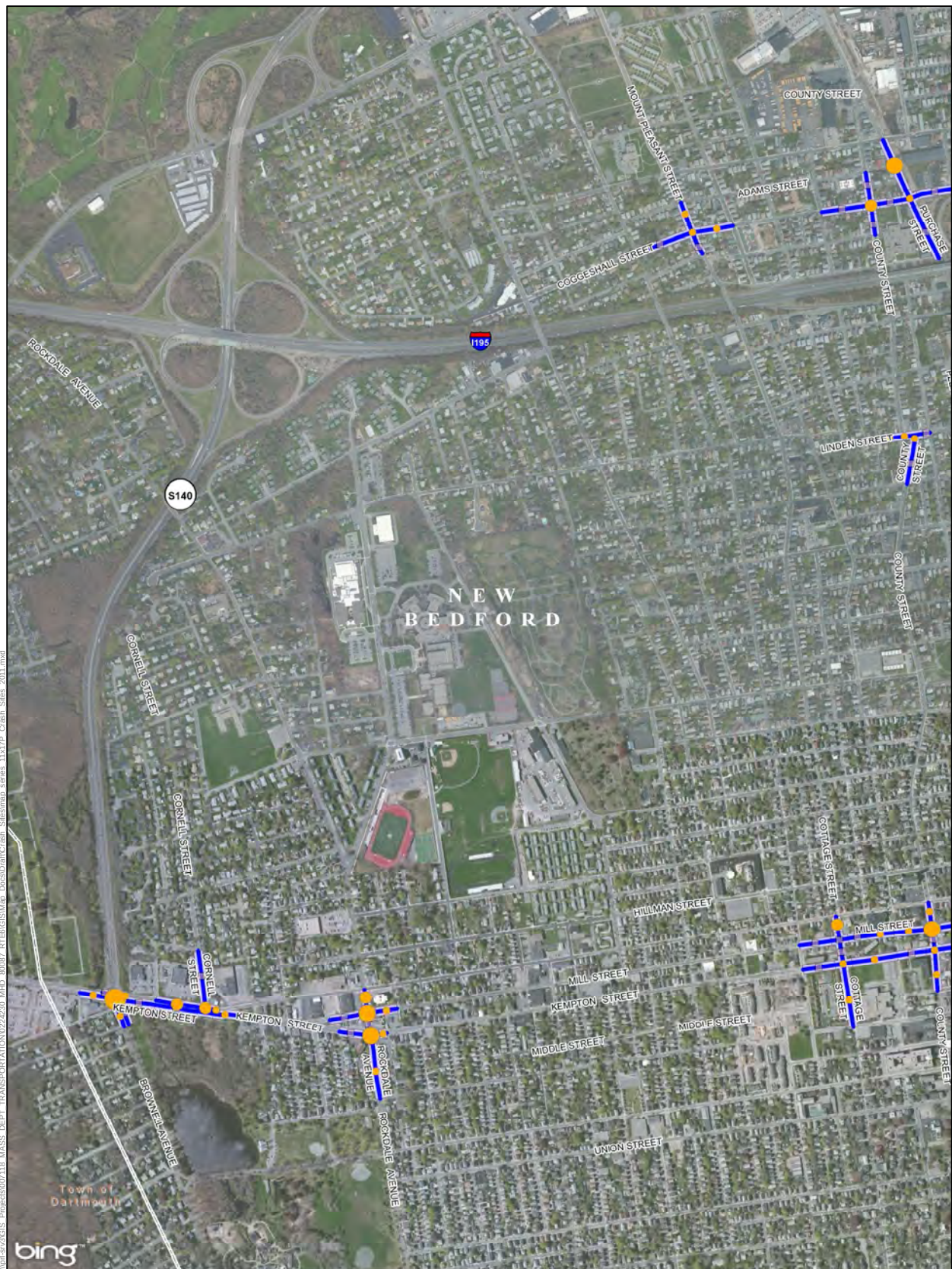
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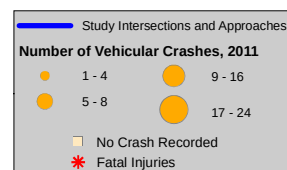


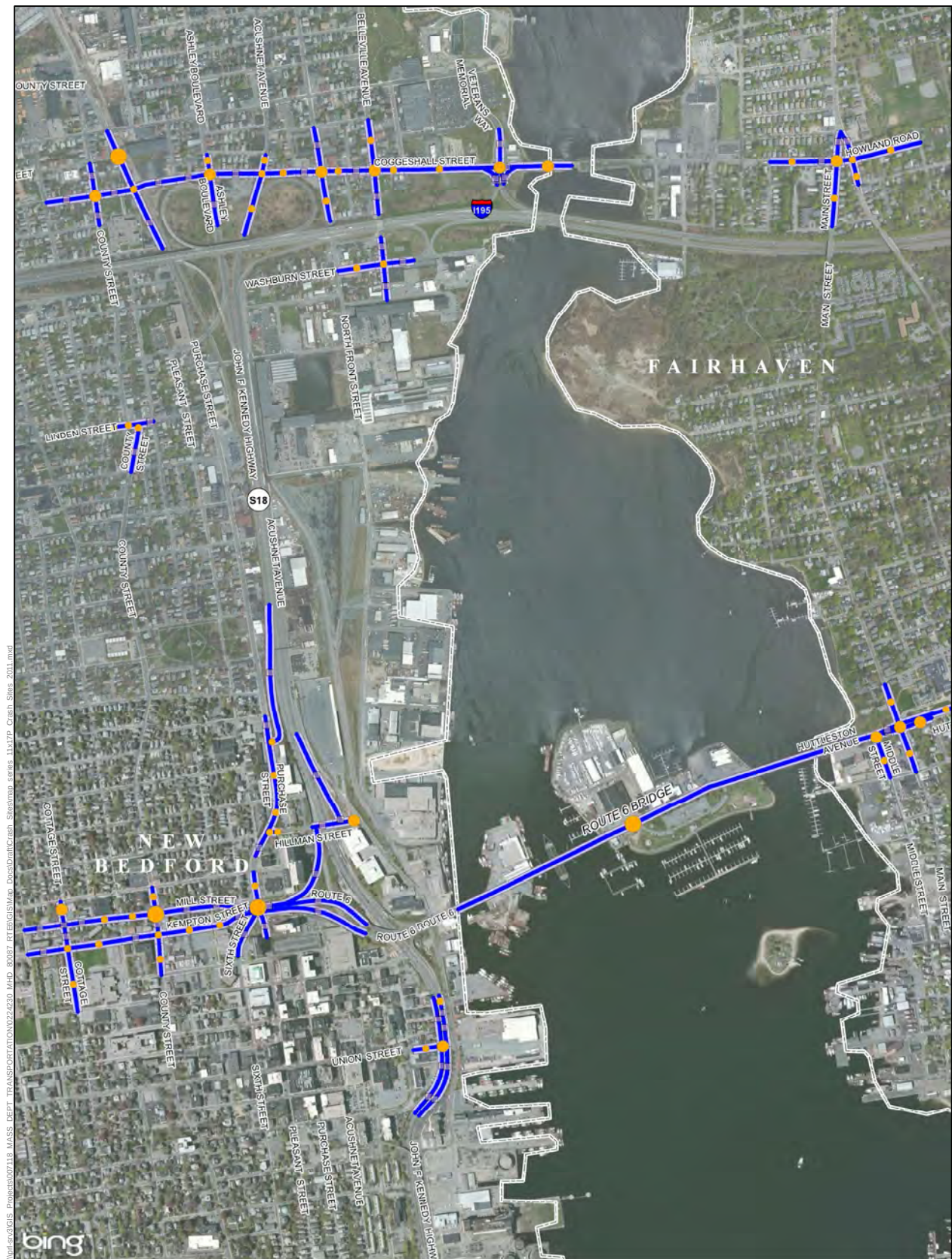
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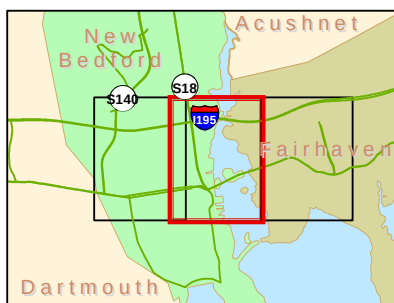


