

















# **APPENDIX: Transportation Supporting Documentation**



1/25/2022 3:44:58 PM

### Building Area Legend

 AL AMENITIES	 CIRCULATION	 LOADING
 AL FOOD SERVICE	 CIRCULATION CORE	 OFFICE
 AL SATELITE SPACES	 IL FOOD SERVICE	
 AL SERVICES	 IL RECEPTION	
 BOH / COMMON	 IL RES AMENITIES	
 BOH / CORE	 IL RESI CORRIDOR	
 BOH CORRIDOR	 IL SERVICES	



MANFREDI ARCHITECTS

## Level 1 Plan

SCALE: 1/82" = 1'-0"







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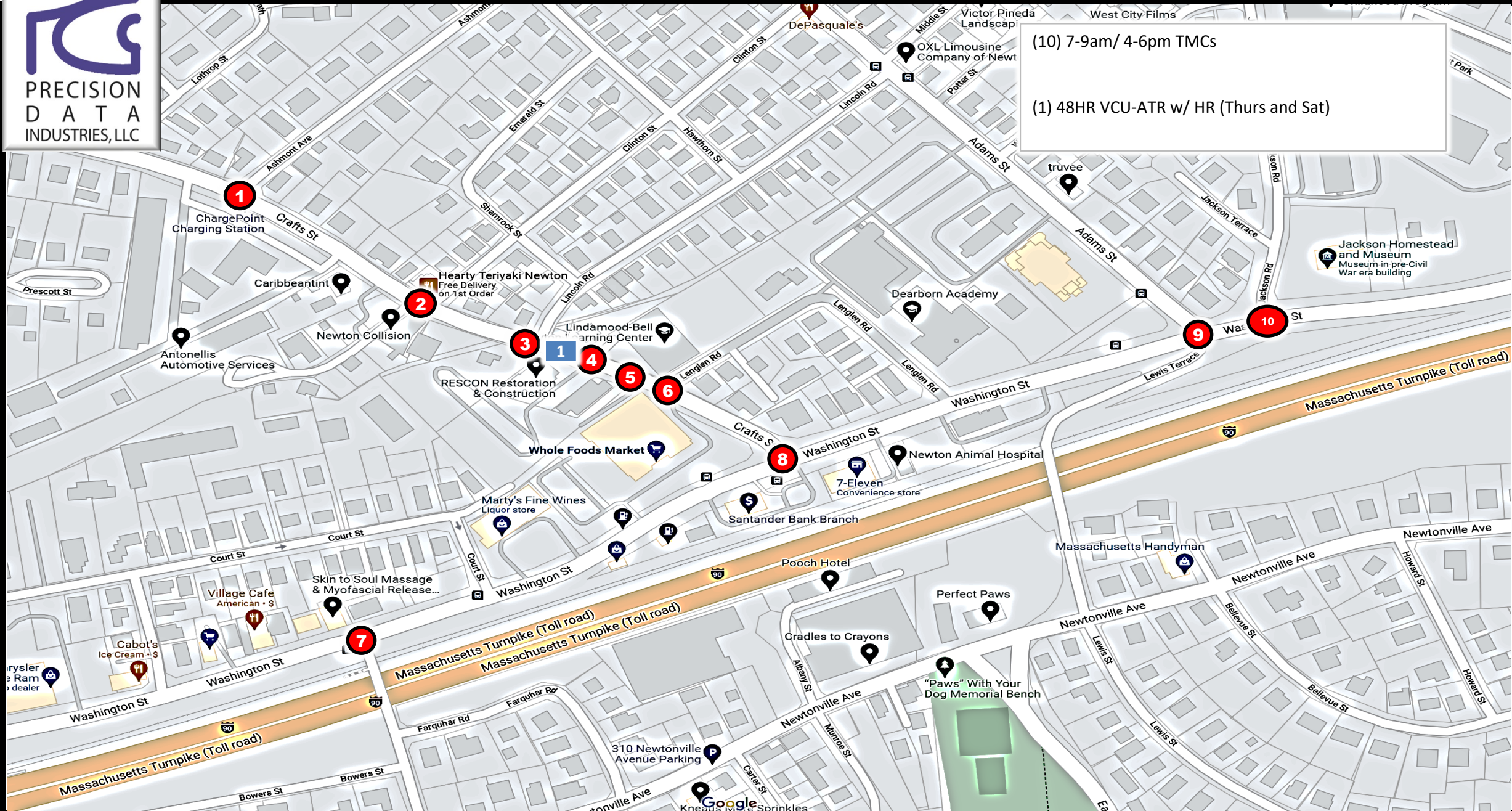
Traffic Volume Count Data

