



DESIGN PUBLIC HEARING

AUGUST, 13th, 2008

AT

BARNSTABLE TOWN HALL

BARNSTABLE, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE 28 AT 3 LOCATIONS
PROJECT

IN THE TOWN OF BARNSTABLE, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS HIGHWAY DEPARTMENT

LUISA PAIEWONSKY
COMMISSIONER

FRANK A. TRAMONTOZZI, P.E.
CHIEF ENGINEER

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS HIGHWAY DEPARTMENT

NOTICE OF A PUBLIC HEARING

A Design Public Hearing will be held by MassHighway to discuss the proposed **Signal & Intersection Improvements On Route 28 at 3 Locations Project** in Barnstable, MA.

WHERE: **Barnstable Town Hall
Town Council Meeting Room, 2nd Floor
367 Main Street
Hyannis, MA 02601**

WHEN: **Wednesday, August 13th, 2008 @ 7:00 pm**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed **Signal & Intersection Improvements On Route 28 at 3 Locations Project**. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of signal and intersection improvements on route 28 at three locations: Lumbert Mill Road, South County Road and Route 149.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. **The Commonwealth of Massachusetts** is responsible for acquiring all needed rights in private or public lands. MassHighway's policy concerning land acquisitions will be discussed at this hearing.

Written views received by MassHighway subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout is available on the MassHighway website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Frank A. Tramontozzi, P.E., Chief Engineer, Massachusetts Highway Department, 10 Park Plaza, Boston, MA 02116. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing.

The community has declared that this facility is accessible to all in compliance with the ADA / Title II. However, persons in need of ADA / Title II accommodations should contact Angela Rudikoff by phone at (617) 973-7005 or email angela.rudikoff@eot.state.ma.us. Requests must be made at least 10 days prior to the date of the public hearing.

In case of inclement weather, hearing cancellation announcements will be posted on the MassHighway website <http://www.mass.gov/mhd>.

LUISA PAIEWONSKY
COMMISSIONER

FRANK A. TRAMONTOZZI, P.E.
CHIEF ENGINEER

Boston, Massachusetts



THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF TRANSPORTATION
MASSACHUSETTS HIGHWAY DEPARTMENT

EOT

DEVAL L. PATRICK
GOVERNOR

TIMOTHY P. MURRAY
LIEUTENANT GOVERNOR

BERNARD COHEN
SECRETARY

LUISA PAIEWONSKY
COMMISSIONER

Dear Concerned Citizen:

The Massachusetts Highway Department (MassHighway) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassHighway will review all of your comments and, where feasible, incorporate them into the design of the project.

Unfortunately, new construction often creates inconveniences for the public. MassHighway places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassHighway encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Luisa Paiewonsky', with a large, stylized flourish at the end.

Luisa Paiewonsky
Commissioner

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

TO SAFEGUARD THE PROPERTY OWNER

If your property, or a portion of it, must be taken by the State for a highway in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

1. WHO CONTACTS ME?

Representatives of the Right of Way Bureau of the Massachusetts Highway Department. They will explain the procedure to be followed in acquiring and paying for the property. An appraiser may ask questions needed to arrive at a fair price for your property.

2. WHAT IS A FAIR PRICE FOR MY PROPERTY?

Every offer is made to insure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the taking. MHD appraisers, independent appraisers, MHD "Review Appraisers" and a Real Estate Review Board may all contribute in arriving at a fair price. The State also pays a proportionate part of the real estate tax for the current year, and interest from the date the property is acquired.

3. MUST I ACCEPT THE DEPARTMENT'S OFFER?

No. If, after the figure established as a fair market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right within two years to appeal to the courts. PENDING a court decision, he or she can be paid a "protanto" (or "for the time being") amount that in no way prejudices the court appeal.