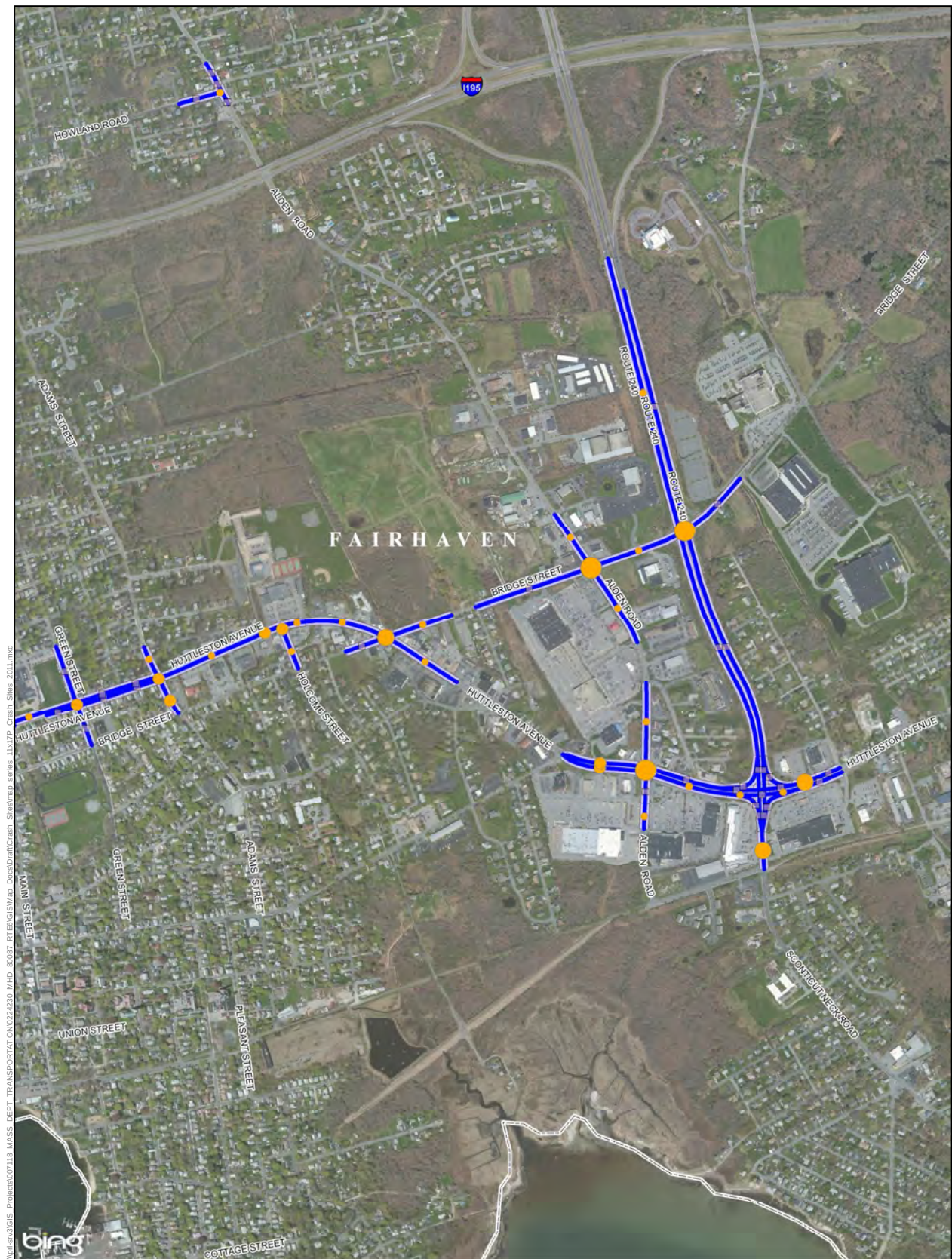
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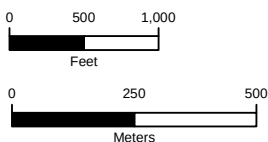
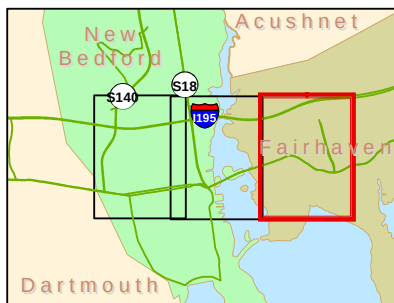


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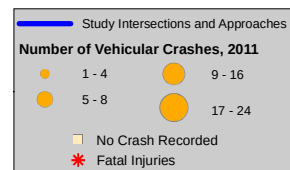