Raw Count Data



### Location Map: 228397 Newton, MA

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



(10) 7-9am/ 4-6pm TMCs  
(1) 48HR VCU-ATR w/ HR (Thurs and Sat)

<b>Client:</b> VHB	<b>Engineer:</b> M. Duranleau	<b>Site Code:</b> TBA	<b>Date:</b> Thurs 2/3 and Sat 2/5/2022	<b>PDI Job #</b> 228397	<b>City, State:</b> Newton, MA
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Crafts Street  
south of Lincoln Street  
City, State: Newton, MA  
Client: VHB/ M. Duranleau  
Site Code: TBD



PRECISION  
D A T A  
INDUSTRIES, LLC

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

PDI File #: 228397 ATR-A  
#260-22

Count Date: Thursday, February 10, 2022  
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	7	0	0	0	7
12:15 AM	0	0	8	0	0	0	8
12:30 AM	0	0	10	0	0	0	10
12:45 AM	0	0	6	0	0	0	6
1:00 AM	0	0	6	0	0	0	6
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	6	0	0	0	6
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	4	0	0	1	5
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	4	0	1	0	5
3:30 AM	0	0	1	0	1	0	2
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	6	0	0	0	6
4:15 AM	0	0	6	0	0	1	7
4:30 AM	0	0	5	0	0	0	5
4:45 AM	0	0	4	0	0	0	4
5:00 AM	0	0	10	0	1	0	11
5:15 AM	0	0	10	0	2	0	12
5:30 AM	0	0	8	0	0	0	8
5:45 AM	0	0	26	0	0	0	26
6:00 AM	0	0	33	1	0	0	34
6:15 AM	0	0	25	0	1	0	26
6:30 AM	0	0	35	0	1	0	36
6:45 AM	0	0	36	0	2	1	39
7:00 AM	0	0	50	3	1	0	54
7:15 AM	0	0	62	1	1	0	64
7:30 AM	0	0	73	0	2	0	75
7:45 AM	1	0	61	2	1	0	65
8:00 AM	1	0	70	1	1	0	73
8:15 AM	0	0	71	11	0	0	82
8:30 AM	0	0	72	6	1	0	79
8:45 AM	0	0	62	6	1	0	69
9:00 AM	0	0	54	12	2	0	68
9:15 AM	0	0	54	2	2	0	58
9:30 AM	0	0	62	0	0	0	62
9:45 AM	0	0	49	0	4	0	53
10:00 AM	0	0	64	0	3	0	67
10:15 AM	0	0	64	0	4	0	68
10:30 AM	0	0	53	1	5	0	59
10:45 AM	0	0	43	0	2	0	45
11:00 AM	0	0	67	0	4	1	72
11:15 AM	0	0	50	0	0	0	50
11:30 AM	0	0	66	1	2	0	69
11:45 AM	0	0	72	0	3	0	75

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	73	0	6	0	79
12:15 PM	0	0	87	0	4	0	91
12:30 PM	0	0	80	0	2	0	82
12:45 PM	0	0	59	0	3	4	66
1:00 PM	0	0	68	0	3	0	71
1:15 PM	0	0	71	0	3	0	74
1:30 PM	0	0	68	1	3	0	72
1:45 PM	0	0	82	1	2	0	85
2:00 PM	0	0	79	0	2	0	81
2:15 PM	0	0	70	0	1	0	71
2:30 PM	0	0	81	1	3	0	85
2:45 PM	0	0	85	0	2	0	87
3:00 PM	0	0	93	2	1	0	96
3:15 PM	0	0	80	0	2	0	82
3:30 PM	0	0	93	0	1	0	94
3:45 PM	0	0	86	1	1	1	89
4:00 PM	1	0	91	3	2	1	98
4:15 PM	0	0	99	9	1	0	109
4:30 PM	0	0	104	5	1	0	110
4:45 PM	0	0	86	9	3	0	98
5:00 PM	0	0	110	3	2	0	115
5:15 PM	0	0	113	1	0	0	114
5:30 PM	0	0	111	1	1	0	113
5:45 PM	0	0	123	1	1	0	125
6:00 PM	1	0	94	1	2	0	98
6:15 PM	0	0	109	1	0	0	110
6:30 PM	0	0	80	1	0	0	81
6:45 PM	0	0	72	4	0	0	76
7:00 PM	1	0	70	1	1	0	73
7:15 PM	0	0	74	1	0	0	75
7:30 PM	0	0	52	0	1	0	53
7:45 PM	0	0	57	1	0	0	58
8:00 PM	0	0	57	0	0	0	57
8:15 PM	0	0	38	1	1	0	40
8:30 PM	0	0	43	0	0	0	43
8:45 PM	1	0	52	1	1	0	55
9:00 PM	0	0	40	0	0	0	40
9:15 PM	0	0	43	0	0	0	43
9:30 PM	0	0	30	0	0	0	30
9:45 PM	0	0	25	0	0	0	25
10:00 PM	0	0	24	0	0	0	24
10:15 PM	0	0	24	0	0	0	24
10:30 PM	0	0	12	0	0	0	12
10:45 PM	0	0	13	0	0	0	13
11:00 PM	0	0	20	0	0	0	20
11:15 PM	0	0	17	0	0	0	17
11:30 PM	0	0	15	1	0	0	16
11:45 PM	0	0	10	0	0	0	10

