

Proposed Sunrise of Newton Senior Living Facility

Newton, Massachusetts

PREPARED FOR

Sunrise of Newton Senior Living
7902 Westpark Drive
McClellan, Virginia 22102

PREPARED BY



101 Walnut Street
PO Box 9151
Watertown, MA 02471
617.924.1770

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1

Introduction

Vanasse Hangen Brustlin, Inc. (VHB) has conducted a traffic impact and access study for the redevelopment of the Winston Florist/Nursery site located at the southwest corner of Florence Street at Route 9 in Newton, Massachusetts. The redevelopment proposal includes the demolition of the existing facilities and the construction of a Sunrise of Newton senior living facility of 120 beds. This study quantifies existing and projected future traffic conditions and identifies potential improvements within the study area. Figure 1 shows a Site location map.

Study Methodology

This traffic assessment has been conducted in three stages. The first stage involved an assessment of existing traffic conditions within the Project area, including an inventory of existing roadway geometry, observations of traffic flow, daily and peak period traffic counts, and a review of traffic safety in the area.

The second stage of the study established the framework for evaluating the transportation impacts of the proposed Project. Specific travel demand forecasts for the Project were assessed along with future traffic demands on the study area roadways due to projected background traffic growth and other proposed area development that may occur independent of the proposed development. The year 2029 (a seven-year time horizon) was selected as the design year for analysis for the preparation of this traffic impact and access assessment, consistent with typical traffic impact studies prepared for the City of Newton and MassDOT. Analysis of area traffic operations in the year 2029 would fully reflect the effects of the proposed development as well as background traffic independent of the proposed

development. The traffic analysis conducted in the second stage identified both existing and projected future roadway capacities and demands.

The third and final stage of the study discusses possible measures to improve existing and future traffic operations in the area.



0 100 200 Feet



Locus Map



Project Parcel

Sunrise Assisted Living
Newton, Massachusetts

Figure 1

NTS

2

Existing Conditions

Evaluation of the transportation impacts associated with the Project requires a thorough understanding of the existing transportation conditions in the study area including roadway geometry, traffic controls, daily and peak hour traffic flow, and traffic safety data. Each of these elements is described in detail below.

Study Area

The key roadways in the study area are Route 9 (Boylston Street) and Florence Street. The transportation study area is based on an understanding of traffic conditions in this area and includes the following five (5) intersections:

- › Route 9 at Employee Parking Lot Driveway – *unsignalized*;
- › Route 9 at Florence Street – *unsignalized*;
- › Florence Street at North Site Driveway– *unsignalized*;
- › Florence Street at South Site Driveway – *unsignalized*; and
- › Florence Street at Tanglewood Road – *unsignalized*

The existing conditions analysis consisted of an inventory of the traffic control, roadway, driveway, and intersection geometry in the study area, the collection of daily and peak hour traffic volumes, and a review of recent crash history.

Roadway Geometry

Descriptions of the study area roadways and intersections are included below. Figure 2 shows lane configuration and traffic control at the study intersections.

Roadways

Route 9 (Boylston Street)

Route 9 (Boylston Street) is an east/west urban principal arterial roadway under MassDOT jurisdiction. Route 9 is a six-lane roadway (three lanes each direction), with a posted speed limit of 40 mph in the vicinity of the Project Site. Sidewalks are provided along Route 9 eastbound in the vicinity of the Site. There is no on-street parking provided along Route 9.

Florence Street

Florence Street is an urban collector roadway under City of Newton jurisdiction. It is a two-lane roadway (one lane each direction) that runs in the north-south direction in the vicinity of the Site. The posted speed limit in the vicinity of the Site is 30 MPH. Sidewalks are present along both sides of the road. Parallel on-street parking is provided on the west side (Site side) of the street and at various locations on the east side of the street under existing conditions.

Intersections

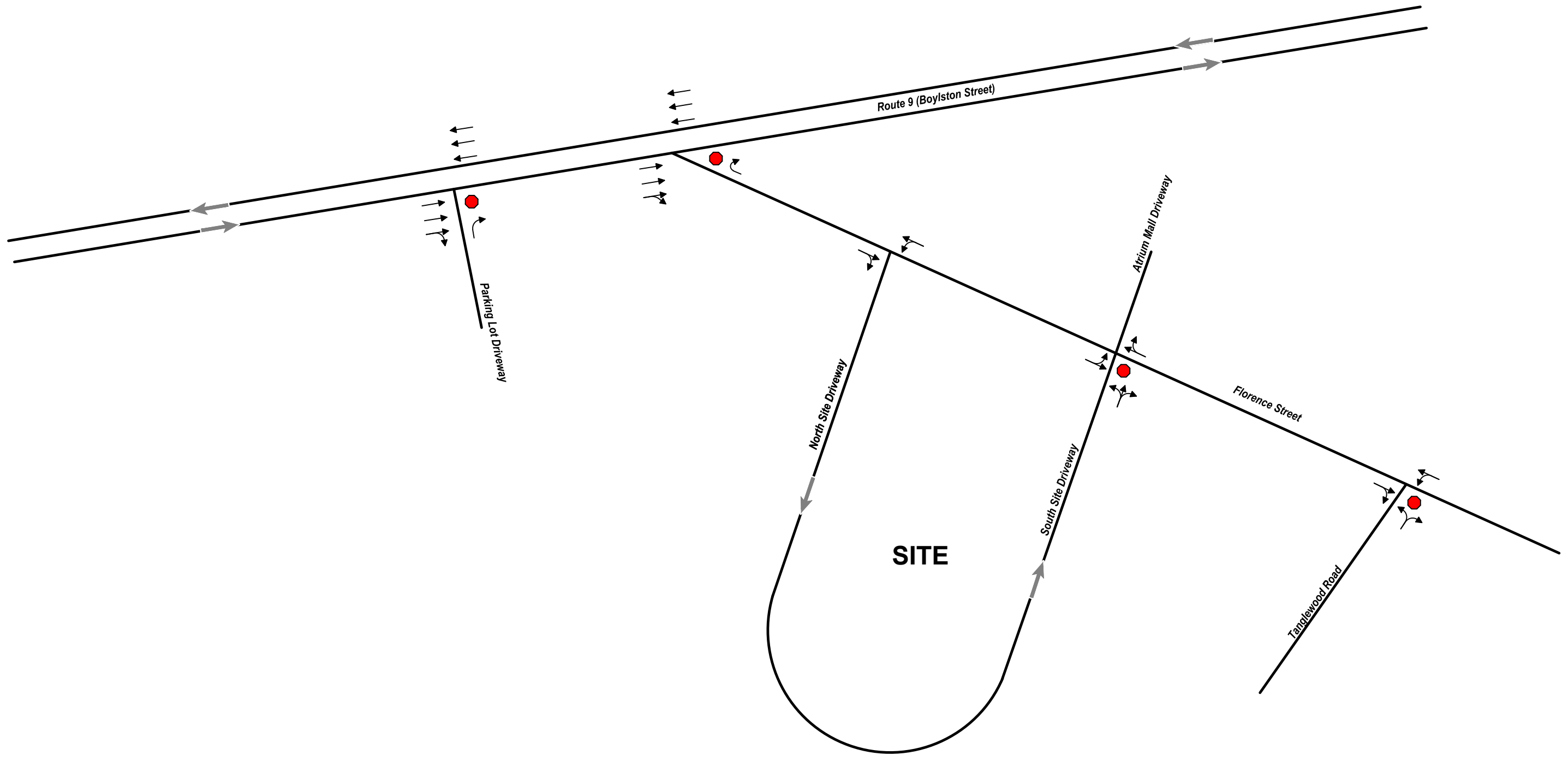
Route 9 (Boylston Street) at Parking Lot

A parking lot, which appears to be employee parking for the existing Winston Florist, intersects Route 9 from the south to form a three-legged unsignalized intersection. The parking lot access is right-in/right-out and is under STOP-control.

Route 9 (Boylston Street) at Florence Street

Florence Street intersects Route 9 (Boylston Street) from the south to form a three-legged unsignalized intersection. Access to Florence Street is limited to right-in/right-out due to a channelized concrete island along the Florence Street approach and a median between the eastbound and westbound lanes along Route 9. Crosswalks are provided along the northbound approach to Route 9 which is under STOP-sign control. Land use near the intersection is a mix of residential and commercial.

- Ⓢ Signalized Intersection
- neg = Negligible
- Stop Controlled Approach



↑
Not to Scale



Study Area Intersections
Lane Geometry and Traffic Control
Sunrise Assisted Living
Newton, Massachusetts

Figure 2

Florence Street at North Site Driveway

The north Site Driveway (Gasbarri Avenue) intersects Florence Street from the west to form a three legged unsignalized intersection. The north Site driveway consists of a single lane that is one-way entering westbound. The Florence Street northbound approach consists of a single shared left-turn/through lane while the southbound approach consists of a single shared through/right-turn lane. Land use near the intersection is a mix of residential and commercial.

Florence Street at South Site Driveway

Florence Street is intersected from the south Site Driveway (Gasbarri Avenue) from the west and the Atrium Mall Driveway from the east to form a four-legged unsignalized intersection. The south Site Driveway and Atrium Mall Driveway are slightly offset from one another, with the Atrium Mall Driveway north of the south Site Driveway. The south Site Driveway consists of a single lane that is one-way exiting eastbound under STOP-control, while the Atrium Mall Driveway is one-way entering eastbound. The Florence Street northbound and southbound approaches consist of a single general-purpose lane. Land use near the intersection is a mix of residential and commercial.

Florence Street at Tanglewood Road

Tanglewood Road intersects Florence Street from the west to form a three legged unsignalized intersection. Tanglewood Road consists of a single general-purpose lane under STOP-control. The Florence Street northbound approach consists of a single shared left-turn/through lane while the southbound approach consists of a single shared through/right-turn lane. The posted speed limit on Tanglewood Road is 30 mph and permit parking is allowed on both sides of the street. Land use near the intersection is a mix of residential and commercial.

Roadway Jurisdiction

Roadways within the City of Newton are under the jurisdiction of the City of Newton and MassDOT. The Route 9 locations are under MassDOT jurisdiction whereas the Florence Street intersections are under local jurisdiction.

Existing Traffic Volumes

Daily traffic volumes were collected on Florence Street north of Tanglewood Road over a 48-hour period on Wednesday, June 9, 2021 and Thursday, June 10, 2021 using an automatic traffic recorder (ATR). These dates represent a typical weekday for traffic count purposes (non-holidays) while schools were in session. The volumes are summarized in Table 1 and included in the Appendix to this document.

Table 1 Existing Traffic Volume Summary

Location	ADT ^a	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Volume	K Factor ^b	Dir. Dist. ^c	Volume	K Factor	Dir. Dist.
Florence Street, north of Tanglewood Road	7,500	520	6.9%	83% SB	590	7.8%	86% SB

Source: VHB based on automatic traffic recorder counts conducted in June 2021, grown to 2022 existing conditions using a 0.5-percent growth rate, and adjusted to reflect pre COVID-19 pandemic conditions.

Note: Peak hours do not necessarily coincide with the peak hours of turning movement counts.

- a. Average Daily Traffic (ADT) volume expressed in vehicles per day.
- b. Represents the percent of daily traffic that occurs during the peak hour.
- c. Directional distribution of peak hour traffic.

As shown in Table 1, Florence Street, north of Tanglewood Road, carries approximately 7,500 vehicles on a typical weekday with the peak hours accounting for 6.9 percent (morning peak hour) and 7.8 percent (evening peak hour) of the weekday daily traffic flow. Traffic flow along Florence Street is heavier in the southbound direction during both peak hours.

Concurrent with the ATR counts, turning movement counts (TMCs) were conducted at the study area intersections in June 2021 during the weekday morning peak period from 7:00 AM to 9:00 AM and the weekday afternoon peak period from 4:00 PM to 6:00 PM. The TMC data indicates that the weekday morning peak hour generally occurs between 8:00 AM and 9:00 AM and the weekday evening peak hour occurs between 4:45 PM and 5:45 PM.

The June 2021 traffic volumes have been adjusted by a 0.5-percent growth rate to the year 2022 to reflect 2022 Existing conditions. This growth rate was established in consultation with the City of Newton and is discussed in detail later in this report.

COVID-19 Adjustment

It should be noted that the counts for this Project were conducted in June 2021, and, while the state has returned to full capacity and pre-pandemic protocols, the effects of the COVID-19 pandemic continue to influence travel patterns across Massachusetts. To account for this, VHB determined a highly conservative 19% adjustment factor be applied to all count data. This adjustment factor was determined based on a review of nearby traffic volume counts conducted before the COVID-19 pandemic. Specifically, Route 9 eastbound volumes collected as part of the MedMen Dispensary project were reviewed.

This adjustment is believed to be highly conservative and, as such, VHB conducted the existing conditions analyses both with and without the COVID-19 adjustment factor. The results of both analyses are included in the Appendix.

Seasonal Variation

MassDOT historical traffic counts were reviewed to understand the seasonality of traffic count data collected in the month of June. The statewide data for seasonal variation of traffic volumes indicate that traffic counts in June are generally higher than the average month. To remain conservative, the existing count data was not adjusted.

The resulting 2022 Existing peak hour traffic volume networks for the weekday morning and evening are shown in Figures 3 and 4, respectively. The MassDOT seasonal factors are included in the Appendix to this document.

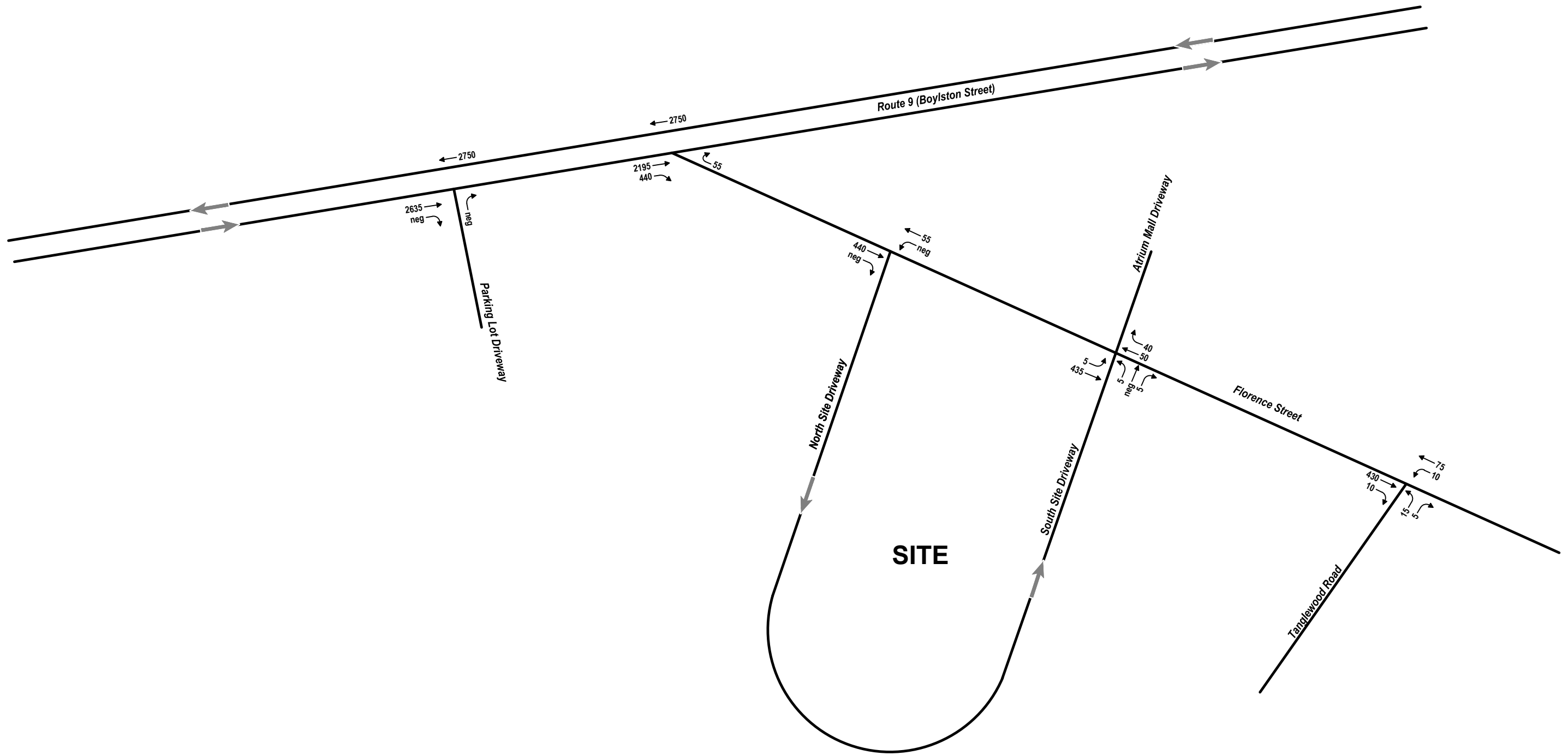
Vehicular Crash History

To identify motor vehicle crash trends in the project study area, the most current crash data for the study area intersections was obtained from MassDOT for the five-year period from 2015 through 2019. A summary of the vehicular crash data is presented in Table 2 and included in the Appendix to this document.

Crash rates are calculated based on the number of crashes at an intersection and the volume of traffic traveling through that intersection on a daily basis. MassDOT average crash rates for District 6 (the MassDOT district designation for Newton) are 0.71 and 0.52 for signalized and unsignalized intersections, respectively. In other words, on average, 0.71 crashes occurred per million vehicles entering signalized intersections, and 0.52 crashes occurred per million vehicles entering unsignalized intersections throughout District 6. The crash rate worksheets for the study area intersections are included in the Appendix to this document.

As shown in Table 2, two of the five study area intersections experienced crashes over the five-year period. The calculated crash rates at all of the intersections that experienced crashes are below the average crash rates for District 6. The majority of the crashes were rear-end, sideswipe, and single-vehicle crashes, resulting in property damage only. The intersection of Route 9 at Florence Street had two crashes involving non-motorists (bike, pedestrian). No fatal crashes were reported at any of the study area intersections.

neg = Negligible
xx* = Movement not allowed



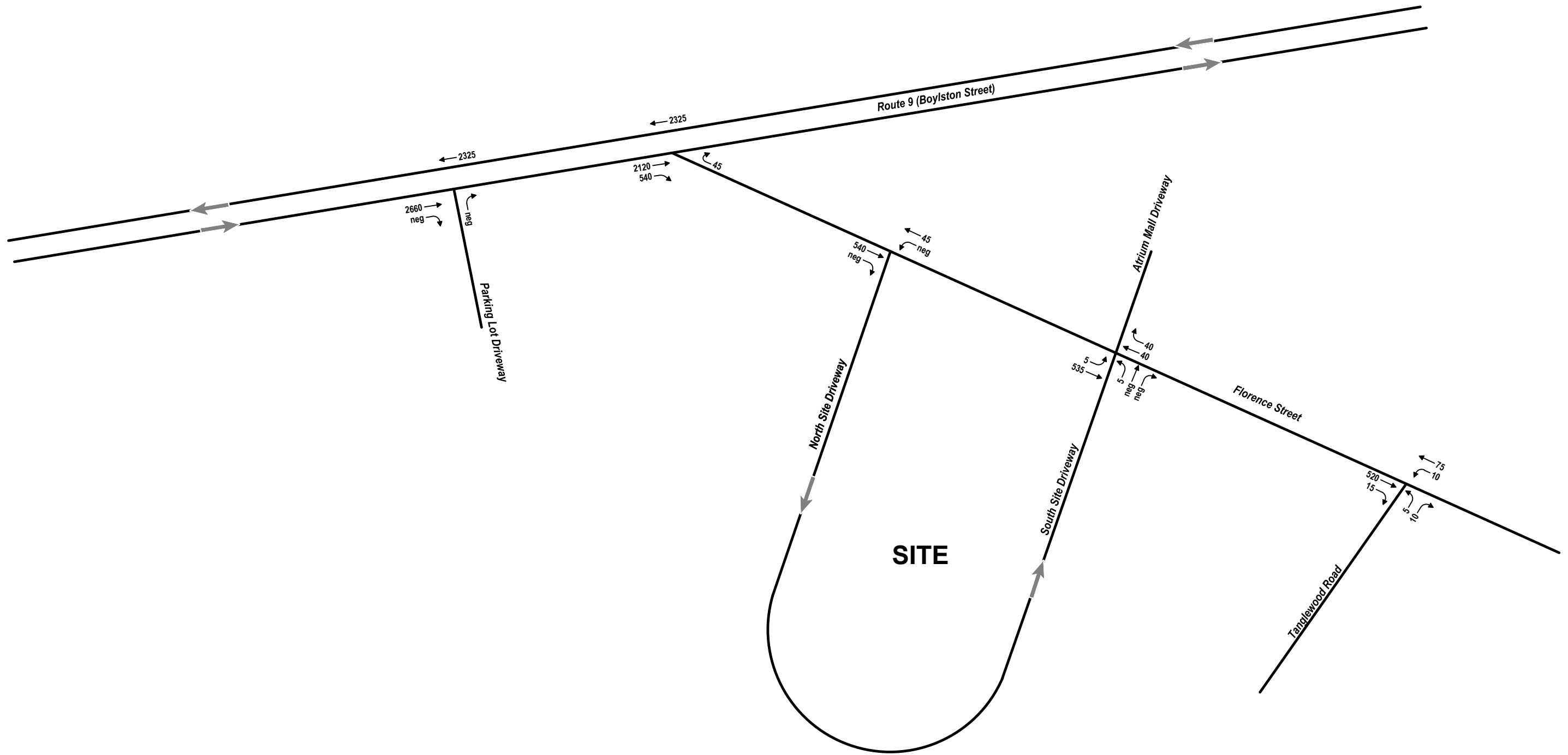
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Not to Scale



2022 Existing Conditions
Weekday Morning Peak Hour Traffic Volumes
Sunrise Assisted Living
Newton, Massachusetts

Figure 3

neg = Negligible
xx* = Movement not allowed



Not to Scale



2022 Existing Conditions
Weekday Evening Peak Hour Traffic Volumes
Sunrise Assisted Living
Newton, Massachusetts

Figure 4

Table 2 Vehicular Crash Summary (2015 – 2019)

	Route 9 at Dwy	Route 9 at Florence St	Florence St at North Site Dwy	Florence St at South Site Dwy	Florence St at Tanglewood Rd
Signalized?	No	No	No	No	No
MassDOT Average Crash Rate	0.52	0.52	0.52	0.52	0.52
Calculated Crash Rate	0.00	0.12	0.17	0.00	0.00
Exceeds Average?	No	No	No	No	No
Year					
2015	0	0	0	0	0
2016	0	6	1	0	0
2017	0	2	0	0	0
2018	0	2	0	0	0
<u>2019</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	11	1	0	0
Collision Type					
Angle	0	1	0	0	0
Head-On	0	0	0	0	0
Rear-End	0	2	1	0	0
Rear-to-Rear	0	0	0	0	0
Sideswipe, opposite direction	0	0	0	0	0
Sideswipe, same direction	0	2	0	0	0
Single Vehicle Crash	0	5	0	0	0
Unknown/Not Reported	0	1	0	0	0
Severity					
Fatal Injury	0	0	0	0	0
Non-Fatal Injury	0	3	0	0	0
Property Damage Only	0	7	1	0	0
Unknown/Not Reported	0	1	0	0	0
Time of day					
Weekday, 7:00 AM - 9:00 AM	0	1	0	0	0
Weekday, 4:00 – 6:00 PM	0	1	1	0	0
Saturday, 11:00 AM – 2:00 PM	0	0	0	0	0
Weekday, other time	0	6	0	0	0
Weekend, other time	0	3	0	0	0
Pavement Conditions					
Dry	0	9	1	0	0
Wet	0	2	0	0	0
Snow	0	0	0	0	0
Sand, Mud, Dirt, Oil, Gravel	0	0	0	0	0
Ice	0	0	0	0	0
Slush	0	0	0	0	0
Unknown/Not Reported	0	0	0	0	0
Non-Motorist (Bike, Pedestrian)	0	2	0	0	0

Source: Crash data was obtained from MassDOT Crash Portal (2015-2019).

Public Transportation

Public transportation in Newton is provided by the Massachusetts Bay Transportation Authority (MBTA). The MBTA bus route 60 travels along Route 9 and provides access to the Site. The nearest bus stops to the Site are located at The Shops at Chestnut Hill, north of the Site, and on Route 9 Eastbound approximately ¾-mile east of the Site. Route 60 travels between The Shops at Chestnut Hill in Newton and Kenmore Station in Boston. Connections are provided to the Green Line at Kenmore Station. Service is provided approximately every 30-40 minutes during peak hours.

The Site is also served by the D branch of the MBTA's Green Line. The D branch of the Green Line connects Newton with Brookline and Boston and travels from Riverside in Newton to Government Center in Downtown Boston. The nearest stop to the Site on the D branch of the Green Line is Chestnut Hill, an approximately 1.20-mile walk from the Site via Route 9 and Hammond Street. Service is provided approximately every 6-8 minutes during peak hours.

Public transportation route maps and schedules are provided in the Appendix to this report. While public transportation is provided near the Site, to present a conservative analysis, no credit was taken for customers or employees arriving and departing via public transportation.

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Future Conditions

To determine future roadway operations, traffic volumes in the study area were projected to the year 2029 to reflect a seven-year planning horizon from the Existing conditions consistent with City of Newton and MassDOT guidelines.

Traffic volumes on the roadway network under future conditions without the Project (No-Build) are assumed to include all existing traffic, any new traffic due to regional and area background traffic growth, and traffic related to any specific nearby development projects expected to be completed by the 2029 horizon year. Roadway improvements proposed within the boundaries of the study area were also considered and incorporated where appropriate. The anticipated traffic volumes from the proposed development were added to the No-Build traffic volumes to reflect future conditions with the Project in place (Build).

No-Build Conditions

No-Build traffic volumes were determined by considering existing traffic volumes and adding regional traffic growth and traffic from other nearby developments. Traffic growth is a function of expected new development, changes in demographics, and changes in auto usage and ownership in the region. Regional traffic growth is projected by examining historic traffic growth trends.

Regional Traffic Growth

Traffic studies conducted in the City of Newton and historic count data were reviewed to establish a rate at which traffic volumes can be expected to grow. A

review of recent traffic studies showed a 0.5-percent per year growth rate has been utilized. Historical count data available from MassDOT within the vicinity of the project show fluctuations in traffic volumes over the last five years, with no consistent increase or decrease in traffic volumes. Based on this research, informed by the information available, and to present a conservative analysis, a growth rate 0.5-percent per year has been assumed for this study.

Site Specific Growth

In addition to accounting for background growth, the traffic associated with other planned/approved developments near the site was also considered. Based on discussions with the City of Newton, it was determined that there are four planned development projects within the vicinity of the study area that would affect traffic volumes in the vicinity of the Site.

- › **Elliot Street Dispensary:** The approved Elliot Street Marijuana Dispensary is located at 24-26 Elliot Street in Newton, Massachusetts. The redevelopment project will include the reconfiguration of a salon spa establishment and 102-seat restaurant into a marijuana dispensary with two adjacent small retail establishments. Trips associated with this development have been included as based on the May 2018 published traffic study by VHB.
- › **MEDMEN Dispensary:** There is a proposed Marijuana Dispensary located at 232 Boylston Street at the former Shreve, Crump & Low Jewelry Store in Newton, Massachusetts. The redevelopment project will include the reconfiguration of the existing building to accommodate the proposed dispensary use. Trips associated with this development have been included as based on the November 2020 published traffic study by VHB.
- › **392-202 Langley Road:** There is a proposed 20-unit residential project located at 392-303 Langley Road in Newton, Massachusetts.
- › **50 Jackson Street:** The proposed project is to be located at 50 Jackson Street in Newton, Massachusetts and will include the redevelopment of the existing commercial uses located at 383-387 Route 9 (Boylston Street), to accommodate a multifamily residential development. Trips associated with this development have been included as based on the May 2021 published traffic study by VAI.

Planned Roadway Improvements

Another factor affecting background traffic conditions is the implementation of roadway improvements in the area. Currently there is just one roadway improvement project identified by the City of Newton; however, there are no current funding plans to implement the recommendations.

- › **Newton-Brookline Resurfacing and Related Work Project on Route 9:** This project is in the preliminary design phase and includes resurfacing a major portion of Route 9. The project is listed on the TIP for 2020-2024 so funding is being established.

No-Build Traffic Volumes

The year 2029 No-Build traffic volume networks were developed by applying the 0.5-percent annual growth rate over the seven-year study horizon to the existing volume networks and adding the traffic volumes associated with the background developments described above. Figures 5 and 6 show the resulting 2029 No-Build peak hour traffic volume networks for the weekday morning and weekday evening peak hours, respectively.

Build Conditions

Build traffic volumes were determined by estimating Site-generated traffic volumes and distributing these volumes over the study area roadways. The Site-generated traffic volumes include new trips that are likely to be generated by the proposed development of the property.

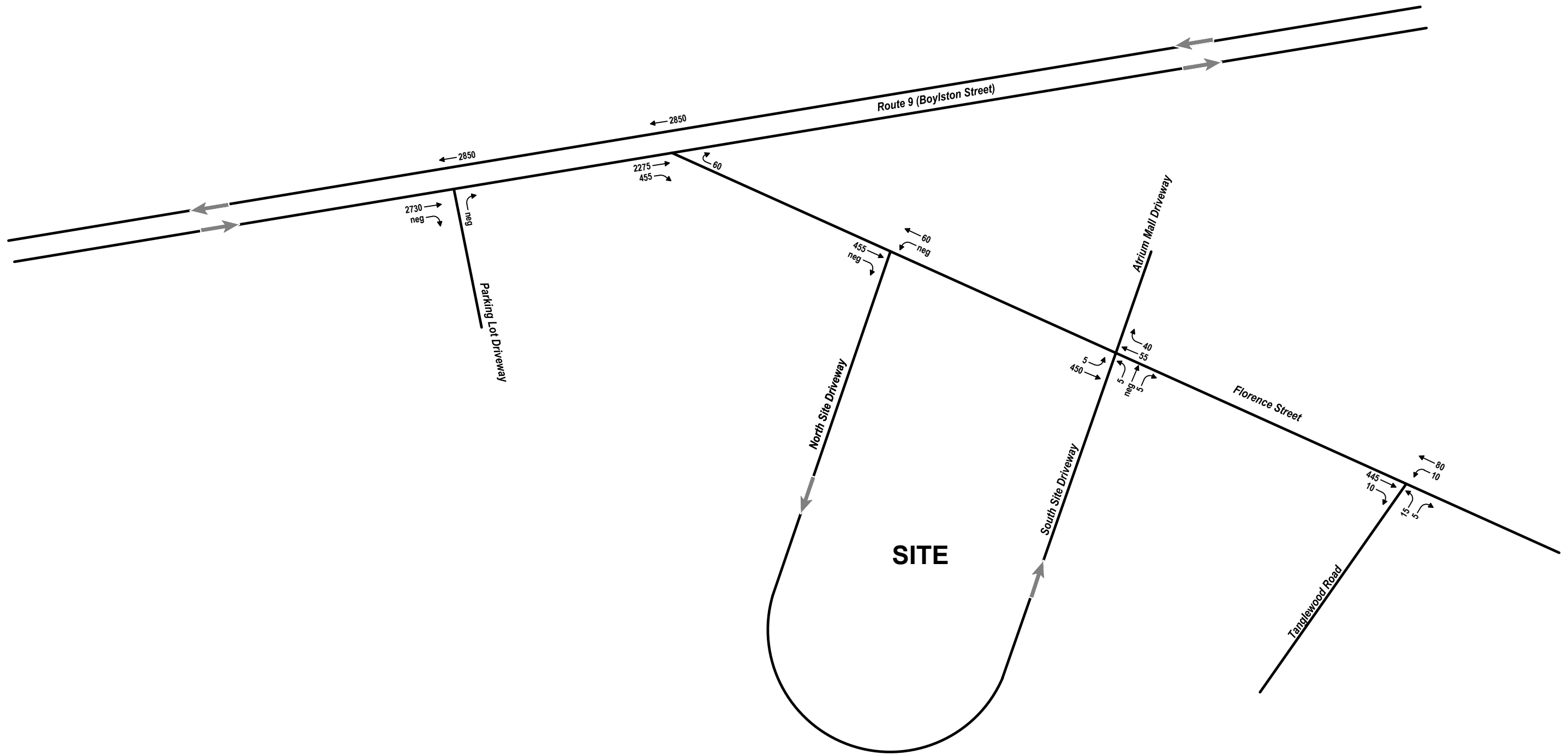
Trip Generation

The rate at which any development generates traffic is dependent upon a number of factors such as size, location, and concentration of surrounding developments. As previously discussed, the proposed redevelopment plan consists of the removal of the existing Winston Florist/Nursery and construction of a new Sunrise of Newton senior living facility comprised of 120 beds. Trip generation estimates for the proposed use were projected using trip generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation, 11th Edition*¹. The number of vehicle-trips generated by the existing and proposed uses were estimated based on ITE LUC 254 (Assisted Living) for number of beds, which represents a conservative approach to traffic generation.

Table 3 summarizes the projected trip generation associated with the proposed development.

¹ Trip Generation, 11th Edition, Institute of Transportation Engineers, Washington D.C., 2021.

neg = Negligible
xx* = Movement not allowed



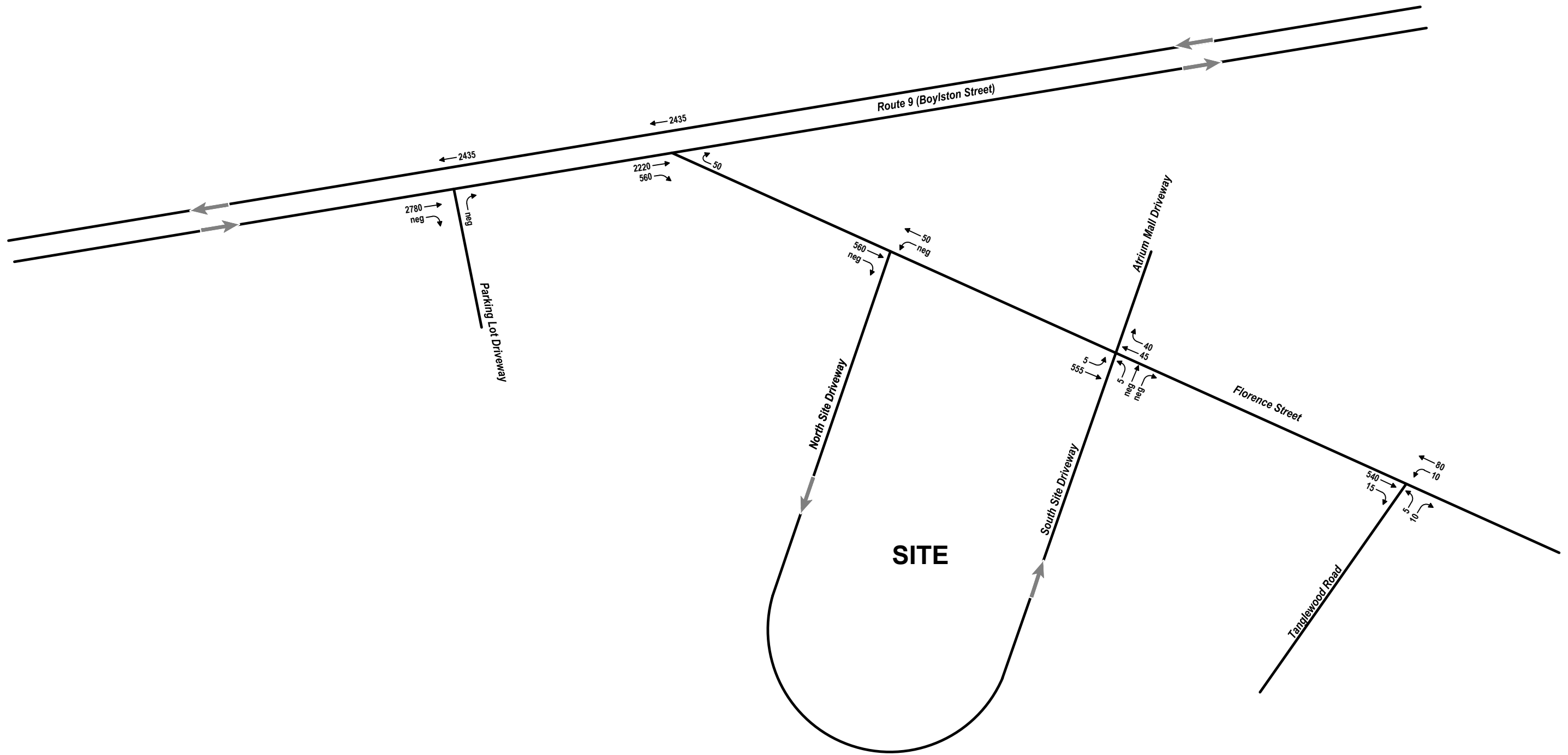
Not to Scale



2029 No-Build Conditions
Weekday Morning Peak Hour Traffic Volumes
Sunrise Assisted Living
Newton, Massachusetts

Figure 5

neg = Negligible
xx* = Movement not allowed



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Not to Scale



2029 No-Build Conditions
Weekday Evening Peak Hour Traffic Volumes
Sunrise Assisted Living
Newton, Massachusetts

Figure 6

Table 3 Project Trip Generation Summary

<u>Time Period</u>	<u>Proposed Sunrise of Newton Trips ^a</u>
Weekday Daily	
Enter	156
<u>Exit</u>	<u>156</u>
Total	312
Weekday Morning Peak Hour	
Enter	13
<u>Exit</u>	<u>9</u>
Total	22
Weekday Evening Peak Hour	
Enter	11
Exit	<u>18</u>
Total	29

a. Trip Generation estimate based ITE LUC 254 (Assisted Living) for 120 Beds.