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Transportation Study





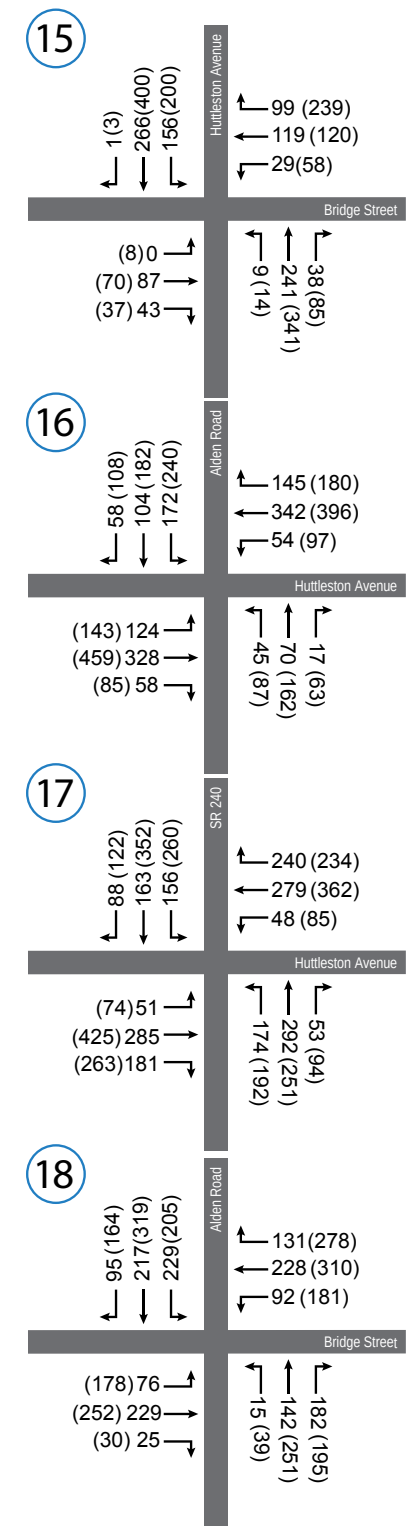
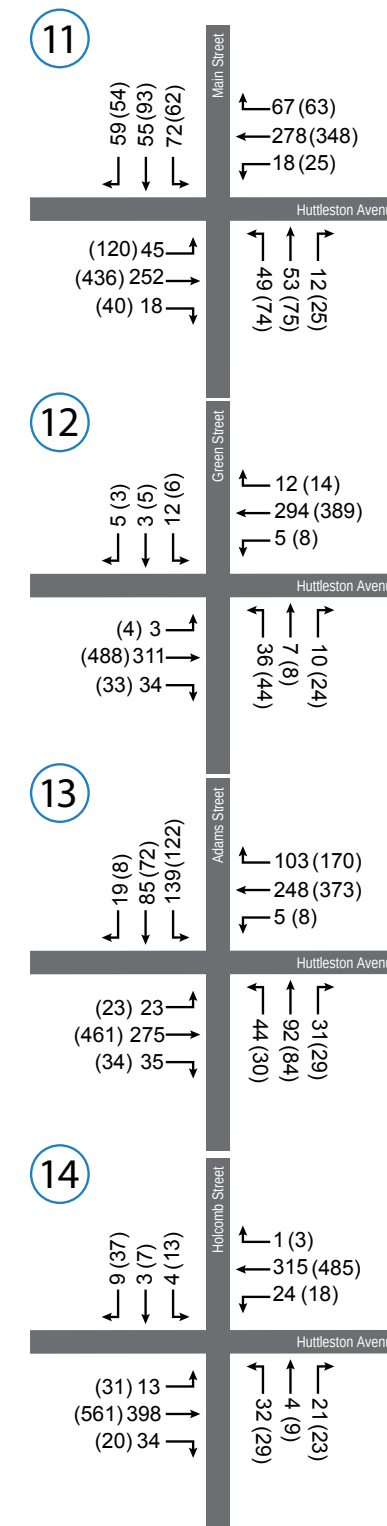
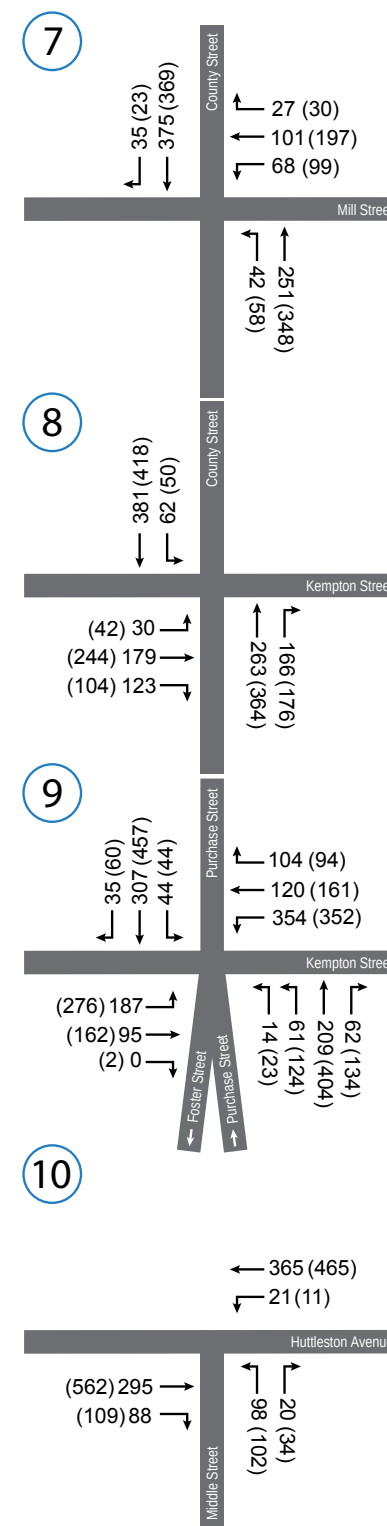
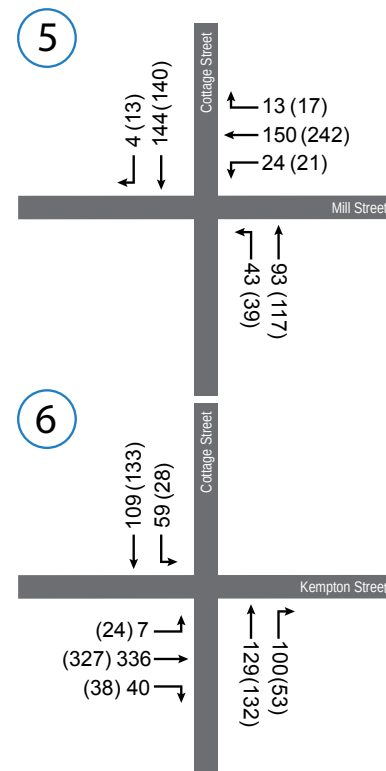
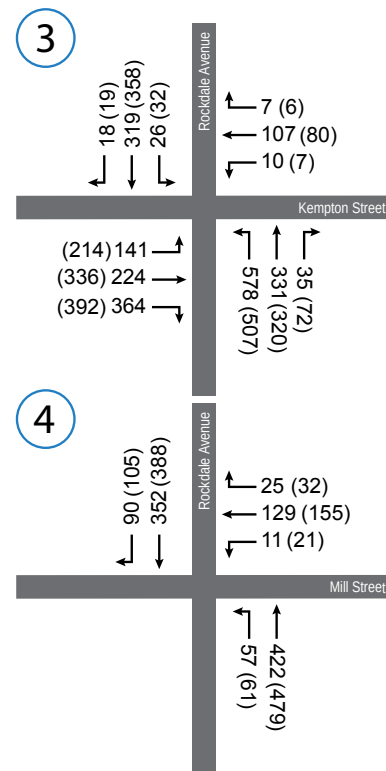
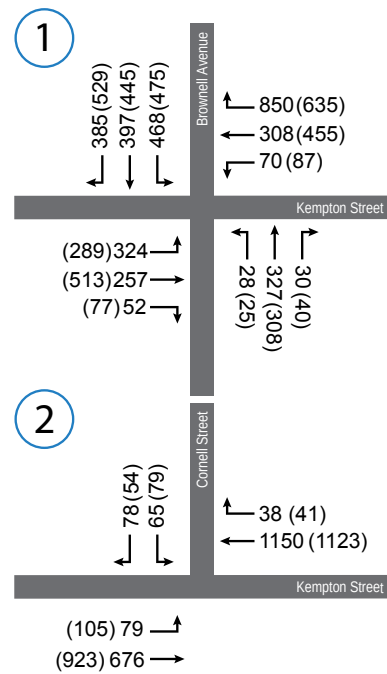
NEW BEDFORD-FAIRHAVEN BRIDGE
CORRIDOR STUDY