<b>AM Total</b>	<b>2</b>	<b>0</b>	<b>1481</b>	<b>47</b>	<b>48</b>	<b>4</b>	<b>1582</b>
<b>Percentage</b>	<b>0.13%</b>	<b>0.00%</b>	<b>93.62%</b>	<b>2.97%</b>	<b>3.03%</b>	<b>0.25%</b>	
<b>AM Peak</b>	<b>7:15 AM</b>	<b>12:00 AM</b>	<b>7:30 AM</b>	<b>8:15 AM</b>	<b>9:45 AM</b>	<b>1:15 AM</b>	<b>8:00 AM</b>
<b>Volume</b>	<b>2</b>	<b>0</b>	<b>275</b>	<b>35</b>	<b>16</b>	<b>1</b>	<b>303</b>

<b>PM Total</b>	<b>4</b>	<b>0</b>	<b>3163</b>	<b>51</b>	<b>56</b>	<b>6</b>	<b>3280</b>
<b>Percentage</b>	<b>0.12%</b>	<b>0.00%</b>	<b>96.43%</b>	<b>1.55%</b>	<b>1.71%</b>	<b>0.18%</b>	
<b>PM Peak</b>	<b>3:15 PM</b>	<b>12:00 PM</b>	<b>5:00 PM</b>	<b>4:00 PM</b>	<b>12:00 PM</b>	<b>12:00 PM</b>	<b>5:00 PM</b>
<b>Volume</b>	<b>1</b>	<b>0</b>	<b>457</b>	<b>26</b>	<b>15</b>	<b>4</b>	<b>467</b>

<b>Day Total</b>	<b>6</b>	<b>0</b>	<b>4644</b>	<b>98</b>	<b>104</b>	<b>10</b>	<b>4862</b>
<b>Percentage</b>	<b>0.12%</b>	<b>0.00%</b>	<b>95.52%</b>	<b>2.02%</b>	<b>2.14%</b>	<b>0.21%</b>	

Crafts Street  
south of Lincoln Street  
City, State: Newton, MA  
Client: VHB/ M. Duranleau  
Site Code: TBD



PRECISION  
DATA  
INDUSTRIES, LLC

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

PDI File #: 228397 ATR-A  
#260-22

Count Date: Saturday, February 12, 2022  
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	26	0	0	0	26
12:15 AM	0	0	14	0	1	0	15
12:30 AM	0	0	14	0	0	0	14
12:45 AM	1	0	16	0	0	1	18
1:00 AM	0	0	16	0	0	0	16
1:15 AM	0	0	10	0	1	0	11
1:30 AM	0	0	11	0	0	1	12
1:45 AM	0	0	7	0	0	0	7
2:00 AM	0	0	10	0	0	0	10
2:15 AM	0	0	3	0	1	0	4
2:30 AM	0	0	9	0	0	1	10
2:45 AM	0	0	7	0	0	0	7
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	3	0	1	1	5
3:30 AM	0	0	9	0	2	0	11
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	2	0	0	0	2
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	3	0	0	0	3
5:00 AM	0	0	5	0	1	0	6
5:15 AM	0	0	3	0	0	0	3
5:30 AM	0	0	5	0	1	0	6
5:45 AM	0	0	10	0	0	0	10
6:00 AM	0	0	2	0	0	0	2
6:15 AM	0	0	11	0	0	0	11
6:30 AM	0	0	5	0	1	0	6
6:45 AM	0	0	25	0	0	0	25
7:00 AM	0	0	9	1	0	0	10
7:15 AM	0	0	19	0	1	0	20
7:30 AM	0	0	20	0	0	0	20
7:45 AM	0	0	34	0	0	0	34
8:00 AM	0	0	32	0	0	0	32
8:15 AM	0	0	39	0	0	0	39
8:30 AM	0	0	47	0	0	0	47
8:45 AM	0	0	64	0	0	0	64
9:00 AM	0	0	57	0	0	0	57
9:15 AM	0	0	47	0	0	0	47
9:30 AM	0	0	64	0	0	0	64
9:45 AM	0	0	70	0	1	0	71
10:00 AM	0	0	63	0	2	0	65
10:15 AM	0	0	73	0	0	0	73
10:30 AM	0	0	76	0	0	0	76
10:45 AM	0	0	71	0	1	0	72
11:00 AM	0	0	65	0	1	0	66
11:15 AM	0	0	66	0	1	0	67
11:30 AM	0	0	79	0	1	0	80
11:45 AM	0	0	85	0	2	0	87