As shown in Table 3, the proposed development is estimated to generate approximately new 22 site-generated trips (13 entering/9 exiting) during the weekday morning peak hour and approximately 29 trips (11 entering/18 exiting) during the weekday evening peak hour. The trip generation worksheets are included in the Appendix to this document.

The number of vehicle trips generated by the existing Winston Florist/Nursery were estimated based on ITE land use code (LUC) 817 (Nursery Garden Center). Table 4 summarizes the estimated vehicle trips for the existing and future uses of the property.

Table 4 Potential Credit for Winston Florist/Nursery Use

Time Period	Existing Florist Trips ^a	Proposed Sunrise of Newton Trips ^b	Change in Trips
Weekday Daily			
Enter	422	156	-266
<u>Exit</u>	<u>422</u>	<u>156</u>	<u>-266</u>
Total	844	312	-532
Weekday Morning Peak Hour			
Enter	15	13	-2
<u>Exit</u>	<u>15</u>	<u>9</u>	<u>-6</u>
Total	30	22	-8
Weekday Evening Peak Hour			
Enter	43	11	-32
Exit	<u>43</u>	<u>18</u>	<u>-25</u>
Total	86	29	-57

a. Trip Generation estimate based ITE LUC 817 (Nursery Garden Center) for 12,400 sf.

b. Trip Generation estimate based ITE LUC 254 (Assisted Living) for 120 Beds.

As shown in Table 4, based on ITE trip generation estimates the proposed Project is expected to result in a total of 532 *fewer* trips (-266 entering/-266 exiting) on a typical weekday. The proposed Project is expected to result in a total of 8 *fewer* vehicle trips (-2 entering/-6 exiting) during the weekday morning peak hour, and 57 *fewer* vehicle trips (-32 entering/-25 exiting) during the weekday evening peak hour. The trip generation calculations are provided in the Appendix.

While the ITE trip generation estimates show a significant decrease in vehicular traffic associated with the Project Site, to present a highly conservative analysis no credit was taken for the existing use.

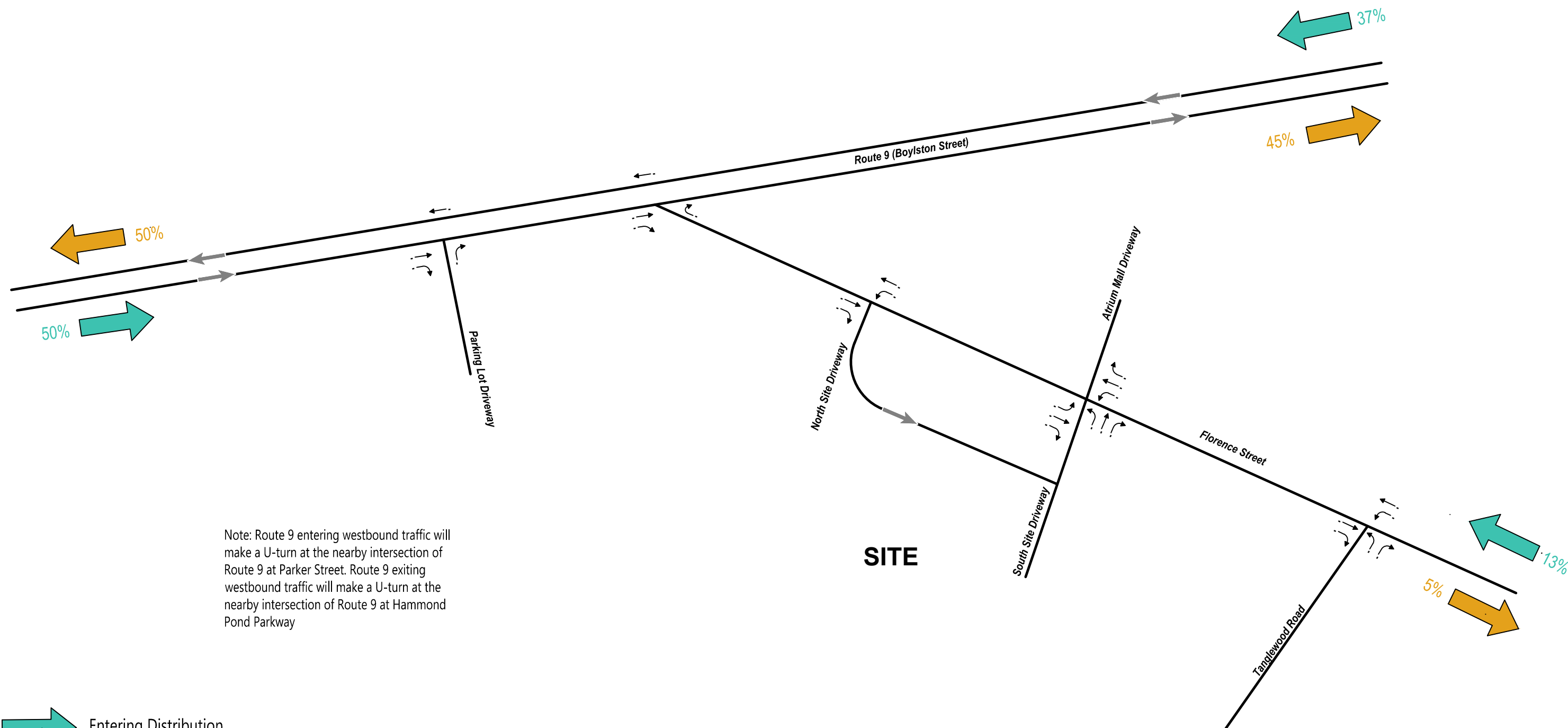
Trip Distribution and Assignment

The directional distribution of traffic approaching and departing the Project is a function of several variables: population densities, existing travel patterns, and the efficiency of the roadways leading to the Site.

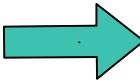
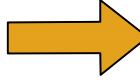
The assignment of Site-generated traffic to specific travel routes was based on existing traffic patterns at the study area intersections and the assumption that most motorists will seek the fastest and most direct routes to and from the Site. Existing travel patterns within the Study area were used to develop trip distribution patterns for the active adult residential use as the travel pattern in the area is generally characterized by residents commuting to/from work.

The trip distribution patterns are summarized in Table 5 and shown in Figure 7.

neg = Negligible



Note: Route 9 entering westbound traffic will make a U-turn at the nearby intersection of Route 9 at Parker Street. Route 9 exiting westbound traffic will make a U-turn at the nearby intersection of Route 9 at Hammond Pond Parkway

 Entering Distribution
 Exiting Distribution



Not to Scale



Regional Trip Distribution

Sunrise Assisted Living
Newton, Massachusetts

Figure 7

Table 5 Trip Distribution Summary

<u>By Way Of</u>	<u>Direction (To/From)</u>	<u>Entering Distribution</u>	<u>Exiting Distribution</u>
Route 9 (Boylston Street)	East	37%	45%
	West	50%	50%
<u>Florence Street</u>	<u>South</u>	<u>13%</u>	<u>5%</u>
Total		100%	100%

Source: Based on existing travel patterns.

Build Traffic Volumes

The Site-generated traffic volumes were assigned to the roadway network according to the distribution and travel patterns described above and added to the No-Build traffic volumes to develop the peak hour Build traffic volume networks. Figures 8 and 9 present the resulting 2029 Build traffic volumes for the weekday morning and weekday evening peak hours, respectively. Site-generated traffic volume networks are included in the Appendix.

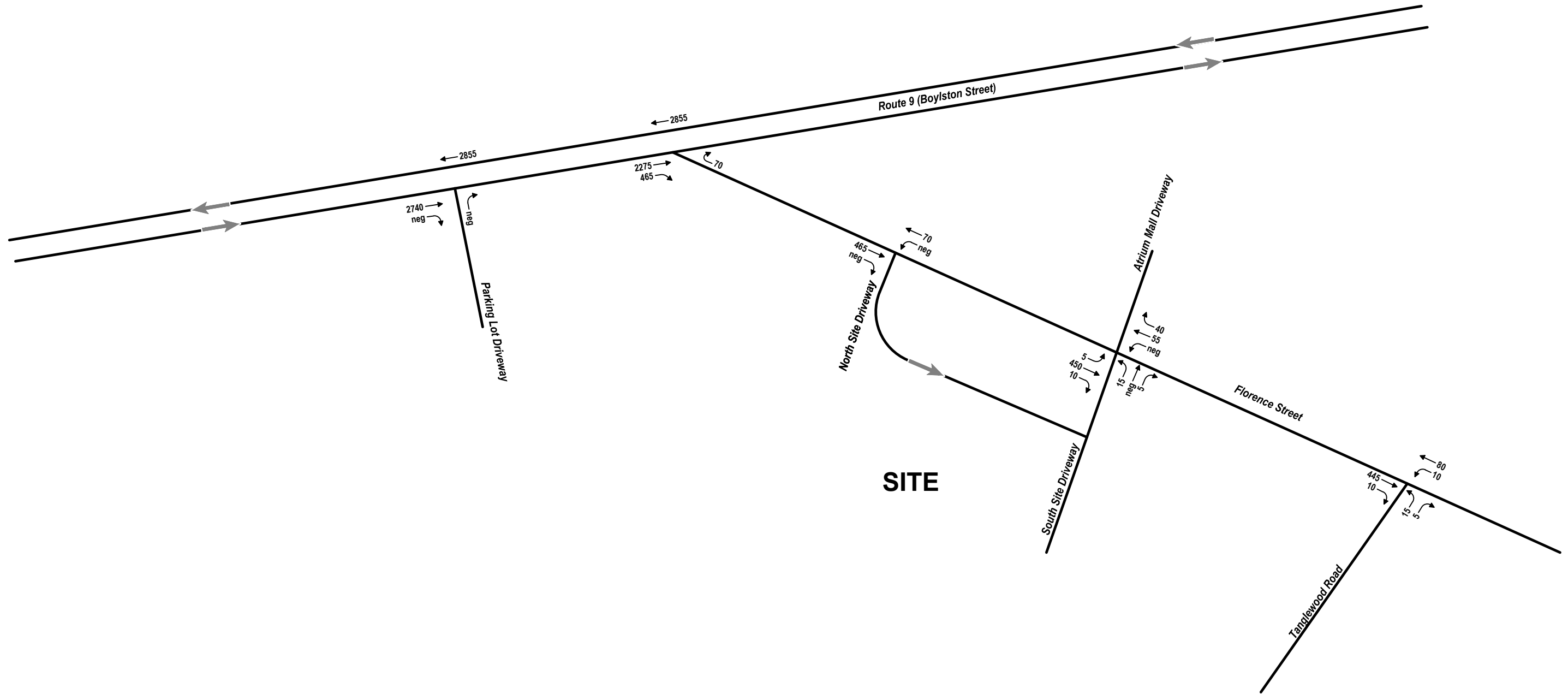
Site Access

Based on the Site Plan (dated May 21, 2021), included in the Appendix, access to the Site would consist of 2 access driveways along Florence Street, one on the north side of the proposed building, and the primary access located on the south side of the building. The north driveway will be one-way into the Site for short term parking and drop-off/pick-up under a porte-cochere. The south driveway will be full access and used to gain access to the underground parking lot, loading dock, and dumpster. In addition, there is an existing employee parking area and driveway along Route 9 adjacent to the Site. Given the proximity of both proposed driveways to Route 9 (particularly the north driveway), sight lines will need to be improved as part of this Project. There is a cluster of vegetation that could be modified to open sight lines for both driveways.

Sight Distance

A sight distance analysis was performed at the existing unsignalized Site driveways along Florence Street in conformance with guidelines of the American Association of State Highway and Transportation Officials (AASHTO). Sight distance considerations are generally divided into two categories: Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD). Stopping Sight Distance (SSD) is the distance required for a vehicle approaching an intersection from either direction to perceive, react and come to a complete stop before colliding with an object in the road, in this case the exiting vehicle from a driveway. In this respect, SSD can be considered as the minimum visibility criterion for the safe operation of an unsignalized intersection.

neg = Negligible
xx* = Movement not allowed



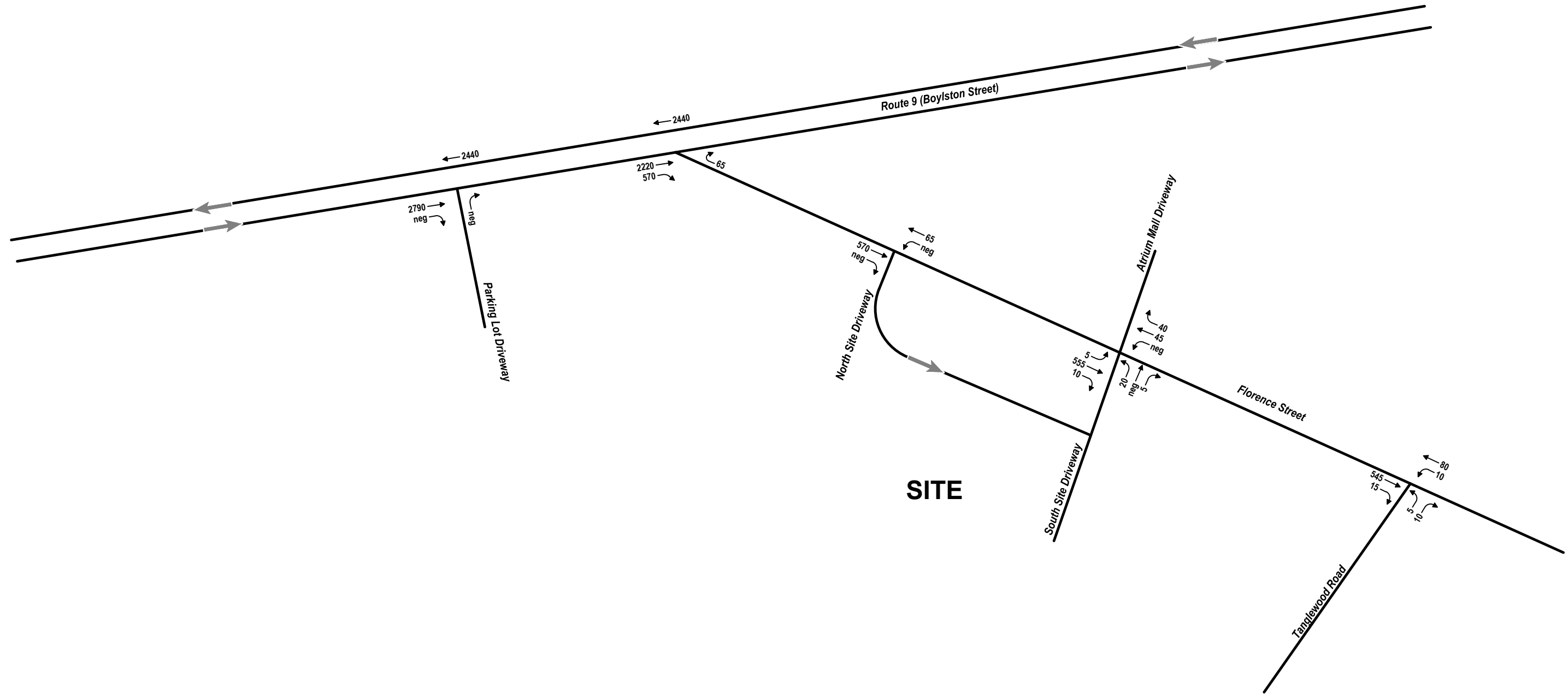
Not to Scale



2029 Build Conditions
Weekday Morning Peak Hour Traffic Volumes
Sunrise Assisted Living
Newton, Massachusetts

Figure 8

neg = Negligible
xx* = Movement not allowed



Not to Scale



2029 Build Conditions
Weekday Evening Peak Hour Traffic Volumes
Sunrise Assisted Living
Newton, Massachusetts

Figure 9

Intersection Sight Distance (ISD) is based on the time required for perception, reaction and completion of the desired critical exiting maneuver once the driver on a minor street or driveway approach decided to execute the maneuver. Calculation for the critical ISD includes the time to (1) turn left, and to clear the half of the intersection without conflicting with the vehicles approaching from the left; and (2) accelerate to the operating speed of the roadway without causing approaching vehicles to unduly reduce their speed. In this context, ISD can be considered as a desirable visibility criterion for the safe operation of an unsignalized intersection. Essentially, while SSD is the minimum distance needed to avoid collisions, ISD is the minimum distance needed so that mainline motorists will not have to substantially reduce their speed due to turning vehicles. To maintain the safe operation of an unsignalized intersection, ISD only needs to be equal to the stopping sight distance, though it is desirable to meet ISD requirements by themselves.

To calculate the required SSD and ISD at the unsignalized Site driveways, the speed limit along Florence Street was used for this preliminary assessment (30 MPH).

Table 6 summarizes the sight distance analysis based on field measurements conducted by VHB. The sight distance worksheets are included in the Appendix.

Table 6 Sight Distance Analysis Summary

Location	Stopping Sight Distance ^a			Intersection Sight Distance ^a		
	Traveling	Required	Measured	Looking	Desired	Measured
Florence Street at north Site driveway (enter-only) ^b	Northbound	195	220	N/A	NA	NA
	Southbound	220	110	N/A	NA	NA
Florence Street at south Site driveway	Northbound	190	250	Left	335	250
	Southbound	210	250	Right	335	230 ^a

Based-on guidelines established in A Policy on the Geometric Design of Highways and Streets, Sixth Edition, American Association of State Highway and Transportation Officials (AASHTO), 2011 for the posted speed limit 30 mph.

a Sight distance is visible to/from the intersection of Route 9 (Boylston Street)

b Intersection Sight Distance is not applicable at the North Site driveway due to its directionality as an enter-only driveway

As shown in Table 6, the minimum stopping sight distance requirement is met traveling northbound at the north Site driveway. The minimum stopping sight distance is also met in both the northbound and southbound directions at the south Site driveway. The proximity of the north driveway to Route 9 limits the stopping sight distance in the southbound direction but vehicles that would enter Florence Street from Route 9 eastbound would be slowing down to make that maneuver.

The minimum intersection sight distance is not met at the South Site driveway looking left or right. However, again, due to the proximity of the north driveway to Route 9 the intersection sight distance looking left is limited. Additionally, it should be noted that while intersection sight distance is not met at the south driveway looking left, the measured intersection sight distance does allow for a left-turning vehicle to see to the intersection of Florence Street at Route 9. To ensure that the sight lines are opened and maintained for this Project, the vegetation to the north of the north Site driveway should be trimmed/removed to allow the maximum sight

lines in this area. It should be noted that intersection sight distance is not applicable to the North Site driveway since this driveway is currently an enter-only driveway and will remain as such under all future conditions, with or without the Project in place. In addition, to improve/maintain sight distance at both Site driveways, on-street parking between the driveways and just south of the south driveway should be eliminated.

4

Traffic Operations Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic within the study area. To assess quality of flow, roadway capacity analyses were conducted with respect to the 2022 Existing conditions and projected 2029 No-Build and 2029 Build traffic volume conditions. Capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands. All capacity analyses are contained in the Appendix to this document.

Level-of-Service and Delay Criteria

Level-of-service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure of the effect of a number of factors including roadway geometrics, speed, travel delay, freedom to maneuver, and safety. Level-of-service provides an index to the operational qualities of a roadway segment or an intersection. Level-of-service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

For signalized intersections, the evaluation criteria used to analyze study area intersections are based on the percentile-delay method (Synchro results). For unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. The level of service is only determined for left turns from the main street and all movements from the minor street. The evaluation

criteria used to analyze unsignalized intersections are based on the Highway Capacity Manual (HCM), 6th Edition².

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters such as high critical gaps. Actual field observations indicate that drivers on minor streets generally accept smaller gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The net effect of these procedural limitations of the analysis software is the over-estimation of calculated delays at unsignalized intersections. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

Intersection Capacity Analysis

Intersection capacity analyses were conducted at all intersections in the study area. Analyses were conducted for the 2022 Existing, 2029 No-Build and 2029 Build conditions. Table 7 summarizes the capacity analyses for the study area unsignalized intersections. The results of the capacity analysis are included in the Appendix to this document.

As shown in Table 7, operations at all study area intersection are not expected to be impacted by the proposed Project traffic. The intersection of Route 9 at Florence Street currently operates at LOS F and will continue to do so under all future conditions, with or without the Project in place.

The eastbound exiting south Site Driveway movement currently operates at LOS B during both peak hours and is expected to remain at LOS B under all future conditions, with or without the Project in place.

2 *Highway Capacity Manual, 6th Edition*, Transportation Research Board, Washington, D.C., 2016.

Table 7 Unsignalized Intersection Capacity Analysis

Location / Movement	2022 Existing Conditions					2029 No-Build Conditions					2029 Build Conditions				
	D ^a	v/c ^b	Del ^c	LOS ^d	95 Q ^e	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
Route 9 at Parking Lot															
<i>Weekday Morning</i>															
NB R	1	0.04	39	E	3	1	0.01	42	E	0	1	0.01	42	E	0
<i>Weekday Evening</i>															
NB R	2	0.05	38	E	3	2	0.02	44	E	3	2	0.02	44	E	3
Route 9 at Florence Street															
<i>Weekday Morning</i>															
NB R	55	0.66	90	F	85	60	0.69	102	F	85	70	0.81	>120	F	108
<i>Weekday Evening</i>															
NB R	45	0.56	73	F	68	50	0.59	90	F	68	65	0.78	>120	F	100
Florence Street at North Site Driveway (Gasbarri Avenue)															
<i>Weekday Morning</i>															
NB L	0	0.00	0	A	0	0	0.00	0	A	0	0	0.00	0	A	0
<i>Weekday Evening</i>															
NB L	0	0.00	0	A	0	0	0.00	0	A	0	0	0.00	0	A	0
Florence Street at South Site Driveway (Gasbarri Avenue) & Atrium Mall Driveway															
<i>Weekday Morning</i>															
EB L/T/R	11	0.06	13	B	5	11	0.02	12	B	3	21	0.05	13	B	3
NB L	#	#	#	#	#	#	#	#	#	#	2	0.00	8	A	0
SB L	5	0.00	7	A	0	5	0.00	7	A	0	5	0.00	7	A	0
<i>Weekday Evening</i>															
EB L/T/R	7	0.02	14	B	3	7	0.02	13	B	3	25	0.06	14	B	5
NB L	#	#	#	#	#	#	#	#	#	#	1	0.00	9	A	0
SB L	5	0.00	8	A	0	5	0.00	7	A	0	5	0.00	7	A	0
Florence Street at Tanglewood Road															
<i>Weekday Morning</i>															
EB L/R	20	0.06	14	B	5	20	0.05	13	B	5	20	0.05	13	B	5
NB L	10	0.01	9	A	0	10	0.01	9	A	0	10	0.01	9	A	0
<i>Weekday Evening</i>															
EB L/R	15	0.06	13	B	5	15	0.04	13	B	3	15	0.04	13	B	3
NB L	10	0.02	9	A	0	10	0.01	9	A	0	10	0.01	9	A	0

- a Demand
- b Volume to capacity ratio.
- c Average total delay, in seconds per vehicle.
- d Level-of-service.
- e 95th percentile queue, in feet.
- # 95th percentile volume exceeds capacity, queue may be longer.

5

Mitigation

As outlined above, the proposed development Project is expected to have very minor impacts on traffic conditions in the study area. However, the Proponent proposes to implement Transportation Demand Management (TDM) measures on Site.

Transportation Demand Management (TDM)

Given the Site's proximity to numerous MBTA bus stops, there are strong opportunities to implement Transportation Demand Management (TDM) measures on site to minimize the proposed project's impacts on the surrounding roadways. Implementation of TDM measures will offer alternatives to traveling in single occupancy vehicles, which will reduce traffic and parking demand on the site. As part of the proposed project, the following TDM measures will be implemented on site:

- › Display all public transit schedules in a central location within the facility;
- › To promote pedestrian safety, a map of the area will be provided for transit users that displays the location of MBTA train stations, MBTA bus stops, sidewalks, and crosswalks. This information will be distributed to employees and will also be posted in common areas;
- › Provide a secure bicycle storage area on site; and
- › Implement an onsite car-pool rideshare program with guaranteed ride home.

6

Conclusion

VHB, Inc. has prepared a traffic impact and access study (TIAS) for the proposed Sunrise of Newton development, which will replace the former Winston Florist/Nursery which exists on the Site today. Access to the Site would consist of 2 access driveways, one on the north side of the proposed building (enter only), and the primary access for all other activities located on the south side of the building. The south driveway would provide access and egress for all non-delivery activities, with a circular driveway leading to the building entrance under a porte-cochere.

Based on a review of the anticipated trip generation and trip distribution for the proposed project, a study area was established, and includes the following five intersections:

- › Route 9 at Employee Parking Lot Driveway
- › Route 9 at Florence Street
- › Florence Street at North Site Driveway
- › Florence Street at South Site Driveway
- › Florence Street at Tanglewood Road

Turning movement counts (TMC), collecting peak hour data, were conducted at each of the study area intersections during the weekday morning peak period from 7:00 AM to 9:00 AM and weekday evening peak period from 4:00 PM to 6:00 PM in January 2017. Concurrent with the TMCs, a 48-hour automatic traffic recorder (ATR) counts was conducted at Florence Street, north of Tanglewood Road.

Based on ITE trip generation estimates, the proposed Project is expected to result in a total of 492 *fewer* trips per day (vpd) on a typical weekday. The proposed Project is expected to result in a total of 15 *fewer* vehicle trips (-5 entering/-10 exiting) during the weekday morning peak hour, and 61 *fewer* vehicle trips (-31 entering/-30 exiting) during the weekday evening peak hour. While the ITE trip generation estimates show a significant decrease in vehicular traffic associated with the Project Site, to present a highly conservative analysis no credit was taken for the existing Winston Florist/Nursery use.

Detailed traffic analyses indicate that all of the study area intersections will continue to operate at the same level of service as existing conditions under all future conditions, with or without the Project in place. Although the proposed development is projected to have minimal effect on area traffic operations, the proponent is committed to this community and as such is proposing the following improvement upon approval of the proposed Project:

- › On-site Transportation Demand Management (TDM) program to promote alternative modes of transportation and reduce traffic and parking demands for the site.

Overall, the study finds that Site generated traffic will not have a significant effect on traffic operations within the study area and that the existing transportation infrastructure in the area, in conjunction with the proposed improvements, can adequately accommodate the traffic volumes projected to be generated by the proposed development.

Appendix

- › Traffic Count Data
- › Seasonal Adjustment Factors
- › Crash Data
- › Public Transportation
- › Trip Generation
- › Site Plan
- › Sight Distance
- › Synchro Capacity Analysis
 - No COVID-19 Adjustment – Existing Conditions Only
 - COVID-19 Adjustment – All Conditions

Traffic Count Data



PRECISION
D A T A
INDUSTRIES, LLC

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

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00

PDI File #: 218005 ATR-A

Count Date:
Wednesday, June, 09, 2021

Volume

SB					NB					Combined							
Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min			
12:00 AM	2		12:00 PM	71	12:00 AM	0		12:00 PM	16	12:00 AM	2		12:00 PM	87			
12:15 AM	11		12:15 PM	72	12:15 AM	0		12:15 PM	23	12:15 AM	11		12:15 PM	95			
12:30 AM	3		12:30 PM	71	12:30 AM	0		12:30 PM	16	12:30 AM	3		12:30 PM	87			
12:45 AM	2	18	12:45 PM	84	298	12:45 AM	0	0	12:45 PM	16	71	12:45 AM	2	18	12:45 PM	100	369
1:00 AM	2		1:00 PM	96		1:00 AM	0		1:00 PM	16		1:00 AM	2		1:00 PM	112	
1:15 AM	6		1:15 PM	73		1:15 AM	0		1:15 PM	31		1:15 AM	6		1:15 PM	104	
1:30 AM	1		1:30 PM	89		1:30 AM	0		1:30 PM	9		1:30 AM	1		1:30 PM	98	
1:45 AM	0	9	1:45 PM	81	339	1:45 AM	0	0	1:45 PM	19	75	1:45 AM	0	9	1:45 PM	100	414
2:00 AM	3		2:00 PM	85		2:00 AM	1		2:00 PM	14		2:00 AM	4		2:00 PM	99	
2:15 AM	2		2:15 PM	79		2:15 AM	0		2:15 PM	20		2:15 AM	2		2:15 PM	99	
2:30 AM	1		2:30 PM	94		2:30 AM	0		2:30 PM	16		2:30 AM	1		2:30 PM	110	
2:45 AM	2	8	2:45 PM	90	348	2:45 AM	0	1	2:45 PM	12	62	2:45 AM	2	9	2:45 PM	102	410
3:00 AM	1		3:00 PM	101		3:00 AM	0		3:00 PM	12		3:00 AM	1		3:00 PM	113	
3:15 AM	1		3:15 PM	104		3:15 AM	0		3:15 PM	14		3:15 AM	1		3:15 PM	118	
3:30 AM	1		3:30 PM	115		3:30 AM	0		3:30 PM	14		3:30 AM	1		3:30 PM	129	
3:45 AM	0	3	3:45 PM	104	424	3:45 AM	0	0	3:45 PM	12	52	3:45 AM	0	3	3:45 PM	116	476
4:00 AM	2		4:00 PM	105		4:00 AM	0		4:00 PM	17		4:00 AM	2		4:00 PM	122	
4:15 AM	0		4:15 PM	104		4:15 AM	0		4:15 PM	13		4:15 AM	0		4:15 PM	117	
4:30 AM	2		4:30 PM	95		4:30 AM	1		4:30 PM	16		4:30 AM	3		4:30 PM	111	
4:45 AM	3	7	4:45 PM	116	420	4:45 AM	2	3	4:45 PM	7	53	4:45 AM	5	10	4:45 PM	123	473
5:00 AM	5		5:00 PM	101		5:00 AM	2		5:00 PM	16		5:00 AM	7		5:00 PM	117	
5:15 AM	4		5:15 PM	105		5:15 AM	1		5:15 PM	17		5:15 AM	5		5:15 PM	122	
5:30 AM	12		5:30 PM	115		5:30 AM	6		5:30 PM	22		5:30 AM	18		5:30 PM	137	
5:45 AM	29	50	5:45 PM	108	429	5:45 AM	10	19	5:45 PM	12	67	5:45 AM	39	69	5:45 PM	120	496
6:00 AM	27		6:00 PM	105		6:00 AM	6		6:00 PM	22		6:00 AM	33		6:00 PM	127	
6:15 AM	51		6:15 PM	96		6:15 AM	6		6:15 PM	17		6:15 AM	57		6:15 PM	113	
6:30 AM	61		6:30 PM	100		6:30 AM	11		6:30 PM	9		6:30 AM	72		6:30 PM	109	
6:45 AM	63	202	6:45 PM	90	391	6:45 AM	9	32	6:45 PM	5	53	6:45 AM	72	234	6:45 PM	95	444
7:00 AM	63		7:00 PM	71		7:00 AM	15		7:00 PM	10		7:00 AM	78		7:00 PM	81	
7:15 AM	57		7:15 PM	91		7:15 AM	7		7:15 PM	5		7:15 AM	64		7:15 PM	96	
7:30 AM	84		7:30 PM	81		7:30 AM	10		7:30 PM	7		7:30 AM	94		7:30 PM	88	
7:45 AM	92	296	7:45 PM	58	301	7:45 AM	12	44	7:45 PM	13	35	7:45 AM	104	340	7:45 PM	71	336
8:00 AM	83		8:00 PM	60		8:00 AM	17		8:00 PM	7		8:00 AM	100		8:00 PM	67	
8:15 AM	75		8:15 PM	52		8:15 AM	16		8:15 PM	8		8:15 AM	91		8:15 PM	60	
8:30 AM	93		8:30 PM	49		8:30 AM	18		8:30 PM	5		8:30 AM	111		8:30 PM	54	
8:45 AM	109	360	8:45 PM	45	206	8:45 AM	19	70	8:45 PM	4	24	8:45 AM	128	430	8:45 PM	49	230
9:00 AM	61		9:00 PM	49		9:00 AM	13		9:00 PM	12		9:00 AM	74		9:00 PM	61	
9:15 AM	52		9:15 PM	51		9:15 AM	8		9:15 PM	6		9:15 AM	60		9:15 PM	57	
9:30 AM	64		9:30 PM	39		9:30 AM	21		9:30 PM	2		9:30 AM	85		9:30 PM	41	
9:45 AM	57	234	9:45 PM	45	184	9:45 AM	25	67	9:45 PM	1	21	9:45 AM	82	301	9:45 PM	46	205
10:00 AM	53		10:00 PM	38		10:00 AM	13		10:00 PM	2		10:00 AM	66		10:00 PM	40	
10:15 AM	55		10:15 PM	37		10:15 AM	17		10:15 PM	6		10:15 AM	72		10:15 PM	43	
10:30 AM	69		10:30 PM	32		10:30 AM	11		10:30 PM	2		10:30 AM	80		10:30 PM	34	
10:45 AM	70	247	10:45 PM	22	129	10:45 AM	9	50	10:45 PM	1	11	10:45 AM	79	297	10:45 PM	23	140
11:00 AM	66		11:00 PM	15		11:00 AM	13		11:00 PM	1		11:00 AM	79		11:00 PM	16	
11:15 AM	71		11:15 PM	27		11:15 AM	17		11:15 PM	1		11:15 AM	88		11:15 PM	28	
11:30 AM	60		11:30 PM	17		11:30 AM	13		11:30 PM	1		11:30 AM	73		11:30 PM	18	
11:45 AM	71	268	11:45 PM	16	75	11:45 AM	11	54	11:45 PM	1	4	11:45 AM	82	322	11:45 PM	17	79
Total	1702		3544			Total	340		528			Total	2042		4072		
Percent	32.44%		67.56%			Percent	39.17%		60.83%			Percent	33.40%		66.60%		
Day Total			5246			Day Total			868			Day Total			6114		
Peak Hour	8:00 AM		4:45 PM			Peak Hour	9:30 AM		12:30 PM			Peak Hour	8:00 AM		5:15 PM		
Volume	360		437			Volume	76		79			Volume	430		506		
P.H.F.	0.826		0.942			P.H.F.	0.760		0.637			P.H.F.	0.840		0.923		