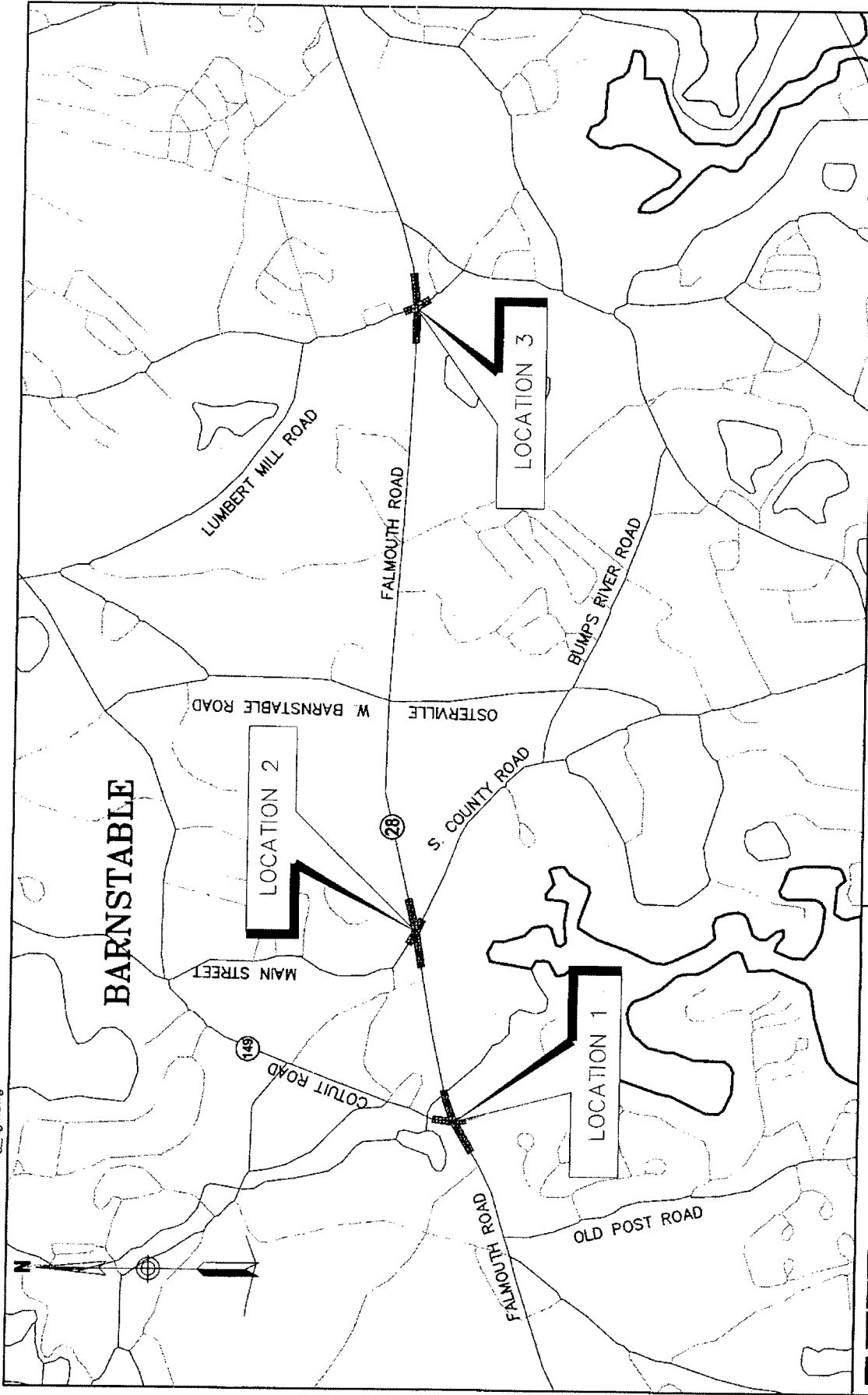
4. WHAT WILL HAPPEN TO MY HOUSE?

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved; and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house.