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	80	0	0	0	80
12:15 PM	0	0	82	0	1	0	83
12:30 PM	0	1	81	0	1	0	83
12:45 PM	0	0	81	1	2	0	84
1:00 PM	0	0	88	0	1	0	89
1:15 PM	0	0	94	0	1	0	95
1:30 PM	0	0	91	0	0	0	91
1:45 PM	1	0	84	0	1	0	86
2:00 PM	0	0	92	0	1	0	93
2:15 PM	0	0	83	0	0	0	83
2:30 PM	0	0	80	0	1	0	81
2:45 PM	0	0	74	0	0	0	74
3:00 PM	4	0	89	0	6	0	99
3:15 PM	0	0	82	0	3	0	85
3:30 PM	0	0	80	1	1	0	82
3:45 PM	0	0	100	0	0	0	100
4:00 PM	0	0	91	0	0	0	91
4:15 PM	0	0	78	0	1	0	79
4:30 PM	0	0	81	1	0	0	82
4:45 PM	0	0	86	0	0	0	86
5:00 PM	1	0	82	0	1	0	84
5:15 PM	0	0	70	0	0	0	70
5:30 PM	0	0	95	1	0	0	96
5:45 PM	0	0	94	0	0	0	94
6:00 PM	0	0	92	0	0	0	92
6:15 PM	0	0	78	0	0	0	78
6:30 PM	0	0	70	0	1	0	71
6:45 PM	0	0	70	0	1	0	71
7:00 PM	0	0	62	0	1	0	63
7:15 PM	0	0	60	0	0	0	60
7:30 PM	0	0	52	0	3	0	55
7:45 PM	0	0	69	1	0	0	70
8:00 PM	0	0	43	0	0	0	43
8:15 PM	0	0	47	0	0	0	47
8:30 PM	0	0	59	0	0	0	59
8:45 PM	0	0	41	0	0	0	41
9:00 PM	0	0	31	0	0	0	31
9:15 PM	0	0	39	0	0	0	39
9:30 PM	0	0	42	0	0	0	42
9:45 PM	0	0	18	0	0	0	18
10:00 PM	0	0	34	2	0	0	36
10:15 PM	0	0	24	0	0	0	24
10:30 PM	0	0	30	0	0	0	30
10:45 PM	0	0	30	0	1	0	31
11:00 PM	0	0	20	0	0	0	20
11:15 PM	0	0	20	0	0	0	20
11:30 PM	0	0	33	0	0	0	33
11:45 PM	0	0	24	0	0	0	24

<b>AM Total</b>	<b>1</b>	<b>0</b>	<b>1316</b>	<b>1</b>	<b>19</b>	<b>4</b>	<b>1341</b>
<b>Percentage</b>	<b>0.07%</b>	<b>0.00%</b>	<b>98.14%</b>	<b>0.07%</b>	<b>1.42%</b>	<b>0.30%</b>	
<b>AM Peak</b>	<b>12:00 AM</b>	<b>12:00 AM</b>	<b>11:00 AM</b>	<b>6:15 AM</b>	<b>11:00 AM</b>	<b>12:45 AM</b>	<b>11:00 AM</b>
<b>Volume</b>	<b>1</b>	<b>0</b>	<b>295</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>300</b>