PRECISION
D A T A
INDUSTRIES, LLC

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

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00

PDI File #: 218005 ATR-A

Count Date:
Thursday, June 10, 2021

Volume

SB					NB					Combined							
Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min	Start Time:	15 min	60 min	15 min	60 min			
12:00 AM	15		12:00 PM	72	12:00 AM	1		12:00 PM	19	12:00 AM	16		12:00 PM	91			
12:15 AM	8		12:15 PM	83	12:15 AM	0		12:15 PM	13	12:15 AM	8		12:15 PM	96			
12:30 AM	3		12:30 PM	63	12:30 AM	1		12:30 PM	28	12:30 AM	4		12:30 PM	91			
12:45 AM	7	33	12:45 PM	85	303	12:45 AM	0	2	12:45 PM	19	79	12:45 AM	7	35	12:45 PM	104	382
1:00 AM	5		1:00 PM	97		1:00 AM	2		1:00 PM	9		1:00 AM	7		1:00 PM	106	
1:15 AM	4		1:15 PM	74		1:15 AM	0		1:15 PM	12		1:15 AM	4		1:15 PM	86	
1:30 AM	2		1:30 PM	81		1:30 AM	0		1:30 PM	16		1:30 AM	2		1:30 PM	97	
1:45 AM	1	12	1:45 PM	103	355	1:45 AM	1	3	1:45 PM	19	56	1:45 AM	2	15	1:45 PM	122	411
2:00 AM	0		2:00 PM	96		2:00 AM	0		2:00 PM	18		2:00 AM	0		2:00 PM	114	
2:15 AM	6		2:15 PM	101		2:15 AM	1		2:15 PM	16		2:15 AM	7		2:15 PM	117	
2:30 AM	0		2:30 PM	91		2:30 AM	0		2:30 PM	22		2:30 AM	0		2:30 PM	113	
2:45 AM	2	8	2:45 PM	104	392	2:45 AM	0	1	2:45 PM	12	68	2:45 AM	2	9	2:45 PM	116	460
3:00 AM	1		3:00 PM	101		3:00 AM	0		3:00 PM	17		3:00 AM	1		3:00 PM	118	
3:15 AM	1		3:15 PM	106		3:15 AM	0		3:15 PM	17		3:15 AM	1		3:15 PM	123	
3:30 AM	3		3:30 PM	105		3:30 AM	0		3:30 PM	17		3:30 AM	3		3:30 PM	122	
3:45 AM	0	5	3:45 PM	102	414	3:45 AM	0	0	3:45 PM	12	63	3:45 AM	0	5	3:45 PM	114	477
4:00 AM	0		4:00 PM	101		4:00 AM	1		4:00 PM	7		4:00 AM	1		4:00 PM	108	
4:15 AM	1		4:15 PM	111		4:15 AM	0		4:15 PM	14		4:15 AM	1		4:15 PM	125	
4:30 AM	5		4:30 PM	99		4:30 AM	0		4:30 PM	16		4:30 AM	5		4:30 PM	115	
4:45 AM	7	13	4:45 PM	101	412	4:45 AM	2	3	4:45 PM	10	47	4:45 AM	9	16	4:45 PM	111	459
5:00 AM	3		5:00 PM	102		5:00 AM	3		5:00 PM	15		5:00 AM	6		5:00 PM	117	
5:15 AM	12		5:15 PM	107		5:15 AM	2		5:15 PM	19		5:15 AM	14		5:15 PM	126	
5:30 AM	15		5:30 PM	103		5:30 AM	2		5:30 PM	15		5:30 AM	17		5:30 PM	118	
5:45 AM	21	51	5:45 PM	101	413	5:45 AM	3	10	5:45 PM	16	65	5:45 AM	24	61	5:45 PM	117	478
6:00 AM	28		6:00 PM	107		6:00 AM	9		6:00 PM	11		6:00 AM	37		6:00 PM	118	
6:15 AM	46		6:15 PM	97		6:15 AM	9		6:15 PM	22		6:15 AM	55		6:15 PM	119	
6:30 AM	56		6:30 PM	90		6:30 AM	9		6:30 PM	8		6:30 AM	65		6:30 PM	98	
6:45 AM	72	202	6:45 PM	94	388	6:45 AM	8	35	6:45 PM	12	53	6:45 AM	80	237	6:45 PM	106	441
7:00 AM	61		7:00 PM	85		7:00 AM	14		7:00 PM	7		7:00 AM	75		7:00 PM	92	
7:15 AM	61		7:15 PM	68		7:15 AM	8		7:15 PM	12		7:15 AM	69		7:15 PM	80	
7:30 AM	74		7:30 PM	84		7:30 AM	8		7:30 PM	8		7:30 AM	82		7:30 PM	92	
7:45 AM	91	287	7:45 PM	79	316	7:45 AM	14	44	7:45 PM	8	35	7:45 AM	105	331	7:45 PM	87	351
8:00 AM	99		8:00 PM	73		8:00 AM	26		8:00 PM	6		8:00 AM	125		8:00 PM	79	
8:15 AM	92		8:15 PM	71		8:15 AM	13		8:15 PM	3		8:15 AM	105		8:15 PM	74	
8:30 AM	85		8:30 PM	56		8:30 AM	17		8:30 PM	6		8:30 AM	102		8:30 PM	62	
8:45 AM	83	359	8:45 PM	55	255	8:45 AM	23	79	8:45 PM	6	21	8:45 AM	106	438	8:45 PM	61	276
9:00 AM	68		9:00 PM	67		9:00 AM	18		9:00 PM	8		9:00 AM	86		9:00 PM	75	
9:15 AM	55		9:15 PM	46		9:15 AM	16		9:15 PM	3		9:15 AM	71		9:15 PM	49	
9:30 AM	51		9:30 PM	54		9:30 AM	21		9:30 PM	6		9:30 AM	72		9:30 PM	60	
9:45 AM	75	249	9:45 PM	45	212	9:45 AM	14	69	9:45 PM	2	19	9:45 AM	89	318	9:45 PM	47	231
10:00 AM	61		10:00 PM	36		10:00 AM	17		10:00 PM	4		10:00 AM	78		10:00 PM	40	
10:15 AM	75		10:15 PM	34		10:15 AM	12		10:15 PM	0		10:15 AM	87		10:15 PM	34	
10:30 AM	79		10:30 PM	35		10:30 AM	24		10:30 PM	2		10:30 AM	103		10:30 PM	37	
10:45 AM	75	290	10:45 PM	20	125	10:45 AM	23	76	10:45 PM	3	9	10:45 AM	98	366	10:45 PM	23	134
11:00 AM	63		11:00 PM	15		11:00 AM	8		11:00 PM	2		11:00 AM	71		11:00 PM	17	
11:15 AM	67		11:15 PM	22		11:15 AM	9		11:15 PM	0		11:15 AM	76		11:15 PM	22	
11:30 AM	89		11:30 PM	13		11:30 AM	19		11:30 PM	1		11:30 AM	108		11:30 PM	14	
11:45 AM	68	287	11:45 PM	13	63	11:45 AM	18	54	11:45 PM	0	3	11:45 AM	86	341	11:45 PM	13	66
Total	1796		3648			Total	376		518			Total	2172		4166		
Percent	32.99%		67.01%			Percent	42.06%		57.94%			Percent	34.27%		65.73%		
Day Total			5444			Day Total			894			Day Total			6338		
Peak Hour	7:45 AM		3:30 PM			Peak Hour	8:00 AM		12:00 PM			Peak Hour	8:00 AM		2:45 PM		
Volume	367		419			Volume	79		79			Volume	438		479		
P.H.F.	0.927		0.944			P.H.F.	0.760		0.705			P.H.F.	0.876		0.974		

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Wednesday, June, 09, 2021

Classification (60-minute)

SB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
1:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	31	12	1	4	0	1	1	0	0	0	0	0	50
6:00 AM	0	147	37	3	13	0	1	1	0	0	0	0	0	202
7:00 AM	0	217	57	3	17	0	0	2	0	0	0	0	0	296
8:00 AM	2	261	74	5	16	0	0	1	1	0	0	0	0	360
9:00 AM	0	178	47	1	6	1	0	1	0	0	0	0	0	234
10:00 AM	2	194	41	2	7	0	0	1	0	0	0	0	0	247
11:00 AM	1	202	45	3	14	0	0	2	1	0	0	0	0	268
12:00 PM	1	241	38	4	10	1	0	3	0	0	0	0	0	298
1:00 PM	1	274	44	5	13	0	0	1	0	0	1	0	0	339
2:00 PM	1	283	53	1	5	0	0	4	0	0	1	0	0	348
3:00 PM	2	361	48	1	8	0	0	3	1	0	0	0	0	424
4:00 PM	2	353	55	0	9	0	0	1	0	0	0	0	0	420
5:00 PM	3	380	43	0	3	0	0	0	0	0	0	0	0	429
6:00 PM	1	350	34	0	5	0	0	1	0	0	0	0	0	391
7:00 PM	1	272	23	1	3	0	0	1	0	0	0	0	0	301
8:00 PM	0	182	22	0	2	0	0	0	0	0	0	0	0	206
9:00 PM	0	170	12	0	2	0	0	0	0	0	0	0	0	184
10:00 PM	1	123	4	0	1	0	0	0	0	0	0	0	0	129
11:00 PM	0	64	10	0	1	0	0	0	0	0	0	0	0	75
Total	18	4324	703	30	139	2	2	23	3	0	2	0	0	5246
Percent	0.34%	82.42%	13.40%	0.57%	2.65%	0.04%	0.04%	0.44%	0.06%	0.00%	0.04%	0.00%	0.00%	

AM Peak	8:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	9:00 AM	5:00 AM	7:00 AM	8:00 AM					8:00 AM
Volume	2	261	74	5	17	1	1	2	1	0	0	0	0	360
PM Peak	5:00 PM	5:00 PM	4:00 PM	1:00 PM	1:00 PM	12:00 PM		2:00 PM	3:00 PM		1:00 PM			5:00 PM
Volume	3	380	55	5	13	1	0	4	1	0	1	0	0	429

Cycles:	18	0.3%
Cars and Light Trucks:	5027	95.8%
Heavy Vehicles:	201	3.8%

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Wednesday, June, 09, 2021

Classification (60-minute)

NB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
6:00 AM	0	28	4	0	0	0	0	0	0	0	0	0	0	32
7:00 AM	0	39	4	1	0	0	0	0	0	0	0	0	0	44
8:00 AM	1	63	3	2	1	0	0	0	0	0	0	0	0	70
9:00 AM	0	55	8	2	1	1	0	0	0	0	0	0	0	67
10:00 AM	0	45	3	0	2	0	0	0	0	0	0	0	0	50
11:00 AM	0	47	5	0	2	0	0	0	0	0	0	0	0	54
12:00 PM	0	61	6	2	1	0	0	0	1	0	0	0	0	71
1:00 PM	2	67	6	0	0	0	0	0	0	0	0	0	0	75
2:00 PM	0	58	2	0	2	0	0	0	0	0	0	0	0	62
3:00 PM	0	52	0	0	0	0	0	0	0	0	0	0	0	52
4:00 PM	0	46	2	1	4	0	0	0	0	0	0	0	0	53
5:00 PM	0	60	5	0	1	0	0	1	0	0	0	0	0	67
6:00 PM	0	49	3	0	1	0	0	0	0	0	0	0	0	53
7:00 PM	2	31	1	0	1	0	0	0	0	0	0	0	0	35
8:00 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
9:00 PM	1	19	1	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
PM Total	6	780	55	8	16	1	0	1	1	0	0	0	0	868
Percent	0.69%	89.86%	6.34%	0.92%	1.84%	0.12%	0.00%	0.12%	0.12%	0.00%	0.00%	0.00%	0.00%	

AM Peak	8:00 AM	8:00 AM	9:00 AM	8:00 AM	10:00 AM	9:00 AM								8:00 AM
Volume	1	63	8	2	2	1	0	0	0	0	0	0	0	70
PM Peak	1:00 PM	1:00 PM	12:00 PM	12:00 PM	4:00 PM			5:00 PM	12:00 PM					1:00 PM
Volume	2	67	6	2	4	0	0	1	1	0	0	0	0	75

Cycles:	6	0.7%
Cars and Light Trucks:	835	96.2%
Heavy Vehicles:	27	3.1%

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Wednesday, June, 09, 2021

Classification (60-minute)

Combined														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
1:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	50	12	1	4	0	1	1	0	0	0	0	0	69
6:00 AM	0	175	41	3	13	0	1	1	0	0	0	0	0	234
7:00 AM	0	256	61	4	17	0	0	2	0	0	0	0	0	340
8:00 AM	3	324	77	7	17	0	0	1	1	0	0	0	0	430
9:00 AM	0	233	55	3	7	2	0	1	0	0	0	0	0	301
10:00 AM	2	239	44	2	9	0	0	1	0	0	0	0	0	297
11:00 AM	1	249	50	3	16	0	0	2	1	0	0	0	0	322
12:00 PM	1	302	44	6	11	1	0	3	1	0	0	0	0	369
1:00 PM	3	341	50	5	13	0	0	1	0	0	1	0	0	414
2:00 PM	1	341	55	1	7	0	0	4	0	0	1	0	0	410
3:00 PM	2	413	48	1	8	0	0	3	1	0	0	0	0	476
4:00 PM	2	399	57	1	13	0	0	1	0	0	0	0	0	473
5:00 PM	3	440	48	0	4	0	0	1	0	0	0	0	0	496
6:00 PM	1	399	37	0	6	0	0	1	0	0	0	0	0	444
7:00 PM	3	303	24	1	4	0	0	1	0	0	0	0	0	336
8:00 PM	0	205	23	0	2	0	0	0	0	0	0	0	0	230
9:00 PM	1	189	13	0	2	0	0	0	0	0	0	0	0	205
10:00 PM	1	133	5	0	1	0	0	0	0	0	0	0	0	140
11:00 PM	0	68	10	0	1	0	0	0	0	0	0	0	0	79
PM Total	24	5104	758	38	155	3	2	24	4	0	2	0	0	6114
Percent	0.39%	83.48%	12.40%	0.62%	2.54%	0.05%	0.03%	0.39%	0.07%	0.00%	0.03%	0.00%	0.00%	

AM Peak	8:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	9:00 AM	5:00 AM	7:00 AM	8:00 AM					8:00 AM
Volume	3	324	77	7	17	2	1	2	1	0	0	0	0	430
PM Peak	1:00 PM	5:00 PM	4:00 PM	12:00 PM	1:00 PM	12:00 PM		2:00 PM	12:00 PM		1:00 PM			5:00 PM
Volume	3	440	57	6	13	1	0	4	1	0	1	0	0	496

Cycles:	24	0.4%
Cars and Light Trucks:	5862	95.9%
Heavy Vehicles:	228	3.7%

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Thursday, June 10, 2021

Classification (60-minute)

SB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	27	6	0	0	0	0	0	0	0	0	0	0	33
1:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	1	6	1	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	7	4	0	2	0	0	0	0	0	0	0	0	13
5:00 AM	1	38	10	1	1	0	0	0	0	0	0	0	0	51
6:00 AM	0	139	38	7	15	1	0	1	0	0	1	0	0	202
7:00 AM	0	210	63	2	9	1	0	2	0	0	0	0	0	287
8:00 AM	2	265	68	3	15	1	0	5	0	0	0	0	0	359
9:00 AM	0	184	45	3	14	1	0	2	0	0	0	0	0	249
10:00 AM	2	217	58	1	10	1	0	1	0	0	0	0	0	290
11:00 AM	1	231	43	3	7	0	0	2	0	0	0	0	0	287
12:00 PM	0	242	45	1	15	0	0	0	0	0	0	0	0	303
1:00 PM	1	286	54	0	12	0	0	2	0	0	0	0	0	355
2:00 PM	1	322	52	2	11	1	0	3	0	0	0	0	0	392
3:00 PM	3	349	52	3	5	0	0	2	0	0	0	0	0	414
4:00 PM	1	358	40	1	12	0	0	0	0	0	0	0	0	412
5:00 PM	1	362	47	0	2	0	0	1	0	0	0	0	0	413
6:00 PM	0	348	34	1	4	0	0	1	0	0	0	0	0	388
7:00 PM	1	277	31	0	7	0	0	0	0	0	0	0	0	316
8:00 PM	0	233	21	0	1	0	0	0	0	0	0	0	0	255
9:00 PM	0	193	17	0	1	0	0	1	0	0	0	0	0	212
10:00 PM	1	112	10	0	2	0	0	0	0	0	0	0	0	125
11:00 PM	0	53	10	0	0	0	0	0	0	0	0	0	0	63
Total	16	4474	750	28	146	6	0	23	0	0	1	0	0	5444
Percent	0.29%	82.18%	13.78%	0.51%	2.68%	0.11%	0.00%	0.42%	0.00%	0.00%	0.02%	0.00%	0.00%	

AM Peak	8:00 AM	8:00 AM	8:00 AM	6:00 AM	6:00 AM	6:00 AM		8:00 AM			6:00 AM			8:00 AM
Volume	2	265	68	7	15	1	0	5	0	0	1	0	0	359
PM Peak	3:00 PM	5:00 PM	1:00 PM	3:00 PM	12:00 PM	2:00 PM		2:00 PM						3:00 PM
Volume	3	362	54	3	15	1	0	3	0	0	0	0	0	414

Cycles:	16	0.3%
Cars and Light Trucks:	5224	96.0%
Heavy Vehicles:	204	3.7%

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Thursday, June 10, 2021

Classification (60-minute)

NB														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
7:00 AM	1	37	5	1	0	0	0	0	0	0	0	0	0	44
8:00 AM	1	70	8	0	0	0	0	0	0	0	0	0	0	79
9:00 AM	0	62	3	1	1	2	0	0	0	0	0	0	0	69
10:00 AM	1	67	4	1	3	0	0	0	0	0	0	0	0	76
11:00 AM	0	50	2	1	1	0	0	0	0	0	0	0	0	54
12:00 PM	0	71	7	1	0	0	0	0	0	0	0	0	0	79
1:00 PM	0	52	4	0	0	0	0	0	0	0	0	0	0	56
2:00 PM	0	63	4	0	1	0	0	0	0	0	0	0	0	68
3:00 PM	0	57	3	0	3	0	0	0	0	0	0	0	0	63
4:00 PM	0	43	3	0	1	0	0	0	0	0	0	0	0	47
5:00 PM	0	60	3	1	1	0	0	0	0	0	0	0	0	65
6:00 PM	1	51	1	0	0	0	0	0	0	0	0	0	0	53
7:00 PM	0	35	0	0	0	0	0	0	0	0	0	0	0	35
8:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
9:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
PM Total	4	819	52	6	11	2	0	0	0	0	0	0	0	894
Percent	0.45%	91.61%	5.82%	0.67%	1.23%	0.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

AM Peak	7:00 AM	8:00 AM	8:00 AM	7:00 AM	10:00 AM	9:00 AM								8:00 AM
Volume	1	70	8	1	3	2	0	0	0	0	0	0	0	79
PM Peak	6:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM									12:00 PM
Volume	1	71	7	1	3	0	0	0	0	0	0	0	0	79

Cycles:	4	0.4%
Cars and Light Trucks:	871	97.4%
Heavy Vehicles:	19	2.1%

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Thursday, June 10, 2021

Classification (60-minute)

Combined														
Start Time:	Cycles	Cars and Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	28	7	0	0	0	0	0	0	0	0	0	0	35
1:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
2:00 AM	1	7	1	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:00 AM	0	10	4	0	2	0	0	0	0	0	0	0	0	16
5:00 AM	1	48	10	1	1	0	0	0	0	0	0	0	0	61
6:00 AM	0	173	39	7	15	1	0	1	0	0	1	0	0	237
7:00 AM	1	247	68	3	9	1	0	2	0	0	0	0	0	331
8:00 AM	3	335	76	3	15	1	0	5	0	0	0	0	0	438
9:00 AM	0	246	48	4	15	3	0	2	0	0	0	0	0	318
10:00 AM	3	284	62	2	13	1	0	1	0	0	0	0	0	366
11:00 AM	1	281	45	4	8	0	0	2	0	0	0	0	0	341
12:00 PM	0	313	52	2	15	0	0	0	0	0	0	0	0	382
1:00 PM	1	338	58	0	12	0	0	2	0	0	0	0	0	411
2:00 PM	1	385	56	2	12	1	0	3	0	0	0	0	0	460
3:00 PM	3	406	55	3	8	0	0	2	0	0	0	0	0	477
4:00 PM	1	401	43	1	13	0	0	0	0	0	0	0	0	459
5:00 PM	1	422	50	1	3	0	0	1	0	0	0	0	0	478
6:00 PM	1	399	35	1	4	0	0	1	0	0	0	0	0	441
7:00 PM	1	312	31	0	7	0	0	0	0	0	0	0	0	351
8:00 PM	0	252	23	0	1	0	0	0	0	0	0	0	0	276
9:00 PM	0	211	18	0	1	0	0	1	0	0	0	0	0	231
10:00 PM	1	121	10	0	2	0	0	0	0	0	0	0	0	134
11:00 PM	0	56	10	0	0	0	0	0	0	0	0	0	0	66
PM Total	20	5293	802	34	157	8	0	23	0	0	1	0	0	6338
Percent	0.32%	83.51%	12.65%	0.54%	2.48%	0.13%	0.00%	0.36%	0.00%	0.00%	0.02%	0.00%	0.00%	

AM Peak	8:00 AM	8:00 AM	8:00 AM	6:00 AM	6:00 AM	9:00 AM		8:00 AM			6:00 AM			8:00 AM
Volume	3	335	76	7	15	3	0	5	0	0	1	0	0	438
PM Peak	3:00 PM	5:00 PM	1:00 PM	3:00 PM	12:00 PM	2:00 PM		2:00 PM						5:00 PM
Volume	3	422	58	3	15	1	0	3	0	0	0	0	0	478

Cycles:	20	0.3%
Cars and Light Trucks:	6095	96.2%
Heavy Vehicles:	223	3.5%

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Wednesday, June, 09, 2021

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	1	7	9	0	0	0	0	0	0	0	0	18	32.5	28.4
1:00 AM	0	0	0	2	6	1	0	0	0	0	0	0	0	9	33.8	31.3
2:00 AM	0	1	1	3	1	2	0	0	0	0	0	0	0	8	34.9	28.8
3:00 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	3	39.5	36.0
4:00 AM	0	1	0	4	0	1	1	0	0	0	0	0	0	7	36.4	28.9
5:00 AM	0	0	6	14	24	5	1	0	0	0	0	0	0	50	33.7	30.0
6:00 AM	0	2	12	80	86	20	2	0	0	0	0	0	0	202	34.0	29.9
7:00 AM	1	5	48	129	95	17	1	0	0	0	0	0	0	296	33.0	28.3
8:00 AM	10	13	51	180	98	7	1	0	0	0	0	0	0	360	31.0	27.0
9:00 AM	1	3	34	119	67	7	3	0	0	0	0	0	0	234	31.1	27.9
10:00 AM	4	13	31	116	76	7	0	0	0	0	0	0	0	247	31.1	27.4
11:00 AM	6	14	49	108	83	8	0	0	0	0	0	0	0	268	32.0	27.1
12:00 PM	1	10	51	144	77	14	1	0	0	0	0	0	0	298	32.0	27.5
1:00 PM	6	4	66	165	88	10	0	0	0	0	0	0	0	339	31.0	27.3
2:00 PM	10	13	49	176	84	14	2	0	0	0	0	0	0	348	31.0	27.3
3:00 PM	9	22	78	209	96	10	0	0	0	0	0	0	0	424	31.0	26.7
4:00 PM	7	2	56	242	100	13	0	0	0	0	0	0	0	420	31.0	27.3
5:00 PM	2	7	49	223	134	13	0	1	0	0	0	0	0	429	32.0	28.1
6:00 PM	1	5	28	181	145	28	3	0	0	0	0	0	0	391	33.0	29.2
7:00 PM	0	0	14	127	134	23	3	0	0	0	0	0	0	301	33.0	29.9
8:00 PM	0	0	27	93	68	18	0	0	0	0	0	0	0	206	33.0	28.8
9:00 PM	0	3	9	84	74	14	0	0	0	0	0	0	0	184	33.0	29.2
10:00 PM	1	2	10	55	49	12	0	0	0	0	0	0	0	129	33.0	29.3
11:00 PM	0	1	3	30	23	17	1	0	0	0	0	0	0	75	35.9	30.6
Total	59	122	673	2491	1618	262	20	1	0	0	0	0	0	5246	32.0	28.0
Percent	1.12%	2.33%	12.83%	47.48%	30.84%	4.99%	0.38%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	11:00 AM	8:00 AM	8:00 AM	8:00 AM	6:00 AM	9:00 AM								8:00 AM
Volume	10	14	51	180	98	20	3	0	0	0	0	0	0	0	360
PM Peak	2:00 PM	3:00 PM	3:00 PM	4:00 PM	6:00 PM	6:00 PM	6:00 PM	5:00 PM							5:00 PM
Volume	10	22	78	242	145	28	3	1	0	0	0	0	0	429	

15th Percentile:	24.0 MPH	Average Speed:	28.0 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	28.0 MPH	10 MPH Pace:	24 to 33 MPH	Number of Vehicles > 30 MPH:	1401
85th Percentile:	32.0 MPH	Number in Pace:	4211	Percent of Vehicles > 30 MPH:	26.7%
95th Percentile:	35.0 MPH	Percent in Pace:	80.3%		

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Wednesday, June, 09, 2021

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19.0	19.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	1	0	1	1	0	0	0	0	0	0	0	0	0	3	25.1	20.3
5:00 AM	0	0	10	9	0	0	0	0	0	0	0	0	0	19	26.3	24.3
6:00 AM	3	1	14	10	3	1	0	0	0	0	0	0	0	32	28.0	23.4
7:00 AM	3	9	23	7	2	0	0	0	0	0	0	0	0	44	25.0	21.3
8:00 AM	5	15	32	17	1	0	0	0	0	0	0	0	0	70	25.0	21.5
9:00 AM	8	9	36	13	1	0	0	0	0	0	0	0	0	67	25.0	20.8
10:00 AM	4	13	26	6	1	0	0	0	0	0	0	0	0	50	24.0	20.7
11:00 AM	5	14	16	16	2	1	0	0	0	0	0	0	0	54	28.0	21.9
12:00 PM	4	17	30	19	1	0	0	0	0	0	0	0	0	71	27.0	21.9
1:00 PM	8	14	33	20	0	0	0	0	0	0	0	0	0	75	25.9	20.9
2:00 PM	4	11	34	12	1	0	0	0	0	0	0	0	0	62	25.0	21.4
3:00 PM	3	15	28	5	1	0	0	0	0	0	0	0	0	52	24.0	20.7
4:00 PM	3	10	27	11	2	0	0	0	0	0	0	0	0	53	26.2	22.1
5:00 PM	1	14	37	15	0	0	0	0	0	0	0	0	0	67	25.0	21.9
6:00 PM	0	10	30	12	1	0	0	0	0	0	0	0	0	53	26.0	22.4
7:00 PM	1	4	21	7	2	0	0	0	0	0	0	0	0	35	27.0	22.7
8:00 PM	1	7	7	8	1	0	0	0	0	0	0	0	0	24	27.0	22.4
9:00 PM	2	3	9	7	0	0	0	0	0	0	0	0	0	21	28.0	21.6
10:00 PM	1	1	6	3	0	0	0	0	0	0	0	0	0	11	26.0	22.4
11:00 PM	0	0	2	1	1	0	0	0	0	0	0	0	0	4	30.7	26.3
Total	57	168	422	199	20	2	0	0	0	0	0	0	0	868	26.0	21.7
Percent	6.57%	19.35%	48.62%	22.93%	2.30%	0.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	9:00 AM	8:00 AM	9:00 AM	8:00 AM	6:00 AM	6:00 AM										8:00 AM
Volume	8	15	36	17	3	1	0	0	0	0	0	0	0	0	0	70
PM Peak	1:00 PM	12:00 PM	5:00 PM	1:00 PM	4:00 PM											1:00 PM
Volume	8	17	37	20	2	0	0	0	0	0	0	0	0	0	75	

15th Percentile:	18.0 MPH	Average Speed:	21.7 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	22.0 MPH	10 MPH Pace:	18 to 27 MPH	Number of Vehicles > 30 MPH:	10
85th Percentile:	26.0 MPH	Number in Pace:	662	Percent of Vehicles > 30 MPH:	1.2%
95th Percentile:	29.0 MPH	Percent in Pace:	76.3%		

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Wednesday, June, 09, 2021

Speed (60-minute)
Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	1	7	9	0	0	0	0	0	0	0	0	18	32.5	28.4
1:00 AM	0	0	0	2	6	1	0	0	0	0	0	0	0	9	33.8	31.3
2:00 AM	0	2	1	3	1	2	0	0	0	0	0	0	0	9	34.6	27.7
3:00 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	3	39.5	36.0
4:00 AM	1	1	1	5	0	1	1	0	0	0	0	0	0	10	33.2	26.3
5:00 AM	0	0	16	23	24	5	1	0	0	0	0	0	0	69	33.0	28.4
6:00 AM	3	3	26	90	89	21	2	0	0	0	0	0	0	234	34.0	29.0
7:00 AM	4	14	71	136	97	17	1	0	0	0	0	0	0	340	33.0	27.4
8:00 AM	15	28	83	197	99	7	1	0	0	0	0	0	0	430	31.0	26.1
9:00 AM	9	12	70	132	68	7	3	0	0	0	0	0	0	301	31.0	26.3
10:00 AM	8	26	57	122	77	7	0	0	0	0	0	0	0	297	31.0	26.2
11:00 AM	11	28	65	124	85	9	0	0	0	0	0	0	0	322	31.0	26.2
12:00 PM	5	27	81	163	78	14	1	0	0	0	0	0	0	369	31.0	26.4
1:00 PM	14	18	99	185	88	10	0	0	0	0	0	0	0	414	31.0	26.2
2:00 PM	14	24	83	188	85	14	2	0	0	0	0	0	0	410	31.0	26.4
3:00 PM	12	37	106	214	97	10	0	0	0	0	0	0	0	476	31.0	26.0
4:00 PM	10	12	83	253	102	13	0	0	0	0	0	0	0	473	30.0	26.8
5:00 PM	3	21	86	238	134	13	0	1	0	0	0	0	0	496	31.0	27.3
6:00 PM	1	15	58	193	146	28	3	0	0	0	0	0	0	444	32.0	28.4
7:00 PM	1	4	35	134	136	23	3	0	0	0	0	0	0	336	33.0	29.2
8:00 PM	1	7	34	101	69	18	0	0	0	0	0	0	0	230	33.0	28.2
9:00 PM	2	6	18	91	74	14	0	0	0	0	0	0	0	205	32.0	28.4
10:00 PM	2	3	16	58	49	12	0	0	0	0	0	0	0	140	33.0	28.7
11:00 PM	0	1	5	31	24	17	1	0	0	0	0	0	0	79	35.3	30.4
Total	116	290	1095	2690	1638	264	20	1	0	0	0	0	0	6114	32.0	27.1
Percent	1.90%	4.74%	17.91%	44.00%	26.79%	4.32%	0.33%	0.02%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	6:00 AM	9:00 AM								8:00 AM
Volume	15	28	83	197	99	21	3	0	0	0	0	0	0	0	430
PM Peak	1:00 PM	3:00 PM	3:00 PM	4:00 PM	6:00 PM	6:00 PM	6:00 PM	5:00 PM							5:00 PM
Volume	14	37	106	253	146	28	3	1	0	0	0	0	0	496	

15th Percentile:	23.0 MPH	Average Speed:	27.1 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	28.0 MPH	10 MPH Pace:	23 to 32 MPH	Number of Vehicles > 30 MPH:	1411
85th Percentile:	32.0 MPH	Number in Pace:	4540	Percent of Vehicles > 30 MPH:	23.1%
95th Percentile:	34.0 MPH	Percent in Pace:	74.3%		

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Thursday, June 10, 2021

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	9	19	4	0	1	0	0	0	0	0	33	33.4	31.4
1:00 AM	1	1	0	6	4	0	0	0	0	0	0	0	0	12	30.7	25.7
2:00 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	8	33.0	30.3
3:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	5	33.0	31.2
4:00 AM	0	0	1	2	7	2	1	0	0	0	0	0	0	13	35.8	31.9
5:00 AM	1	1	0	18	20	11	0	0	0	0	0	0	0	51	35.0	30.7
6:00 AM	0	5	11	73	85	25	2	1	0	0	0	0	0	202	34.0	30.0
7:00 AM	2	2	29	118	101	35	0	0	0	0	0	0	0	287	33.0	29.0
8:00 AM	13	6	50	175	103	11	1	0	0	0	0	0	0	359	32.0	27.4
9:00 AM	7	9	32	101	88	12	0	0	0	0	0	0	0	249	33.0	27.7
10:00 AM	4	9	46	150	72	8	1	0	0	0	0	0	0	290	31.0	27.1
11:00 AM	7	9	42	135	84	10	0	0	0	0	0	0	0	287	32.0	27.4
12:00 PM	4	2	47	148	92	10	0	0	0	0	0	0	0	303	32.0	27.8
1:00 PM	8	6	52	170	107	12	0	0	0	0	0	0	0	355	32.0	27.6
2:00 PM	11	13	67	194	97	10	0	0	0	0	0	0	0	392	31.0	26.8
3:00 PM	3	2	62	209	126	12	0	0	0	0	0	0	0	414	32.0	28.0
4:00 PM	4	14	79	227	75	12	1	0	0	0	0	0	0	412	30.0	26.8
5:00 PM	2	3	34	240	119	14	1	0	0	0	0	0	0	413	31.0	28.1
6:00 PM	0	5	36	169	148	26	3	1	0	0	0	0	0	388	33.0	29.1
7:00 PM	1	2	27	141	120	23	2	0	0	0	0	0	0	316	32.8	29.0
8:00 PM	0	1	19	119	100	15	1	0	0	0	0	0	0	255	32.9	29.2
9:00 PM	2	6	21	98	69	15	1	0	0	0	0	0	0	212	33.0	28.6
10:00 PM	0	0	4	50	57	13	1	0	0	0	0	0	0	125	34.0	30.3
11:00 PM	0	0	4	24	27	8	0	0	0	0	0	0	0	63	34.0	30.3
Total	70	96	663	2581	1727	289	15	3	0	0	0	0	0	5444	32.0	28.1
Percent	1.29%	1.76%	12.18%	47.41%	31.72%	5.31%	0.28%	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	9:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	6:00 AM	12:00 AM								8:00 AM
Volume	13	9	50	175	103	35	2	1	0	0	0	0	0	0	0	359
PM Peak	2:00 PM	4:00 PM	4:00 PM	5:00 PM	6:00 PM	6:00 PM	6:00 PM	6:00 PM								3:00 PM
Volume	11	14	79	240	148	26	3	1	0	0	0	0	0	0	414	

15th Percentile:	24.0 MPH	Average Speed:	28.1 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	28.0 MPH	10 MPH Pace:	24 to 33 MPH	Number of Vehicles > 30 MPH:	1497
85th Percentile:	32.0 MPH	Number in Pace:	4397	Percent of Vehicles > 30 MPH:	27.5%
95th Percentile:	35.0 MPH	Percent in Pace:	80.8%		

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Thursday, June 10, 2021

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26.4	25.0
1:00 AM	2	0	0	1	0	0	0	0	0	0	0	0	0	3	21.2	14.7
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21.0	21.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	3	21.8	17.3
5:00 AM	0	0	7	3	0	0	0	0	0	0	0	0	0	10	25.7	22.9
6:00 AM	3	3	19	10	0	0	0	0	0	0	0	0	0	35	27.0	22.4
7:00 AM	1	12	17	9	5	0	0	0	0	0	0	0	0	44	28.0	22.9
8:00 AM	4	18	37	19	1	0	0	0	0	0	0	0	0	79	25.0	21.7
9:00 AM	2	17	36	13	1	0	0	0	0	0	0	0	0	69	25.0	21.7
10:00 AM	10	14	32	19	1	0	0	0	0	0	0	0	0	76	26.0	20.8
11:00 AM	4	10	23	16	1	0	0	0	0	0	0	0	0	54	26.0	22.0
12:00 PM	5	15	38	20	1	0	0	0	0	0	0	0	0	79	26.0	21.6
1:00 PM	4	12	29	9	2	0	0	0	0	0	0	0	0	56	26.0	21.8
2:00 PM	5	15	33	15	0	0	0	0	0	0	0	0	0	68	25.0	21.3
3:00 PM	6	15	20	19	2	1	0	0	0	0	0	0	0	63	26.0	21.9
4:00 PM	1	11	18	15	2	0	0	0	0	0	0	0	0	47	27.0	22.6
5:00 PM	5	6	32	20	2	0	0	0	0	0	0	0	0	65	27.0	22.4
6:00 PM	1	6	28	16	2	0	0	0	0	0	0	0	0	53	26.0	23.0
7:00 PM	0	7	17	9	1	1	0	0	0	0	0	0	0	35	27.0	23.6
8:00 PM	1	4	11	5	0	0	0	0	0	0	0	0	0	21	25.0	21.8
9:00 PM	1	2	9	7	0	0	0	0	0	0	0	0	0	19	27.0	23.1
10:00 PM	0	0	5	4	0	0	0	0	0	0	0	0	0	9	26.8	23.4
11:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	3	33.1	27.7
Total	56	168	416	230	21	3	0	0	0	0	0	0	0	894	26.0	22.0
Percent	6.26%	18.79%	46.53%	25.73%	2.35%	0.34%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM											8:00 AM
Volume	10	18	37	19	5	0	0	0	0	0	0	0	0	0	0	79
PM Peak	3:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM	3:00 PM										12:00 PM
Volume	6	15	38	20	2	1	0	0	0	0	0	0	0	0	79	

15th Percentile:	18.0 MPH	Average Speed:	22.0 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	22.0 MPH	10 MPH Pace:	18 to 27 MPH	Number of Vehicles > 30 MPH:	15
85th Percentile:	26.0 MPH	Number in Pace:	706	Percent of Vehicles > 30 MPH:	1.7%
95th Percentile:	28.0 MPH	Percent in Pace:	79.0%		

Florence Street
north of Tanglewood Road
City, State: Newton, MA
Client: VHB/ T. Benson
Site Code: 73153.00