5. WHAT HAPPENS IF I MUST RELOCATE?

In addition to the fair market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.

T:\09592.01\graphics\FIGURES\hearing_fig1.dwg

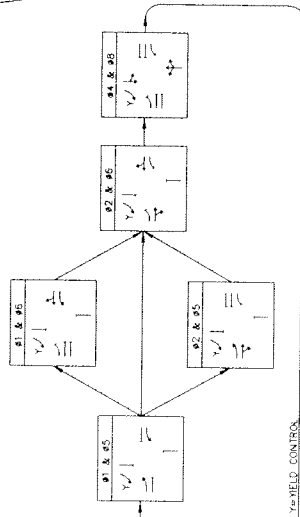


Vanasse Hangen Brustlin, Inc.
 Transportation Land Development Environmental Services
 101 Walnut Street P.O. Box 9151
 Watertown, MA 02471 617 924 1770 • FAX 617 924 2286

LOCATION PLAN
ROUTE 28 - 3 LOCATIONS
BARNSTABLE, MA

FIGURE 1

PREFERENTIAL PHASE SEQUENCE



FALMOUTH ROAD

EXIST SHOULDER

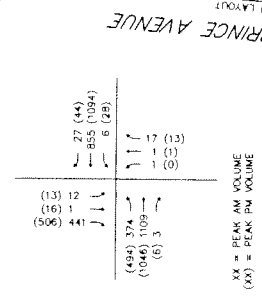
EXIST SHOULDER

PROPOSED SIGNALIZED CONDITIONS ANALYSIS (JULY 2005 TRAFFIC COUNTS)

| WEEKDAY MORNING | APPROACH | V/C | DELAY | LOS | SOPTM | 15TH | QUEUE |
|--------------------------|--------------|------|-------|-----|-------|-------|-------|
| FALMOUTH ROAD | EB TR | 0.85 | 43.6 | D | 0 | 0 | 228 |
| FALMOUTH ROAD | WB TR | 0.13 | 41.1 | A | 2 | 2 | 15 |
| COUIT ROAD/PRINCE AVENUE | NB LTR | 0.30 | 27.4 | C | 302 | 23 | 23 |
| COUIT ROAD/PRINCE AVENUE | SB LTR | 0.18 | 29.8 | D | 6 | 6 | 26 |
| 90 SECOND CYCLE LENGTH | INTERSECTION | 0.63 | 17.9 | B | 0 | 0 | 0 |
| WEEKDAY EVENING | EB TR | 1.11 | 112.8 | F | ~382 | ~580 | ~ |
| FALMOUTH ROAD | WB TR | 0.76 | 8.4 | A | 405 | 646 | 47 |
| COUIT ROAD/PRINCE AVENUE | NB LTR | 1.11 | 84.1 | F | ~571 | ~1137 | ~ |
| COUIT ROAD/PRINCE AVENUE | SB LTR | 0.92 | 44.3 | D | 1 | 21 | 21 |
| 100 SECOND CYCLE LENGTH | INTERSECTION | 1.03 | 49.0 | D | 0 | 0 | 0 |

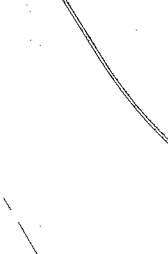
*QUEUE LENGTH MEASURED IN FEET

JULY 2005 TRAFFIC VOLUMES

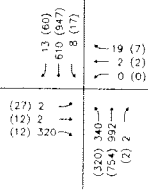


XX = PEAK AM VOLUME
(XX) = PEAK PM VOLUME

COUIT (ROUTE 149) ROAD



DECEMBER 2007 TRAFFIC VOLUMES



XX = PEAK AM VOLUME
(XX) = PEAK PM VOLUME

(27) 340
(22) 292
(22) 292
(22) 292
13 (60)
610 (947)
8 (17)

(494) 374
(1046) 1009
(6) 3
(2)
(3)
27 (44)
855 (1094)
B (28)