<b>PM Total</b>	<b>6</b>	<b>1</b>	<b>3126</b>	<b>7</b>	<b>28</b>	<b>0</b>	<b>3168</b>
<b>Percentage</b>	<b>0.19%</b>	<b>0.03%</b>	<b>98.67%</b>	<b>0.22%</b>	<b>0.88%</b>	<b>0.00%</b>	
<b>PM Peak</b>	<b>2:15 PM</b>	<b>12:00 PM</b>	<b>1:15 PM</b>	<b>9:15 PM</b>	<b>2:30 PM</b>	<b>12:00 PM</b>	<b>3:00 PM</b>
<b>Volume</b>	<b>4</b>	<b>1</b>	<b>361</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>366</b>

<b>Day Total</b>	<b>7</b>	<b>1</b>	<b>4442</b>	<b>8</b>	<b>47</b>	<b>4</b>	<b>4509</b>
<b>Percentage</b>	<b>0.16%</b>	<b>0.02%</b>	<b>98.51%</b>	<b>0.18%</b>	<b>1.04%</b>	<b>0.09%</b>	



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PDI File #: 228397 ATR-A  
 #260-22

Count Date: Thursday, February 10, 2022  
 Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	6	0	0	0	6
12:15 AM	0	0	4	0	0	0	4
12:30 AM	0	0	3	0	0	0	3
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	3	0	1	0	4
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	3	0	1	0	4
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	4	1	0	0	5
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	4	0	0	0	4
4:30 AM	0	0	3	0	1	0	4
4:45 AM	0	0	4	0	0	0	4
5:00 AM	0	0	7	0	1	0	8
5:15 AM	0	0	15	0	0	0	15
5:30 AM	0	0	11	0	1	1	13
5:45 AM	0	0	18	0	0	0	18
6:00 AM	1	0	24	3	1	1	30
6:15 AM	0	0	24	2	0	0	26
6:30 AM	0	0	31	4	4	1	40
6:45 AM	0	0	36	8	3	1	48
7:00 AM	0	0	66	5	1	1	73
7:15 AM	0	0	58	5	0	0	63
7:30 AM	0	0	94	2	2	1	99
7:45 AM	0	0	104	1	2	0	107
8:00 AM	0	0	79	0	3	0	82
8:15 AM	0	0	70	0	3	1	74
8:30 AM	0	0	76	0	1	0	77
8:45 AM	0	0	98	0	6	0	104
9:00 AM	0	0	69	0	2	0	71
9:15 AM	0	0	71	1	5	0	77
9:30 AM	0	0	73	0	2	0	75
9:45 AM	0	0	80	1	0	1	82
10:00 AM	0	0	73	0	4	0	77
10:15 AM	0	0	66	0	6	0	72
10:30 AM	0	0	64	0	2	0	66
10:45 AM	0	0	51	0	1	0	52
11:00 AM	0	0	54	0	2	0	56
11:15 AM	0	0	65	0	1	0	66
11:30 AM	0	0	59	0	4	0	63
11:45 AM	0	0	49	0	1	0	50

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	62	1	3	0	66
12:15 PM	0	0	67	0	4	0	71
12:30 PM	0	0	66	1	5	0	72
12:45 PM	0	0	60	0	4	0	64
1:00 PM	0	0	66	1	3	4	74
1:15 PM	1	0	59	3	1	0	64
1:30 PM	0	0	73	2	2	0	77
1:45 PM	0	0	74	5	3	0	82
2:00 PM	0	0	65	6	2	0	73
2:15 PM	0	0	71	8	4	0	83
2:30 PM	0	0	88	3	1	0	92
2:45 PM	0	0	82	0	2	0	84
3:00 PM	0	0	70	2	1	0	73
3:15 PM	0	0	85	0	0	2	87
3:30 PM	0	0	91	0	1	0	92
3:45 PM	0	0	76	0	1	0	77
4:00 PM	1	0	76	0	0	1	78
4:15 PM	0	0	64	1	0	0	65
4:30 PM	0	0	83	0	2	0	85
4:45 PM	0	0	80	0	2	0	82
5:00 PM	0	0	71	0	2	0	73
5:15 PM	0	0	92	1	0	0	93
5:30 PM	0	0	80	0	1	0	81
5:45 PM	0	0	91	4	2	0	97
6:00 PM	0	0	78	1	0	0	79
6:15 PM	0	0	74	2	0	0	76
6:30 PM	0	0	91	0	0	0	91
6:45 PM	0	0	56	0	1	0	57
7:00 PM	0	0	52	0	0	0	52
7:15 PM	0	0	51	1	0	0	52
7:30 PM	0	0	43	0	1	0	44
7:45 PM	0	0	34	0	1	0	35
8:00 PM	0	0	38	0	0	0	38
8:15 PM	0	0	36	0	0	0	36
8:30 PM	0	0	33	0	0	0	33
8:45 PM	1	0	21	0	0	0	22
9:00 PM	0	0	23	0	0	0	23
9:15 PM	0	0	20	0	1	0	21
9:30 PM	0	0	22	0	0	0	22
9:45 PM	0	0	14	0	0	0	14
10:00 PM	0	0	15	0	1	0	16
10:15 PM	0	0	15	0	0	0	15
10:30 PM	0	0	11	0	0	0	11
10:45 PM	0	0	11	0	0	0	11
11:00 PM	0	0	12	0	0	0	12
11:15 PM	0	0	6	0	0	0	6
11:30 PM	0	0	8	0	0	0	8
11:45 PM	0	0	10	0	0	0	10