PDI File #: 218005 ATR-A

Count Date
Thursday, June 10, 2021

Speed (60-minute)

Combined SB and NB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	10	19	4	0	1	0	0	0	0	0	35	33.0	31.1
1:00 AM	3	1	0	7	4	0	0	0	0	0	0	0	0	15	30.0	23.5
2:00 AM	0	0	1	4	4	0	0	0	0	0	0	0	0	9	32.8	29.2
3:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	5	33.0	31.2
4:00 AM	1	1	2	2	7	2	1	0	0	0	0	0	0	16	34.8	29.2
5:00 AM	1	1	7	21	20	11	0	0	0	0	0	0	0	61	35.0	29.5
6:00 AM	3	8	30	83	85	25	2	1	0	0	0	0	0	237	34.0	28.9
7:00 AM	3	14	46	127	106	35	0	0	0	0	0	0	0	331	33.0	28.2
8:00 AM	17	24	87	194	104	11	1	0	0	0	0	0	0	438	31.0	26.4
9:00 AM	9	26	68	114	89	12	0	0	0	0	0	0	0	318	32.0	26.4
10:00 AM	14	23	78	169	73	8	1	0	0	0	0	0	0	366	30.0	25.8
11:00 AM	11	19	65	151	85	10	0	0	0	0	0	0	0	341	31.0	26.5
12:00 PM	9	17	85	168	93	10	0	0	0	0	0	0	0	382	31.0	26.5
1:00 PM	12	18	81	179	109	12	0	0	0	0	0	0	0	411	31.0	26.8
2:00 PM	16	28	100	209	97	10	0	0	0	0	0	0	0	460	31.0	26.0
3:00 PM	9	17	82	228	128	13	0	0	0	0	0	0	0	477	32.0	27.2
4:00 PM	5	25	97	242	77	12	1	0	0	0	0	0	0	459	30.0	26.4
5:00 PM	7	9	66	260	121	14	1	0	0	0	0	0	0	478	31.0	27.4
6:00 PM	1	11	64	185	150	26	3	1	0	0	0	0	0	441	32.0	28.4
7:00 PM	1	9	44	150	121	24	2	0	0	0	0	0	0	351	32.0	28.4
8:00 PM	1	5	30	124	100	15	1	0	0	0	0	0	0	276	32.0	28.6
9:00 PM	3	8	30	105	69	15	1	0	0	0	0	0	0	231	32.5	28.2
10:00 PM	0	0	9	54	57	13	1	0	0	0	0	0	0	134	34.0	29.9
11:00 PM	0	0	6	24	27	9	0	0	0	0	0	0	0	66	34.0	30.2
Total	126	264	1079	2811	1748	292	15	3	0	0	0	0	0	6338	32.0	27.3
Percent	1.99%	4.17%	17.02%	44.35%	27.58%	4.61%	0.24%	0.05%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	9:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	12:00 AM								8:00 AM
Volume	17	26	87	194	106	35	2	1	0	0	0	0	0	0	0	438

PM Peak	2:00 PM	2:00 PM	2:00 PM	5:00 PM	6:00 PM	6:00 PM	6:00 PM	6:00 PM								5:00 PM
Volume	16	28	100	260	150	26	3	1	0	0	0	0	0	0	0	478

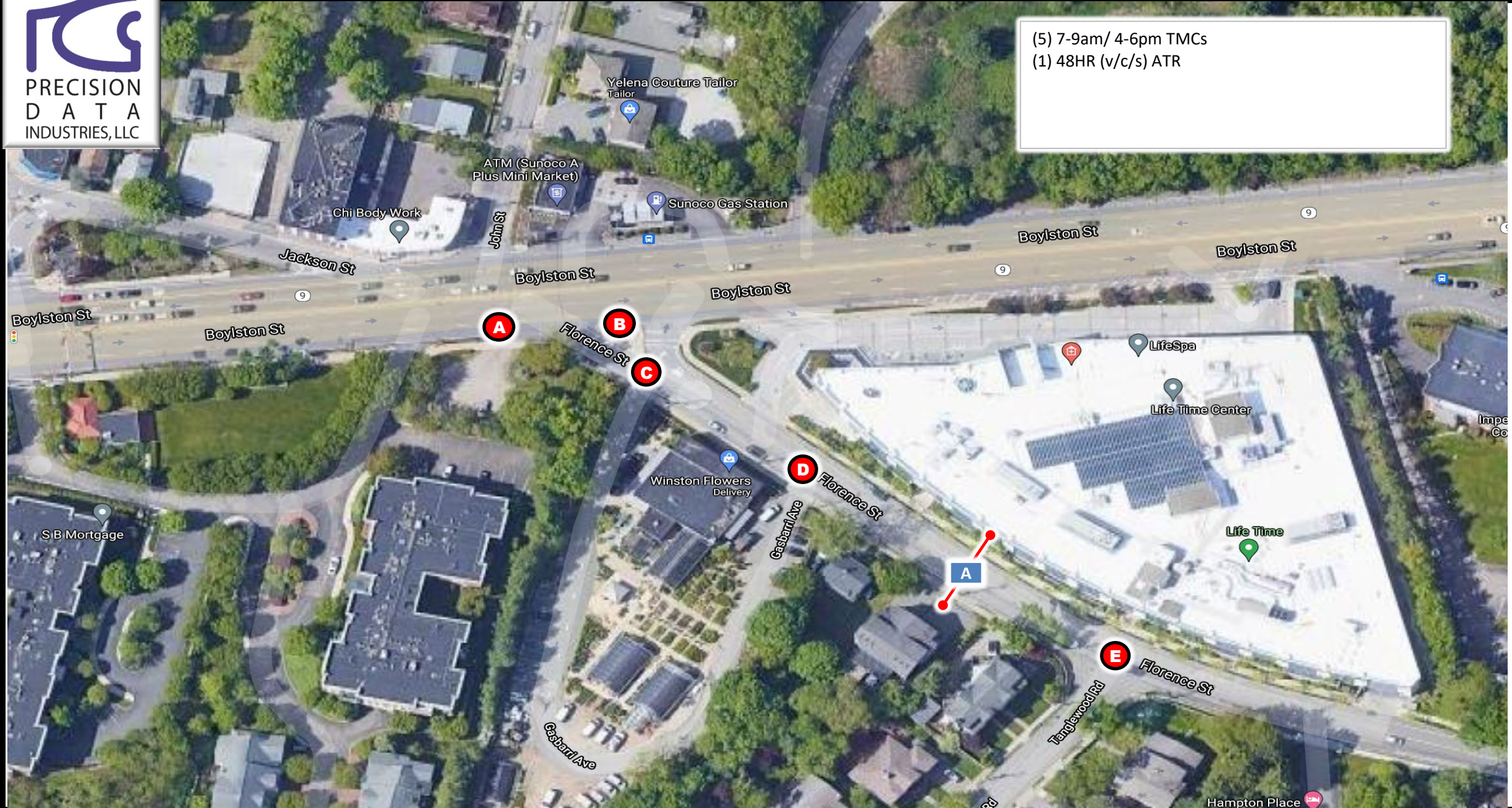
15th Percentile:	23.0 MPH	Average Speed:	27.3 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	28.0 MPH	10 MPH Pace:	23 to 32 MPH	Number of Vehicles > 30 MPH:	1512
85th Percentile:	32.0 MPH	Number in Pace:	4736	Percent of Vehicles > 30 MPH:	23.9%
95th Percentile:	34.0 MPH	Percent in Pace:	74.7%		



Location Map: 218005 Newton, MA

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

(5) 7-9am/ 4-6pm TMCs
(1) 48HR (v/c/s) ATR



Client: VHB	Engineer: T. Benson	Site Code: 73153.00	Date: Wed 6/9 thru Thurs 6/10/2021	PDI Job # 218005	City, State: Newton, MA
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PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
7:00 AM	339	0	0	0	339	5	0	0	0	5	0	0	0	0	0	1	65	448	0	514	858
7:15 AM	419	0	0	0	419	2	0	0	0	2	0	0	0	0	0	0	60	451	0	511	932
7:30 AM	400	0	0	0	400	7	0	0	0	7	0	0	0	0	0	0	86	542	0	628	1035
7:45 AM	454	0	0	0	454	6	0	0	0	6	0	0	0	0	0	1	99	528	0	628	1088
Total	1612	0	0	0	1612	20	0	0	0	20	0	0	0	0	0	2	310	1969	0	2281	3913
8:00 AM	665	0	0	0	665	9	0	0	0	9	0	0	0	0	0	0	75	480	0	555	1229
8:15 AM	568	0	0	0	568	8	0	0	0	8	0	1	0	0	1	0	75	418	0	493	1070
8:30 AM	526	0	0	0	526	9	0	0	0	9	0	0	0	0	0	0	93	497	0	590	1125
8:45 AM	540	0	0	0	540	12	0	0	0	12	0	0	0	0	0	0	114	439	0	553	1105
Total	2299	0	0	0	2299	38	0	0	0	38	0	1	0	0	1	0	357	1834	0	2191	4529
Grand Total	3911	0	0	0	3911	58	0	0	0	58	0	1	0	0	1	2	667	3803	0	4472	8442
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	14.9	85.0	0.0		
Total %	46.3	0.0	0.0	0.0	46.3	0.7	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	7.9	45.0	0.0	53.0	
Exiting Leg Total	3862					667					2					3911					8442
Cars	3760	0	0	0	3760	56	0	0	0	56	0	1	0	0	1	2	640	3618	0	4260	8077
% Cars	96.1	0.0	0.0	0.0	96.1	96.6	0.0	0.0	0.0	96.6	0.0	100.0	0.0	0.0	100.0	100.0	96.0	95.1	0.0	95.3	95.7
Exiting Leg Total	3675					640					2					3760					8077
Heavy Vehicles	151	0	0	0	151	2	0	0	0	2	0	0	0	0	0	0	27	185	0	212	365
% Heavy Vehicles	3.9	0.0	0.0	0.0	3.9	3.4	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.9	0.0	4.7	4.3
Exiting Leg Total	187					27					0					151					365

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
8:00 AM	665	0	0	0	665	9	0	0	0	9	0	0	0	0	0	0	75	480	0	555	1229
8:15 AM	568	0	0	0	568	8	0	0	0	8	0	1	0	0	1	0	75	418	0	493	1070
8:30 AM	526	0	0	0	526	9	0	0	0	9	0	0	0	0	0	0	93	497	0	590	1125
8:45 AM	540	0	0	0	540	12	0	0	0	12	0	0	0	0	0	0	114	439	0	553	1105
Total Volume	2299	0	0	0	2299	38	0	0	0	38	0	1	0	0	1	0	357	1834	0	2191	4529
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	16.3	83.7	0.0		
PHF	0.864	0.000	0.000	0.000	0.864	0.792	0.000	0.000	0.000	0.792	0.000	0.250	0.000	0.000	0.250	0.000	0.783	0.923	0.000	0.928	0.921
Cars	2224	0	0	0	2224	37	0	0	0	37	0	1	0	0	1	0	338	1752	0	2090	4352
Cars %	96.7	0.0	0.0	0.0	96.7	97.4	0.0	0.0	0.0	97.4	0.0	100.0	0.0	0.0	100.0	0.0	94.7	95.5	0.0	95.4	96.1
Heavy Vehicles	75	0	0	0	75	1	0	0	0	1	0	0	0	0	0	0	19	82	0	101	177
Heavy Vehicles %	3.3	0.0	0.0	0.0	3.3	2.6	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5.3	4.5	0.0	4.6	3.9
Cars Enter Leg	2224	0	0	0	2224	37	0	0	0	37	0	1	0	0	1	0	338	1752	0	2090	4352
Heavy Enter Leg	75	0	0	0	75	1	0	0	0	1	0	0	0	0	0	0	19	82	0	101	177
Total Entering Leg	2299	0	0	0	2299	38	0	0	0	38	0	1	0	0	1	0	357	1834	0	2191	4529
Cars Exiting Leg	1790					338					0					2224					4352
Heavy Exiting Leg	83					19					0					75					177
Total Exiting Leg	1873					357					0					2299					4529

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
7:00 AM	325	0	0	0	325	5	0	0	0	5	0	0	0	0	0	1	60	426	0	487	817
7:15 AM	395	0	0	0	395	1	0	0	0	1	0	0	0	0	0	0	58	422	0	480	876
7:30 AM	379	0	0	0	379	7	0	0	0	7	0	0	0	0	0	0	86	509	0	595	981
7:45 AM	437	0	0	0	437	6	0	0	0	6	0	0	0	0	0	1	98	509	0	608	1051
Total	1536	0	0	0	1536	19	0	0	0	19	0	0	0	0	0	2	302	1866	0	2170	3725
8:00 AM	650	0	0	0	650	8	0	0	0	8	0	0	0	0	0	0	72	459	0	531	1189
8:15 AM	555	0	0	0	555	8	0	0	0	8	0	1	0	0	1	0	68	397	0	465	1029
8:30 AM	507	0	0	0	507	9	0	0	0	9	0	0	0	0	0	0	88	475	0	563	1079
8:45 AM	512	0	0	0	512	12	0	0	0	12	0	0	0	0	0	0	110	421	0	531	1055
Total	2224	0	0	0	2224	37	0	0	0	37	0	1	0	0	1	0	338	1752	0	2090	4352
Grand Total	3760	0	0	0	3760	56	0	0	0	56	0	1	0	0	1	2	640	3618	0	4260	8077
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	15.0	84.9	0.0		
Total %	46.6	0.0	0.0	0.0	46.6	0.7	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	7.9	44.8	0.0	52.7	
Exiting Leg Total					3675					640					2					3760	8077

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
8:00 AM	650	0	0	0	650	8	0	0	0	8	0	0	0	0	0	0	72	459	0	531	1189
8:15 AM	555	0	0	0	555	8	0	0	0	8	0	1	0	0	1	0	68	397	0	465	1029
8:30 AM	507	0	0	0	507	9	0	0	0	9	0	0	0	0	0	0	88	475	0	563	1079
8:45 AM	512	0	0	0	512	12	0	0	0	12	0	0	0	0	0	0	110	421	0	531	1055
Total Volume	2224	0	0	0	2224	37	0	0	0	37	0	1	0	0	1	0	338	1752	0	2090	4352
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	16.2	83.8	0.0		
PHF	0.855	0.000	0.000	0.000	0.855	0.771	0.000	0.000	0.000	0.771	0.000	0.250	0.000	0.000	0.250	0.000	0.768	0.922	0.000	0.928	0.915
Entering Leg	2224	0	0	0	2224	37	0	0	0	37	0	1	0	0	1	0	338	1752	0	2090	4352
Exiting Leg					1790					338					0					2224	4352
Total					4014					375					1					4314	8704

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



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

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
7:00 AM	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	5	22	0	27	41
7:15 AM	24	0	0	0	24	1	0	0	0	1	0	0	0	0	0	0	2	29	0	31	56
7:30 AM	21	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	33	0	33	54
7:45 AM	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	1	19	0	20	37
Total	76	0	0	0	76	1	0	0	0	1	0	0	0	0	0	0	8	103	0	111	188
8:00 AM	15	0	0	0	15	1	0	0	0	1	0	0	0	0	0	0	3	21	0	24	40
8:15 AM	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	7	21	0	28	41
8:30 AM	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	5	22	0	27	46
8:45 AM	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	4	18	0	22	50
Total	75	0	0	0	75	1	0	0	0	1	0	0	0	0	0	0	19	82	0	101	177
Grand Total	151	0	0	0	151	2	0	0	0	2	0	0	0	0	0	0	27	185	0	212	365
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	12.7	87.3	0.0		
Total %	41.4	0.0	0.0	0.0	41.4	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	7.4	50.7	0.0	58.1	
Exiting Leg Total	187					27					0					151					365
Buses	44	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	6	22	0	28	72
% Buses	29.1	0.0	0.0	0.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	11.9	0.0	13.2	19.7
Exiting Leg Total	22					6					0					44					72
Single-Unit Trucks	88	0	0	0	88	2	0	0	0	2	0	0	0	0	0	0	15	134	0	149	239
% Single-Unit	58.3	0.0	0.0	0.0	58.3	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55.6	72.4	0.0	70.3	65.5
Exiting Leg Total	136					15					0					88					239
Articulated Trucks	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	6	29	0	35	54
% Articulated	12.6	0.0	0.0	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	15.7	0.0	16.5	14.8
Exiting Leg Total	29					6					0					19					54

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
7:00 AM	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	5	22	0	27	41
7:15 AM	24	0	0	0	24	1	0	0	0	1	0	0	0	0	0	0	2	29	0	31	56
7:30 AM	21	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	33	0	33	54
7:45 AM	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	1	19	0	20	37
Total Volume	76	0	0	0	76	1	0	0	0	1	0	0	0	0	0	0	8	103	0	111	188
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	7.2	92.8	0.0		
PHF	0.792	0.000	0.000	0.000	0.792	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.400	0.780	0.000	0.841	0.839
Buses	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	2	10	0	12	35
Buses %	30.3	0.0	0.0	0.0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	9.7	0.0	10.8	18.6
Single-Unit Trucks	43	0	0	0	43	1	0	0	0	1	0	0	0	0	0	0	5	75	0	80	124
Single-Unit %	56.6	0.0	0.0	0.0	56.6	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	72.8	0.0	72.1	66.0
Articulated Trucks	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	18	0	19	29
Articulated %	13.2	0.0	0.0	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	17.5	0.0	17.1	15.4
Buses	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	2	10	0	12	35
Single-Unit Trucks	43	0	0	0	43	1	0	0	0	1	0	0	0	0	0	0	5	75	0	80	124
Articulated Trucks	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	18	0	19	29
Total Entering Leg	76	0	0	0	76	1	0	0	0	1	0	0	0	0	0	0	8	103	0	111	188
Buses	10					2					0					23					35
Single-Unit Trucks	76					5					0					43					124
Articulated Trucks	18					1					0					10					29
Total Exiting Leg	104					8					0					76					188

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total		
	from East					from South					from Southwest					from West							
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total			
7:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	9		
7:15 AM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	10		
7:30 AM	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	11		
7:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5		
Total	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	2	10	0	12	35		
8:00 AM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	11		
8:15 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	8		
8:30 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	10		
8:45 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8		
Total	21	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	4	12	0	16	37		
Grand Total	44	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	6	22	0	28	72		
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	21.4	78.6	0.0				
Total %	61.1	0.0	0.0	0.0	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	30.6	0.0	38.9			
Exiting Leg Total						22					6					0					44		72

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total		
	from East					from South					from Southwest					from West							
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total			
7:15 AM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	10		
7:30 AM	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	11		
7:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5		
8:00 AM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	11		
Total Volume	26	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	3	8	0	11	37		
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	27.3	72.7	0.0				
PHF	0.722	0.000	0.000	0.000	0.722	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.667	0.000	0.688	0.841		
Entering Leg	26	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	3	8	0	11	37		
Exiting Leg						8					3					0					26		37
Total						34					3					0					37		74

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total	
	from East					from South					from Southwest					from West						
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total		
7:00 AM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	12	0	16	23	
7:15 AM	14	0	0	0	14	1	0	0	0	1	0	0	0	0	0	0	1	22	0	23	38	
7:30 AM	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	28	0	28	38	
7:45 AM	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	25	
Total	43	0	0	0	43	1	0	0	0	1	0	0	0	0	0	0	5	75	0	80	124	
8:00 AM	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	0	1	16	0	17	26	
8:15 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	15	0	19	25	
8:30 AM	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	2	14	0	16	30	
8:45 AM	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	3	14	0	17	34	
Total	45	0	0	0	45	1	0	0	0	1	0	0	0	0	0	0	10	59	0	69	115	
Grand Total	88	0	0	0	88	2	0	0	0	2	0	0	0	0	0	0	15	134	0	149	239	
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	10.1	89.9	0.0			
Total %	36.8	0.0	0.0	0.0	36.8	0.8	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	6.3	56.1	0.0	62.3		
Exiting Leg Total						136					15					0					88	239

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total	
	from East					from South					from Southwest					from West						
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total		
7:15 AM	14	0	0	0	14	1	0	0	0	1	0	0	0	0	0	0	1	22	0	23	38	
7:30 AM	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	28	0	28	38	
7:45 AM	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	25	
8:00 AM	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	0	1	16	0	17	26	
Total Volume	44	0	0	0	44	2	0	0	0	2	0	0	0	0	0	0	2	79	0	81	127	
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	2.5	97.5	0.0			
PHF	0.786	0.000	0.000	0.000	0.786	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.705	0.000	0.723	0.836	
Entering Leg	44	0	0	0	44	2	0	0	0	2	0	0	0	0	0	0	2	79	0	81	127	
Exiting Leg																0					44	127
Total						125					4					0					125	254

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
7:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	9
7:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	8
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	5
7:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	7
Total	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	18	0	19	29
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
8:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	6
8:45 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	8
Total	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	5	11	0	16	25
Grand Total	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	6	29	0	35	54
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	17.1	82.9	0.0		
Total %	35.2	0.0	0.0	0.0	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	53.7	0.0	64.8	
Exiting Leg Total	29					6					0					19					54

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
7:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	9
7:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	8
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	5
7:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	7
Total Volume	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	18	0	19	29
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	5.3	94.7	0.0		
PHF	0.833	0.000	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.900	0.000	0.792	0.806
Entering Leg	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	18	0	19	29
Exiting Leg	18					1					0					10					29
Total	28					1					0					29					58

PDI File #: 218005 A-B
 Location: S: Florence Street
 Location: E: Route 9 EB W: Route 9 EB SW: Parking Lot
 City, State: Newton, MA
 Client: VHB/ T. Benson
 Site Code: 73153.00
 Count Date: Wednesday, June 9, 2021
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Route 9 EB								Florence Street								Parking Lot								Route 9 EB								Total
	from East								from South								from Southwest								from West								
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total		Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	4			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3	0	3	0	0	0	0	0	0	0	4				
Total	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	4	6	10	0	0	0	0	0	0	0	15				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	3	0	3	0	0	0	0	0	0	0	7				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Total	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	3	1	4	0	0	0	0	0	0	0	11				
Grand Total	0	0	0	0	0	0	0	0	0	0	0	5	7	12	0	0	0	0	7	7	14	0	0	0	0	0	0	0	26				
Approach %	0	0	0	0	0	0	0	0	0	0	0	41.7	58.3		0	0	0	0	50	50		0	0	0	0	0	0						
Total %	0	0	0	0	0	0	0	0	0	0	0	19.2	26.9	46.2	0	0	0	0	26.9	26.9	53.8	0	0	0	0	0	0	0					
Exiting Leg Total	0								12								14								0	26							

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Route 9 EB								Florence Street								Parking Lot								Route 9 EB								Total
	from East								from South								from Southwest								from West								
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total		Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	4				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3	0	3	0	0	0	0	0	0	0	4				
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	4	6	10	0	0	0	0	0	0	0	15				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.625	0.000	0.000	0.000	0.000	0.333	0.500	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.938				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	4	6	10	0	0	0	0	0	0	15					
Exiting Leg	0								5								10								0	15							
Total	0								10								20								0	30							

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	530	0	0	0	530	11	0	0	0	11	0	1	0	0	1	0	99	431	0	530	1072
4:15 PM	528	0	0	0	528	12	0	0	0	12	0	1	0	0	1	0	105	403	0	508	1049
4:30 PM	489	0	0	0	489	10	0	0	0	10	0	3	0	0	3	0	101	380	0	481	983
4:45 PM	485	0	0	0	485	5	0	0	0	5	0	0	0	0	0	0	115	430	0	545	1035
Total	2032	0	0	0	2032	38	0	0	0	38	0	5	0	0	5	0	420	1644	0	2064	4139
5:00 PM	520	0	0	0	520	12	0	0	0	12	0	0	0	0	0	0	106	428	0	534	1066
5:15 PM	503	0	0	0	503	7	0	0	0	7	1	0	0	0	1	0	105	454	0	559	1070
5:30 PM	435	0	0	0	435	11	0	0	0	11	0	1	0	1	2	0	126	460	0	586	1034
5:45 PM	472	0	0	0	472	8	0	0	0	8	0	0	0	0	0	0	99	446	0	545	1025
Total	1930	0	0	0	1930	38	0	0	0	38	1	1	0	1	3	0	436	1788	0	2224	4195
Grand Total	3962	0	0	0	3962	76	0	0	0	76	1	6	0	1	8	0	856	3432	0	4288	8334
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		12.5	75.0	0.0	12.5		0.0	20.0	80.0	0.0		
Total %	47.5	0.0	0.0	0.0	47.5	0.9	0.0	0.0	0.0	0.9	0.0	0.1	0.0	0.0	0.1	0.0	10.3	41.2	0.0	51.5	
Exiting Leg Total	3514					857					1					3962					8334
Cars	3889	0	0	0	3889	72	0	0	0	72	1	6	0	1	8	0	851	3396	0	4247	8216
% Cars	98.2	0.0	0.0	0.0	98.2	94.7	0.0	0.0	0.0	94.7	100.0	100.0	0.0	100.0	100.0	0.0	99.4	99.0	0.0	99.0	98.6
Exiting Leg Total	3474					852					1					3889					8216
Heavy Vehicles	73	0	0	0	73	4	0	0	0	4	0	0	0	0	0	0	5	36	0	41	118
% Heavy Vehicles	1.8	0.0	0.0	0.0	1.8	5.3	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.0	0.0	1.0	1.4
Exiting Leg Total	40					5					0					73					118

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

4:45 PM	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:45 PM	485	0	0	0	485	5	0	0	0	5	0	0	0	0	0	0	115	430	0	545	1035
5:00 PM	520	0	0	0	520	12	0	0	0	12	0	0	0	0	0	0	106	428	0	534	1066
5:15 PM	503	0	0	0	503	7	0	0	0	7	1	0	0	0	1	0	105	454	0	559	1070
5:30 PM	435	0	0	0	435	11	0	0	0	11	0	1	0	1	2	0	126	460	0	586	1034
Total Volume	1943	0	0	0	1943	35	0	0	0	35	1	1	0	1	3	0	452	1772	0	2224	4205
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		33.3	33.3	0.0	33.3		0.0	20.3	79.7	0.0		
PHF	0.934	0.000	0.000	0.000	0.934	0.729	0.000	0.000	0.000	0.729	0.250	0.250	0.000	0.250	0.375	0.000	0.897	0.963	0.000	0.949	0.982
Cars	1916	0	0	0	1916	34	0	0	0	34	1	1	0	1	3	0	451	1755	0	2206	4159
Cars %	98.6	0.0	0.0	0.0	98.6	97.1	0.0	0.0	0.0	97.1	100.0	100.0	0.0	100.0	100.0	0.0	99.8	99.0	0.0	99.2	98.9
Heavy Vehicles	27	0	0	0	27	1	0	0	0	1	0	0	0	0	0	0	1	17	0	18	46
Heavy Vehicles %	1.4	0.0	0.0	0.0	1.4	2.9	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.0	0.0	0.8	1.1
Cars Enter Leg	1916	0	0	0	1916	34	0	0	0	34	1	1	0	1	3	0	451	1755	0	2206	4159
Heavy Enter Leg	27	0	0	0	27	1	0	0	0	1	0	0	0	0	0	0	1	17	0	18	46
Total Entering Leg	1943	0	0	0	1943	35	0	0	0	35	1	1	0	1	3	0	452	1772	0	2224	4205
Cars Exiting Leg	1790					452					1					1916					4159
Heavy Exiting Leg	18					1					0					27					46
Total Exiting Leg	1808					453					1					1943					4205

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total	
	from East					from South					from Southwest					from West						
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total		
4:00 PM	511	0	0	0	511	9	0	0	0	9	0	1	0	0	1	0	98	426	0	524	1045	
4:15 PM	516	0	0	0	516	11	0	0	0	11	0	1	0	0	1	0	104	397	0	501	1029	
4:30 PM	477	0	0	0	477	10	0	0	0	10	0	3	0	0	3	0	100	375	0	475	965	
4:45 PM	477	0	0	0	477	4	0	0	0	4	0	0	0	0	0	0	114	427	0	541	1022	
Total	1981	0	0	0	1981	34	0	0	0	34	0	5	0	0	5	0	416	1625	0	2041	4061	
5:00 PM	510	0	0	0	510	12	0	0	0	12	0	0	0	0	0	0	106	422	0	528	1050	
5:15 PM	498	0	0	0	498	7	0	0	0	7	1	0	0	0	1	0	105	451	0	556	1062	
5:30 PM	431	0	0	0	431	11	0	0	0	11	0	1	0	1	2	0	126	455	0	581	1025	
5:45 PM	469	0	0	0	469	8	0	0	0	8	0	0	0	0	0	0	98	443	0	541	1018	
Total	1908	0	0	0	1908	38	0	0	0	38	1	1	0	1	3	0	435	1771	0	2206	4155	
Grand Total	3889	0	0	0	3889	72	0	0	0	72	1	6	0	1	8	0	851	3396	0	4247	8216	
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		12.5	75.0	0.0	12.5		0.0	20.0	80.0	0.0			
Total %	47.3	0.0	0.0	0.0	47.3	0.9	0.0	0.0	0.0	0.9	0.0	0.1	0.0	0.0	0.1	0.0	10.4	41.3	0.0	51.7		
Exiting Leg Total					3474					852					1						3889	8216

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

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total	
	from East					from South					from Southwest					from West						
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total		
4:45 PM	477	0	0	0	477	4	0	0	0	4	0	0	0	0	0	0	114	427	0	541	1022	
5:00 PM	510	0	0	0	510	12	0	0	0	12	0	0	0	0	0	0	106	422	0	528	1050	
5:15 PM	498	0	0	0	498	7	0	0	0	7	1	0	0	0	1	0	105	451	0	556	1062	
5:30 PM	431	0	0	0	431	11	0	0	0	11	0	1	0	1	2	0	126	455	0	581	1025	
Total Volume	1916	0	0	0	1916	34	0	0	0	34	1	1	0	1	3	0	451	1755	0	2206	4159	
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		33.3	33.3	0.0	33.3		0.0	20.4	79.6	0.0			
PHF	0.939	0.000	0.000	0.000	0.939	0.708	0.000	0.000	0.000	0.708	0.250	0.250	0.000	0.250	0.375	0.000	0.895	0.964	0.000	0.949	0.979	
Entering Leg	1916	0	0	0	1916	34	0	0	0	34	1	1	0	1	3	0	451	1755	0	2206	4159	
Exiting Leg					1790					452					1						1916	4159
Total					3706					486				4							4122	8318

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	19	0	0	0	19	2	0	0	0	2	0	0	0	0	0	0	1	5	0	6	27
4:15 PM	12	0	0	0	12	1	0	0	0	1	0	0	0	0	0	0	1	6	0	7	20
4:30 PM	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	18
4:45 PM	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	13
Total	51	0	0	0	51	4	0	0	0	4	0	0	0	0	0	0	4	19	0	23	78
5:00 PM	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	16
5:15 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8
5:30 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	9
5:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	7
Total	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	1	17	0	18	40
Grand Total	73	0	0	0	73	4	0	0	0	4	0	0	0	0	0	0	5	36	0	41	118
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	12.2	87.8	0.0		
Total %	61.9	0.0	0.0	0.0	61.9	3.4	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4.2	30.5	0.0	34.7	
Exiting Leg Total	40					5					0					73					118
Buses	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	39
% Buses	32.9	0.0	0.0	0.0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.7	0.0	36.6	33.1
Exiting Leg Total	15					0					0					24					39
Single-Unit Trucks	44	0	0	0	44	4	0	0	0	4	0	0	0	0	0	0	5	17	0	22	70
% Single-Unit	60.3	0.0	0.0	0.0	60.3	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	47.2	0.0	53.7	59.3
Exiting Leg Total	21					5					0					44					70
Articulated Trucks	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	9
% Articulated	6.8	0.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	9.8	7.6
Exiting Leg Total	4					0					0					5					9

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

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	19	0	0	0	19	2	0	0	0	2	0	0	0	0	0	0	1	5	0	6	27
4:15 PM	12	0	0	0	12	1	0	0	0	1	0	0	0	0	0	0	1	6	0	7	20
4:30 PM	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	18
4:45 PM	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	13
Total Volume	51	0	0	0	51	4	0	0	0	4	0	0	0	0	0	0	4	19	0	23	78
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	17.4	82.6	0.0		
PHF	0.671	0.000	0.000	0.000	0.671	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.792	0.000	0.821	0.722
Buses	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	24
Buses %	31.4	0.0	0.0	0.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.1	0.0	34.8	30.8
Single-Unit Trucks	30	0	0	0	30	4	0	0	0	4	0	0	0	0	0	0	4	8	0	12	46
Single-Unit %	58.8	0.0	0.0	0.0	58.8	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	42.1	0.0	52.2	59.0
Articulated Trucks	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8
Articulated %	9.8	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8	0.0	13.0	10.3
Buses	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	24
Single-Unit Trucks	30	0	0	0	30	4	0	0	0	4	0	0	0	0	0	0	4	8	0	12	46
Articulated Trucks	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8
Total Entering Leg	51	0	0	0	51	4	0	0	0	4	0	0	0	0	0	0	4	19	0	23	78
Buses	8					0					0					16					24
Single-Unit Trucks	12					4					0					30					46
Articulated Trucks	3					0					0					5					8
Total Exiting Leg	23					4					0					51					78

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
4:15 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7
4:30 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7
4:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
Total	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	24
5:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	8
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	15
Grand Total	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	39
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	61.5	0.0	0.0	0.0	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.5	0.0	38.5	
Exiting Leg Total	15					0					0					24					39

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

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total
	from East					from South					from Southwest					from West					
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	
4:15 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7
4:30 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7
4:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
5:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	8
Total Volume	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	28
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.900	0.000	0.000	0.000	0.900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.875
Entering Leg	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	28
Exiting Leg	10					0					0					18					28
Total	28					0					0					28					56

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total					
	from East					from South					from Southwest					from West										
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total						
4:00 PM	14	0	0	0	14	2	0	0	0	2	0	0	0	0	0	0	1	2	0	3	19					
4:15 PM	7	0	0	0	7	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	12					
4:30 PM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	9					
4:45 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	6					
Total	30	0	0	0	30	4	0	0	0	4	0	0	0	0	0	0	4	8	0	12	46					
5:00 PM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	8					
5:15 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5					
5:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4					
5:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	7					
Total	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	1	9	0	10	24					
Grand Total	44	0	0	0	44	4	0	0	0	4	0	0	0	0	0	0	5	17	0	22	70					
Approach %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	22.7	77.3	0.0							
Total %	62.9	0.0	0.0	0.0	62.9	5.7	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	7.1	24.3	0.0	31.4						
Exiting Leg Total						21					5					0					44					70

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

4:00 PM	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total					
	from East					from South					from Southwest					from West										
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total						
4:00 PM	14	0	0	0	14	2	0	0	0	2	0	0	0	0	0	0	1	2	0	3	19					
4:15 PM	7	0	0	0	7	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	12					
4:30 PM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	9					
4:45 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	6					
Total Volume	30	0	0	0	30	4	0	0	0	4	0	0	0	0	0	0	4	8	0	12	46					
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0							
PHF	0.536	0.000	0.000	0.000	0.536	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.667	0.000	0.750	0.605					
Entering Leg	30	0	0	0	30	4	0	0	0	4	0	0	0	0	0	0	4	8	0	12	46					
Exiting Leg						12					4					0					30					46
Total						42					8					0					42					92

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total	
	from East					from South					from Southwest					from West						
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total		
4:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Grand Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	9	
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0			
Total %	55.6	0.0	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	44.4		
Exiting Leg Total						4					0					0					5	9

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

	Route 9 EB					Florence Street					Parking Lot					Route 9 EB					Total	
	from East					from South					from Southwest					from West						
	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total		
4:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8	
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0			
PHF	0.417	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.500	
Entering Leg	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	8	
Exiting Leg						3					0					0					5	8
Total						8					0					0					8	16

PDI File #: **218005 A-B**
 Location: **S: Florence Street**
 Location: **E: Route 9 EB W: Route 9 EB SW: Parking Lot**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Route 9 EB								Florence Street								Parking Lot								Route 9 EB								Total				
	from East								from South								from Southwest								from West												
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total		Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Approach %	0	0	0	0	0	0	0	0	0	0	0	55.6	44.4	0	0	0	0	54.5	45.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total %	0	0	0	0	0	0	0	0	0	0	0	25	20	45	0	0	0	0	30	25	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0								9								11								0	20											

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

4:00 PM	Route 9 EB								Florence Street								Parking Lot								Route 9 EB								Total				
	from East								from South								from Southwest								from West												
	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NWB	CW-SEB	Total		Hard Right	Right	Thru	U-Turn	CW-NB	CW-SB	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.417	0.000	0.000	0.000	0.000	0.375	0.500	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.429
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Exiting Leg	0								5								7								0	12											
Total	0								10								14								0	24											