(27) 340
(22) 292
(22) 292
(22) 292
13 (60)
610 (947)
8 (17)

PROPOSED SIGNALIZED CONDITIONS ANALYSIS (DECEMBER 2007 TRAFFIC COUNTS)

| WEEKDAY MORNING | APPROACH | V/C | DELAY | LOS | SOPTM | 15TH | QUEUE |
|--------------------------|--------------|------|-------|-----|-------|-------|-------|
| FALMOUTH ROAD | EB TR | 0.80 | 74.3 | A | 0 | 0 | 243 |
| FALMOUTH ROAD | WB TR | 0.18 | 35.3 | D | 3 | 3 | 18 |
| COUIT ROAD/PRINCE AVENUE | NB LTR | 0.73 | 16.0 | B | 157 | 20 | 20 |
| COUIT ROAD/PRINCE AVENUE | SB LTR | 0.05 | 33.7 | C | 1 | 1 | 12 |
| 80 SECOND CYCLE LENGTH | INTERSECTION | 0.70 | 13.2 | B | 0 | 0 | 0 |
| WEEKDAY EVENING | EB TR | 0.84 | 49.2 | D | 155 | 291 | 291 |
| FALMOUTH ROAD | WB TR | 0.52 | 3.5 | A | 0 | 0 | 201 |
| COUIT ROAD/PRINCE AVENUE | NB LTR | 0.31 | 46.9 | D | 9 | 33 | 33 |
| COUIT ROAD/PRINCE AVENUE | SB LTR | 0.07 | 36.4 | D | 434 | ~1050 | ~ |
| 100 SECOND CYCLE LENGTH | INTERSECTION | 0.88 | 22.3 | C | 0 | 0 | 0 |

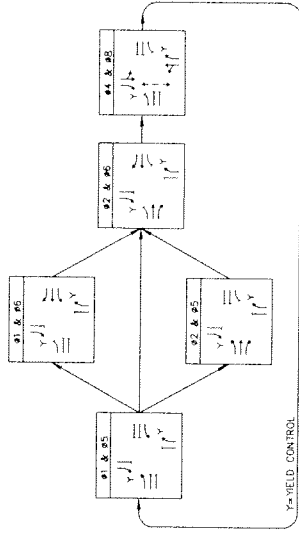
*QUEUE LENGTH MEASURED IN FEET

CONCEPT PLANS
FALMOUTH ROAD
BARNSTABLE, MA
TOWN OF BARNSTABLE
MASSACHUSETTS

VHB
Vernase Hagan Brattin, Inc.
1000 State Street
Barnstable, MA 02751
DATE: 2-12-07
SCALE: 1"=20'
SHEET: 1 OF 3
JOB NO.: 03687.01



PREFERENTIAL PHASE SEQUENCE



Y=HELD CONTROL

MAIN STREET
EXIST TOWN LAYOUT

EXIST TOWN LAYOUT

FALMOUTH
EXIST SHOULDER

(ROUTE 28) ROAD

EXIST SHOULDER

ROAD

S

EXIST SHOULDER

EXIST SHOULDER

EXIST TOWN

EXIST TOWN

EXIST TOWN

EXIST TOWN

EXIST TOWN

EXIST TOWN

EXIST TOWN

EXIST TOWN

EXIST TOWN

EXIST TOWN

PROPOSED SIGNALIZED CONDITIONS ANALYSIS (JULY 2005 TRAFFIC COUNTS)