<b>AM Total</b>	<b>1</b>	<b>0</b>	<b>1637</b>	<b>33</b>	<b>61</b>	<b>8</b>	<b>1740</b>
<b>Percentage</b>	<b>0.06%</b>	<b>0.00%</b>	<b>94.08%</b>	<b>1.90%</b>	<b>3.51%</b>	<b>0.46%</b>	
<b>AM Peak</b>	<b>5:15 AM</b>	<b>12:00 AM</b>	<b>7:30 AM</b>	<b>6:30 AM</b>	<b>8:45 AM</b>	<b>6:00 AM</b>	<b>7:30 AM</b>
<b>Volume</b>	<b>1</b>	<b>0</b>	<b>347</b>	<b>22</b>	<b>15</b>	<b>3</b>	<b>362</b>

<b>PM Total</b>	<b>3</b>	<b>0</b>	<b>2566</b>	<b>42</b>	<b>51</b>	<b>7</b>	<b>2669</b>
<b>Percentage</b>	<b>0.11%</b>	<b>0.00%</b>	<b>96.14%</b>	<b>1.57%</b>	<b>1.91%</b>	<b>0.26%</b>	
<b>PM Peak</b>	<b>12:30 PM</b>	<b>12:00 PM</b>	<b>5:15 PM</b>	<b>1:45 PM</b>	<b>12:00 PM</b>	<b>12:15 PM</b>	<b>5:15 PM</b>
<b>Volume</b>	<b>1</b>	<b>0</b>	<b>341</b>	<b>22</b>	<b>16</b>	<b>4</b>	<b>350</b>

<b>Day Total</b>	<b>4</b>	<b>0</b>	<b>4203</b>	<b>75</b>	<b>112</b>	<b>15</b>	<b>4409</b>
<b>Percentage</b>	<b>0.09%</b>	<b>0.00%</b>	<b>95.33%</b>	<b>1.70%</b>	<b>2.54%</b>	<b>0.34%</b>	

Crafts Street  
south of Lincoln Street  
City, State: Newton, MA  
Client: VHB/ M. Duranleau  
Site Code: TBD



PRECISION  
DATA  
INDUSTRIES, LLC

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

PDI File #: 228397 ATR-A  
#260-22

Count Date: Saturday, February 12, 2022  
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	11	0	0	0	11
12:15 AM	0	0	9	0	1	0	10
12:30 AM	0	0	7	0	0	0	7
12:45 AM	0	0	9	0	0	0	9
1:00 AM	0	0	6	0	0	0	6
1:15 AM	0	0	4	0	0	0	4
1:30 AM	0	0	6	0	0	0	6
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	5	0	0	1	6
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	4	0	1	0	5
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	2	0	1	0	3
5:00 AM	0	0	5	0	0	0	5
5:15 AM	0	0	2	0	2	0	4
5:30 AM	0	0	9	0	0	0	9
5:45 AM	0	0	6	0	0	0	6
6:00 AM	0	0	8	0	0	0	8
6:15 AM	0	0	10	0	0	0	10
6:30 AM	0	0	14	0	2	0	16
6:45 AM	0	0	20	1	1	0	22
7:00 AM	0	0	21	0	0	0	21
7:15 AM	0	0	23	0	2	0	25
7:30 AM	0	0	25	0	0	0	25
7:45 AM	0	0	31	1	2	0	34
8:00 AM	0	0	43	0	1	0	44
8:15 AM	0	0	44	0	0	0	44
8:30 AM	0	0	46	0	0	0	46
8:45 AM	0	0	42	0	1	0	43
9:00 AM	0	0	52	1	0	0	53
9:15 AM	0	0	43	0	0	0	43
9:30 AM	2	0	54	0	0	0	56
9:45 AM	0	0	72	0	0	0	72
10:00 AM	0	0	70	0	0	0	70
10:15 AM	0	0	63	0	0	0	63
10:30 AM	0	0	60	0	2	0	62
10:45 AM	0	1	86	0	0	0	87
11:00 AM	0	0	79	0	2	0	81
11:15 AM	0	0	64	0	1	0	65
11:30 AM	0	0	75	0	1	0	76
11:45 AM	0	0	70	0	0	0	70