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	63	0	0	63	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	68
7:15 AM	0	61	0	0	61	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	63
7:30 AM	0	87	0	0	87	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	94
7:45 AM	0	97	0	0	97	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	103
Total	0	308	0	0	308	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	328
8:00 AM	0	79	0	0	79	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	88
8:15 AM	0	75	0	0	75	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	83
8:30 AM	0	93	0	0	93	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	102
8:45 AM	0	112	0	0	112	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	124
Total	0	359	0	0	359	0	0	0	0	0	38	0	0	0	38	0	0	0	0	0	397
Grand Total	0	667	0	0	667	0	0	0	0	0	58	0	0	0	58	0	0	0	0	0	725
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	92.0	0.0	0.0	92.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					58					667					0					725
Cars	0	643	0	0	643	0	0	0	0	0	56	0	0	0	56	0	0	0	0	0	699
% Cars	0.0	96.4	0.0	0.0	96.4	0.0	0.0	0.0	0.0	0.0	96.6	0.0	0.0	0.0	96.6	0.0	0.0	0.0	0.0	0.0	96.4
Exiting Leg Total	0					56					643					0					699
Heavy Vehicles	0	24	0	0	24	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	26
% Heavy Vehicles	0.0	3.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.6
Exiting Leg Total	0					2					24					0					26

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	79	0	0	79	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	88
8:15 AM	0	75	0	0	75	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	83
8:30 AM	0	93	0	0	93	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	102
8:45 AM	0	112	0	0	112	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	124
Total Volume	0	359	0	0	359	0	0	0	0	0	38	0	0	0	38	0	0	0	0	0	397
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.801	0.000	0.000	0.801	0.000	0.000	0.000	0.000	0.000	0.792	0.000	0.000	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.800
Cars	0	342	0	0	342	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	379
Cars %	0.0	95.3	0.0	0.0	95.3	0.0	0.0	0.0	0.0	0.0	97.4	0.0	0.0	0.0	97.4	0.0	0.0	0.0	0.0	0.0	95.5
Heavy Vehicles	0	17	0	0	17	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	18
Heavy Vehicles %	0.0	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	4.5
Cars Enter Leg	0	342	0	0	342	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	379
Heavy Enter Leg	0	17	0	0	17	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	18
Total Entering Leg	0	359	0	0	359	0	0	0	0	0	38	0	0	0	38	0	0	0	0	0	397
Cars Exiting Leg	0					37					342					0					379
Heavy Exiting Leg	0					1					17					0					18
Total Exiting Leg	0					38					359					0					397

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	59	0	0	59	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	64	
7:15 AM	0	59	0	0	59	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	60	
7:30 AM	0	87	0	0	87	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	94	
7:45 AM	0	96	0	0	96	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	102	
Total	0	301	0	0	301	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	320	
8:00 AM	0	76	0	0	76	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	84	
8:15 AM	0	70	0	0	70	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	78	
8:30 AM	0	88	0	0	88	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	97	
8:45 AM	0	108	0	0	108	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	120	
Total	0	342	0	0	342	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	379	
Grand Total	0	643	0	0	643	0	0	0	0	0	56	0	0	0	56	0	0	0	0	0	699	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	92.0	0.0	0.0	92.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						0					56					643					0	699

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	0	76	0	0	76	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	84	
8:15 AM	0	70	0	0	70	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	78	
8:30 AM	0	88	0	0	88	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	97	
8:45 AM	0	108	0	0	108	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	120	
Total Volume	0	342	0	0	342	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	379	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.792	0.000	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.771	0.000	0.000	0.000	0.771	0.000	0.000	0.000	0.000	0.000	0.790	
Entering Leg	0	342	0	0	342	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	379	
Exiting Leg						0					37					342					0	379
Total						342					37					379					0	758

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



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

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8
8:00 AM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	17	0	0	17	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	18
Grand Total	0	24	0	0	24	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	26
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	92.3	0.0	0.0	92.3	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					2					24					0					26
Buses	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Buses	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1
Exiting Leg Total	0					0					6					0					6
Single-Unit Trucks	0	14	0	0	14	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	16
% Single-Unit	0.0	58.3	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	61.5
Exiting Leg Total	0					2					14					0					16
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Articulated	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4
Exiting Leg Total	0					0					4					0					4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	17	0	0	17	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	18
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.850	0.000	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.900
Buses	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Buses %	0.0	23.5	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2
Single-Unit Trucks	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10
Single-Unit %	0.0	52.9	0.0	0.0	52.9	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	55.6
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Articulated %	0.0	23.5	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2
Buses	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Single-Unit Trucks	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Entering Leg	0	17	0	0	17	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	18
Buses	0					0					4					0					4
Single-Unit Trucks	0					1					9					0					10
Articulated Trucks	0					0					4					0					4
Total Exiting Leg	0					1					17					0					18

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					6					0					6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg	0					0					5					0					5
Total	5					0					5					0					10

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
8:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10
Grand Total	0	14	0	0	14	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	16
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	87.5	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					2					14					0					16

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.833
Entering Leg	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10
Exiting Leg	0					1					9					0					10
Total	9					1					10					0					20

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					4					0					4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	1.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg	0					0					4					0					4
Total	4					0					4					0					8

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Florence Street								Route 9 EB Access								Florence Street								Site Drive North								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	9	11			
7:15 AM	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3			
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5			
Total	0	0	0	0	3	2	5	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	10	13	23			
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3			
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3			
8:30 AM	0	0	0	0	0	3	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
8:45 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
Total	0	0	0	0	3	3	6	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	14			
Grand Total	0	0	0	0	6	5	11	0	0	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0	0	0	4	11	15	37			
Approach %	0	0	0	0	54.5	45.5		0	0	0	0	54.5	45.5		0	0	0	0	0	0	0	0	0	0	0	0	26.7	73.3					
Total %	0	0	0	0	16.2	13.5	29.7	0	0	0	0	16.2	13.5	29.7	0	0	0	0	0	0	0	0	0	0	0	0	10.8	29.7	40.5				
Exiting Leg Total	11							11							0							15							37				

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street								Route 9 EB Access								Florence Street								Site Drive North								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	9	11			
7:15 AM	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3			
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5			
Total Volume	0	0	0	0	3	2	5	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	10	13	23			
% Approach Total	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	76.9					
PHF	0.000	0.000	0.000	0.000	0.750	0.500	0.625	0.000	0.000	0.000	0.000	0.750	0.500	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.313	0.361	0.523			
Entering Leg	0	0	0	0	3	2	5	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	10	13	23			
Exiting Leg	5							5							0							13							23				
Total	10							10							0							26							46				

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	102	0	0	102	0	0	0	0	0	11	0	1	0	12	0	0	0	0	0	114
4:15 PM	2	104	0	0	106	0	0	0	0	0	13	0	3	0	16	0	0	0	0	0	122
4:30 PM	2	97	0	0	99	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	110
4:45 PM	0	115	0	0	115	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	120
Total	4	418	0	0	422	0	0	0	0	0	40	0	4	0	44	0	0	0	0	0	466
5:00 PM	0	106	0	0	106	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	119
5:15 PM	0	105	0	0	105	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	112
5:30 PM	0	123	0	0	123	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	137
5:45 PM	0	103	0	0	103	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	110
Total	0	437	0	0	437	0	0	0	0	0	41	0	0	0	41	0	0	0	0	0	478
Grand Total	4	855	0	0	859	0	0	0	0	0	81	0	4	0	85	0	0	0	0	0	944
Approach %	0.5	99.5	0.0	0.0		0.0	0.0	0.0	0.0		95.3	0.0	4.7	0.0		0.0	0.0	0.0	0.0		
Total %	0.4	90.6	0.0	0.0	91.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.4	0.0	9.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					81					855					8					944
Cars	4	850	0	0	854	0	0	0	0	0	77	0	4	0	81	0	0	0	0	0	935
% Cars	100.0	99.4	0.0	0.0	99.4	0.0	0.0	0.0	0.0	0.0	95.1	0.0	100.0	0.0	95.3	0.0	0.0	0.0	0.0	0.0	99.0
Exiting Leg Total	0					77					850					8					935
Heavy Vehicles	0	5	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
% Heavy Vehicles	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	1.0
Exiting Leg Total	0					4					5					0					9

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

4:45 PM	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	115	0	0	115	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	120
5:00 PM	0	106	0	0	106	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	119
5:15 PM	0	105	0	0	105	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	112
5:30 PM	0	123	0	0	123	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	137
Total Volume	0	449	0	0	449	0	0	0	0	0	39	0	0	0	39	0	0	0	0	0	488
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.913	0.000	0.000	0.913	0.000	0.000	0.000	0.000	0.000	0.696	0.000	0.000	0.000	0.696	0.000	0.000	0.000	0.000	0.000	0.891
Cars	0	448	0	0	448	0	0	0	0	0	38	0	0	0	38	0	0	0	0	0	486
Cars %	0.0	99.8	0.0	0.0	99.8	0.0	0.0	0.0	0.0	0.0	97.4	0.0	0.0	0.0	97.4	0.0	0.0	0.0	0.0	0.0	99.6
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Heavy Vehicles %	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.4
Cars Enter Leg	0	448	0	0	448	0	0	0	0	0	38	0	0	0	38	0	0	0	0	0	486
Heavy Enter Leg	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total Entering Leg	0	449	0	0	449	0	0	0	0	0	39	0	0	0	39	0	0	0	0	0	488
Cars Exiting Leg	0					38					448					0					486
Heavy Exiting Leg	0					1					1					0					2
Total Exiting Leg	0					39					449					0					488

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	101	0	0	101	0	0	0	0	0	9	0	1	0	10	0	0	0	0	0	111	
4:15 PM	2	103	0	0	105	0	0	0	0	0	12	0	3	0	15	0	0	0	0	0	120	
4:30 PM	2	96	0	0	98	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	109	
4:45 PM	0	114	0	0	114	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	118	
Total	4	414	0	0	418	0	0	0	0	0	36	0	4	0	40	0	0	0	0	0	458	
5:00 PM	0	106	0	0	106	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	119	
5:15 PM	0	105	0	0	105	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	112	
5:30 PM	0	123	0	0	123	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	137	
5:45 PM	0	102	0	0	102	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	109	
Total	0	436	0	0	436	0	0	0	0	0	41	0	0	0	41	0	0	0	0	0	477	
Grand Total	4	850	0	0	854	0	0	0	0	0	77	0	4	0	81	0	0	0	0	0	935	
Approach %	0.5	99.5	0.0	0.0		0.0	0.0	0.0	0.0		95.1	0.0	4.9	0.0		0.0	0.0	0.0	0.0			
Total %	0.4	90.9	0.0	0.0	91.3	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.4	0.0	8.7	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						0					77					850					8	935

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

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:45 PM	0	114	0	0	114	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	118	
5:00 PM	0	106	0	0	106	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	119	
5:15 PM	0	105	0	0	105	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	112	
5:30 PM	0	123	0	0	123	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	137	
Total Volume	0	448	0	0	448	0	0	0	0	0	38	0	0	0	38	0	0	0	0	0	486	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.911	0.000	0.000	0.911	0.000	0.000	0.000	0.000	0.000	0.679	0.000	0.000	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.887	
Entering Leg	0	448	0	0	448	0	0	0	0	0	38	0	0	0	38	0	0	0	0	0	486	
Exiting Leg						0					38					448					0	486
Total						448					38					486					0	972

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	5	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					4					5					0					9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	5	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
% Single-Unit	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total	0					4					5					0					9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total Volume	0	4	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	1.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.667
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
Single-Unit %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	4	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	4	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
Buses	0					0					0					0					0
Single-Unit Trucks	0					4					4					0					8
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					4					4					0					8

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	5	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					4					5					0					9

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

4:00 PM	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total Volume	0	4	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	1.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.667
Entering Leg	0	4	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
Exiting Leg	0					4					4					0					8
Total	4					4					8					0					16

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	Florence Street					Route 9 EB Access					Florence Street					Site Drive North					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **218005 C**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Route 9 EB Access W: Site Drive North**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Florence Street								Route 9 EB Access								Florence Street								Site Drive North								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	1	1	2		0	0	0	0	1	1	2		0	0	0	0	0	0	0		0	0	0	0	0	0	0		4
4:15 PM	0	0	0	0	2	1	3		0	0	0	0	2	1	3		0	0	0	0	0	0	0		0	0	0	0	1	0	1		7
4:30 PM	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
4:45 PM	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	1	1		1
Total	0	0	0	0	3	2	5		0	0	0	0	3	2	5		0	0	0	0	0	0	0		0	0	0	0	1	1	2		12
5:00 PM	0	0	0	0	1	0	1		0	0	0	0	1	0	1		0	0	0	0	0	0	0		0	0	0	0	0	0	0		2
5:15 PM	0	0	0	0	0	2	2		0	0	0	0	0	2	2		0	0	0	0	0	0	0		0	0	0	0	2	0	2		6
5:30 PM	0	0	0	0	0	1	1		0	0	0	0	0	1	1		0	0	0	0	0	0	0		0	0	0	0	0	0	0		2
5:45 PM	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	1	1	2		2
Total	0	0	0	0	1	3	4		0	0	0	0	1	3	4		0	0	0	0	0	0	0		0	0	0	0	3	1	4		12
Grand Total	0	0	0	0	4	5	9		0	0	0	0	4	5	9		0	0	0	0	0	0	0		0	0	0	0	4	2	6		24
Approach %	0	0	0	0	44.4	55.6		0	0	0	0	44.4	55.6		0	0	0	0	0	0		0	0	0	0	66.7	33.3						
Total %	0	0	0	0	16.7	20.8	37.5		0	0	0	0	16.7	20.8	37.5		0	0	0	0	0	0	0		0	0	0	0	16.7	8.33	25		
Exiting Leg Total	9								9								0								6	24							

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

	Florence Street								Route 9 EB Access								Florence Street								Site Drive North								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	1	1	2		0	0	0	0	1	1	2		0	0	0	0	0	0	0		0	0	0	0	0	0	0		4
4:15 PM	0	0	0	0	2	1	3		0	0	0	0	2	1	3		0	0	0	0	0	0	0		0	0	0	0	1	0	1		7
4:30 PM	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
4:45 PM	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	1	1		1
Total Volume	0	0	0	0	3	2	5		0	0	0	0	3	2	5		0	0	0	0	0	0	0		0	0	0	0	1	1	2		12
% Approach Total	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0						
PHF	0.000	0.000	0.000	0.000	0.375	0.500	0.417		0.000	0.000	0.000	0.000	0.375	0.500	0.417		0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.250	0.250	0.500		0.429
Entering Leg	0	0	0	0	3	2	5		0	0	0	0	3	2	5		0	0	0	0	0	0	0		0	0	0	0	1	1	2		12
Exiting Leg	5								5								0								2	12							
Total	10								10								0								4	24							

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	3	54	0	0	57	0	0	0	0	0	10	4	1	0	15	0	0	1	0	1	73
7:15 AM	1	63	0	0	64	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	70
7:30 AM	0	81	1	0	82	0	0	0	0	0	6	5	0	0	11	0	0	1	0	1	94
7:45 AM	1	104	1	0	106	0	0	0	0	0	12	8	0	0	20	0	0	0	0	0	126
Total	5	302	2	0	309	0	0	0	0	0	32	19	1	0	52	0	0	2	0	2	363
8:00 AM	0	79	0	0	79	0	0	0	0	0	10	6	0	0	16	3	0	4	0	7	102
8:15 AM	0	79	1	0	80	0	0	0	0	0	9	5	0	0	14	2	0	0	0	2	96
8:30 AM	0	100	0	0	100	0	0	1	0	1	9	11	0	0	20	0	1	0	0	1	122
8:45 AM	0	106	2	0	108	0	0	0	0	0	5	14	0	0	19	0	0	0	0	0	127
Total	0	364	3	0	367	0	0	1	0	1	33	36	0	0	69	5	1	4	0	10	447
Grand Total	5	666	5	0	676	0	0	1	0	1	65	55	1	0	121	5	1	6	0	12	810
Approach %	0.7	98.5	0.7	0.0		0.0	0.0	100.0	0.0		53.7	45.5	0.8	0.0		41.7	8.3	50.0	0.0		
Total %	0.6	82.2	0.6	0.0	83.5	0.0	0.0	0.1	0.0	0.1	8.0	6.8	0.1	0.0	14.9	0.6	0.1	0.7	0.0	1.5	
Exiting Leg Total	61					71					672					6					810
Cars	5	641	5	0	651	0	0	1	0	1	65	52	1	0	118	4	1	6	0	11	781
% Cars	100.0	96.2	100.0	0.0	96.3	0.0	0.0	100.0	0.0	100.0	100.0	94.5	100.0	0.0	97.5	80.0	100.0	100.0	0.0	91.7	96.4
Exiting Leg Total	58					71					646					6					781
Heavy Vehicles	0	25	0	0	25	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	29
% Heavy Vehicles	0.0	3.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	2.5	20.0	0.0	0.0	0.0	8.3	3.6
Exiting Leg Total	3					0					26					0					29

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	79	0	0	79	0	0	0	0	0	10	6	0	0	16	3	0	4	0	7	102
8:15 AM	0	79	1	0	80	0	0	0	0	0	9	5	0	0	14	2	0	0	0	2	96
8:30 AM	0	100	0	0	100	0	0	1	0	1	9	11	0	0	20	0	1	0	0	1	122
8:45 AM	0	106	2	0	108	0	0	0	0	0	5	14	0	0	19	0	0	0	0	0	127
Total Volume	0	364	3	0	367	0	0	1	0	1	33	36	0	0	69	5	1	4	0	10	447
% Approach Total	0.0	99.2	0.8	0.0		0.0	0.0	100.0	0.0		47.8	52.2	0.0	0.0		50.0	10.0	40.0	0.0		
PHF	0.000	0.858	0.375	0.000	0.850	0.000	0.000	0.250	0.000	0.250	0.825	0.643	0.000	0.000	0.863	0.417	0.250	0.250	0.000	0.357	0.880
Cars	0	346	3	0	349	0	0	1	0	1	33	34	0	0	67	4	1	4	0	9	426
Cars %	0.0	95.1	100.0	0.0	95.1	0.0	0.0	100.0	0.0	100.0	100.0	94.4	0.0	0.0	97.1	80.0	100.0	100.0	0.0	90.0	95.3
Heavy Vehicles	0	18	0	0	18	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	21
Heavy Vehicles %	0.0	4.9	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	2.9	20.0	0.0	0.0	0.0	10.0	4.7
Cars Enter Leg	0	346	3	0	349	0	0	1	0	1	33	34	0	0	67	4	1	4	0	9	426
Heavy Enter Leg	0	18	0	0	18	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	21
Total Entering Leg	0	364	3	0	367	0	0	1	0	1	33	36	0	0	69	5	1	4	0	10	447
Cars Exiting Leg	38					37					351					0					426
Heavy Exiting Leg	2					0					19					0					21
Total Exiting Leg	40					37					370					0					447

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	3	50	0	0	53	0	0	0	0	0	10	3	1	0	14	0	0	1	0	1	68
7:15 AM	1	61	0	0	62	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	68
7:30 AM	0	81	1	0	82	0	0	0	0	0	6	5	0	0	11	0	0	1	0	1	94
7:45 AM	1	103	1	0	105	0	0	0	0	0	12	8	0	0	20	0	0	0	0	0	125
Total	5	295	2	0	302	0	0	0	0	0	32	18	1	0	51	0	0	2	0	2	355
8:00 AM	0	75	0	0	75	0	0	0	0	0	10	5	0	0	15	3	0	4	0	7	97
8:15 AM	0	73	1	0	74	0	0	0	0	0	9	5	0	0	14	1	0	0	0	1	89
8:30 AM	0	96	0	0	96	0	0	1	0	1	9	11	0	0	20	0	1	0	0	1	118
8:45 AM	0	102	2	0	104	0	0	0	0	0	5	13	0	0	18	0	0	0	0	0	122
Total	0	346	3	0	349	0	0	1	0	1	33	34	0	0	67	4	1	4	0	9	426
Grand Total	5	641	5	0	651	0	0	1	0	1	65	52	1	0	118	4	1	6	0	11	781
Approach %	0.8	98.5	0.8	0.0		0.0	0.0	100.0	0.0		55.1	44.1	0.8	0.0		36.4	9.1	54.5	0.0		
Total %	0.6	82.1	0.6	0.0	83.4	0.0	0.0	0.1	0.0	0.1	8.3	6.7	0.1	0.0	15.1	0.5	0.1	0.8	0.0	1.4	
Exiting Leg Total	58					71					646					6					781

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	1	103	1	0	105	0	0	0	0	0	12	8	0	0	20	0	0	0	0	0	125
8:00 AM	0	75	0	0	75	0	0	0	0	0	10	5	0	0	15	3	0	4	0	7	97
8:15 AM	0	73	1	0	74	0	0	0	0	0	9	5	0	0	14	1	0	0	0	1	89
8:30 AM	0	96	0	0	96	0	0	1	0	1	9	11	0	0	20	0	1	0	0	1	118
Total Volume	1	347	2	0	350	0	0	1	0	1	40	29	0	0	69	4	1	4	0	9	429
% Approach Total	0.3	99.1	0.6	0.0		0.0	0.0	100.0	0.0		58.0	42.0	0.0	0.0		44.4	11.1	44.4	0.0		
PHF	0.250	0.842	0.500	0.000	0.833	0.000	0.000	0.250	0.000	0.250	0.833	0.659	0.000	0.000	0.863	0.333	0.250	0.250	0.000	0.321	0.858
Entering Leg	1	347	2	0	350	0	0	1	0	1	40	29	0	0	69	4	1	4	0	9	429
Exiting Leg	33					43					352					1					429
Total	383					44					421					10					858

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



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

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
8:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	18	0	0	18	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	21
Grand Total	0	25	0	0	25	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	29
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	86.2	0.0	0.0	86.2	0.0	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0	10.3	3.4	0.0	0.0	0.0	3.4	
Exiting Leg Total	3					0					26					0					29
Buses	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Buses	0.0	24.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7
Exiting Leg Total	0					0					6					0					6
Single-Unit Trucks	0	12	0	0	12	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	16
% Single-Unit	0.0	48.0	0.0	0.0	48.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	55.2
Exiting Leg Total	3					0					13					0					16
Articulated Trucks	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
% Articulated	0.0	28.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1
Exiting Leg Total	0					0					7					0					7

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total Volume	0	18	0	0	18	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	21
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.750
Buses	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Buses %	0.0	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0
Single-Unit Trucks	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	11
Single-Unit %	0.0	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	52.4
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Articulated %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6
Buses	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Single-Unit Trucks	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	11
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Entering Leg	0	18	0	0	18	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	21
Buses	0					0					4					0					4
Single-Unit Trucks	2					0					9					0					11
Articulated Trucks	0					0					6					0					6
Total Exiting Leg	2					0					19					0					21

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					6					0					6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg	0					0					5					0					5
Total	5					0					5					0					10

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	11
Grand Total	0	12	0	0	12	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	16
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.0	18.8	6.3	0.0	0.0	0.0	6.3	
Exiting Leg Total	3					0					13					0					16

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.688
Entering Leg	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	11
Exiting Leg	2					0					9					0					11
Total	10					0					11					1					22

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					7					0					7

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Exiting Leg	0					0					6					0					6
Total	6					0					6					0					12

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Florence Street								Atrium Mall Access								Florence Street								Site Drive South								Total						
	from North								from East								from South								from West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Approach %	0.0	100.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	100.0	0.0									
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	50.0	0.0	50.0							
Exiting Leg Total	0								0								1								1								2						

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street								Atrium Mall Access								Florence Street								Site Drive South								Total						
	from North								from East								from South								from West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0									
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000			0.000	0.000	0.000	0.000	0.000	0.000			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0								0								1								0								1						
Total	1								0								1								0								2						

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Florence Street								Atrium Mall Access								Florence Street								Site Drive South								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3				
Total	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	2	5	7					
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3			
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Total	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	7			
Grand Total	0	0	0	0	0	2	2	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	6	3	9	14			
Approach %	0	0	0	0	0	100		0	0	0	0	33.3	66.7		0	0	0	0	0	0	0		0	0	0	0	66.7	33.3					
Total %	0	0	0	0	0	14.3	14.3	0	0	0	0	7.14	14.3	21.4	0	0	0	0	0	0	0		0	0	0	0	42.9	21.4	64.3				
Exiting Leg Total	2							3							0							9							14				

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street								Atrium Mall Access								Florence Street								Site Drive South								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3			
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
Total Volume	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	9			
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3					
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.750			
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	9			
Exiting Leg	1							2							0							6							9				
Total	2							4							0							12							18				

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	102	0	0	102	0	0	0	0	0	7	15	0	1	23	3	0	1	0	4	129
4:15 PM	0	103	0	0	103	0	0	0	0	0	1	10	0	0	11	2	0	3	0	5	119
4:30 PM	0	107	0	0	107	0	0	0	0	0	6	11	0	0	17	2	0	1	0	3	127
4:45 PM	0	108	1	0	109	0	0	0	0	0	4	4	0	0	8	1	0	1	0	2	119
Total	0	420	1	0	421	0	0	0	0	0	18	40	0	1	59	8	0	6	0	14	494
5:00 PM	0	104	1	0	105	0	0	1	0	1	9	11	0	0	20	1	0	1	0	2	128
5:15 PM	0	100	1	0	101	0	0	0	0	0	6	8	0	0	14	0	0	2	0	2	117
5:30 PM	0	131	1	0	132	0	0	0	0	0	14	12	0	0	26	0	0	0	0	0	158
5:45 PM	0	100	0	0	100	0	0	0	0	0	6	6	0	0	12	0	0	0	0	0	112
Total	0	435	3	0	438	0	0	1	0	1	35	37	0	0	72	1	0	3	0	4	515
Grand Total	0	855	4	0	859	0	0	1	0	1	53	77	0	1	131	9	0	9	0	18	1009
Approach %	0.0	99.5	0.5	0.0		0.0	0.0	100.0	0.0		40.5	58.8	0.0	0.8		50.0	0.0	50.0	0.0		
Total %	0.0	84.7	0.4	0.0	85.1	0.0	0.0	0.1	0.0	0.1	5.3	7.6	0.0	0.1	13.0	0.9	0.0	0.9	0.0	1.8	
Exiting Leg Total	86					57					866					0					1009
Cars	0	850	4	0	854	0	0	1	0	1	53	74	0	1	128	9	0	8	0	17	1000
% Cars	0.0	99.4	100.0	0.0	99.4	0.0	0.0	100.0	0.0	100.0	100.0	96.1	0.0	100.0	97.7	100.0	0.0	88.9	0.0	94.4	99.1
Exiting Leg Total	82					57					861					0					1000
Heavy Vehicles	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
% Heavy Vehicles	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	2.3	0.0	0.0	11.1	0.0	5.6	0.9
Exiting Leg Total	4					0					5					0					9

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

4:45 PM	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	108	1	0	109	0	0	0	0	0	4	4	0	0	8	1	0	1	0	2	119
5:00 PM	0	104	1	0	105	0	0	1	0	1	9	11	0	0	20	1	0	1	0	2	128
5:15 PM	0	100	1	0	101	0	0	0	0	0	6	8	0	0	14	0	0	2	0	2	117
5:30 PM	0	131	1	0	132	0	0	0	0	0	14	12	0	0	26	0	0	0	0	0	158
Total Volume	0	443	4	0	447	0	0	1	0	1	33	35	0	0	68	2	0	4	0	6	522
% Approach Total	0.0	99.1	0.9	0.0		0.0	0.0	100.0	0.0		48.5	51.5	0.0	0.0		33.3	0.0	66.7	0.0		
PHF	0.000	0.845	1.000	0.000	0.847	0.000	0.000	0.250	0.000	0.250	0.589	0.729	0.000	0.000	0.654	0.500	0.000	0.500	0.000	0.750	0.826
Cars	0	441	4	0	445	0	0	1	0	1	33	35	0	0	68	2	0	4	0	6	520
Cars %	0.0	99.5	100.0	0.0	99.6	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	99.6
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Heavy Vehicles %	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Cars Enter Leg	0	441	4	0	445	0	0	1	0	1	33	35	0	0	68	2	0	4	0	6	520
Heavy Enter Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	443	4	0	447	0	0	1	0	1	33	35	0	0	68	2	0	4	0	6	522
Cars Exiting Leg	39					37					444					0					520
Heavy Exiting Leg	0					0					2					0					2
Total Exiting Leg	39					37					446					0					522

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	102	0	0	102	0	0	0	0	0	7	13	0	1	21	3	0	1	0	4	127	
4:15 PM	0	102	0	0	102	0	0	0	0	0	1	10	0	0	11	2	0	2	0	4	117	
4:30 PM	0	106	0	0	106	0	0	0	0	0	6	10	0	0	16	2	0	1	0	3	125	
4:45 PM	0	107	1	0	108	0	0	0	0	0	4	4	0	0	8	1	0	1	0	2	118	
Total	0	417	1	0	418	0	0	0	0	0	18	37	0	1	56	8	0	5	0	13	487	
5:00 PM	0	103	1	0	104	0	0	1	0	1	9	11	0	0	20	1	0	1	0	2	127	
5:15 PM	0	100	1	0	101	0	0	0	0	0	6	8	0	0	14	0	0	2	0	2	117	
5:30 PM	0	131	1	0	132	0	0	0	0	0	14	12	0	0	26	0	0	0	0	0	158	
5:45 PM	0	99	0	0	99	0	0	0	0	0	6	6	0	0	12	0	0	0	0	0	111	
Total	0	433	3	0	436	0	0	1	0	1	35	37	0	0	72	1	0	3	0	4	513	
Grand Total	0	850	4	0	854	0	0	1	0	1	53	74	0	1	128	9	0	8	0	17	1000	
Approach %	0.0	99.5	0.5	0.0		0.0	0.0	100.0	0.0		41.4	57.8	0.0	0.8		52.9	0.0	47.1	0.0			
Total %	0.0	85.0	0.4	0.0	85.4	0.0	0.0	0.1	0.0	0.1	5.3	7.4	0.0	0.1	12.8	0.9	0.0	0.8	0.0	1.7		
Exiting Leg Total						82					57					861					0	1000

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

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:45 PM	0	107	1	0	108	0	0	0	0	0	4	4	0	0	8	1	0	1	0	2	118	
5:00 PM	0	103	1	0	104	0	0	1	0	1	9	11	0	0	20	1	0	1	0	2	127	
5:15 PM	0	100	1	0	101	0	0	0	0	0	6	8	0	0	14	0	0	2	0	2	117	
5:30 PM	0	131	1	0	132	0	0	0	0	0	14	12	0	0	26	0	0	0	0	0	158	
Total Volume	0	441	4	0	445	0	0	1	0	1	33	35	0	0	68	2	0	4	0	6	520	
% Approach Total	0.0	99.1	0.9	0.0		0.0	0.0	100.0	0.0		48.5	51.5	0.0	0.0		33.3	0.0	66.7	0.0			
PHF	0.000	0.842	1.000	0.000	0.843	0.000	0.000	0.250	0.000	0.250	0.589	0.729	0.000	0.000	0.654	0.500	0.000	0.500	0.000	0.750	0.823	
Entering Leg	0	441	4	0	445	0	0	1	0	1	33	35	0	0	68	2	0	4	0	6	520	
Exiting Leg						39					37					444					0	520
Total						484					38					512					6	1040

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
Approach %	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total %	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	11.1	0.0	11.1	
Exiting Leg Total	4					0					5					0					9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
% Single-Unit	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0
Exiting Leg Total	4					0					5					0					9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.250	0.000	0.250	0.875
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
Single-Unit %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
Buses	0					0					0					0					0
Single-Unit Trucks	4					0					3					0					7
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	4					0					3					0					7

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	11.1	0.0	11.1	
Exiting Leg Total	4					0					5					0					9

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

4:00 PM	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.250	0.000	0.250	0.875
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
Exiting Leg	4					0					3					0					7
Total	7					0					6					1					14

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	Florence Street					Atrium Mall Access					Florence Street					Site Drive South					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Florence Street								Atrium Mall Access								Florence Street								Site Drive South								
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
5:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4		
Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	6		
Grand Total	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	7		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	60.0	40.0						
Total %	0.0	28.6	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	28.6	71.4					
Exiting Leg Total	0								0								2								5								7

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

	Florence Street								Atrium Mall Access								Florence Street								Site Drive South								
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
5:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4		
Total Volume	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	6		
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0						
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.333	0.375				
Entering Leg	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	6			
Exiting Leg	0								0								2								4								6
Total	2								0								2								8								12

PDI File #: **218005 D**
 Location: **N: Florence Street S: Florence Street**
 Location: **E: Atrium Mall Access W: Site Drive South**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Florence Street								Atrium Mall Access								Florence Street								Site Drive South								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3	3	
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	7	7	
Grand Total	0	0	0	0	0	1	1	0	0	0	0	1	1	2		0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	9	9	
Approach %	0	0	0	0	0	100		0	0	0	0	50	50		0	0	0	0	0	0	0	0	0	0	0	0	50	50					
Total %	0	0	0	0	0	11.1	11.1	0	0	0	0	11.1	11.1	22.2	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	66.7				
Exiting Leg Total	1							2							0							6							9				

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

	Florence Street								Atrium Mall Access								Florence Street								Site Drive South								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3	3	
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	7	7	
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.500	0.583			
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	7	7	
Exiting Leg	1							0							0							6							7				
Total	2							0							0							12							14				

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	62	0	62	14	0	0	14	0	2	0	2	78
7:15 AM	0	56	1	57	6	0	0	6	0	1	0	1	64
7:30 AM	1	83	0	84	12	0	0	12	4	1	0	5	101
7:45 AM	4	89	0	93	10	1	0	11	1	3	0	4	108
Total	5	290	1	296	42	1	0	43	5	7	0	12	351
8:00 AM	1	85	0	86	17	2	0	19	2	3	0	5	110
8:15 AM	1	74	1	76	12	4	0	16	1	4	0	5	97
8:30 AM	1	93	0	94	16	0	0	16	0	2	0	2	112
8:45 AM	5	103	1	109	18	3	0	21	1	3	0	4	134
Total	8	355	2	365	63	9	0	72	4	12	0	16	453
Grand Total	13	645	3	661	105	10	0	115	9	19	0	28	804
Approach %	2.0	97.6	0.5		91.3	8.7	0.0		32.1	67.9	0.0		
Total %	1.6	80.2	0.4	82.2	13.1	1.2	0.0	14.3	1.1	2.4	0.0	3.5	
Exiting Leg Total				127				654				23	804
Cars	11	622	3	636	103	10	0	113	8	19	0	27	776
% Cars	84.6	96.4	100.0	96.2	98.1	100.0	0.0	98.3	88.9	100.0	0.0	96.4	96.5
Exiting Leg Total				125				630				21	776
Heavy Vehicles	2	23	0	25	2	0	0	2	1	0	0	1	28
% Heavy Vehicles	15.4	3.6	0.0	3.8	1.9	0.0	0.0	1.7	11.1	0.0	0.0	3.6	3.5
Exiting Leg Total				2				24				2	28

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	1	85	0	86	17	2	0	19	2	3	0	5	110
8:15 AM	1	74	1	76	12	4	0	16	1	4	0	5	97
8:30 AM	1	93	0	94	16	0	0	16	0	2	0	2	112
8:45 AM	5	103	1	109	18	3	0	21	1	3	0	4	134
Total Volume	8	355	2	365	63	9	0	72	4	12	0	16	453
% Approach Total	2.2	97.3	0.5		87.5	12.5	0.0		25.0	75.0	0.0		
PHF	0.400	0.862	0.500	0.837	0.875	0.563	0.000	0.857	0.500	0.750	0.000	0.800	0.845
Cars	6	340	2	348	62	9	0	71	3	12	0	15	434
Cars %	75.0	95.8	100.0	95.3	98.4	100.0	0.0	98.6	75.0	100.0	0.0	93.8	95.8
Heavy Vehicles	2	15	0	17	1	0	0	1	1	0	0	1	19
Heavy Vehicles %	25.0	4.2	0.0	4.7	1.6	0.0	0.0	1.4	25.0	0.0	0.0	6.3	4.2
Cars Enter Leg	6	340	2	348	62	9	0	71	3	12	0	15	434
Heavy Enter Leg	2	15	0	17	1	0	0	1	1	0	0	1	19
Total Entering Leg	8	355	2	365	63	9	0	72	4	12	0	16	453
Cars Exiting Leg				76				343				15	434
Heavy Exiting Leg				1				16				2	19
Total Exiting Leg				77				359				17	453