| APPROACH | V/C | DELAY | LOS | 15TH Q. QUEUE | 15TH Q. QUEUE | 15TH Q. QUEUE |
|----------|------|-------|-----|---------------|---------------|---------------|
| WB L | 0.02 | 38.9 | D | 0 | 0 | 0 |
| WB R | 0.76 | 11.0 | B | 185 | 185 | 185 |
| WB T | 0.17 | 4.5 | A | 0 | 0 | 0 |
| WB L | 0.21 | 40.8 | D | 0 | 0 | 0 |
| WB R | 0.71 | 9.3 | A | 160 | 160 | 160 |
| WB T | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB L | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB R | 0.60 | 7.2 | C | 11 | 11 | 11 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.59 | 38.4 | D | 35 | 35 | 35 |
| WB R | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.72 | 11.1 | B | 0 | 0 | 0 |
| WB R | 0.24 | 44.1 | D | 8 | 8 | 8 |
| WB T | 0.63 | 8.2 | A | 165 | 165 | 165 |
| WB L | 0.13 | 4.5 | A | 0 | 0 | 0 |
| WB R | 0.89 | 14.5 | D | 2 | 2 | 2 |
| WB T | 0.09 | 4.5 | A | 0 | 0 | 0 |
| WB L | 0.15 | 5.0 | B | 25 | 25 | 25 |
| WB R | 0.71 | 48.5 | D | 62 | 62 | 62 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.29 | 35.9 | D | 22 | 22 | 22 |
| WB R | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.81 | 14.5 | B | 0 | 0 | 0 |
| WB R | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |

*QUEUE LENGTH MEASURED IN FEET

PROPOSED SIGNALIZED CONDITIONS ANALYSIS (DECEMBER 2007 TRAFFIC COUNTS)

| APPROACH | V/C | DELAY | LOS | 15TH Q. QUEUE | 15TH Q. QUEUE | 15TH Q. QUEUE |
|----------|------|-------|-----|---------------|---------------|---------------|
| WB L | 0.02 | 38.9 | D | 0 | 0 | 0 |
| WB R | 0.76 | 11.0 | B | 185 | 185 | 185 |
| WB T | 0.17 | 4.5 | A | 0 | 0 | 0 |
| WB L | 0.21 | 40.8 | D | 0 | 0 | 0 |
| WB R | 0.71 | 9.3 | A | 160 | 160 | 160 |
| WB T | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB L | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB R | 0.60 | 7.2 | C | 11 | 11 | 11 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.57 | 30.3 | C | 35 | 35 | 35 |
| WB R | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.69 | 11.2 | B | 0 | 0 | 0 |
| WB R | 0.33 | 42.5 | D | 4 | 4 | 4 |
| WB T | 0.51 | 5.1 | A | 84 | 84 | 84 |
| WB L | 0.07 | 3.2 | A | 0 | 0 | 0 |
| WB R | 0.07 | 38.8 | D | 1 | 1 | 1 |
| WB T | 0.71 | 8.1 | A | 154 | 154 | 154 |
| WB L | 0.10 | 3.3 | A | 0 | 0 | 0 |
| WB R | 0.54 | 38.8 | D | 20 | 20 | 20 |
| WB T | 0.31 | 35.2 | D | 12 | 12 | 12 |
| WB L | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB R | 0.65 | 8.5 | A | 0 | 0 | 0 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |

*QUEUE LENGTH MEASURED IN FEET

WEEKDAY MORNING (JULY 2005 TRAFFIC COUNTS)

| APPROACH | V/C | DELAY | LOS | 15TH Q. QUEUE | 15TH Q. QUEUE | 15TH Q. QUEUE |
|----------|------|-------|-----|---------------|---------------|---------------|
| WB L | 0.02 | 38.9 | D | 0 | 0 | 0 |
| WB R | 0.76 | 11.0 | B | 185 | 185 | 185 |
| WB T | 0.17 | 4.5 | A | 0 | 0 | 0 |
| WB L | 0.21 | 40.8 | D | 0 | 0 | 0 |
| WB R | 0.71 | 9.3 | A | 160 | 160 | 160 |
| WB T | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB L | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB R | 0.60 | 7.2 | C | 11 | 11 | 11 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.59 | 38.4 | D | 35 | 35 | 35 |
| WB R | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.72 | 11.1 | B | 0 | 0 | 0 |
| WB R | 0.24 | 44.1 | D | 8 | 8 | 8 |
| WB T | 0.63 | 8.2 | A | 165 | 165 | 165 |
| WB L | 0.13 | 4.5 | A | 0 | 0 | 0 |
| WB R | 0.89 | 14.5 | D | 2 | 2 | 2 |
| WB T | 0.09 | 4.5 | A | 0 | 0 | 0 |
| WB L | 0.15 | 5.0 | B | 25 | 25 | 25 |
| WB R | 0.71 | 48.5 | D | 62 | 62 | 62 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.29 | 35.9 | D | 22 | 22 | 22 |
| WB R | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.81 | 14.5 | B | 0 | 0 | 0 |
| WB R | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |