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	76	0	2	0	78
12:15 PM	0	0	86	0	0	0	86
12:30 PM	0	1	93	0	0	0	94
12:45 PM	0	0	79	0	0	0	79
1:00 PM	0	1	98	0	1	0	100
1:15 PM	0	0	93	0	0	0	93
1:30 PM	0	0	80	0	0	0	80
1:45 PM	0	0	90	0	0	0	90
2:00 PM	0	0	81	0	0	0	81
2:15 PM	0	0	74	0	0	0	74
2:30 PM	1	0	73	0	0	0	74
2:45 PM	0	0	90	0	2	0	92
3:00 PM	0	0	81	0	0	0	81
3:15 PM	1	0	75	0	0	0	76
3:30 PM	0	0	86	2	0	0	88
3:45 PM	0	0	83	0	0	0	83
4:00 PM	0	0	57	1	1	0	59
4:15 PM	0	0	84	0	0	0	84
4:30 PM	0	0	75	0	2	0	77
4:45 PM	1	0	83	0	0	0	84
5:00 PM	0	0	65	0	0	0	65
5:15 PM	0	0	81	0	0	0	81
5:30 PM	0	0	59	0	1	0	60
5:45 PM	0	0	53	0	1	0	54
6:00 PM	0	0	61	0	1	0	62
6:15 PM	0	0	53	0	0	0	53
6:30 PM	0	0	82	0	0	0	82
6:45 PM	0	0	35	0	0	0	35
7:00 PM	0	0	47	0	0	0	47
7:15 PM	0	0	53	0	0	0	53
7:30 PM	0	0	46	0	0	0	46
7:45 PM	0	0	28	0	0	0	28
8:00 PM	0	0	52	0	1	0	53
8:15 PM	0	0	45	0	0	0	45
8:30 PM	0	0	33	0	0	0	33
8:45 PM	0	0	12	0	0	0	12
9:00 PM	0	0	32	0	1	0	33
9:15 PM	0	0	29	0	0	0	29
9:30 PM	0	0	24	0	1	0	25
9:45 PM	0	0	25	1	0	0	26
10:00 PM	0	0	21	0	0	0	21
10:15 PM	0	0	32	1	0	0	33
10:30 PM	0	0	19	0	0	0	19
10:45 PM	0	0	18	0	0	0	18
11:00 PM	0	0	13	0	0	0	13
11:15 PM	0	0	15	0	0	0	15
11:30 PM	0	0	14	0	0	0	14
11:45 PM	0	0	15	0	0	0	15

<b>AM Total</b>	<b>2</b>	<b>1</b>	<b>1235</b>	<b>3</b>	<b>20</b>	<b>1</b>	<b>1262</b>
<b>Percentage</b>	<b>0.16%</b>	<b>0.08%</b>	<b>97.86%</b>	<b>0.24%</b>	<b>1.58%</b>	<b>0.08%</b>	
<b>AM Peak</b>	<b>8:45 AM</b>	<b>10:00 AM</b>	<b>10:45 AM</b>	<b>6:00 AM</b>	<b>6:30 AM</b>	<b>1:30 AM</b>	<b>10:45 AM</b>
<b>Volume</b>	<b>2</b>	<b>1</b>	<b>304</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>309</b>

<b>PM Total</b>	<b>3</b>	<b>2</b>	<b>2699</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>2723</b>
<b>Percentage</b>	<b>0.11%</b>	<b>0.07%</b>	<b>99.12%</b>	<b>0.18%</b>	<b>0.51%</b>	<b>0.00%</b>	
<b>PM Peak</b>	<b>2:30 PM</b>	<b>12:15 PM</b>	<b>12:30 PM</b>	<b>3:15 PM</b>	<b>3:45 PM</b>	<b>12:00 PM</b>	<b>12:30 PM</b>
<b>Volume</b>	<b>2</b>	<b>2</b>	<b>363</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>366</b>