Appendix C

Traffic Volume Maps - Existing 2014

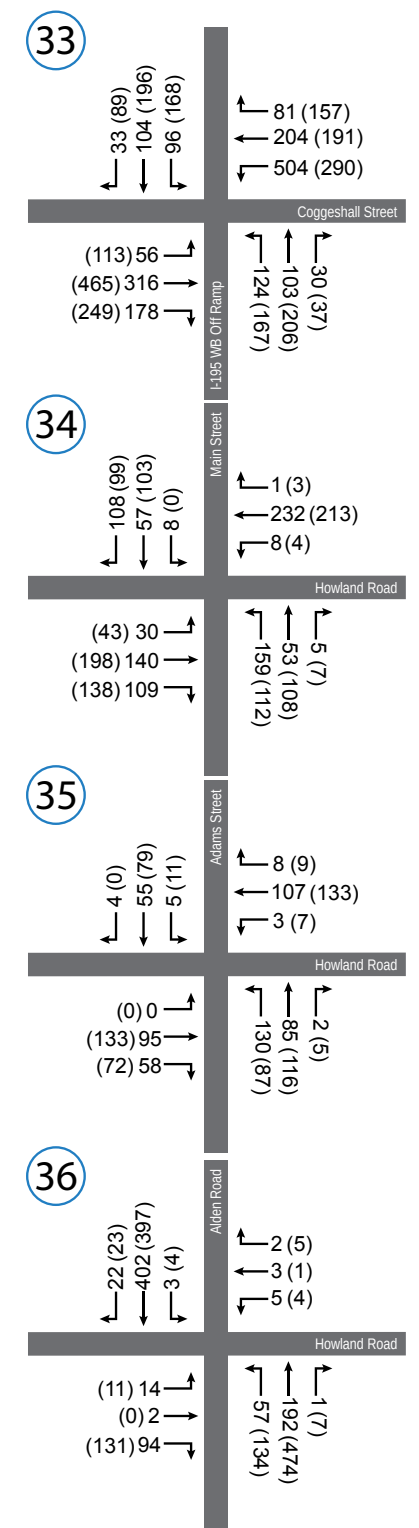
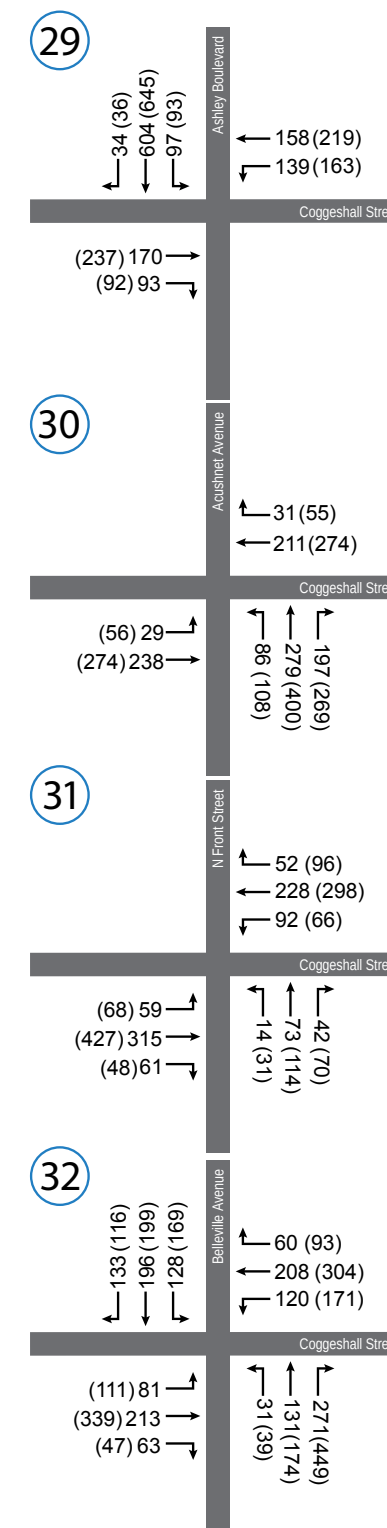
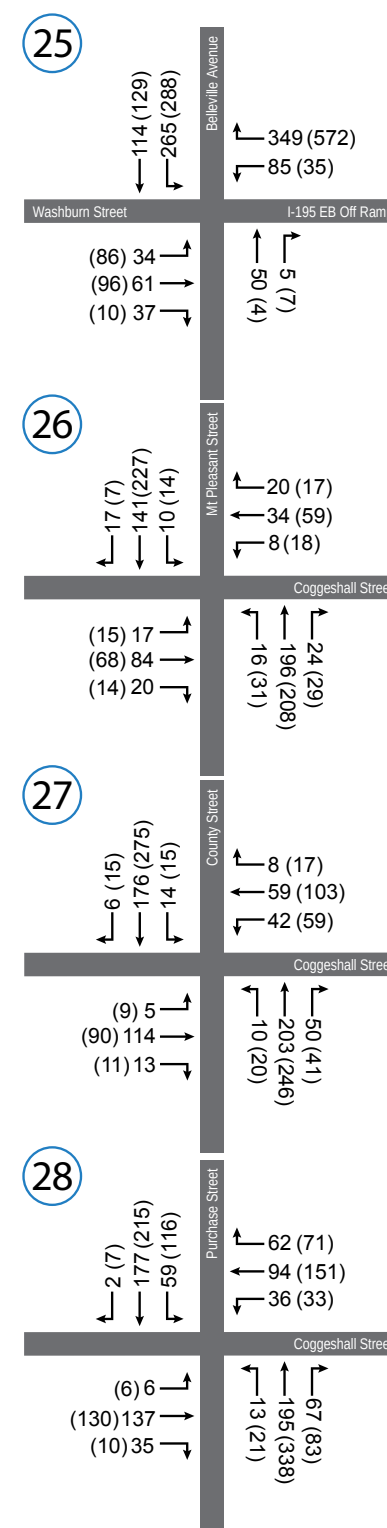
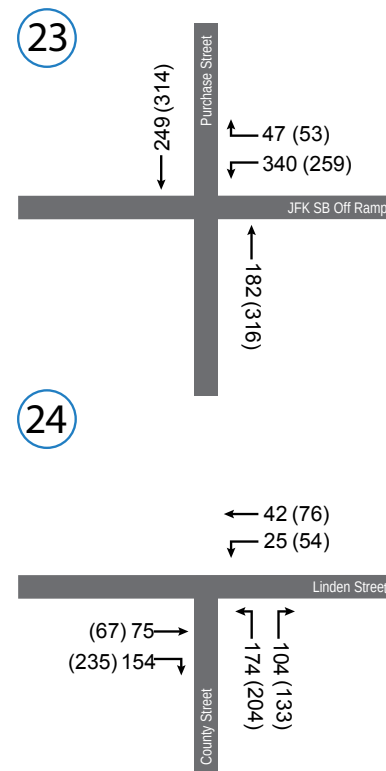