WEEKDAY EVENING (DECEMBER 2007 TRAFFIC COUNTS)

| APPROACH | V/C | DELAY | LOS | 15TH Q. QUEUE | 15TH Q. QUEUE | 15TH Q. QUEUE |
|----------|------|-------|-----|---------------|---------------|---------------|
| WB L | 0.02 | 38.9 | D | 0 | 0 | 0 |
| WB R | 0.76 | 11.0 | B | 185 | 185 | 185 |
| WB T | 0.17 | 4.5 | A | 0 | 0 | 0 |
| WB L | 0.21 | 40.8 | D | 0 | 0 | 0 |
| WB R | 0.71 | 9.3 | A | 160 | 160 | 160 |
| WB T | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB L | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB R | 0.60 | 7.2 | C | 11 | 11 | 11 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.57 | 30.3 | C | 35 | 35 | 35 |
| WB R | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.69 | 11.2 | B | 0 | 0 | 0 |
| WB R | 0.33 | 42.5 | D | 4 | 4 | 4 |
| WB T | 0.51 | 5.1 | A | 84 | 84 | 84 |
| WB L | 0.07 | 3.2 | A | 0 | 0 | 0 |
| WB R | 0.07 | 38.8 | D | 1 | 1 | 1 |
| WB T | 0.71 | 8.1 | A | 154 | 154 | 154 |
| WB L | 0.10 | 3.3 | A | 0 | 0 | 0 |
| WB R | 0.54 | 38.8 | D | 20 | 20 | 20 |
| WB T | 0.31 | 35.2 | D | 12 | 12 | 12 |
| WB L | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB R | 0.65 | 8.5 | A | 0 | 0 | 0 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |

WEEKDAY MORNING (JULY 2005 TRAFFIC COUNTS)

| APPROACH | V/C | DELAY | LOS | 15TH Q. QUEUE | 15TH Q. QUEUE | 15TH Q. QUEUE |
|----------|------|-------|-----|---------------|---------------|---------------|
| WB L | 0.02 | 38.9 | D | 0 | 0 | 0 |
| WB R | 0.76 | 11.0 | B | 185 | 185 | 185 |
| WB T | 0.17 | 4.5 | A | 0 | 0 | 0 |
| WB L | 0.21 | 40.8 | D | 0 | 0 | 0 |
| WB R | 0.71 | 9.3 | A | 160 | 160 | 160 |
| WB T | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB L | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB R | 0.60 | 7.2 | C | 11 | 11 | 11 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.59 | 38.4 | D | 35 | 35 | 35 |
| WB R | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.72 | 11.1 | B | 0 | 0 | 0 |
| WB R | 0.24 | 44.1 | D | 8 | 8 | 8 |
| WB T | 0.63 | 8.2 | A | 165 | 165 | 165 |
| WB L | 0.13 | 4.5 | A | 0 | 0 | 0 |
| WB R | 0.89 | 14.5 | D | 2 | 2 | 2 |
| WB T | 0.09 | 4.5 | A | 0 | 0 | 0 |
| WB L | 0.15 | 5.0 | B | 25 | 25 | 25 |
| WB R | 0.71 | 48.5 | D | 62 | 62 | 62 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.29 | 35.9 | D | 22 | 22 | 22 |
| WB R | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.81 | 14.5 | B | 0 | 0 | 0 |
| WB R | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |