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	57	0	57	13	0	0	13	0	2	0	2	72
7:15 AM	0	54	1	55	6	0	0	6	0	1	0	1	62
7:30 AM	1	83	0	84	12	0	0	12	4	1	0	5	101
7:45 AM	4	88	0	92	10	1	0	11	1	3	0	4	107
Total	5	282	1	288	41	1	0	42	5	7	0	12	342
8:00 AM	1	83	0	84	16	2	0	18	2	3	0	5	107
8:15 AM	1	69	1	71	12	4	0	16	1	4	0	5	92
8:30 AM	0	89	0	89	16	0	0	16	0	2	0	2	107
8:45 AM	4	99	1	104	18	3	0	21	0	3	0	3	128
Total	6	340	2	348	62	9	0	71	3	12	0	15	434
Grand Total	11	622	3	636	103	10	0	113	8	19	0	27	776
Approach %	1.7	97.8	0.5		91.2	8.8	0.0		29.6	70.4	0.0		
Total %	1.4	80.2	0.4	82.0	13.3	1.3	0.0	14.6	1.0	2.4	0.0	3.5	
Exiting Leg Total				125				630				21	776

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	1	83	0	84	16	2	0	18	2	3	0	5	107
8:15 AM	1	69	1	71	12	4	0	16	1	4	0	5	92
8:30 AM	0	89	0	89	16	0	0	16	0	2	0	2	107
8:45 AM	4	99	1	104	18	3	0	21	0	3	0	3	128
Total Volume	6	340	2	348	62	9	0	71	3	12	0	15	434
% Approach Total	1.7	97.7	0.6		87.3	12.7	0.0		20.0	80.0	0.0		
PHF	0.375	0.859	0.500	0.837	0.861	0.563	0.000	0.845	0.375	0.750	0.000	0.750	0.848
Entering Leg	6	340	2	348	62	9	0	71	3	12	0	15	434
Exiting Leg				76				343				15	434
Total				424				414				30	868

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	5	0	5	1	0	0	1	0	0	0	0	6
7:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	8	0	8	1	0	0	1	0	0	0	0	9
8:00 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
8:15 AM	0	5	0	5	0	0	0	0	0	0	0	0	5
8:30 AM	1	4	0	5	0	0	0	0	0	0	0	0	5
8:45 AM	1	4	0	5	0	0	0	0	1	0	0	1	6
Total	2	15	0	17	1	0	0	1	1	0	0	1	19
Grand Total	2	23	0	25	2	0	0	2	1	0	0	1	28
Approach %	8.0	92.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	7.1	82.1	0.0	89.3	7.1	0.0	0.0	7.1	3.6	0.0	0.0	3.6	
Exiting Leg Total				2				24				2	28
Buses	0	6	0	6	0	0	0	0	0	0	0	0	6
% Buses	0.0	26.1	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4
Exiting Leg Total				0				6				0	6
Single-Unit Trucks	2	12	0	14	2	0	0	2	1	0	0	1	17
% Single-Unit	100.0	52.2	0.0	56.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	60.7
Exiting Leg Total				2				13				2	17
Articulated Trucks	0	5	0	5	0	0	0	0	0	0	0	0	5
% Articulated	0.0	21.7	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.9
Exiting Leg Total				0				5				0	5

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
8:15 AM	0	5	0	5	0	0	0	0	0	0	0	0	5
8:30 AM	1	4	0	5	0	0	0	0	0	0	0	0	5
8:45 AM	1	4	0	5	0	0	0	0	1	0	0	1	6
Total Volume	2	15	0	17	1	0	0	1	1	0	0	1	19
% Approach Total	11.8	88.2	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.500	0.750	0.000	0.850	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.792
Buses	0	4	0	4	0	0	0	0	0	0	0	0	4
Buses %	0.0	26.7	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1
Single-Unit Trucks	2	7	0	9	1	0	0	1	1	0	0	1	11
Single-Unit %	100.0	46.7	0.0	52.9	100.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	57.9
Articulated Trucks	0	4	0	4	0	0	0	0	0	0	0	0	4
Articulated %	0.0	26.7	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1
Buses	0	4	0	4	0	0	0	0	0	0	0	0	4
Single-Unit Trucks	2	7	0	9	1	0	0	1	1	0	0	1	11
Articulated Trucks	0	4	0	4	0	0	0	0	0	0	0	0	4
Total Entering Leg	2	15	0	17	1	0	0	1	1	0	0	1	19
Buses				0				4				0	4
Single-Unit Trucks				1				8				2	11
Articulated Trucks				0				4				0	4
Total Exiting Leg				1				16				2	19

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	0	0	0	0	4
Grand Total	0	6	0	6	0	0	0	0	0	0	0	0	6
Approach %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				6					6

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	5	0	5	0	0	0	0	0	0	0	0	5
Exiting Leg				0				5					5
Total				5				5					10

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	0	4	0	4	1	0	0	1	0	0	0	0	5
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	5	1	0	0	1	0	0	0	0	6
8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	3
8:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
8:45 AM	1	3	0	4	0	0	0	0	1	0	0	1	5
Total	2	7	0	9	1	0	0	1	1	0	0	1	11
Grand Total	2	12	0	14	2	0	0	2	1	0	0	1	17
Approach %	14.3	85.7	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	11.8	70.6	0.0	82.4	11.8	0.0	0.0	11.8	5.9	0.0	0.0	5.9	
Exiting Leg Total				2				13				2	17

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	3
8:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
8:45 AM	1	3	0	4	0	0	0	0	1	0	0	1	5
Total Volume	2	7	0	9	1	0	0	1	1	0	0	1	11
% Approach Total	22.2	77.8	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.500	0.583	0.000	0.563	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.550
Entering Leg	2	7	0	9	1	0	0	1	1	0	0	1	11
Exiting Leg				1				8				2	11
Total				10				9				3	22

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Florence Street				Florence Street				Tanglewood Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	0	0	0	0	4
Grand Total	0	5	0	5	0	0	0	0	0	0	0	0	0	5
Approach %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total %	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				5					0	5

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Florence Street				Florence Street				Tanglewood Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	
PHF	0.000	1.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000
Entering Leg	0	4	0	4	0	0	0	0	0	0	0	0	0	4
Exiting Leg				0				4					0	4
Total				4				4					0	8

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Florence Street						Florence Street						Tanglewood Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		
Total %	0.0	66.7	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total	0						2						1						3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Florence Street						Florence Street						Tanglewood Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0						2						0						2
Total	2						2						0						4

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Florence Street						Florence Street						Tanglewood Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	2	5	6
8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	9	4	13	14
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	11	7	18	19
Grand Total	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	14	9	23	25
Approach %	0	0	0	50	50		0	0	0	0	0		0	0	0	60.87	39.13		
Total %	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	56	36	92	
Exiting Leg Total	2						0						23						25

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Florence Street						Florence Street						Tanglewood Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	9	4	13	14
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	12	7	19	20
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	63.2	36.8		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.438	0.365	0.357
Entering Leg	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	12	7	19	20
Exiting Leg	1						0						19						20
Total	2						0						38						40

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	3	105	0	108	12	0	0	12	1	4	0	5	125
4:15 PM	3	105	0	108	14	1	0	15	2	0	0	2	125
4:30 PM	1	96	0	97	13	1	1	15	2	1	0	3	115
4:45 PM	4	114	0	118	6	3	0	9	2	0	0	2	129
Total	11	420	0	431	45	5	1	51	7	5	0	12	494
5:00 PM	3	99	0	102	13	1	0	14	2	4	0	6	122
5:15 PM	0	108	0	108	15	2	0	17	2	1	0	3	128
5:30 PM	4	115	0	119	24	3	0	27	1	1	0	2	148
5:45 PM	1	103	0	104	11	0	1	12	1	1	0	2	118
Total	8	425	0	433	63	6	1	70	6	7	0	13	516
Grand Total	19	845	0	864	108	11	2	121	13	12	0	25	1010
Approach %	2.2	97.8	0.0		89.3	9.1	1.7		52.0	48.0	0.0		
Total %	1.9	83.7	0.0	85.5	10.7	1.1	0.2	12.0	1.3	1.2	0.0	2.5	
Exiting Leg Total				120				860				30	1010
Cars	18	839	0	857	106	10	1	117	13	11	0	24	998
% Cars	94.7	99.3	0.0	99.2	98.1	90.9	50.0	96.7	100.0	91.7	0.0	96.0	98.8
Exiting Leg Total				117				853				28	998
Heavy Vehicles	1	6	0	7	2	1	1	4	0	1	0	1	12
% Heavy Vehicles	5.3	0.7	0.0	0.8	1.9	9.1	50.0	3.3	0.0	8.3	0.0	4.0	1.2
Exiting Leg Total				3				7				2	12

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

4:45 PM	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:45 PM	4	114	0	118	6	3	0	9	2	0	0	2	129
5:00 PM	3	99	0	102	13	1	0	14	2	4	0	6	122
5:15 PM	0	108	0	108	15	2	0	17	2	1	0	3	128
5:30 PM	4	115	0	119	24	3	0	27	1	1	0	2	148
Total Volume	11	436	0	447	58	9	0	67	7	6	0	13	527
% Approach Total	2.5	97.5	0.0		86.6	13.4	0.0		53.8	46.2	0.0		
PHF	0.688	0.948	0.000	0.939	0.604	0.750	0.000	0.620	0.875	0.375	0.000	0.542	0.890
Cars	11	434	0	445	57	9	0	66	7	6	0	13	524
Cars %	100.0	99.5	0.0	99.6	98.3	100.0	0.0	98.5	100.0	100.0	0.0	100.0	99.4
Heavy Vehicles	0	2	0	2	1	0	0	1	0	0	0	0	3
Heavy Vehicles %	0.0	0.5	0.0	0.4	1.7	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.6
Cars Enter Leg	11	434	0	445	57	9	0	66	7	6	0	13	524
Heavy Enter Leg	0	2	0	2	1	0	0	1	0	0	0	0	3
Total Entering Leg	11	436	0	447	58	9	0	67	7	6	0	13	527
Cars Exiting Leg				63				441				20	524
Heavy Exiting Leg				1				2				0	3
Total Exiting Leg				64				443				20	527

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	2	104	0	106	11	0	0	11	1	3	0	4	121
4:15 PM	3	104	0	107	14	1	0	15	2	0	0	2	124
4:30 PM	1	95	0	96	13	0	0	13	2	1	0	3	112
4:45 PM	4	113	0	117	5	3	0	8	2	0	0	2	127
Total	10	416	0	426	43	4	0	47	7	4	0	11	484
5:00 PM	3	98	0	101	13	1	0	14	2	4	0	6	121
5:15 PM	0	108	0	108	15	2	0	17	2	1	0	3	128
5:30 PM	4	115	0	119	24	3	0	27	1	1	0	2	148
5:45 PM	1	102	0	103	11	0	1	12	1	1	0	2	117
Total	8	423	0	431	63	6	1	70	6	7	0	13	514
Grand Total	18	839	0	857	106	10	1	117	13	11	0	24	998
Approach %	2.1	97.9	0.0		90.6	8.5	0.9		54.2	45.8	0.0		
Total %	1.8	84.1	0.0	85.9	10.6	1.0	0.1	11.7	1.3	1.1	0.0	2.4	
Exiting Leg Total				117				853				28	998

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

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:45 PM	4	113	0	117	5	3	0	8	2	0	0	2	127
5:00 PM	3	98	0	101	13	1	0	14	2	4	0	6	121
5:15 PM	0	108	0	108	15	2	0	17	2	1	0	3	128
5:30 PM	4	115	0	119	24	3	0	27	1	1	0	2	148
Total Volume	11	434	0	445	57	9	0	66	7	6	0	13	524
% Approach Total	2.5	97.5	0.0		86.4	13.6	0.0		53.8	46.2	0.0		
PHF	0.688	0.943	0.000	0.935	0.594	0.750	0.000	0.611	0.875	0.375	0.000	0.542	0.885
Entering Leg	11	434	0	445	57	9	0	66	7	6	0	13	524
Exiting Leg				63				441				20	524
Total				508				507				33	1048

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	Florence Street				Florence Street				Tanglewood Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	1	1	0	2	1	0	0	1	0	1	0	1	4	
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
4:30 PM	0	1	0	1	0	1	1	2	0	0	0	0	3	
4:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	2	
Total	1	4	0	5	2	1	1	4	0	1	0	1	10	
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
Total	0	2	0	2	0	0	0	0	0	0	0	0	2	
Grand Total	1	6	0	7	2	1	1	4	0	1	0	1	12	
Approach %	14.3	85.7	0.0		50.0	25.0	25.0		0.0	100.0	0.0			
Total %	8.3	50.0	0.0	58.3	16.7	8.3	8.3	33.3	0.0	8.3	0.0	8.3		
Exiting Leg Total				3				7					2	12
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0					0	
Single-Unit Trucks	1	6	0	7	2	1	1	4	0	1	0	1	12	
% Single-Unit	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	
Exiting Leg Total				3				7					2	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0					0	

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

4:00 PM	Florence Street				Florence Street				Tanglewood Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	1	1	0	2	1	0	0	1	0	1	0	1	4	
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
4:30 PM	0	1	0	1	0	1	1	2	0	0	0	0	3	
4:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	2	
Total Volume	1	4	0	5	2	1	1	4	0	1	0	1	10	
% Approach Total	20.0	80.0	0.0		50.0	25.0	25.0		0.0	100.0	0.0			
PHF	0.250	1.000	0.000	0.625	0.500	0.250	0.250	0.500	0.000	0.250	0.000	0.250	0.625	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Single-Unit Trucks	1	4	0	5	2	1	1	4	0	1	0	1	10	
Single-Unit %	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks	1	4	0	5	2	1	1	4	0	1	0	1	10	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Entering Leg	1	4	0	5	2	1	1	4	0	1	0	1	10	
Buses				0				0					0	
Single-Unit Trucks				3				5					2	10
Articulated Trucks				0				0					0	
Total Exiting Leg				3				5					2	10

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total				0				0					0

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

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0					0
Total				0				0					0

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	1	0	2	1	0	0	1	0	1	0	1	4
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	1	0	1	1	2	0	0	0	0	3
4:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	1	4	0	5	2	1	1	4	0	1	0	1	10
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	1	6	0	7	2	1	1	4	0	1	0	1	12
Approach %	14.3	85.7	0.0		50.0	25.0	25.0		0.0	100.0	0.0		
Total %	8.3	50.0	0.0	58.3	16.7	8.3	8.3	33.3	0.0	8.3	0.0	8.3	
Exiting Leg Total				3				7				2	12

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

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	1	0	2	1	0	0	1	0	1	0	1	4
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	1	0	1	1	2	0	0	0	0	3
4:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	1	4	0	5	2	1	1	4	0	1	0	1	10
% Approach Total	20.0	80.0	0.0		50.0	25.0	25.0		0.0	100.0	0.0		
PHF	0.250	1.000	0.000	0.625	0.500	0.250	0.250	0.500	0.000	0.250	0.000	0.250	0.625
Entering Leg	1	4	0	5	2	1	1	4	0	1	0	1	10
Exiting Leg				3				5				2	10
Total				8				9				3	20

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				0				0

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

	Florence Street				Florence Street				Tanglewood Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0				0				0				0
Total	0				0				0				0

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**



PRECISION
 D A T A
 INDUSTRIES, LLC

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

Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**

Class:

Bicycles (on Roadway and Crosswalks)

	Florence Street						Florence Street						Tanglewood Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Total	0	2	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	4
Grand Total	0	2	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	5
Approach %	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3						2						0						5

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

5:00 PM	Florence Street						Florence Street						Tanglewood Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Total Volume	0	2	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	2	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	4
Exiting Leg	2						2						0						4
Total	4						4						0						8

PDI File #: **218005 E**
 Location: **N: Florence Street S: Florence Street**
 Location: **W: Tanglewood Road**
 City, State: **Newton, MA**
 Client: **VHB/ T. Benson**
 Site Code: **73153.00**
 Count Date: **Wednesday, June 9, 2021**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Florence Street						Florence Street						Tanglewood Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	8
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	100	
Exiting Leg Total	0						0						8						8

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

5:00 PM	Florence Street						Florence Street						Tanglewood Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	4
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	80.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.333	0.313	0.313
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	5
Exiting Leg	0						0						5						5
Total	0						0						10						10

Seasonal Adjustment Factors

Massachusetts Highway Department
Statewide Traffic Data Collection
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
R4-R7	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
U1-Boston	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
U1-Essex	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
U1-Southeast	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
U1-West	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
U1-Worcester	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
U2	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
U3	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
U4-U7	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
Rec - East	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113, 1114,1116,2196,2197 and 2198.

Crash Data

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton COUNT DATE : June 2021

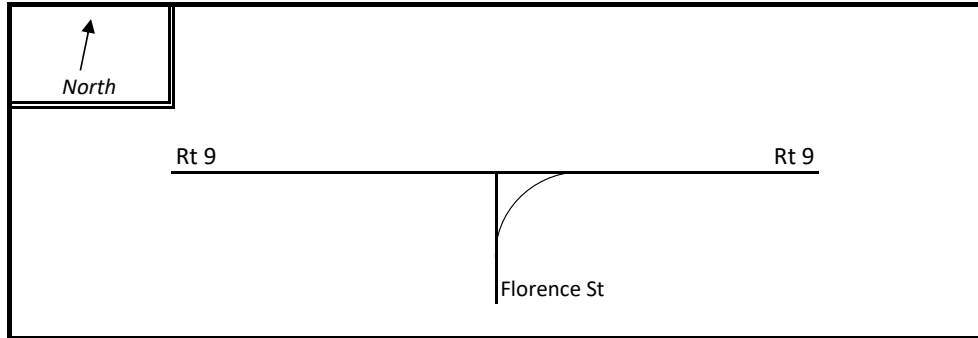
DISTRICT : 6 UNSIGNALIZED : 0.52 SIGNALIZED : 0.71

~ INTERSECTION DATA ~

MAJOR STREET : Route 9 (Boylston St)

MINOR STREET(S) : Florence St

INTERSECTION
 DIAGRAM
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	2,660	2,325	45			5,030

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

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

CRASH RATE CALCULATION :

0.11

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

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton COUNTY DATE : June 2021

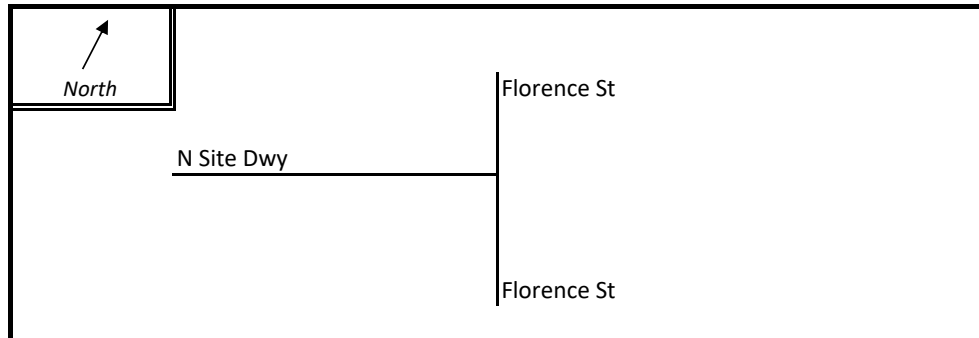
DISTRICT : 6 UNSIGNALIZED : 0.52 SIGNALIZED : 0.71

~ INTERSECTION DATA ~

MAJOR STREET : Florence Street

MINOR STREET(S) : North Site Driveway

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :			45	540		585

" 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 : MassDOT Accident Data (2014-2018)
 Project Title & Date: 73153.00 Sunrise Newton (3/7/2022)



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton COUNT DATE : June 2021

DISTRICT : 6 UNSIGNALIZED : 0.52 SIGNALIZED : 0.71

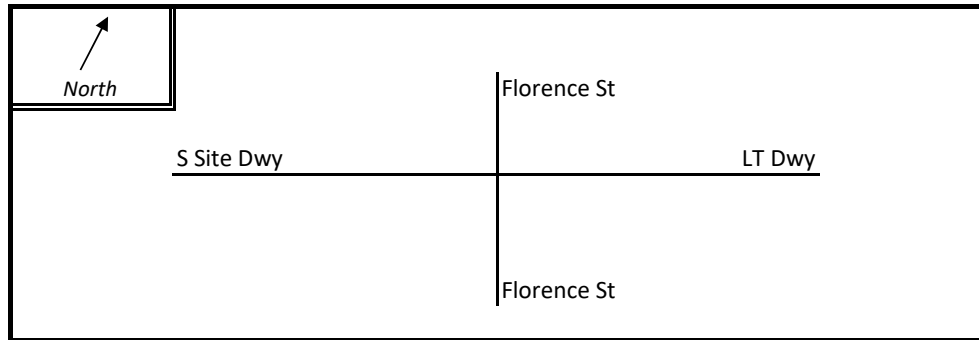
~ INTERSECTION DATA ~

MAJOR STREET : Florence Street

MINOR STREET(S) : South Site Driveway

Life Time Driveway

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	7		80	540		627

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

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

CRASH RATE CALCULATION :

0.00

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

Comments : MassDOT Accident Data (2014-2018)
 Project Title & Date : 73153.00 Sunrise Newton (3/7/2022)

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton COUNT DATE : June 2021

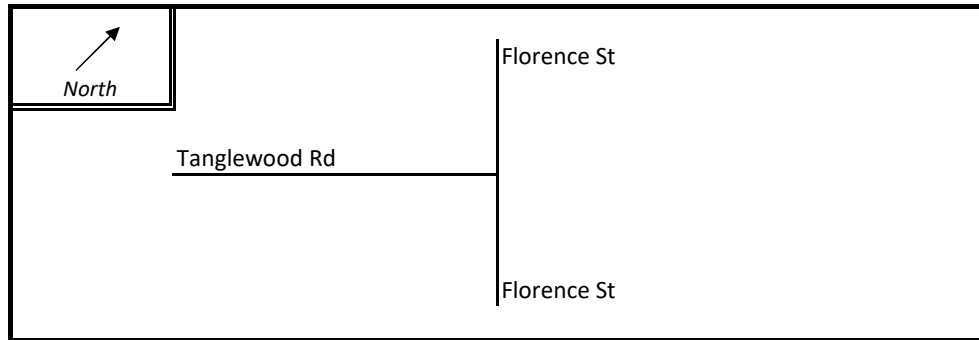
DISTRICT : 6 UNSIGNALIZED : 0.52 SIGNALIZED : 0.71

~ INTERSECTION DATA ~

MAJOR STREET : Florence Street

MINOR STREET(S) : Tanglewood Road

INTERSECTION
 DIAGRAM
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	15		85	535		635

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

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

CRASH RATE CALCULATION :

0.00

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

Florence Street at North Site Driveway

Case Number	Case Name	Case Date	Case Severity	Case Time	File Injury Severity Report	Number of Vehicles	Vehicle Agency Type	Age of Driver - Weight Range	Age of Driver - Other Account	Event Classification (Encyclopedia of Events)	Event Conditions	Number of Collisions	Accident District	Accident Type (All Events)	Accident Number	Event Surface Condition	Event Visibility	Event Road Type	Vehicle Action Prior to Collision (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Direction (All Vehicles)	Other Conditions	Case Report ID	Eventual Event (All Events)	Case Number	Case Date	Event Location
61555	Vehicle	11/15/2016	Property Damage only (Minor)	1:25 PM	No Injury	1	Police	21-24	21-24	21-24 (17-19) - Other Account	None	1	61555	Property Damage	615550000000000000	None	None	None	1) Traveling straight ahead	1) Passenger car / 2) Passenger car	1) N / 2) S	None	615550000000000000	1) Collision with cross vehicle in traffic / 2) Collision with motor vehicle in traffic	61555	11/15/2016	615550000000000000

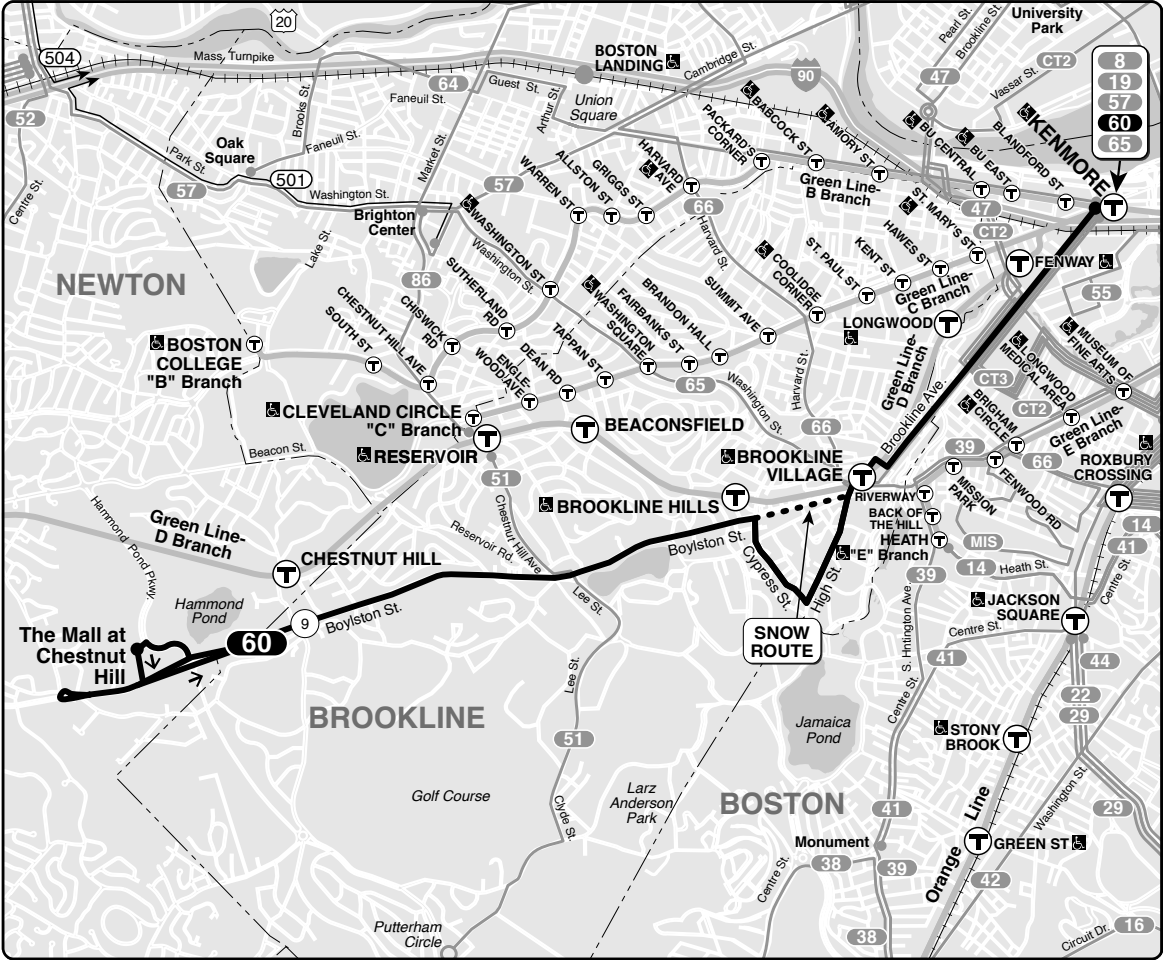
Data Level: Case
 Query Type: General
 Query: If you conducted an Advanced Query your SQL statement will be listed here

Public Transportation

Effective **March 13, 2022**

60

Chestnut Hill – Kenmore Sta



Connections

- GREEN LINE
- B
- C
- D
- FRAMINGHAM/WORCESTER LINE

- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.
- Children 11 & under ride free with a paying customer.
- ♿ All MBTA buses are accessible to people with disabilities.

	CharlieCard	Cash on board	Reduced fare
Bus	\$1.70	\$1.70	\$0.85
Bus + Subway	\$2.40	\$4.10	\$1.10

Complete fare/pass rules and free/reduced fare eligibility:
mbta.com/fares or call **617-222-3200**



Information **617-222-3200**
 Lost and Found **617-222-1450**
 TTY **617-222-5146**

Realtime arrival information, maps, and more

mbta.com

Weekday 60


Inbound				Outbound			
Chestnut Hill Mall	Boylston St & Tully St	Brookline Village	Kenmore Station	Kenmore Station	Brookline Village	Chestnut Hill Mall	Boylston St & Tully St
-	5:12	5:21	5:31	-	4:55	5:03	5:07
-	5:55	6:05	6:16	5:25	5:32	5:44	5:52
-	6:25	6:35	6:47	5:45	5:52	6:04	6:12
-	6:45	6:56	7:10	6:05	6:12	6:26	6:34
-	7:10	7:21	7:35	6:30	6:38	6:53	7:01
-	7:35	7:47	8:02	6:55	7:03	7:18	7:26
-	8:00	8:12	8:27	7:20	7:28	7:46	7:55
-	8:25	8:37	8:52	7:45	7:53	8:11	8:20
-	9:00	9:12	9:27	8:15	8:24	8:42	8:51
-	9:35	9:47	9:59	8:55	9:04	9:22	9:30
-	10:45	10:57	11:09	10:05	10:13	10:31	10:39
-	12:00	12:12	12:24	11:15	11:23	11:41	11:49
1:10	1:14	1:24	1:42	12:30	12:38	12:59	-
1:35	1:39	1:49	2:07	1:00	1:08	1:29	-
2:05	2:09	2:19	2:37	1:30	1:38	1:59	-
2:35	2:39	2:49	3:07	1:55	2:03	2:27	-
3:05	3:09	3:19	3:37	2:20	2:29	2:53	-
3:35	3:39	3:49	4:07	2:50	2:59	3:23	-
4:05	4:09	4:19	4:37	3:20	3:29	3:53	-
4:35	4:39	4:49	5:07	3:50	3:59	4:23	-
5:05	5:09	5:19	5:37	4:20	4:29	4:53	-
5:35	5:39	5:50	6:08	4:50	4:59	5:23	-
6:05	6:10	6:21	6:37	5:15	5:24	5:48	-
6:30	6:35	6:45	7:01	5:45	5:54	6:18	-
6:55	7:00	7:10	7:24	6:15	6:24	6:48	-
7:20	7:25	7:35	7:49	6:45	6:53	7:15	-
7:45	7:49	7:58	8:12	7:15	7:23	7:42	-
8:15	8:19	8:28	8:42	7:45	7:52	8:10	-
8:45	8:49	8:57	9:09	8:15	8:22	8:40	-
9:15	9:19	9:27	9:39	8:45	8:52	9:10	-
10:15	10:19	10:27	10:39	9:45	9:51	10:08	-
11:15	11:19	11:27	11:39	10:45	10:51	11:08	-
12:06	12:09	12:18	-	11:40	11:46	12:03	-

Saturday 60

Inbound				Outbound			
Chestnut Hill Mall	Boylston St & Tully St	Brookline Village	Kenmore Station	Kenmore Station	Brookline Village	Chestnut Hill Mall	
5:05	5:08	5:15	5:23	-	4:55	5:02	
6:00	6:03	6:12	6:20	5:30	5:38	5:52	
7:00	7:04	7:13	7:24	6:30	6:38	6:52	
7:30	7:34	7:43	7:54	7:00	7:08	7:22	
8:00	8:04	8:13	8:24	7:30	7:38	7:52	
8:30	8:34	8:43	8:54	8:00	8:08	8:24	
9:00	9:04	9:15	9:27	8:30	8:38	8:54	
9:35	9:39	9:50	10:02	9:00	9:08	9:24	
10:10	10:14	10:25	10:38	9:35	9:43	9:59	
10:45	10:49	11:00	11:13	10:10	10:18	10:37	
11:20	11:24	11:35	11:48	10:45	10:53	11:12	
11:55	11:59	12:10	12:23	11:20	11:28	11:47	
12:30	12:34	12:45	12:58	11:55	12:03	12:22	
1:05	1:09	1:20	1:33	12:30	12:38	12:57	
1:45	1:49	2:00	2:13	1:05	1:13	1:32	
2:25	2:29	2:40	2:53	1:45	1:53	2:12	
3:05	3:09	3:20	3:33	2:25	2:33	2:52	
3:45	3:49	4:00	4:13	3:05	3:13	3:34	
4:25	4:29	4:40	4:58	3:45	3:53	4:14	
5:05	5:10	5:21	5:39	4:25	4:33	4:54	
5:40	5:45	5:56	6:14	5:05	5:13	5:34	
6:20	6:25	6:36	6:54	5:45	5:53	6:14	
6:55	7:00	7:11	7:29	6:20	6:28	6:49	
7:30	7:35	7:46	8:03	7:00	7:08	7:27	
8:05	8:09	8:19	8:34	7:35	7:43	8:02	
8:40	8:44	8:54	9:09	8:10	8:17	8:34	
9:10	9:14	9:24	9:39	8:40	8:47	9:04	
10:10	10:14	10:24	10:39	9:40	9:47	10:04	
11:10	11:14	11:24	11:39	10:40	10:47	11:04	
12:00	12:04	12:14	12:29	11:30	11:36	11:52	
12:50	12:53	1:01	-	12:25	12:31	12:47	

Sunday 60

Inbound				Outbound			
Chestnut Hill Mall	Boylston St & Tully St	Brookline Village	Kenmore Station	Kenmore Station	Brookline Village	Chestnut Hill Mall	
6:30	6:33	6:42	6:52	6:00	6:06	6:23	
7:30	7:33	7:42	7:52	7:00	7:06	7:23	
8:30	8:33	8:44	8:54	8:00	8:06	8:23	
9:30	9:33	9:44	9:54	9:00	9:06	9:23	
10:30	10:33	10:44	10:54	10:00	10:06	10:23	
11:30	11:33	11:44	11:54	11:00	11:06	11:23	
12:35	12:39	12:52	1:04	12:00	12:08	12:28	
1:45	1:49	2:02	2:14	1:10	1:18	1:38	
2:55	2:59	3:12	3:24	2:20	2:28	2:48	
4:05	4:09	4:22	4:34	3:30	3:38	3:58	
5:15	5:19	5:32	5:42	4:40	4:48	5:08	
6:25	6:29	6:42	6:52	5:50	5:58	6:18	
7:30	7:34	7:45	7:55	7:00	7:08	7:27	
8:30	8:34	8:45	8:55	8:00	8:07	8:25	
9:30	9:34	9:45	9:55	9:00	9:07	9:25	

 Snow Route

When active, buses continue on Boylston St, skipping Cypress and High Streets.

mbta.com/alerts/bus

PM times are **bold**

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

2022 Holidays

SUN Memorial Day	SUN Christmas Day
SUN Independence Day	SUN Christmas Day Observed
SUN Labor Day	SAT New Year's Eve
SUN Thanksgiving Day	SUN New Year's Day

SILVER LINE

Weekday

SL	Route	First	Every...	Last
SL1	Logan Airport South Station	5:51 AM 5:32 AM	10-15 min	1:18 AM* 1:00 AM^
SL2	Design Center South Station	5:52 AM 5:34 AM	5-18 min	12:21 AM 12:40 AM
SL3	Chelsea South Station	4:55 AM 4:20 AM	6-15 min	12:57 AM* 12:35 AM^
SL4	Nubian South Station	5:17 AM 5:40 AM	9-20 min	12:34 AM 12:37 AM
SL5	Nubian Downtown Xing	5:15 AM 5:32 AM	6-20 min	12:44 AM 1:07 AM^