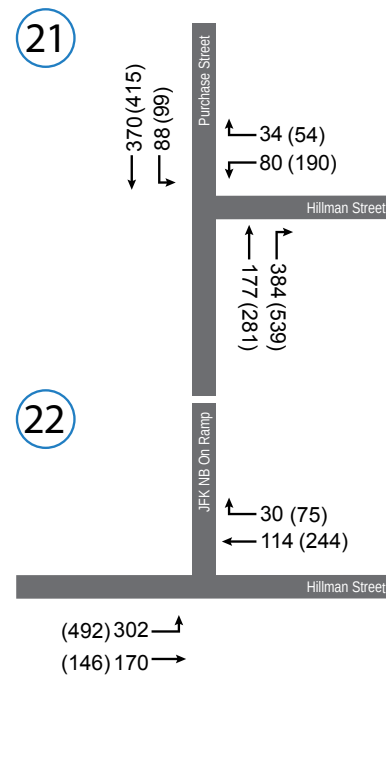
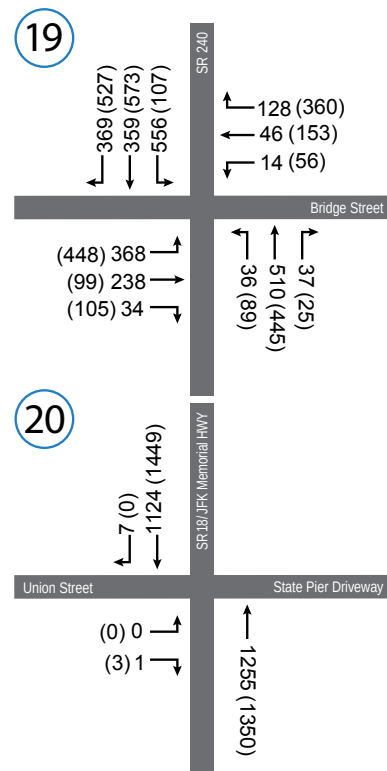
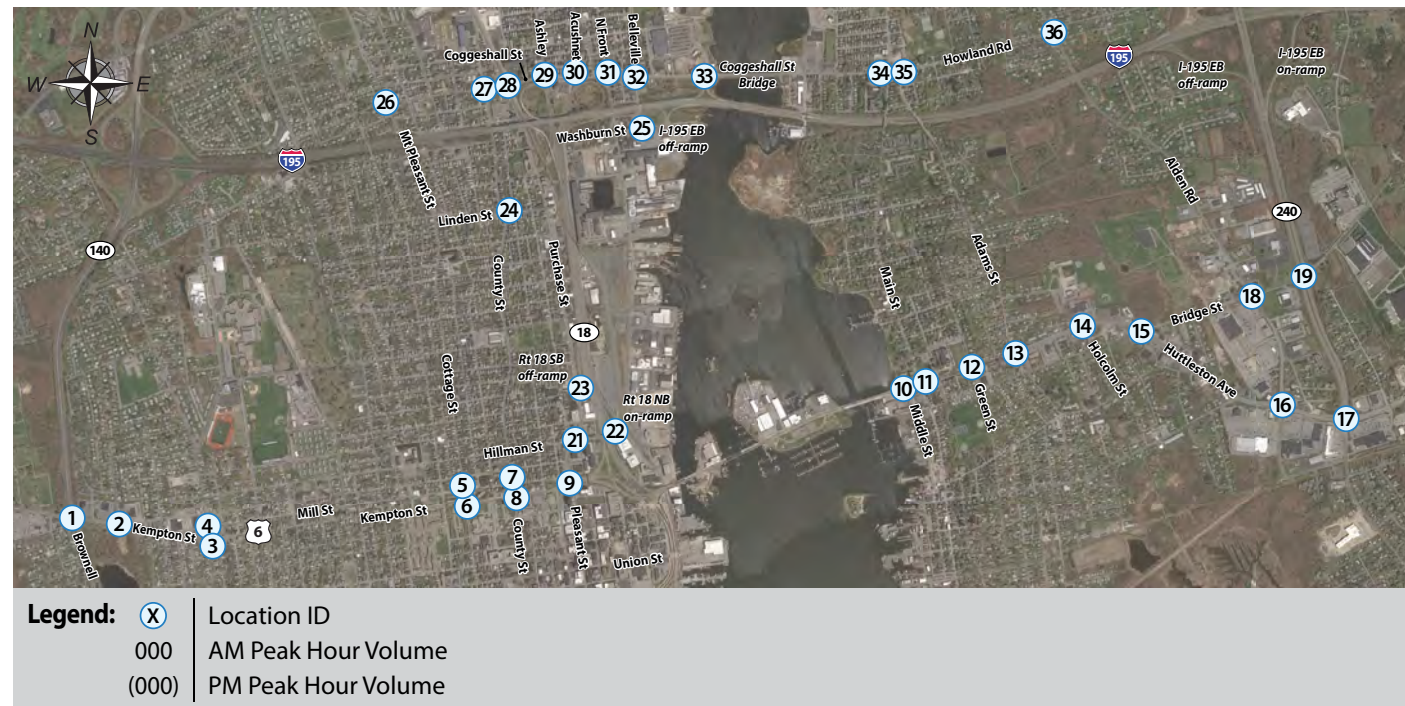
2014 Route 6 | New Bedford - Fairhaven Corridor Study