WEEKDAY EVENING (DECEMBER 2007 TRAFFIC COUNTS)

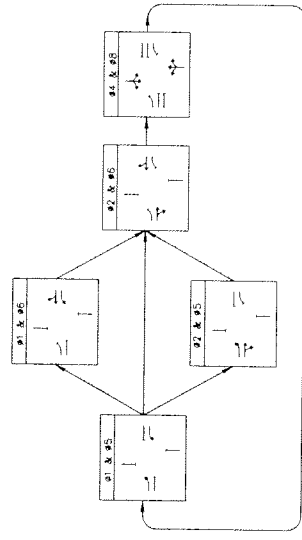
| APPROACH | V/C | DELAY | LOS | 15TH Q. QUEUE | 15TH Q. QUEUE | 15TH Q. QUEUE |
|----------|------|-------|-----|---------------|---------------|---------------|
| WB L | 0.02 | 38.9 | D | 0 | 0 | 0 |
| WB R | 0.76 | 11.0 | B | 185 | 185 | 185 |
| WB T | 0.17 | 4.5 | A | 0 | 0 | 0 |
| WB L | 0.21 | 40.8 | D | 0 | 0 | 0 |
| WB R | 0.71 | 9.3 | A | 160 | 160 | 160 |
| WB T | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB L | 0.03 | 3.9 | A | 0 | 0 | 0 |
| WB R | 0.60 | 7.2 | C | 11 | 11 | 11 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.57 | 30.3 | C | 35 | 35 | 35 |
| WB R | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB T | 0.00 | 0.0 | A | 0 | 0 | 0 |
| WB L | 0.69 | 11.2 | B | 0 | 0 | 0 |
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| WB L | 0.07 | 3.2 | A | 0 | 0 | 0 |
| WB R | 0.07 | 38.8 | D | 1 | 1 | 1 |
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| WB L | 0.01 | 0.0 | A | 0 | 0 | 0 |
| WB R | 0.65 | 8.5 | A | 0 | 0 | 0 |
| WB T | 0.01 | 0.0 | A | 0 | 0 | 0 |

CONCEPT PLANS
FALMOUTH ROAD
BARNSTABLE, MA
TOWN OF BARNSTABLE
MASSACHUSETTS

VHB
Vermont Highway Consultants, Inc.
100 Main Street, 2nd Floor
Barnstable, MA 02531
Tel: 508/538-1111
Fax: 508/538-1112
www.vhb.com

DESIGNED BY: [Name]
CHECKED BY: [Name]
DATE: 2-12-07
SCALE: 1"=20'
SHEET: 2 OF 3
JOB NO.: 09582.01

PREFERENTIAL PHASE SEQUENCE



DECEMBER 2007 TRAFFIC VOLUMES

| | | | |
|-------|-----|-----|-------|
| (16) | 32 | 21 | (50) |
| (9) | 12 | 517 | (926) |
| (25) | 38 | 0 | (2) |
| (31) | 10 | | |
| (612) | 829 | | |
| (17) | 10 | | |
| (4) | (8) | | |

XX = AM VOLUME
(XX) = PM VOLUME

JULY 2005 TRAFFIC VOLUMES

| | | | |
|-------|------|-----|-------|
| (22) | 28 | 37 | (65) |
| (3) | 13 | 712 | (164) |
| (25) | 19 | 4 | (8) |
| (41) | 11 | | |
| (905) | 1044 | | |
| (25) | 19 | | |
| (3) | (2) | | |
| (3) | (2) | | |

XX = AM VOLUME
(XX) = PM VOLUME

FALMOUTH

EXIST SHOULDER

ROAD (RT 28)