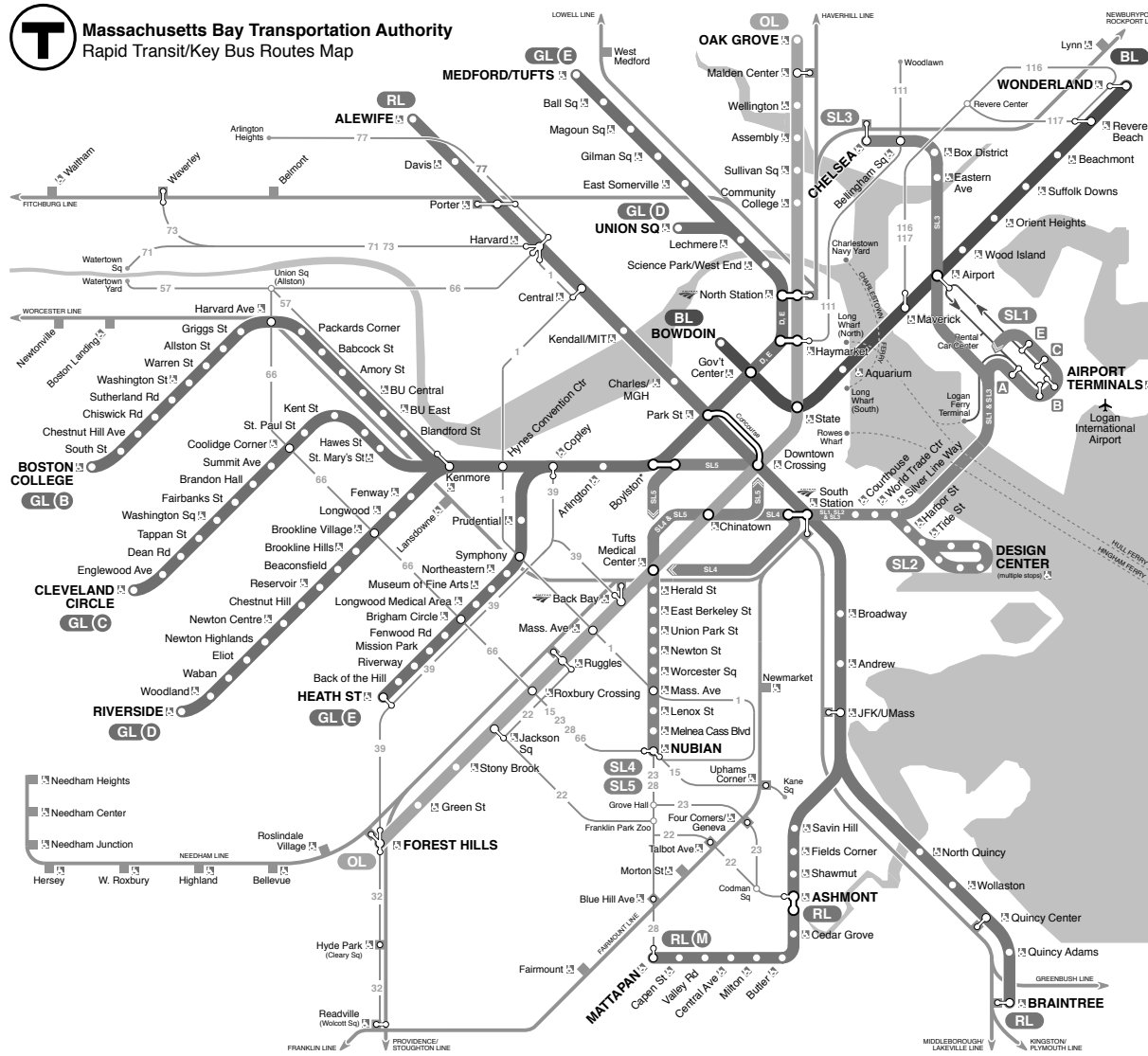
Saturday

SL	Route	First	Every...	Last
SL1	Logan Airport South Station	5:48 AM 5:45 AM	10-12 min	1:15 AM* 12:59 AM^
SL2	Design Center South Station	6:06 AM 5:47 AM	14-16 min	12:33 AM 12:45 AM
SL3	Chelsea South Station	5:30 AM 4:56 AM	8-16 min	1:22 AM* 12:27 AM^
SL4	Nubian South Station	5:23 AM 5:40 AM	13-20 min	12:20 AM 12:40 AM^
SL5	Nubian Downtown Xing	5:19 AM 5:34 AM	6-11 min	12:43 AM 1:00 AM^

Sunday

SL	Route	First	Every...	Last
SL1	Logan Airport South Station	5:50 AM 6:12 AM	8-17 min	1:12 AM* 1:00 AM^
SL2	Design Center South Station	6:51 AM 6:35 AM	15-26 min	12:51 AM 12:39 AM
SL3	Chelsea South Station	6:26 AM 5:53 AM	12-17 min	1:25 AM* 12:55 AM^
SL4	Nubian South Station	6:02 AM 6:20 AM	15-20 min	12:20 AM 12:40 AM
SL5	Nubian Downtown Xing	6:00 AM 6:16 AM	6-11 min	12:25 AM 12:47 AM^

T Massachusetts Bay Transportation Authority Rapid Transit/Key Bus Routes Map



Effective March 13, 2022

RED LINE

ORANGE LINE

GREEN LINE

BLUE LINE

SILVER LINE

mbta.com
@mbta
617-222-3200
617-222-5146 (TTY)

T Massachusetts Bay
Transportation Authority

RED LINE **M**

Weekday

peak RL trains every **9-10 min**, M trains every **6 min**
off peak RL trains every **12-13 min** M, trains every **13 min**

	First	Last
Alewife	5:23 AM	12:25 AM
Braintree	5:08 AM	12:16 AM

Alewife	5:16 AM	12:30 AM^
Ashmont	5:16 AM	12:30 AM^

M

Ashmont	5:17 AM	1:05 AM^
Mattapan	5:05 AM	12:53 AM

Saturday

RL trains every **13-14 min**, M trains every **13 min**

	First	Last
Alewife	5:24 AM	12:20 AM
Braintree	5:09 AM	12:17 AM

Alewife	5:16 AM	12:27 AM^
Ashmont	5:16 AM	12:30 AM^

M

Ashmont	5:15 AM	1:05 AM^
Mattapan	5:05 AM	12:54 AM

Sunday

RL trains every **13-14 min**, M trains every **13 min**

	First	Last
Alewife	6:08 AM	12:20 AM
Braintree	5:56 AM	12:17 AM

Alewife	6:00 AM	12:27 AM^
Ashmont	6:00 AM	12:30 AM^

M

Ashmont	6:03 AM	1:05 AM^
Mattapan	5:51 AM	12:55 AM

ORANGE LINE

Weekday

peak trains every **6-7 min**
off peak trains every **7-10 min**

	First	Last
Oak Grove	5:16 AM	12:30 AM^
Forest Hills	5:16 AM	12:28 AM^

Saturday

trains every **8-15 min**

	First	Last
Oak Grove	5:16 AM	12:30 AM^
Forest Hills	5:16 AM	12:28 AM^

Sunday

trains every **11-15 min**

	First	Last
Oak Grove	6:00 AM	12:30 AM^
Forest Hills	6:00 AM	12:28 AM^

BLUE LINE

Weekday

peak trains every **5 min**
off peak trains every **9-10 min**

	First	Last
Wonderland	5:13 AM	12:28 AM
Bowdoin	5:30 AM	1:00 AM^

Saturday

trains every **9-14 min**

	First	Last
Wonderland	5:25 AM	12:30 AM
Bowdoin	5:30 AM	1:00 AM^

Sunday

trains every **9-15 min**

	First	Last
Wonderland	5:58 AM	12:30 AM
Bowdoin	6:23 AM	1:00 AM^

GREEN LINE **B** **C** **D** **E**

Weekday

peak trains every **6-8 min**
off peak trains every **7-12 min**

	First	Last
B Boston College	5:01 AM	12:17 AM
Gov't Center	5:45 AM	12:57 AM^

C Cleveland Circ	5:00 AM	12:21 AM
Gov't Center	5:33 AM	12:52 AM^

D Riverside	4:45 AM	12:06 AM
Gov't Center	5:39 AM	12:53 AM^

E Union Square***	4:50 AM	12:36 AM
Heath Street	5:41 AM	12:47 AM**

Saturday

trains every **8-12 min**

	First	Last
B Boston College	4:45 AM	12:16 AM
Gov't Center	5:26 AM	12:52 AM

C Cleveland Circ	4:50 AM	12:22 AM
Gov't Center	5:21 AM	12:52 AM

D Riverside	4:51 AM	12:00 AM
Gov't Center	5:41 AM	12:50 AM

E Union Square***	4:50 AM	12:36 AM
Heath Street	5:41 AM	12:47 AM**

Sunday

trains every **8-13 min**

	First	Last
B Boston College	5:20 AM	12:17 AM
Gov't Center	6:00 AM	12:54 AM^

C Cleveland Circ	5:30 AM	12:25 AM
Gov't Center	6:02 AM	12:53 AM^

D Riverside	5:25 AM	12:00 AM
Gov't Center	6:14 AM	12:48 AM^

E Union Square***	5:28 AM	12:35 AM
Heath Street	6:16 AM	12:49 AM**

Service Notes

Weekday peak service: 7-9 AM and 4-6:30 PM

^ - waits at some downtown stations for connecting service. Departure times approximate

GREEN LINE

First **D** leaves North Sta at 5 AM on weekdays

*** - **E** service to Union Square to begin Spring 2022.

** - Last northbound **E** trains with guaranteed connections:

Weekday	Saturday	Sunday
12:23 AM	12:25 AM	12:26 AM

SILVER LINE

* **SL1** serves only World Trade Center and South Station after exiting Ted Williams Tunnel.

Holidays

SUN Memorial Day	SUN Christmas Day
SUN Independence Day	SUN Christmas Day Observed
SUN Labor Day	SAT New Year's Eve
SUN Thanksgiving Day	SUN New Year's Day

Fare	Local Bus	Bus + Bus	Subway	Bus + Subway
CharlieCard	\$1.70	\$1.70	\$2.40	\$2.40
CharlieTicket	\$1.70	\$1.70	\$2.40	\$4.10*
Cash-on-Board	\$1.70	\$3.40	\$2.40	\$4.10
Student/Youth**	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP***	\$0.85	\$0.85	\$1.10	\$1.10

FREE FARES: Children 11 and under ride free when accompanied by a paying customer; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.

* Transfers Subway to Silver Line SL4 or SL5 pay \$2.40
** Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards available to students through participating middle and high schools. Youth CharlieCards available through community partners across Greater Boston.

*** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Trip Generation

ITE TRIP GENERATION WORKSHEET
 (11th Edition, Updated 2021)

LANDUSE: Assisted Living
LANDUSE CODE: 254
SETTING/LOCATION: General Urban/Suburban
JOB NAME:
JOB NUMBER:

Independent Variable --- Beds

Occupied Beds (#): 120

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	2	--	2.60	1.86	4.14	135	87	183	50%	50%
AM PEAK (ADJACENT ST)	14	--	0.18	0.08	0.29	106	44	183	60%	40%
PM PEAK (ADJACENT ST)	14	--	0.24	0.11	0.34	106	44	183	39%	61%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	312	156	156	--	--	--
AM PEAK (ADJACENT ST)	22	13	9	--	--	--
PM PEAK (ADJACENT ST)	29	11	18	--	--	--

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	1	--	2.93	2.93	2.93	87	87	87	50%	50%
PEAK OF GENERATOR	6	--	0.27	0.17	0.44	111	83	154	46%	54%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	352	176	176	--	--	--
PEAK OF GENERATOR	32	15	17	--	--	--

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	1	--	3.15	3.15	3.15	87	87	87	50%	50%
PEAK OF GENERATOR	7	--	0.29	0.13	0.36	102	50	154	43%	57%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	378	189	189	--	--	--
PEAK OF GENERATOR	35	15	20	--	--	--

ITE TRIP GENERATION WORKSHEET
 (11th Edition, Updated 2021)

LANDUSE: Nursery Garden Center
LANDUSE CODE: 817
SETTING/LOCATION: General Urban/Suburban
JOB NAME:
JOB NUMBER:

Independent Variable --- 1,000 Sq. Feet Gross Floor Area

FLOOR AREA (KSF): 12.400

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	10	--	68.10	18.46	233.75	5	1	13	50%	50%
AM PEAK (ADJACENT ST)	11	--	2.43	0.38	10.00	5	1	13	50%	50%
PM PEAK (ADJACENT ST)	11	--	6.94	0.50	20.75	5	1	13	50%	50%

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	844	422	422	N/A	N/A	N/A
	AM PEAK (ADJACENT ST)	30	15	15	N/A	N/A	N/A
	PM PEAK (ADJACENT ST)	86	43	43	N/A	N/A	N/A

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	11	--	133.31	34.00	351.25	5	1	13	50%	50%
PEAK OF GENERATOR	11	--	20.06	6.23	45.50	5	1	13	50%	50%

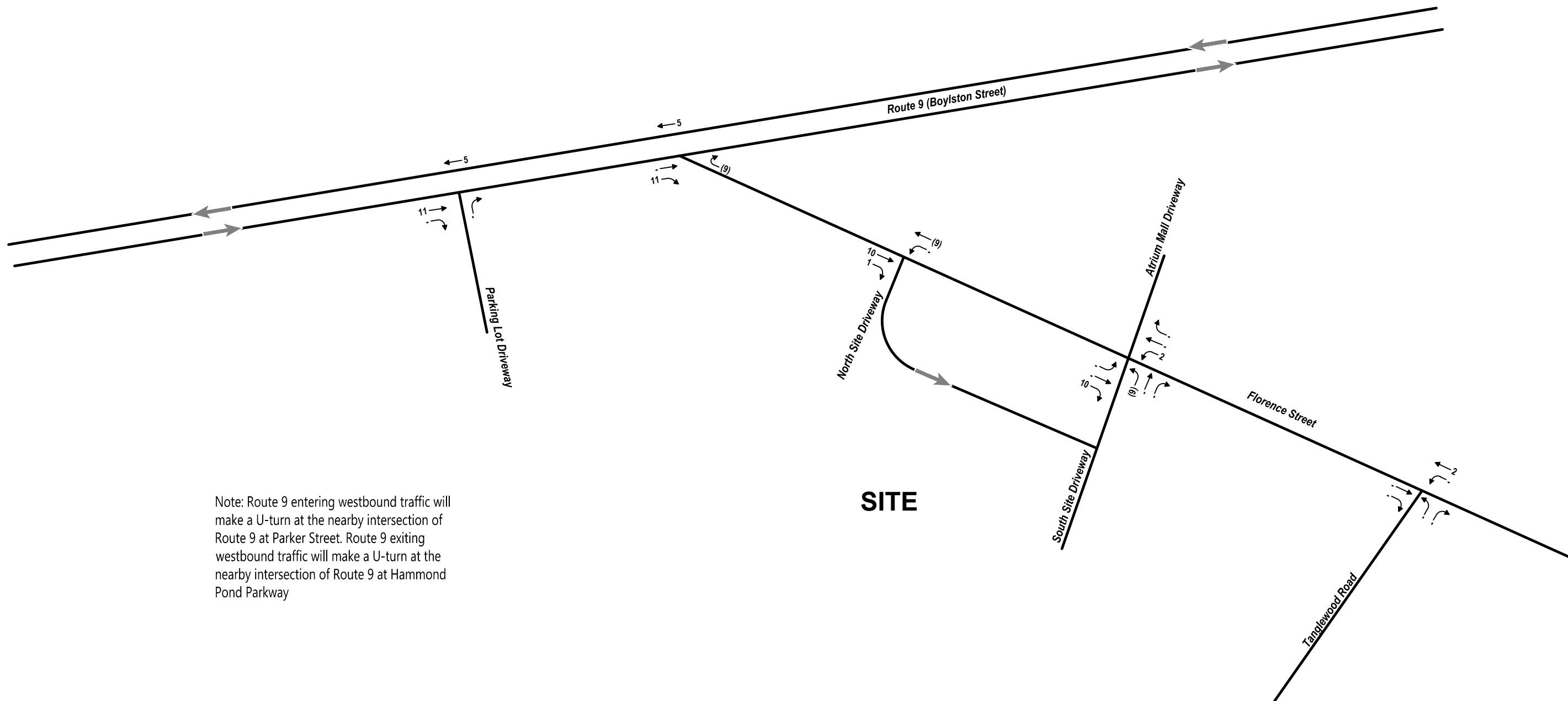
TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	1,653	827	827	N/A	N/A	N/A
	PEAK OF GENERATOR	249	124	124	N/A	N/A	N/A

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	11	--	106.20	2.75	265.25	5	1	13	50%	50%
PEAK OF GENERATOR	11	--	18.76	2.25	44.75	5	1	13	50%	50%

TRIPS:		BY AVERAGE			BY REGRESSION		
		Total	Enter	Exit	Total	Enter	Exit
	DAILY	1,317	658	658	N/A	N/A	N/A
	PEAK OF GENERATOR	233	116	116	N/A	N/A	N/A

neg = Negligible
xx = Entering Trips
(xx) = Exiting Trips



Note: Route 9 entering westbound traffic will make a U-turn at the nearby intersection of Route 9 at Parker Street. Route 9 exiting westbound traffic will make a U-turn at the nearby intersection of Route 9 at Hammond Pond Parkway

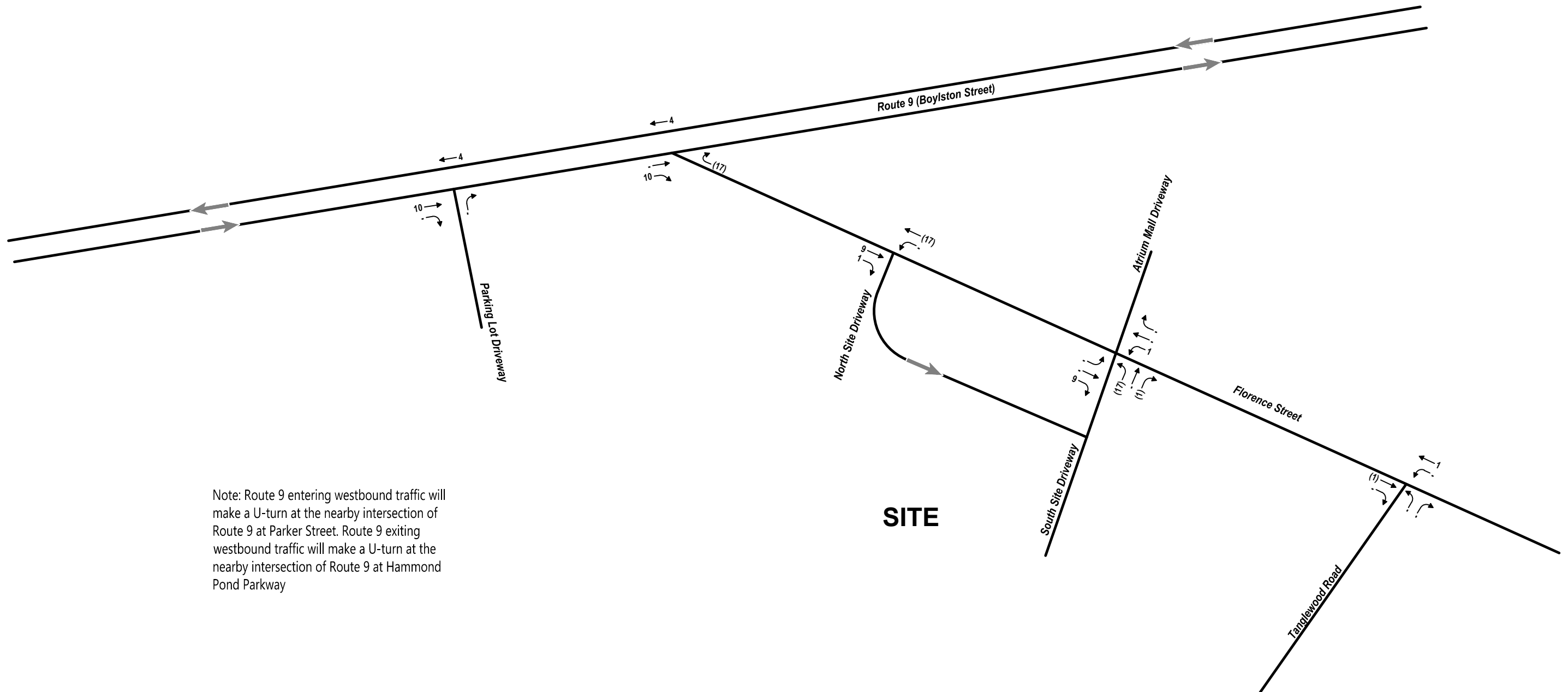


Not to Scale



Site-Generated Traffic Volumes
Weekday Morning Peak Hour Traffic Volumes
Sunrise Assisted Living
Newton, Massachusetts

neg = Negligible
xx = Entering Trips
(xx) = Exiting Trips



Note: Route 9 entering westbound traffic will make a U-turn at the nearby intersection of Route 9 at Parker Street. Route 9 exiting westbound traffic will make a U-turn at the nearby intersection of Route 9 at Hammond Pond Parkway



Not to Scale



Site-Generated Traffic Volumes
Weekday Evening Peak Hour Traffic Volumes
Sunrise Assisted Living
Newton, Massachusetts

Site Plan

Parking Summary Chart

Description	Size		Spaces Provided
	Required	Provided	
SITE STANDARD SPACES	9 x 19	9 x 19	14
SITE STANDARD / VAN ACCESSIBLE SPACES *	12 x 19	18 x 19	1
GARAGE STANDARD SPACES	9 x 19	VARIABLES	29
GARAGE STANDARD / VAN ACCESSIBLE SPACES *	12 x 19	VARIABLES	2
TOTAL SPACES			46

Minimum Parking Requirements:

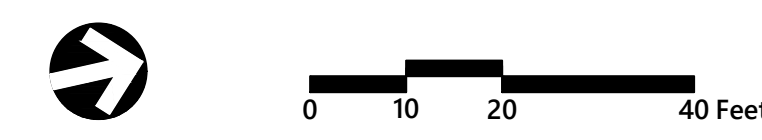
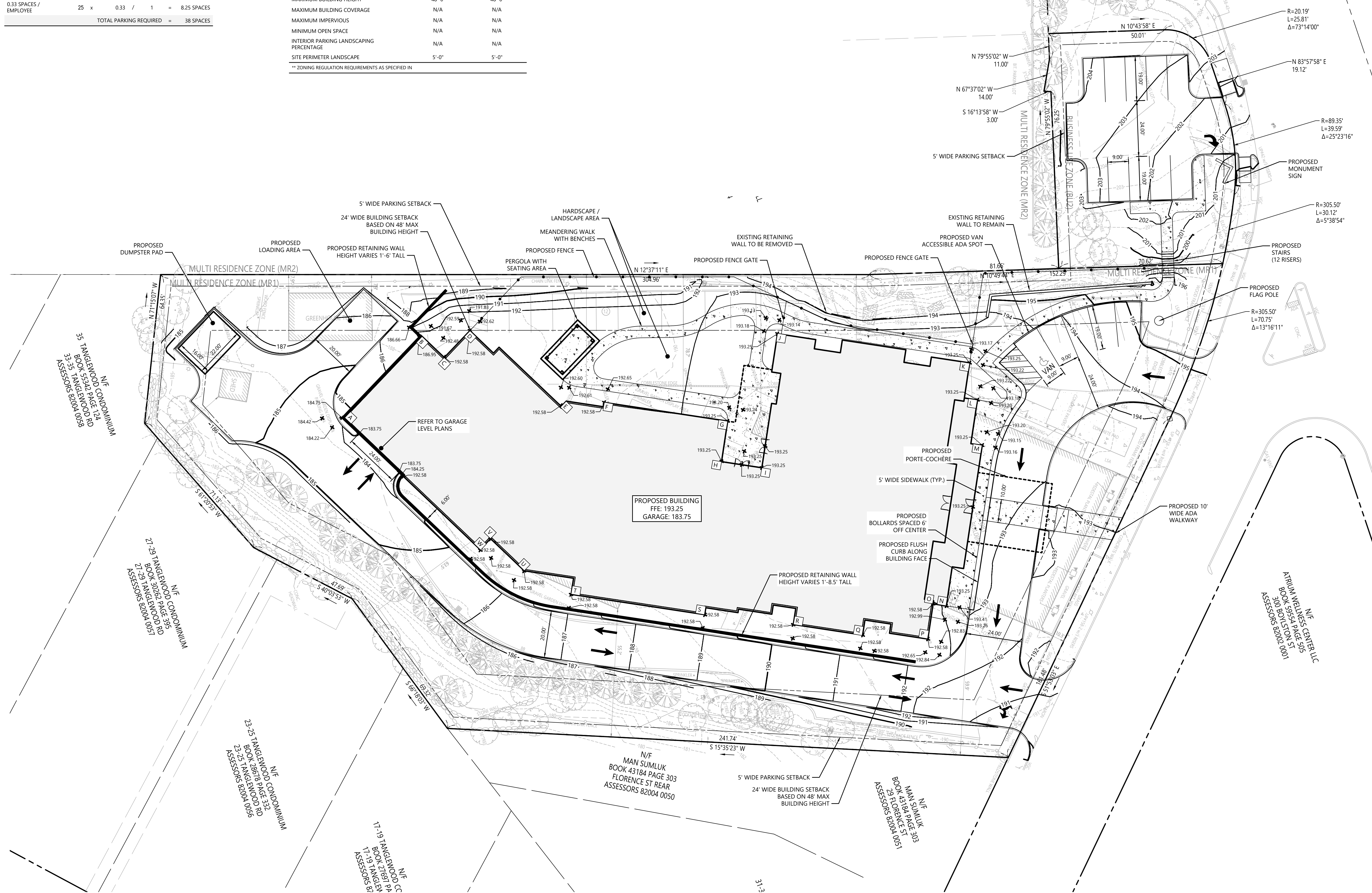
0.25 SPACES PER BED	120	x	0.25	/	1	=	30.00	SPACES
0.33 SPACES / EMPLOYEE	25	x	0.33	/	1	=	8.25	SPACES
TOTAL PARKING REQUIRED							=	38 SPACES

Zoning Summary Chart

Zoning District(S):	MR1 (MULTI RESIDENTIAL) & BU2 (BUSINESS 2) TO BE REZONED TO BU2	
Overlay District(S):	N/A	
Zoning Regulation Requirements	Required*	Provided
MINIMUM LOT AREA	10,000	82,945
FRONTAGE	N/A	N/A
FRONT YARD SETBACK	24'-0"	24'-0"
SIDE YARD SETBACK	24'-0"	24'-0"
REAR YARD SETBACK	24'-0"	24'-0"
MINIMUM LOT WIDTH	N/A	N/A
MAXIMUM FLOOR AREA RATIO	2.00	TBD
MAXIMUM BUILDING HEIGHT	48'-0"	48'-0"
MAXIMUM BUILDING COVERAGE	N/A	N/A
MAXIMUM IMPERVIOUS	N/A	N/A
MINIMUM OPEN SPACE	N/A	N/A
INTERIOR PARKING LANDSCAPING PERCENTAGE	N/A	N/A
SITE PERIMETER LANDSCAPE	5'-0"	5'-0"
** ZONING REGULATION REQUIREMENTS AS SPECIFIED IN		



101 Walnut Street
PO Box 9151
Watertown, MA 02471
617.924.1770



Sunrise of Chestnut Hill
Florence Street
Newton, Massachusetts

No.	Revision	Date	App'd.

Designed by: DDH
Checked by: DDH
Issued for: ZONING REVIEW
Date: 5/27/21

ZONING ASSESSMENT PLAN

Sheet **C-2** of 2
Project Number: 73153.00

Sight Distance

Stopping Sight Distance and Intersection Sight Distance Calculator [v0.97]
Based on 'A Policy on Geometric Design of Highways and Streets', AASHTO, 2004

Section I	Section III																																			
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Street Notes 85th percentile speed not obtained Posted speed limit used																																				
The minor street predominantly serves... Passenger Cars Sight distance location intersection is... Proposed Total number of lanes on Major Street is... 2																																				
Grade Information [enter down slope as a negative number]																																				
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Section II	Section IV																																			
ISD and SSD Observations <i>Instructions on how to observe and measure ISD and SSD are included on subsequent pages.</i> ISD - Intersection sight distance is the distance that is based on the time required for perception, reaction and completion of the desired critical exiting maneuver [typically, a left turn] once the driver on a minor street approach [or a site drive] decides to execute the maneuver. Calculation for the critical ISD includes the time to [1] turn left, and to clear the near half of the intersection without conflicting with the vehicles approaching from the left; and [2] upon turning left, to accelerate to the operating speed on the roadway without causing approaching vehicles on the main road to unduly reduce their speed. In this context, ISD can be considered as a <i>desirable</i> visibility criterion for the safe operation of an unsignalized intersection. SSD - Stopping sight distance is the distance required for a vehicle approaching an intersection from either direction to perceive, react, and come to a complete stop before colliding with the exiting vehicle from a driveway. In this respect, SSD can be considered as the <i>minimum</i> visibility criterion for the safe operation of an unsignalized intersection.	AASHTO Guidance Refer to AASHTO for specific guidance on SSD and ISD if presented with an unusual/atypical case. Adequate ISD is not needed at signalized intersections, assuming traffic signal heads are visible on all approaches. Any object that would obstruct the driver's view should be removed or lowered, if practical. Such objects include buildings, parked cars, highway structures, hedges/vegetation/trees/bushes/unmowed lawn, walls, fences, and terrain. For ISD, an object should be considered an obstruction if it obstructs the vision of a driver whose eye height is 3.5 feet above the roadway surface and the object to be seen is 3.5 feet above the surface of the intersecting road. Where horizontal sight restrictions occur on downgrades, particularly at the ends of long downgrades, it is desirable to provide SSD that exceeds those values indicated above (refer to page 114 of AASHTO).																																			
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Stopping Sight Distance and Intersection Sight Distance Calculator [v0.97]
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Proposed</p> <p>Total number of lanes on Major Street is... 2</p> <p>Grade Information [enter down slope as a negative number]</p> <table style="width:100%; border: none;"> <tr> <td style="width: 30%;">Major Street Approach Grade:</td> <td style="width: 20%;">3.70%</td> <td style="width: 10%;">NB</td> <td style="width: 40%;"></td> </tr> <tr> <td></td> <td>-3.60%</td> <td>SB</td> <td></td> </tr> <tr> <td>Minor Street Approach Grade:</td> <td>0.00%</td> <td>NB</td> <td></td> </tr> <tr> <td></td> <td>0.00%</td> <td>SB</td> <td></td> </tr> </table> <p>Major Street Speed Information</p> <table style="width:100%; border: none;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;"><i>Posted</i></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;"><i>Observed *</i></td> <td style="width: 30%;"></td> </tr> <tr> <td></td> <td style="text-align: center;">30</td> <td style="text-align: center;">NB</td> <td style="text-align: center;">30</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">30</td> <td style="text-align: center;">SB</td> <td style="text-align: center;">30</td> <td></td> </tr> </table> <p style="text-align: right; font-size: small;">* note: off-peak 85th percentile speeds</p>	Project Number: 73153.00	Analyst: VHB	City/Town, State: Newton, MA	Client:	Location: Florence Street Site Driveway South		Major Street name: Florence Street	NB/SB	Street Notes	Minor Street name: Site Driveway South	EB/WB	85th percentile speed not obtained	Minor Street intersects from the: west		Posted speed limit used	Major Street Approach Grade:	3.70%	NB			-3.60%	SB		Minor Street Approach Grade:	0.00%	NB			0.00%	SB			<i>Posted</i>		<i>Observed *</i>			30	NB	30			30	SB	30		<p>ISD and SSD Calculations (rounded up to the next highest 5 feet) [sources: SSD - AASHTO, pp.110-117; ISD - AASHTO, pp. 650 - 664]</p> <p>Cases are described in detail on subsequent pages. In summary...</p> <p>B1: left turn from minor road, from stop control B2: right turn from minor road, from stop control B3: crossing maneuver from minor road, from stop control, assuming left- and right turns are not permitted [otherwise, case B1 or B2 would supercede]</p> <p>Desirable Calculated...</p> <table style="width:100%; border: none;"> <tr> <td style="width: 30%;">... ISD, case B1:</td> <td style="width: 30%; text-align: center;">335</td> <td style="width: 40%; text-align: center;">Condition Met?</td> </tr> <tr> <td>... ISD, case B2:</td> <td style="text-align: center;">290</td> <td style="text-align: center;">No</td> </tr> <tr> <td>... ISD, case B3:</td> <td style="text-align: center;">290</td> <td style="text-align: center;">No</td> </tr> </table> <p style="font-size: x-small; text-align: center;">[note: if number of lanes crossed exceeds 6, or if grades are steep, consult the manual]</p> <p>Minimum Calculated ...</p> <table style="width:100%; border: none;"> <tr> <td style="width: 30%;">... ISD, case B1:</td> <td style="width: 30%; text-align: center;">210</td> <td style="width: 40%; text-align: center;">Condition Met?</td> </tr> <tr> <td>... ISD, case B2:</td> <td style="text-align: center;">210</td> <td style="text-align: center;">Yes</td> </tr> <tr> <td>... ISD, case B3:</td> <td style="text-align: center;">210</td> <td style="text-align: center;">Yes</td> </tr> </table> <p style="font-size: x-small; text-align: center;">[note: minimum ISD is equal to required SSD]</p> <p>Calculated ...</p> <table style="width:100%; border: none;"> <tr> <td style="width: 30%;">... 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<p>ISD and SSD Observations</p> <p><i>Instructions on how to observe and measure ISD and SSD are included on subsequent pages.</i></p> <p>ISD - Intersection sight distance is the distance that is based on the time required for perception, reaction and completion of the desired critical exiting maneuver [typically, a left turn] once the driver on a minor street approach [or a site drive] decides to execute the maneuver. Calculation for the critical ISD includes the time to [1] turn left, and to clear the near half of the intersection without conflicting with the vehicles approaching from the left; and [2] upon turning left, to accelerate to the operating speed on the roadway without causing approaching vehicles on the main road to unduly reduce their speed. In this context, ISD can be considered as a <i>desirable</i> visibility criterion for the safe operation of an unsignalized intersection.</p> <p>SSD - Stopping sight distance is the distance required for a vehicle approaching an intersection from either direction to perceive, react, and come to a complete stop before colliding with the exiting vehicle from a driveway. In this respect, SSD can be considered as the <i>minimum</i> visibility criterion for the safe operation of an unsignalized intersection.</p> <p>Limiting Factors:</p> <table style="width:100%; border: none;"> <tr> <td style="width: 30%;">Observed ISD:</td> <td style="width: 10%; text-align: center;">250</td> <td style="width: 60%;">looking left [north]</td> </tr> <tr> <td>(rounded to nearest 5 feet)</td> <td style="text-align: center;">230</td> <td>looking right [south]</td> </tr> <tr> <td>Observed SSD:</td> <td style="text-align: center;">250</td> <td>traveling NB</td> </tr> <tr> <td>(rounded to nearest 5 feet)</td> <td style="text-align: center;">250</td> <td>traveling SB</td> </tr> </table>	Observed ISD:	250	looking left [north]	(rounded to nearest 5 feet)	230	looking right [south]	Observed SSD:	250	traveling NB	(rounded to nearest 5 feet)	250	traveling SB	<p>AASHTO Guidance</p> <p>Refer to AASHTO for specific guidance on SSD and ISD if presented with an unusual/atypical case.</p> <p>Adequate ISD is not needed at signalized intersections, assuming traffic signal heads are visible on all approaches.</p> <p>Any object that would obstruct the driver's view should be removed or lowered, if practical. Such objects include buildings, parked cars, highway structures, hedges/vegetation/trees/bushes/unmowed lawn, walls, fences, and terrain.</p> <p>For ISD, an object should be considered an obstruction if it obstructs the vision of a driver whose eye height is 3.5 feet above the roadway surface and the object to be seen is 3.5 feet above the surface of the intersecting road.</p> <p>Where horizontal sight restrictions occur on downgrades, particularly at the ends of long downgrades, it is desirable to provide SSD that exceeds those values indicated above (refer to page 114 of AASHTO).</p>																																																														
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Synchro Capacity Analysis

No COVID-19 Adjustment – Existing Conditions Only

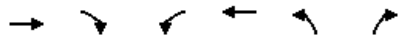
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2215	0	0	2310	0	1
Future Volume (vph)	2215	0	0	2310	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4988	0	0	5036	0	1644
Fit Permitted						
Satd. Flow (perm)	4988	0	0	5036	0	1644
Link Speed (mph)	40			40	30	
Link Distance (ft)	633			100	150	
Travel Time (s)	10.8			1.7	3.4	
Confl. Peds. (#/hr)		4				
Peak Hour Factor	0.93	0.93	0.86	0.86	0.25	0.25
Heavy Vehicles (%)	4%	2%	2%	3%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2382	0	0	2686	0	4
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2215	0	0	2310	0	1
Future Vol, veh/h	2215	0	0	2310	0	1
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	86	86	25	25
Heavy Vehicles, %	4	2	2	3	2	0
Mvmt Flow	2382	0	0	2686	0	4

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1195
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	156
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	155
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	28.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	155	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-
HCM Control Delay (s)	28.8	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	1845	370	0	2310	0	45
Future Volume (vph)	1845	370	0	2310	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4855	0	0	5036	0	1596
Fit Permitted						
Satd. Flow (perm)	4855	0	0	5036	0	1596
Link Speed (mph)	40			40	30	
Link Distance (ft)	100			1213	103	
Travel Time (s)	1.7			20.7	2.3	
Confl. Peds. (#/hr)		7				
Peak Hour Factor	0.93	0.93	0.86	0.86	0.79	0.79
Heavy Vehicles (%)	4%	5%	2%	3%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2382	0	0	2686	0	57
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.0% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1845	370	0	2310	0	45
Future Vol, veh/h	1845	370	0	2310	0	45
Conflicting Peds, #/hr	0	7	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	86	86	79	79
Heavy Vehicles, %	4	5	2	3	2	3
Mvmt Flow	1984	398	0	2686	0	57