Existing AM (7:30-8:30AM) & PM (4:00-5:00 PM) Peak Volumes



2014 Route 6 | New Bedford - Fairhaven Corridor Study

Existing AM (7:30-8:30AM) & PM (4:00-5:00 PM) Peak Volumes

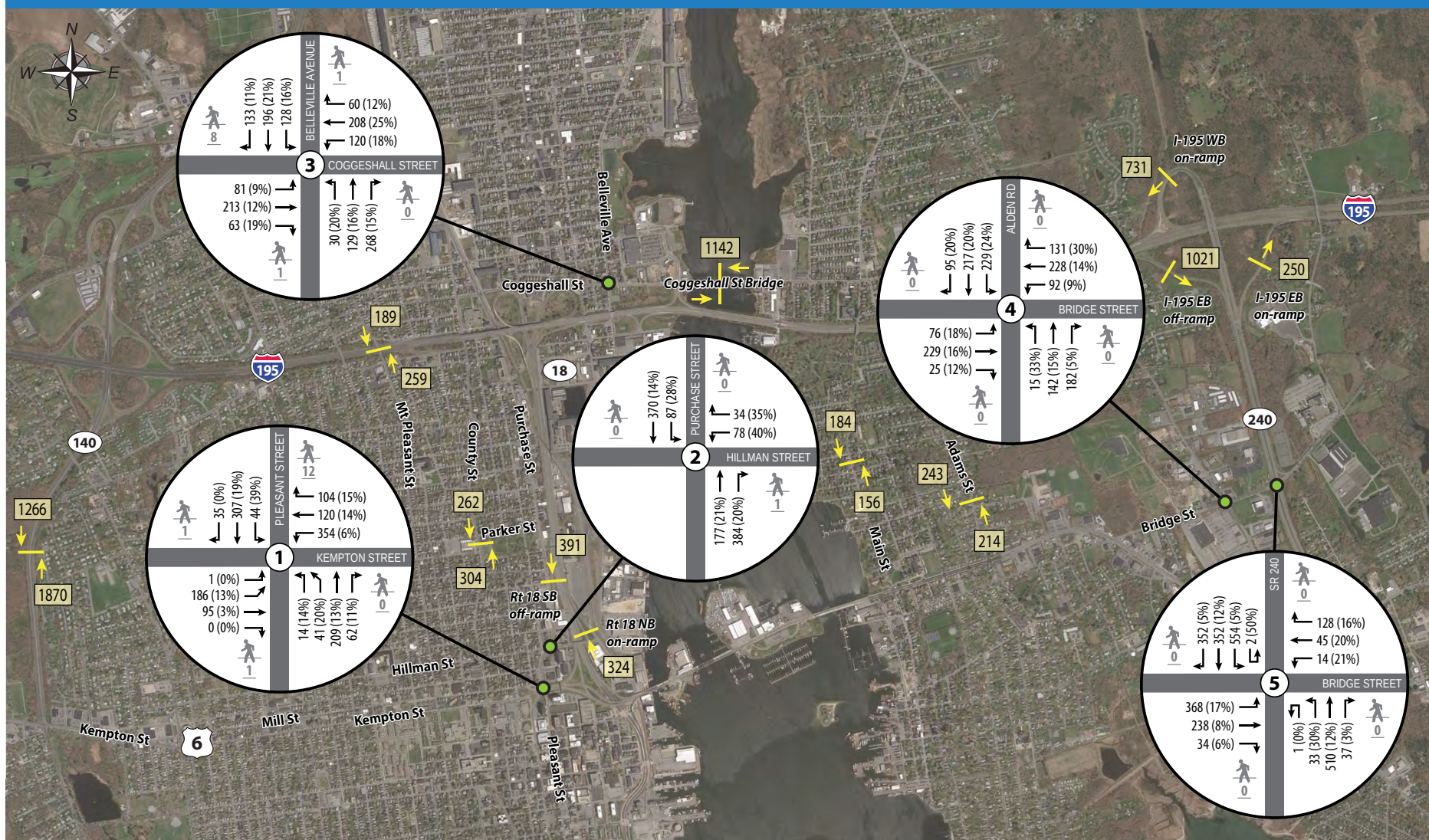


2014

Route 6 | New Bedford - Fairhaven Corridor Study

Existing Morning Peak Hour [7:30-8:30 am]

Vehicle and Pedestrian Volumes under Bridge Open Conditions in April 2014



LEGEND:

000 (000)

Study Intersection Location ID
AM Peak Hour Volumes (Heavy Vehicle %)