EXIST SHOULDER



PROPOSED SIGNALIZED CONDITIONS ANALYSIS (JULY 2005 TRAFFIC COUNTS)

| APPROACH | V/C | DELAY | LOS | 50TH Q | 95TH Q | 95TH Q |
|-------------------|------|-------|-----|--------|--------|--------|
| WEEKDAY MORNING | 0.24 | 45.5 | D | 5 | 21 | |
| FALMOUTH ROAD | 0.80 | 10.1 | B | 204 | 784 | |
| LUMBERT MILL ROAD | 0.09 | 43.6 | D | 2 | 11 | |
| WB L | 0.96 | 5.3 | A | 98 | 338 | |
| WB TR | 0.13 | 28.5 | D | 8 | 30 | |
| SB LTR | 40.5 | 0 | D | 17 | 62 | |
| INTERSECTION | 0.20 | 70.1 | B | | | |
| WEEKDAY EVENING | 0.45 | 49.6 | D | 23 | 56 | |
| FALMOUTH ROAD | 0.67 | 6.2 | A | 148 | 513 | |
| LUMBERT MILL ROAD | 0.18 | 50.3 | D | 4 | 18 | |
| WB L | 0.93 | 20.7 | C | ~723 | 1148 | |
| WB TR | 0.29 | 45.8 | D | 18 | 47 | |
| SB LTR | 0.30 | 46.0 | D | 17 | 57 | |
| INTERSECTION | 0.68 | 16.6 | B | | | |

*QUEUE LENGTH MEASURED IN FEET

PROPOSED SIGNALIZED CONDITIONS ANALYSIS (DECEMBER 2007 TRAFFIC COUNTS)

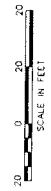
| APPROACH | V/C | DELAY | LOS | 50TH Q | 95TH Q | 95TH Q |
|-------------------|------|-------|-----|--------|--------|--------|
| WEEKDAY MORNING | 0.16 | 44.2 | C | 134 | 237 | |
| FALMOUTH ROAD | 0.84 | 4.4 | A | 0 | 0 | |
| LUMBERT MILL ROAD | 0.00 | 0.0 | A | 0 | 0 | |
| WB L | 0.51 | 6.0 | A | 65 | 223 | |
| WB TR | 0.23 | 28.5 | C | 9 | 20 | |
| SB LTR | 0.36 | 29.5 | C | 12 | 56 | |
| INTERSECTION | 0.60 | 7.5 | A | | | |
| WEEKDAY EVENING | 0.44 | 44.8 | D | 9 | 45 | |
| FALMOUTH ROAD | 0.44 | 44.8 | D | 9 | 45 | |
| LUMBERT MILL ROAD | 0.05 | 47.8 | D | 68 | 226 | |
| WB L | 0.72 | 7.8 | A | 146 | 548 | |
| WB TR | 0.33 | 40.0 | D | 11 | 31 | |
| SB LTR | 0.27 | 39.7 | D | 8 | 50 | |
| INTERSECTION | 0.68 | 8.6 | A | | | |

*QUEUE LENGTH MEASURED IN FEET

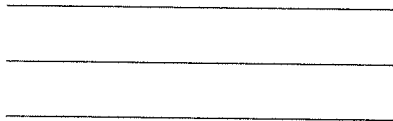
CONCEPT PLANS
FALMOUTH ROAD
BARNSTABLE, MA
TOWN OF BARNSTABLE
MASSACHUSETTS

VHB Viscous, Hagen, Brattin, Inc.
Professional Engineers
200 West Street, P.O. Box 931
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Phone: 508-261-1100 Fax: 508-261-1101
E-mail: info@vhb.com

Project: 2-12-07
Scale: 1" = 20'
Sheet: 3 of 3
Date: 09/28/07



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Frank A. Tramontozzi, P.E.
Chief Engineer
Massachusetts Highway Department
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing

**SIGNAL & INTERSECTION IMPROVEMENTS ON ROUTE 28 AT 3 LOCATIONS
BARNSTABLE**

Project File No. **604096**