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1198
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.93
Pot Cap-1 Maneuver	-	-	0	-	152
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	151
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	42.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	151	-	-	-
HCM Lane V/C Ratio	0.377	-	-	-
HCM Control Delay (s)	42.6	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	1.6	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	0	45	370	0
Future Volume (vph)	0	0	0	45	370	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	1845	1810	0
Fit Permitted						
Satd. Flow (perm)	0	0	0	1845	1810	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	287			111	103	
Travel Time (s)	6.5			2.5	2.3	
Confl. Peds. (#/hr)			2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.79	0.79	0.80	0.80
Heavy Vehicles (%)	2%	2%	2%	3%	5%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	57	463	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.8%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↑			↑	
Traffic Volume (vph)	5	1	5	0	0	0	0	40	35	5	365	0
Future Volume (vph)	5	1	5	0	0	0	0	40	35	5	365	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1600	0	0	0	0	0	1725	0	0	1809	0
Fit Permitted		0.978									0.999	
Satd. Flow (perm)	0	1600	0	0	0	0	0	1725	0	0	1809	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			115			288			111	
Travel Time (s)		6.8			2.6			6.5			2.5	
Confl. Peds. (#/hr)	2								1	1		
Peak Hour Factor	0.36	0.36	0.36	0.92	0.92	0.92	0.86	0.86	0.86	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	20%	0%	2%	2%	2%	6%	0%	0%	5%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	0	0	0	88	0	0	435	0
Sign Control		Stop			Free			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.2% ICU Level of Service A
 Analysis Period (min) 15

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	1	5	0	0	0	0	40	35	5	365	0
Future Vol, veh/h	5	1	5	0	0	0	0	40	35	5	365	0
Conflicting Peds, #/hr	2	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	36	36	36	92	92	92	86	86	86	85	85	85
Heavy Vehicles, %	0	0	20	0	2	2	2	6	0	0	5	2
Mvmt Flow	14	3	14	0	0	0	0	47	41	6	429	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	511	530	429	-	0	0	89	0	0
Stage 1	441	441	-	-	-	-	-	-	-
Stage 2	70	89	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.4	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.48	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	526	457	589	0	-	-	1519	-	0
Stage 1	653	580	-	0	-	-	-	-	0
Stage 2	958	825	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	523	0	589	-	-	-	1519	-	-
Mov Cap-2 Maneuver	523	0	-	-	-	-	-	-	-
Stage 1	653	0	-	-	-	-	-	-	-
Stage 2	953	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	554	1519	-
HCM Lane V/C Ratio	-	-	0.055	0.004	-
HCM Control Delay (s)	-	-	11.9	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	5	10	65	360	10
Future Volume (vph)	10	5	10	65	360	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1630	0	0	1855	1810	0
Fit Permitted	0.967			0.993		
Satd. Flow (perm)	1630	0	0	1855	1810	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	478			530	288	
Travel Time (s)	10.9			12.0	6.5	
Confl. Peds. (#/hr)	1		18			18
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.80	0.80	0.86	0.86	0.84	0.84
Heavy Vehicles (%)	0%	25%	0%	2%	4%	25%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	88	441	0
Sign Control	Stop			Free	Free	

Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	10	5	10	65	360	10
Future Vol, veh/h	10	5	10	65	360	10
Conflicting Peds, #/hr	1	0	18	0	0	18
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	86	86	84	84
Heavy Vehicles, %	0	25	0	2	4	25
Mvmt Flow	13	6	12	76	429	12
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	554	453	459	0	-	0
Stage 1	453	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	497	562	1113	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	475	552	1094	-	-	-
Mov Cap-2 Maneuver	475	-	-	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.5	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1094	-	498	-	-	
HCM Lane V/C Ratio	0.011	-	0.038	-	-	
HCM Control Delay (s)	8.3	0	12.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

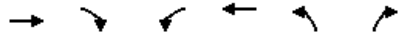
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2235	0	0	1955	0	2
Future Volume (vph)	2235	0	0	1955	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	5136	0	0	5136	0	1644
Fit Permitted						
Satd. Flow (perm)	5136	0	0	5136	0	1644
Link Speed (mph)	40			40	30	
Link Distance (ft)	633			100	110	
Travel Time (s)	10.8			1.7	2.5	
Confl. Peds. (#/hr)		4				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.93	0.93	0.38	0.38
Heavy Vehicles (%)	1%	2%	2%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2353	0	0	2102	0	5
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2235	0	0	1955	0	2
Future Vol, veh/h	2235	0	0	1955	0	2
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	93	93	38	38
Heavy Vehicles, %	1	2	2	1	2	0
Mvmt Flow	2353	0	0	2102	0	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1181
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	159
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	158
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	28.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	158	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-
HCM Control Delay (s)	28.6	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	1780	455	0	1955	0	40
Future Volume (vph)	1780	455	0	1955	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4986	0	0	5136	0	1596
Fit Permitted						
Satd. Flow (perm)	4986	0	0	5136	0	1596
Link Speed (mph)	40			40	30	
Link Distance (ft)	100			1213	95	
Travel Time (s)	1.7			20.7	2.2	
Confl. Peds. (#/hr)		4				
Peak Hour Factor	0.95	0.95	0.93	0.93	0.73	0.73
Heavy Vehicles (%)	1%	0%	2%	1%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2353	0	0	2102	0	55
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.6% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1780	455	0	1955	0	40
Future Vol, veh/h	1780	455	0	1955	0	40
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	93	93	73	73
Heavy Vehicles, %	1	0	2	1	2	3
Mvmt Flow	1874	479	0	2102	0	55

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1181
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.93
Pot Cap-1 Maneuver	-	-	0	-	156
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	155
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	40.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	155	-	-	-
HCM Lane V/C Ratio	0.354	-	-	-
HCM Control Delay (s)	40.4	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	1.5	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	0	40	455	0
Future Volume (vph)	0	0	0	40	455	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	1845	1900	0
Fit Permitted						
Satd. Flow (perm)	0	0	0	1845	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	299			122	95	
Travel Time (s)	6.8			2.8	2.2	
Confl. Peds. (#/hr)			3			3
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.70	0.70	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	3%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	57	500	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.3%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↑			↑	
Traffic Volume (vph)	5	0	2	0	0	0	0	35	35	5	450	0
Future Volume (vph)	5	0	2	0	0	0	0	35	35	5	450	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1760	0	0	0	0	0	1771	0	0	1898	0
Fit Permitted		0.966									0.999	
Satd. Flow (perm)	0	1760	0	0	0	0	0	1771	0	0	1898	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			115			288			122	
Travel Time (s)		6.8			2.6			6.5			2.8	
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.65	0.65	0.65	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	2%	0%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	0	0	0	108	0	0	535	0
Sign Control		Stop			Free			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 37.7% ICU Level of Service A
 Analysis Period (min) 15

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	0	2	0	0	0	0	35	35	5	450	0
Future Vol, veh/h	5	0	2	0	0	0	0	35	35	5	450	0
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	65	65	65	85	85	85
Heavy Vehicles, %	0	2	0	0	2	2	2	0	0	0	0	2
Mvmt Flow	7	0	3	0	0	0	0	54	54	6	529	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	623	649	529	-	0	0	108	0	0
Stage 1	541	541	-	-	-	-	-	-	-
Stage 2	82	108	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.52	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	453	389	554	0	-	-	1495	-	0
Stage 1	588	521	-	0	-	-	-	-	0
Stage 2	946	806	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	450	0	554	-	-	-	1495	-	-
Mov Cap-2 Maneuver	450	0	-	-	-	-	-	-	-
Stage 1	588	0	-	-	-	-	-	-	-
Stage 2	940	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	476	1495	-
HCM Lane V/C Ratio	-	-	0.02	0.004	-
HCM Control Delay (s)	-	-	12.7	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	10	65	440	10
Future Volume (vph)	5	5	10	65	440	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1728	0	0	1855	1894	0
Fit Permitted	0.976			0.993		
Satd. Flow (perm)	1728	0	0	1855	1894	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	478			530	288	
Travel Time (s)	10.9			12.0	6.5	
Confl. Peds. (#/hr)			1			1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.54	0.54	0.62	0.62	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	121	479	0
Sign Control	Stop			Free	Free	

Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	5	5	10	65	440	10
Future Vol, veh/h	5	5	10	65	440	10
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	62	62	94	94
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	9	9	16	105	468	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	612	475	480	0	-	0
Stage 1	475	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	460	594	1093	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	452	593	1092	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1092	-	513	-	-
HCM Lane V/C Ratio	0.015	-	0.036	-	-
HCM Control Delay (s)	8.3	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Synchro Capacity Analysis

COVID-19 Adjustment – All Conditions

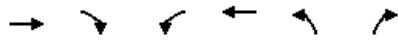
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2635	0	0	2750	0	1
Future Volume (vph)	2635	0	0	2750	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4988	0	0	5036	0	1644
Fit Permitted						
Satd. Flow (perm)	4988	0	0	5036	0	1644
Link Speed (mph)	40			40	30	
Link Distance (ft)	633			100	150	
Travel Time (s)	10.8			1.7	3.4	
Confl. Peds. (#/hr)		4				
Peak Hour Factor	0.93	0.93	0.86	0.86	0.25	0.25
Heavy Vehicles (%)	4%	2%	2%	3%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2833	0	0	3198	0	4
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.9%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2635	0	0	2750	0	1
Future Vol, veh/h	2635	0	0	2750	0	1
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	86	86	25	25
Heavy Vehicles, %	4	2	2	3	2	0
Mvmt Flow	2833	0	0	3198	0	4

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1421
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	110
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	39
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	110	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Control Delay (s)	39	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2195	440	0	2750	0	55
Future Volume (vph)	2195	440	0	2750	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4855	0	0	5036	0	1596
Fit Permitted						
Satd. Flow (perm)	4855	0	0	5036	0	1596
Link Speed (mph)	40			40	30	
Link Distance (ft)	100			1213	103	
Travel Time (s)	1.7			20.7	2.3	
Confl. Peds. (#/hr)		7				
Peak Hour Factor	0.93	0.93	0.86	0.86	0.79	0.79
Heavy Vehicles (%)	4%	5%	2%	3%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2833	0	0	3198	0	70
Sign Control	Free			Free	Stop	

Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.4%		ICU Level of Service B			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2195	440	0	2750	0	55
Future Vol, veh/h	2195	440	0	2750	0	55
Conflicting Peds, #/hr	0	7	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	86	86	79	79
Heavy Vehicles, %	4	5	2	3	2	3
Mvmt Flow	2360	473	0	3198	0	70

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1424
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.93
Pot Cap-1 Maneuver	-	-	0	-	106
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	105
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	89.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	105	-	-	-
HCM Lane V/C Ratio	0.663	-	-	-
HCM Control Delay (s)	89.9	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	3.4	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	0	55	440	0
Future Volume (vph)	0	0	0	55	440	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	1845	1810	0
Fit Permitted						
Satd. Flow (perm)	0	0	0	1845	1810	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	287			111	103	
Travel Time (s)	6.5			2.5	2.3	
Confl. Peds. (#/hr)			2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.79	0.79	0.80	0.80
Heavy Vehicles (%)	2%	2%	2%	3%	5%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	70	550	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.5%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↑			↑	
Traffic Volume (vph)	5	1	5	0	0	0	0	50	40	5	435	0
Future Volume (vph)	5	1	5	0	0	0	0	50	40	5	435	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1600	0	0	0	0	0	1729	0	0	1809	0
Fit Permitted		0.978									0.999	
Satd. Flow (perm)	0	1600	0	0	0	0	0	1729	0	0	1809	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			115			288			111	
Travel Time (s)		6.8			2.6			6.5			2.5	
Confl. Peds. (#/hr)	2								1	1		
Peak Hour Factor	0.36	0.36	0.36	0.92	0.92	0.92	0.86	0.86	0.86	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	20%	0%	2%	2%	2%	6%	0%	0%	5%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	0	0	0	105	0	0	518	0
Sign Control		Stop			Free			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.9%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	1	5	0	0	0	0	50	40	5	435	0
Future Vol, veh/h	5	1	5	0	0	0	0	50	40	5	435	0
Conflicting Peds, #/hr	2	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	36	36	36	92	92	92	86	86	86	85	85	85
Heavy Vehicles, %	0	0	20	0	2	2	2	6	0	0	5	2
Mvmt Flow	14	3	14	0	0	0	0	58	47	6	512	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	608	630	512	-	0	0	106	0	0
Stage 1	524	524	-	-	-	-	-	-	-
Stage 2	84	106	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.4	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.48	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	462	401	528	0	-	-	1498	-	0
Stage 1	598	533	-	0	-	-	-	-	0
Stage 2	944	811	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	459	0	528	-	-	-	1498	-	-
Mov Cap-2 Maneuver	459	0	-	-	-	-	-	-	-
Stage 1	598	0	-	-	-	-	-	-	-
Stage 2	938	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1498	-
HCM Lane V/C Ratio	-	-	0.062	0.004	-
HCM Control Delay (s)	-	-	12.8	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	5	10	75	430	10
Future Volume (vph)	15	5	10	75	430	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1671	0	0	1856	1813	0
Fit Permitted	0.963			0.994		
Satd. Flow (perm)	1671	0	0	1856	1813	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	478			530	288	
Travel Time (s)	10.9			12.0	6.5	
Confl. Peds. (#/hr)	1		18			18
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.80	0.80	0.86	0.86	0.84	0.84
Heavy Vehicles (%)	0%	25%	0%	2%	4%	25%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	99	524	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.3% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	15	5	10	75	430	10
Future Vol, veh/h	15	5	10	75	430	10
Conflicting Peds, #/hr	1	0	18	0	0	18
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	86	86	84	84
Heavy Vehicles, %	0	25	0	2	4	25
Mvmt Flow	19	6	12	87	512	12
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	648	536	542	0	-	0
Stage 1	536	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	438	502	1037	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	418	493	1019	-	-	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.8	1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1019	-	435	-	-	
HCM Lane V/C Ratio	0.011	-	0.057	-	-	
HCM Control Delay (s)	8.6	0	13.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

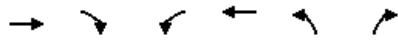
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2660	0	0	2325	0	2
Future Volume (vph)	2660	0	0	2325	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	5136	0	0	5136	0	1644
Fit Permitted						
Satd. Flow (perm)	5136	0	0	5136	0	1644
Link Speed (mph)	40			40	30	
Link Distance (ft)	633			100	110	
Travel Time (s)	10.8			1.7	2.5	
Confl. Peds. (#/hr)		4				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.93	0.93	0.38	0.38
Heavy Vehicles (%)	1%	2%	2%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2800	0	0	2500	0	5
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	61.4%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2660	0	0	2325	0	2
Future Vol, veh/h	2660	0	0	2325	0	2
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	93	93	38	38
Heavy Vehicles, %	1	2	2	1	2	0
Mvmt Flow	2800	0	0	2500	0	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1404
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	0
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	113
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	38.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	113	-	-	-
HCM Lane V/C Ratio	0.047	-	-	-
HCM Control Delay (s)	38.4	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2120	540	0	2325	0	45
Future Volume (vph)	2120	540	0	2325	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4992	0	0	5136	0	1596
Fit Permitted						
Satd. Flow (perm)	4992	0	0	5136	0	1596
Link Speed (mph)	40			40	30	
Link Distance (ft)	100			1213	95	
Travel Time (s)	1.7			20.7	2.2	
Confl. Peds. (#/hr)		4				
Peak Hour Factor	0.95	0.95	0.93	0.93	0.73	0.73
Heavy Vehicles (%)	1%	0%	2%	1%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2800	0	0	2500	0	62
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.1% ICU Level of Service B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2120	540	0	2325	0	45
Future Vol, veh/h	2120	540	0	2325	0	45
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	93	93	73	73
Heavy Vehicles, %	1	0	2	1	2	3
Mvmt Flow	2232	568	0	2500	0	62

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1404
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.93
Pot Cap-1 Maneuver	-	-	0	-	0
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	110
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	73.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	110	-	-	-
HCM Lane V/C Ratio	0.56	-	-	-
HCM Control Delay (s)	73.1	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	2.7	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	0	45	540	0
Future Volume (vph)	0	0	0	45	540	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	1845	1900	0
Fit Permitted						
Satd. Flow (perm)	0	0	0	1845	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	299			122	95	
Travel Time (s)	6.8			2.8	2.2	
Confl. Peds. (#/hr)			3			3
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.70	0.70	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	3%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	64	593	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.8%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↑			↑	
Traffic Volume (vph)	5	0	2	0	0	0	0	40	40	5	535	0
Future Volume (vph)	5	0	2	0	0	0	0	40	40	5	535	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1760	0	0	0	0	0	1771	0	0	1900	0
Fit Permitted		0.966										
Satd. Flow (perm)	0	1760	0	0	0	0	0	1771	0	0	1900	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			115			288			122	
Travel Time (s)		6.8			2.6			6.5			2.8	
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.65	0.65	0.65	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	2%	0%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	0	0	0	124	0	0	635	0
Sign Control		Stop			Free			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 42.1% ICU Level of Service A
 Analysis Period (min) 15

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	0	2	0	0	0	0	40	40	5	535	0
Future Vol, veh/h	5	0	2	0	0	0	0	40	40	5	535	0
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	65	65	65	85	85	85
Heavy Vehicles, %	0	2	0	0	2	2	2	0	0	0	0	2
Mvmt Flow	7	0	3	0	0	0	0	62	62	6	629	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	735	765	629	-	0	0	124	0	0
Stage 1	641	641	-	-	-	-	-	-	-
Stage 2	94	124	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.52	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	390	333	486	0	-	-	1475	-	0
Stage 1	528	469	-	0	-	-	-	-	0
Stage 2	935	793	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	388	0	486	-	-	-	1475	-	-
Mov Cap-2 Maneuver	388	0	-	-	-	-	-	-	-
Stage 1	528	0	-	-	-	-	-	-	-
Stage 2	929	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	412	1475	-
HCM Lane V/C Ratio	-	-	0.023	0.004	-
HCM Control Delay (s)	-	-	13.9	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	10	75	520	15
Future Volume (vph)	5	10	10	75	520	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1698	0	0	1856	1892	0
Fit Permitted	0.984			0.994		
Satd. Flow (perm)	1698	0	0	1856	1892	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	478			530	288	
Travel Time (s)	10.9			12.0	6.5	
Confl. Peds. (#/hr)			1			1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.54	0.54	0.62	0.62	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	137	569	0
Sign Control	Stop			Free	Free	

Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	38.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	5	10	10	75	520	15
Future Vol, veh/h	5	10	10	75	520	15
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	62	62	94	94
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	9	19	16	121	553	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	715	562	570	0	-	0
Stage 1	562	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	400	530	1013	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	392	529	1012	-	-	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.1	1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1012	-	474	-	-	
HCM Lane V/C Ratio	0.016	-	0.059	-	-	
HCM Control Delay (s)	8.6	0	13.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

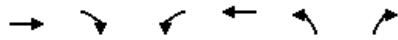
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2730	0	0	2850	0	1
Future Volume (vph)	2730	0	0	2850	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4988	0	0	5036	0	1644
Fit Permitted						
Satd. Flow (perm)	4988	0	0	5036	0	1644
Link Speed (mph)	40			40	30	
Link Distance (ft)	633			100	150	
Travel Time (s)	10.8			1.7	3.4	
Confl. Peds. (#/hr)		4				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	3%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2967	0	0	3098	0	1
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.7%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2730	0	0	2850	0	1
Future Vol, veh/h	2730	0	0	2850	0	1
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	2	2	3	2	0
Mvmt Flow	2967	0	0	3098	0	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1488
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	99
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	99
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	41.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	99	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-
HCM Control Delay (s)	41.8	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2275	455	0	2850	0	60
Future Volume (vph)	2275	455	0	2850	0	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4855	0	0	5036	0	1596
Fit Permitted						
Satd. Flow (perm)	4855	0	0	5036	0	1596
Link Speed (mph)	40			40	30	
Link Distance (ft)	100			1213	103	
Travel Time (s)	1.7			20.7	2.3	
Confl. Peds. (#/hr)		7				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	5%	2%	3%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2968	0	0	3098	0	65
Sign Control	Free			Free	Stop	

Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.6%		ICU Level of Service C			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2275	455	0	2850	0	60
Future Vol, veh/h	2275	455	0	2850	0	60
Conflicting Peds, #/hr	0	7	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	5	2	3	2	3
Mvmt Flow	2473	495	0	3098	0	65
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	1491
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	-	-	0	-	0	96
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	95
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	101.5			
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	95	-	-	-		
HCM Lane V/C Ratio	0.686	-	-	-		
HCM Control Delay (s)	101.5	-	-	-		
HCM Lane LOS	F	-	-	-		
HCM 95th %tile Q(veh)	3.4	-	-	-		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	0	60	455	0
Future Volume (vph)	0	0	0	60	455	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	1845	1810	0
Fit Permitted						
Satd. Flow (perm)	0	0	0	1845	1810	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	287			111	103	
Travel Time (s)	6.5			2.5	2.3	
Confl. Peds. (#/hr)			2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	5%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	65	495	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.3%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↑			↔	
Traffic Volume (vph)	5	1	5	0	0	0	0	55	40	5	450	0
Future Volume (vph)	5	1	5	0	0	0	0	55	40	5	450	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1599	0	0	0	0	0	1733	0	0	1809	0
Fit Permitted		0.978									0.999	
Satd. Flow (perm)	0	1599	0	0	0	0	0	1733	0	0	1809	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			115			288			111	
Travel Time (s)		6.8			2.6			6.5			2.5	
Confl. Peds. (#/hr)	2								1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	20%	0%	2%	2%	2%	6%	0%	0%	5%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	0	0	0	103	0	0	494	0
Sign Control		Stop			Free			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 37.7% ICU Level of Service A
 Analysis Period (min) 15

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	1	5	0	0	0	0	55	40	5	450	0
Future Vol, veh/h	5	1	5	0	0	0	0	55	40	5	450	0
Conflicting Peds, #/hr	2	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	2	2	2	6	0	0	5	2
Mvmt Flow	5	1	5	0	0	0	0	60	43	5	489	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	583	603	489	-	0	0	104	0	0
Stage 1	499	499	-	-	-	-	-	-	-
Stage 2	84	104	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.4	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.48	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	478	416	544	0	-	-	1500	-	0
Stage 1	614	547	-	0	-	-	-	-	0
Stage 2	944	813	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	476	0	544	-	-	-	1500	-	-
Mov Cap-2 Maneuver	476	0	-	-	-	-	-	-	-
Stage 1	614	0	-	-	-	-	-	-	-
Stage 2	939	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	508	1500	-
HCM Lane V/C Ratio	-	-	0.024	0.004	-
HCM Control Delay (s)	-	-	12.3	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	5	10	80	445	10
Future Volume (vph)	15	5	10	80	445	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1672	0	0	1856	1813	0
Fit Permitted	0.963			0.994		
Satd. Flow (perm)	1672	0	0	1856	1813	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	478			530	288	
Travel Time (s)	10.9			12.0	6.5	
Confl. Peds. (#/hr)	1		18			18
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	25%	0%	2%	4%	25%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	98	495	0
Sign Control	Stop			Free	Free	

Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	34.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	15	5	10	80	445	10
Future Vol, veh/h	15	5	10	80	445	10
Conflicting Peds, #/hr	1	0	18	0	0	18
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	25	0	2	4	25
Mvmt Flow	16	5	11	87	484	11
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	618	508	513	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	456	522	1063	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	436	513	1045	-	-	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.3	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1045	-	453	-	-	
HCM Lane V/C Ratio	0.01	-	0.048	-	-	
HCM Control Delay (s)	8.5	0	13.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

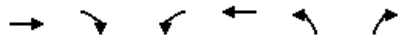
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2780	0	0	2435	0	2
Future Volume (vph)	2780	0	0	2435	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	5136	0	0	5136	0	1644
Fit Permitted						
Satd. Flow (perm)	5136	0	0	5136	0	1644
Link Speed (mph)	40			40	30	
Link Distance (ft)	633			100	110	
Travel Time (s)	10.8			1.7	2.5	
Confl. Peds. (#/hr)		4				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	2%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3022	0	0	2647	0	2
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.7%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2780	0	0	2435	0	2
Future Vol, veh/h	2780	0	0	2435	0	2
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	2	2	1	2	0
Mvmt Flow	3022	0	0	2647	0	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1515
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	95
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	95
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	43.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	95	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-
HCM Control Delay (s)	43.8	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2220	560	0	2435	0	50
Future Volume (vph)	2220	560	0	2435	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4992	0	0	5136	0	1596
Fit Permitted						
Satd. Flow (perm)	4992	0	0	5136	0	1596
Link Speed (mph)	40			40	30	
Link Distance (ft)	100			1213	95	
Travel Time (s)	1.7			20.7	2.2	
Confl. Peds. (#/hr)		4				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	2%	1%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3022	0	0	2647	0	54
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.5% ICU Level of Service C
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2220	560	0	2435	0	50
Future Vol, veh/h	2220	560	0	2435	0	50
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	2	1	2	3
Mvmt Flow	2413	609	0	2647	0	54

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1515
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.93
Pot Cap-1 Maneuver	-	-	0	-	0
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	92
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	89.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	92	-	-	-
HCM Lane V/C Ratio	0.591	-	-	-
HCM Control Delay (s)	89.5	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	2.7	-	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	0	50	560	0
Future Volume (vph)	0	0	0	50	560	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	1845	1900	0
Fit Permitted						
Satd. Flow (perm)	0	0	0	1845	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	299			122	95	
Travel Time (s)	6.8			2.8	2.2	
Confl. Peds. (#/hr)			3			3
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	54	609	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.8%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↑			↕	
Traffic Volume (vph)	5	0	2	0	0	0	0	45	40	5	555	0
Future Volume (vph)	5	0	2	0	0	0	0	45	40	5	555	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1764	0	0	0	0	0	1780	0	0	1900	0
Fit Permitted		0.966										
Satd. Flow (perm)	0	1764	0	0	0	0	0	1780	0	0	1900	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			115			288			122	
Travel Time (s)		6.8			2.6			6.5			2.8	
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	2%	0%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	0	0	0	92	0	0	608	0
Sign Control		Stop			Free			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 43.2% ICU Level of Service A
 Analysis Period (min) 15

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	5	0	2	0	0	0	0	45	40	5	555	0
Future Vol, veh/h	5	0	2	0	0	0	0	45	40	5	555	0
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	2	2	2	0	0	0	0	2
Mvmt Flow	5	0	2	0	0	0	0	49	43	5	603	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	685	705	603	-	0	0	92	0	0
Stage 1	613	613	-	-	-	-	-	-	-
Stage 2	72	92	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.52	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	417	361	503	0	-	-	1515	-	0
Stage 1	544	483	-	0	-	-	-	-	0
Stage 2	956	819	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	415	0	503	-	-	-	1515	-	-
Mov Cap-2 Maneuver	415	0	-	-	-	-	-	-	-
Stage 1	544	0	-	-	-	-	-	-	-
Stage 2	951	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	1515	-
HCM Lane V/C Ratio	-	-	0.017	0.004	-
HCM Control Delay (s)	-	-	13.4	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	10	80	540	15
Future Volume (vph)	5	10	10	80	540	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1697	0	0	1856	1892	0
Fit Permitted	0.985			0.994		
Satd. Flow (perm)	1697	0	0	1856	1892	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	478			530	288	
Travel Time (s)	10.9			12.0	6.5	
Confl. Peds. (#/hr)			1			1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	98	603	0
Sign Control	Stop			Free	Free	

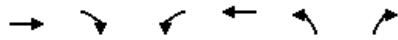
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	5	10	10	80	540	15
Future Vol, veh/h	5	10	10	80	540	15
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	5	11	11	87	587	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	705	596	604	0	-	0
Stage 1	596	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	406	507	984	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	400	507	983	-	-	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	920	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	983	-	465	-	-
HCM Lane V/C Ratio	0.011	-	0.035	-	-
HCM Control Delay (s)	8.7	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2740	0	0	2855	0	1
Future Volume (vph)	2740	0	0	2855	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4988	0	0	5036	0	1644
Fit Permitted						
Satd. Flow (perm)	4988	0	0	5036	0	1644
Link Speed (mph)	40			40	30	
Link Distance (ft)	633			100	150	
Travel Time (s)	10.8			1.7	3.4	
Confl. Peds. (#/hr)		4				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	3%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2978	0	0	3103	0	1
Sign Control	Free			Free	Stop	

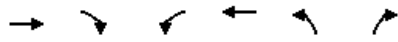
Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.9% ICU Level of Service B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2740	0	0	2855	0	1
Future Vol, veh/h	2740	0	0	2855	0	1
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	2	2	3	2	0
Mvmt Flow	2978	0	0	3103	0	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1493
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	98
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	98
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	42.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	98	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-
HCM Control Delay (s)	42.1	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2275	465	0	2855	0	70
Future Volume (vph)	2275	465	0	2855	0	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4855	0	0	5036	0	1596
Fit Permitted						
Satd. Flow (perm)	4855	0	0	5036	0	1596
Link Speed (mph)	40			40	30	
Link Distance (ft)	100			1213	113	
Travel Time (s)	1.7			20.7	2.6	
Confl. Peds. (#/hr)		7				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	5%	2%	3%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2978	0	0	3103	0	76
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.5% ICU Level of Service C
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2275	465	0	2855	0	70
Future Vol, veh/h	2275	465	0	2855	0	70
Conflicting Peds, #/hr	0	7	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	5	2	3	2	3
Mvmt Flow	2473	505	0	3103	0	76
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	1496
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	-	-	0	-	0	95
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	94
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	126.1			
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	94	-	-	-		
HCM Lane V/C Ratio	0.809	-	-	-		
HCM Control Delay (s)	126.1	-	-	-		
HCM Lane LOS	F	-	-	-		
HCM 95th %tile Q(veh)	4.3	-	-	-		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	0	70	465	1
Future Volume (vph)	0	0	0	70	465	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	1845	1810	0
Fit Permitted						
Satd. Flow (perm)	0	0	0	1845	1810	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	287			103	113	
Travel Time (s)	6.5			2.3	2.6	
Confl. Peds. (#/hr)			2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	5%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	76	506	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.9%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	15	1	5	0	0	0	2	55	40	5	450	10
Future Volume (vph)	15	1	5	0	0	0	2	55	40	5	450	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1699	0	0	0	0	0	1734	0	0	1806	0
Fit Permitted		0.965						0.999				
Satd. Flow (perm)	0	1699	0	0	0	0	0	1734	0	0	1806	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			115			288			103	
Travel Time (s)		6.8			2.6			6.5			2.3	
Confl. Peds. (#/hr)	2								1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	20%	0%	2%	2%	2%	6%	0%	0%	5%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	0	0	0	105	0	0	505	0
Sign Control		Stop			Free			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	15	1	5	0	0	0	2	55	40	5	450	10
Future Vol, veh/h	15	1	5	0	0	0	2	55	40	5	450	10
Conflicting Peds, #/hr	2	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	2	2	2	6	0	0	5	2
Mvmt Flow	16	1	5	0	0	0	2	60	43	5	489	11

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	593	613	495	500	0	0	104	0	0
Stage 1	505	505	-	-	-	-	-	-	-
Stage 2	88	108	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.4	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.48	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	472	410	540	1064	-	-	1500	-	-
Stage 1	610	544	-	-	-	-	-	-	-
Stage 2	940	810	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	469	0	540	1064	-	-	1500	-	-
Mov Cap-2 Maneuver	469	0	-	-	-	-	-	-	-
Stage 1	609	0	-	-	-	-	-	-	-
Stage 2	935	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.2	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1064	-	-	485	1500	-	-
HCM Lane V/C Ratio	0.002	-	-	0.047	0.004	-	-
HCM Control Delay (s)	8.4	0	-	12.8	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	5	10	80	445	10
Future Volume (vph)	15	5	10	80	445	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1672	0	0	1856	1813	0
Fit Permitted	0.963			0.994		
Satd. Flow (perm)	1672	0	0	1856	1813	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	478			530	288	
Travel Time (s)	10.9			12.0	6.5	
Confl. Peds. (#/hr)	1		18			18
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	25%	0%	2%	4%	25%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	98	495	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	15	5	10	80	445	10
Future Vol, veh/h	15	5	10	80	445	10
Conflicting Peds, #/hr	1	0	18	0	0	18
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	25	0	2	4	25
Mvmt Flow	16	5	11	87	484	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	618	508	513	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	456	522	1063	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	436	513	1045	-	-	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	904	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1045	-	453	-	-
HCM Lane V/C Ratio	0.01	-	0.048	-	-
HCM Control Delay (s)	8.5	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

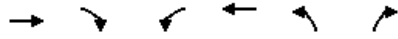
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2790	0	0	2440	0	2
Future Volume (vph)	2790	0	0	2440	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	5136	0	0	5136	0	1644
Fit Permitted						
Satd. Flow (perm)	5136	0	0	5136	0	1644
Link Speed (mph)	40			40	30	
Link Distance (ft)	633			100	110	
Travel Time (s)	10.8			1.7	2.5	
Confl. Peds. (#/hr)		4				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	2%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3033	0	0	2652	0	2
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.9%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2790	0	0	2440	0	2
Future Vol, veh/h	2790	0	0	2440	0	2
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	2	2	1	2	0
Mvmt Flow	3033	0	0	2652	0	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	1521
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	-	-	0	-	94
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	94
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	44.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	94	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-
HCM Control Delay (s)	44.2	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Volume (vph)	2220	570	0	2440	0	65
Future Volume (vph)	2220	570	0	2440	0	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	4987	0	0	5136	0	1596
Fit Permitted						
Satd. Flow (perm)	4987	0	0	5136	0	1596
Link Speed (mph)	40			40	30	
Link Distance (ft)	100			1213	107	
Travel Time (s)	1.7			20.7	2.4	
Confl. Peds. (#/hr)		4				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	2%	1%	2%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3033	0	0	2652	0	71
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.4%
ICU Level of Service	C
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	2220	570	0	2440	0	65
Future Vol, veh/h	2220	570	0	2440	0	65
Conflicting Peds, #/hr	0	4	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	2	1	2	3
Mvmt Flow	2413	620	0	2652	0	71
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	1521
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.93
Pot Cap-1 Maneuver	-	-	0	-	0	91
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	91
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	122.1			
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	91	-	-	-		
HCM Lane V/C Ratio	0.776	-	-	-		
HCM Control Delay (s)	122.1	-	-	-		
HCM Lane LOS	F	-	-	-		
HCM 95th %tile Q(veh)	4	-	-	-		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	0	65	570	1
Future Volume (vph)	0	0	0	65	570	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	1845	1900	0
Fit Permitted						
Satd. Flow (perm)	0	0	0	1845	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	299			109	107	
Travel Time (s)	6.8			2.5	2.4	
Confl. Peds. (#/hr)			3			3
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	71	621	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.4%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	20	0	5	0	0	0	1	45	40	5	555	10
Future Volume (vph)	20	0	5	0	0	0	1	45	40	5	555	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1780	0	0	0	0	0	1780	0	0	1896	0
Fit Permitted		0.961						0.999				
Satd. Flow (perm)	0	1780	0	0	0	0	0	1780	0	0	1896	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			115			288			109	
Travel Time (s)		6.8			2.6			6.5			2.5	
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	2%	0%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	0	0	0	93	0	0	619	0
Sign Control		Stop			Free			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 42.8% ICU Level of Service A
 Analysis Period (min) 15

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Traffic Vol, veh/h	20	0	5	0	0	0	1	45	40	5	555	10
Future Vol, veh/h	20	0	5	0	0	0	1	45	40	5	555	10
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	2	2	2	0	0	0	0	2
Mvmt Flow	22	0	5	0	0	0	1	49	43	5	603	11

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	693	713	609	614	0	0	92	0	0
Stage 1	619	619	-	-	-	-	-	-	-
Stage 2	74	94	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	412	357	499	965	-	-	1515	-	-
Stage 1	541	480	-	-	-	-	-	-	-
Stage 2	954	817	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	410	0	499	965	-	-	1515	-	-
Mov Cap-2 Maneuver	410	0	-	-	-	-	-	-	-
Stage 1	540	0	-	-	-	-	-	-	-
Stage 2	949	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0.1	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	425	1515	-	-
HCM Lane V/C Ratio	0.001	-	-	0.064	0.004	-	-
HCM Control Delay (s)	8.7	-	-	14	7.4	0	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	10	80	545	15
Future Volume (vph)	5	10	10	80	545	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1697	0	0	1856	1892	0
Fit Permitted	0.985			0.994		
Satd. Flow (perm)	1697	0	0	1856	1892	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	478			530	288	
Travel Time (s)	10.9			12.0	6.5	
Confl. Peds. (#/hr)			1			1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	98	608	0
Sign Control	Stop			Free	Free	

Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	5	10	10	80	545	15
Future Vol, veh/h	5	10	10	80	545	15
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	5	11	11	87	592	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	710	601	609	0	-	0
Stage 1	601	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	403	504	979	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	397	504	978	-	-	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	920	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	978	-	462	-	-
HCM Lane V/C Ratio	0.011	-	0.035	-	-
HCM Control Delay (s)	8.7	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-