Pedestrians

Midblock Volume

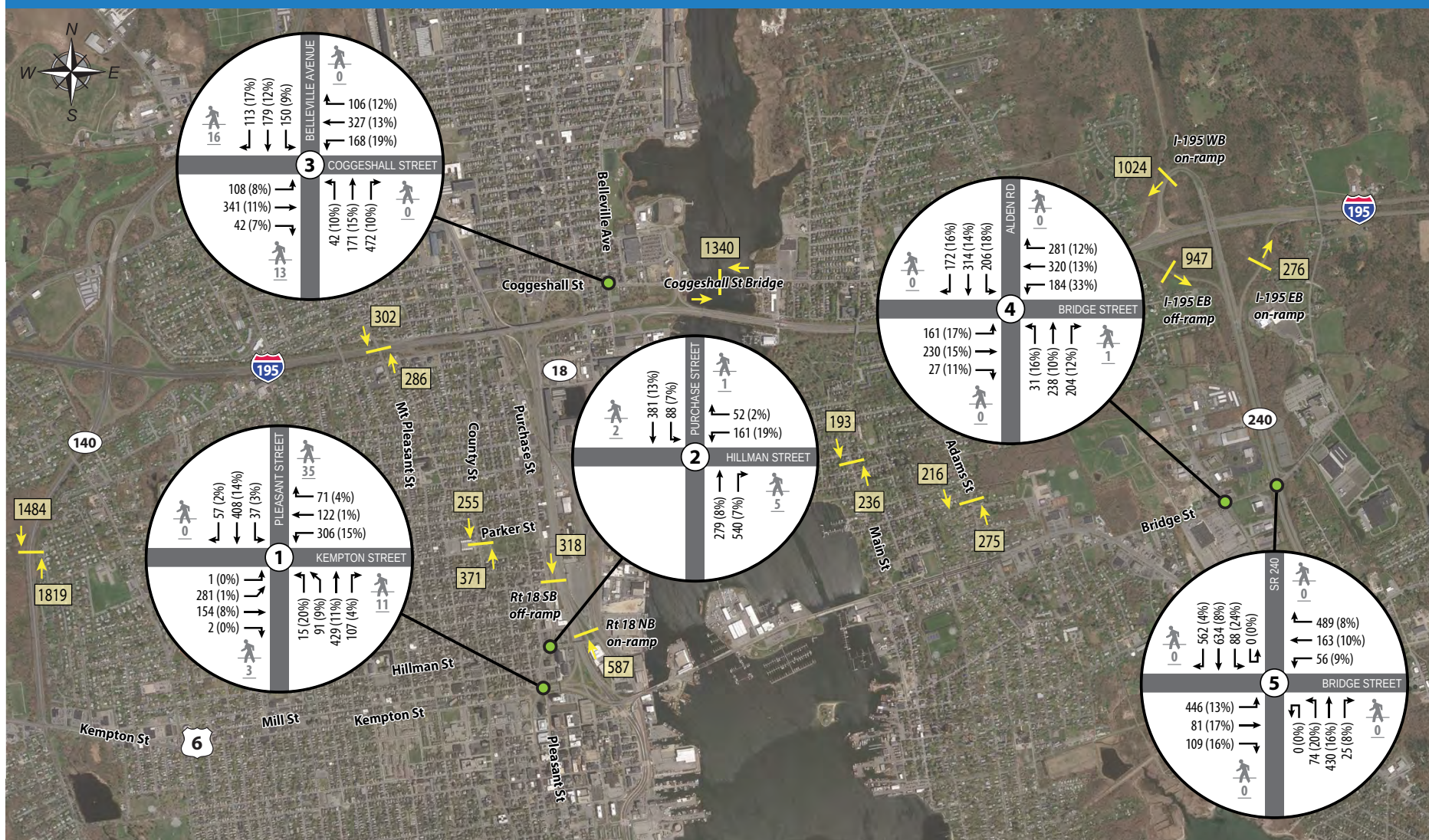
massDOT
Massachusetts Department of Transportation
Office of Transportation Planning

2014

Route 6 | New Bedford - Fairhaven Corridor Study

Existing Evening Peak Hour [4:30-5:30 pm]

Vehicle and Pedestrian Volumes under Bridge Open Conditions in April 2014



LEGEND:

000 (000)

Study Intersection Location ID
PM Peak Hour Volumes (Heavy Vehicle %)

Pedestrians

Midblock Volume

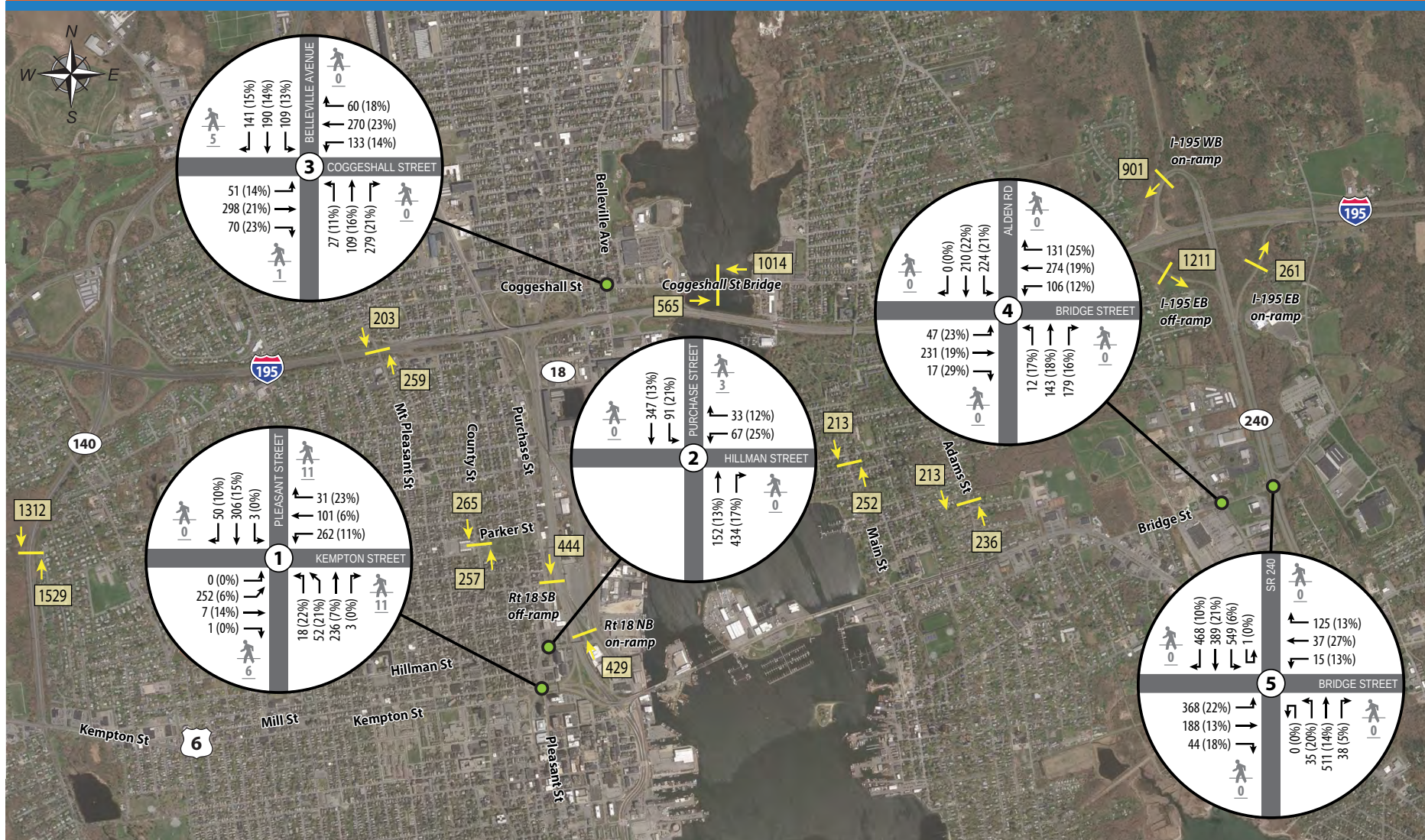
massDOT
Massachusetts Department of Transportation
Office of Transportation Planning

2014

Route 6 | New Bedford - Fairhaven Corridor Study

Existing Morning Peak Hour [7:30-8:30 am]

Vehicle and Pedestrian Volumes during Bridge Closure in April 2014



LEGEND:

000 (000)

Study Intersection Location ID
AM Peak Hour Volumes (Heavy Vehicle %)

Pedestrians

Midblock Volume

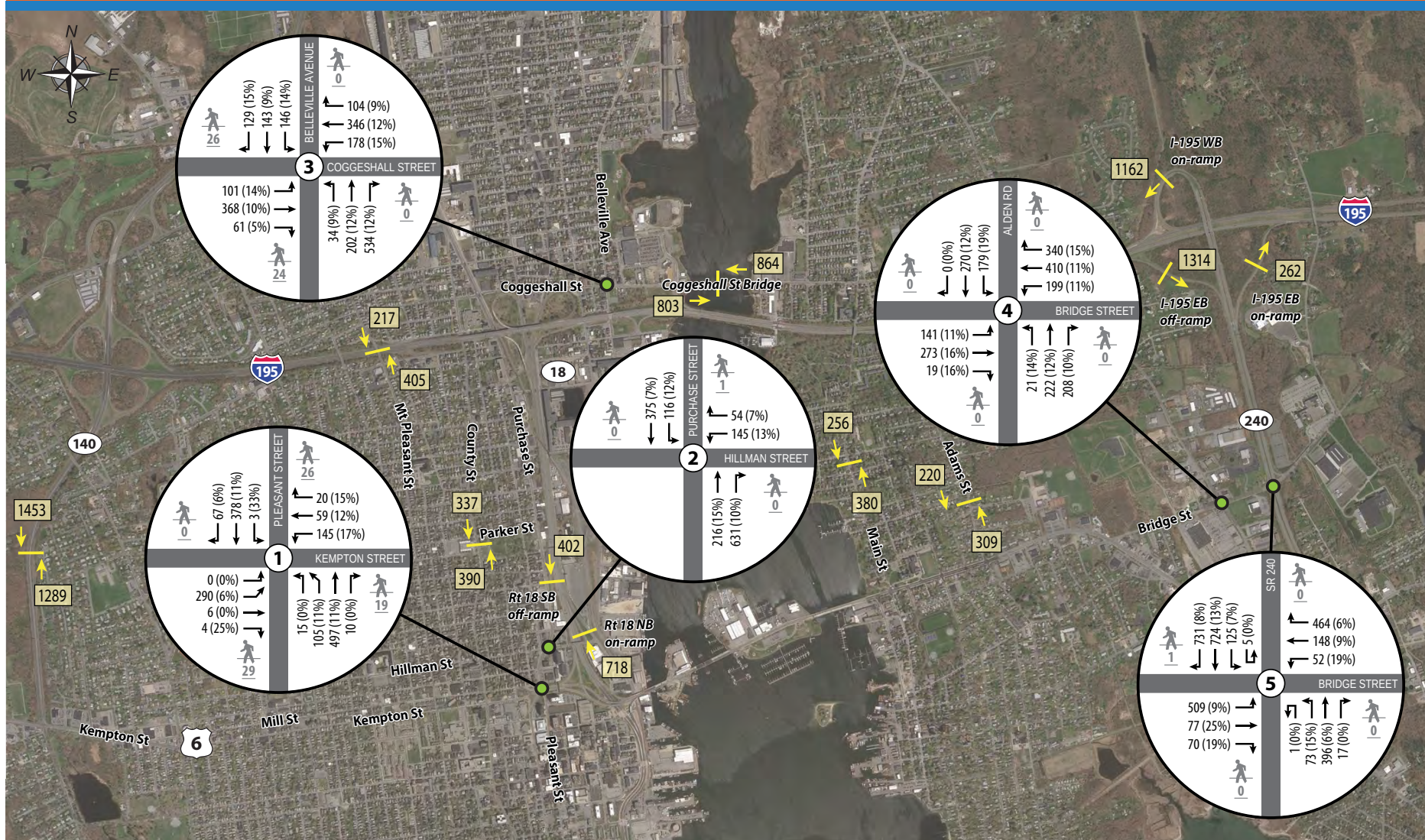
massDOT
Massachusetts Department of Transportation
Office of Transportation Planning

2014

Route 6 | New Bedford - Fairhaven Corridor Study

Existing Evening Peak Hour [4:30-5:30 pm]

Vehicle and Pedestrian Volumes during Bridge Closure in April 2014



LEGEND:

000 (000)

Study Intersection Location ID
PM Peak Hour Volumes (Heavy Vehicle %)

Pedestrians

Midblock Volume

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