<b>Day Total</b>	<b>5</b>	<b>3</b>	<b>3934</b>	<b>8</b>	<b>34</b>	<b>1</b>	<b>3985</b>
<b>Percentage</b>	<b>0.13%</b>	<b>0.08%</b>	<b>98.72%</b>	<b>0.20%</b>	<b>0.85%</b>	<b>0.03%</b>	

Crafts Street  
 south of Lincoln Street  
 City, State: Newton, MA  
 Client: VHB/ M. Duranleau  
 Site Code: TBD



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

PDI File # 228397-ATR-A  
 #260-22

Direction: NB

Weekly Report

Day Date	Thursday 02/10/22		Saturday 02/12/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	7	79	26	80	0	0	0	0	0	0	0	0	0	0	17	80		
12:15	8	91	15	83	0	0	0	0	0	0	0	0	0	0	12	87		
12:30	10	82	14	83	0	0	0	0	0	0	0	0	0	0	12	83		
12:45	6	66	18	84	0	0	0	0	0	0	0	0	0	0	12	75		
1:00	6	71	16	89	0	0	0	0	0	0	0	0	0	0	11	80		
1:15	1	74	11	95	0	0	0	0	0	0	0	0	0	0	6	85		
1:30	6	72	12	91	0	0	0	0	0	0	0	0	0	0	9	82		
1:45	1	85	7	86	0	0	0	0	0	0	0	0	0	0	4	86		
2:00	5	81	10	93	0	0	0	0	0	0	0	0	0	0	8	87		
2:15	0	71	4	83	0	0	0	0	0	0	0	0	0	0	2	77		
2:30	0	85	10	81	0	0	0	0	0	0	0	0	0	0	5	83		
2:45	3	87	7	74	0	0	0	0	0	0	0	0	0	0	5	81		
3:00	0	96	3	99	0	0	0	0	0	0	0	0	0	0	2	98		
3:15	5	82	5	85	0	0	0	0	0	0	0	0	0	0	5	84		
3:30	2	94	11	82	0	0	0	0	0	0	0	0	0	0	7	88		
3:45	1	89	1	100	0	0	0	0	0	0	0	0	0	0	1	95		
4:00	6	98	3	91	0	0	0	0	0	0	0	0	0	0	5	95		
4:15	7	109	2	79	0	0	0	0	0	0	0	0	0	0	5	94		
4:30	5	110	3	82	0	0	0	0	0	0	0	0	0	0	4	96		
4:45	4	98	3	86	0	0	0	0	0	0	0	0	0	0	4	92		
5:00	11	115	6	84	0	0	0	0	0	0	0	0	0	0	9	100		
5:15	12	114	3	70	0	0	0	0	0	0	0	0	0	0	8	92		
5:30	8	113	6	96	0	0	0	0	0	0	0	0	0	0	7	105		
5:45	26	125	10	94	0	0	0	0	0	0	0	0	0	0	18	110		
6:00	34	98	2	92	0	0	0	0	0	0	0	0	0	0	18	95		
6:15	26	110	11	78	0	0	0	0	0	0	0	0	0	0	19	94		
6:30	36	81	6	71	0	0	0	0	0	0	0	0	0	0	21	76		
6:45	39	76	25	71	0	0	0	0	0	0	0	0	0	0	32	74		
7:00	54	73	10	63	0	0	0	0	0	0	0	0	0	0	32	68		
7:15	64	75	20	60	0	0	0	0	0	0	0	0	0	0	42	68		
7:30	75	53	20	55	0	0	0	0	0	0	0	0	0	0	48	54		
7:45	65	58	34	70	0	0	0	0	0	0	0	0	0	0	50	64		
8:00	73	57	32	43	0	0	0	0	0	0	0	0	0	0	53	50		
8:15	82	40	39	47	0	0	0	0	0	0	0	0	0	0	61	44		
8:30	79	43	47	59	0	0	0	0	0	0	0	0	0	0	63	51		
8:45	69	55	64	41	0	0	0	0	0	0	0	0	0	0	67	48		
9:00	68	40	57	31	0	0	0	0	0	0	0	0	0	0	63	36		
9:15	58	43	47	39	0	0	0	0	0	0	0	0	0	0	53	41		
9:30	62	30	64	42	0	0	0	0	0	0	0	0	0	0	63	36		
9:45	53	25	71	18	0	0	0	0	0	0	0	0	0	0	62	22		
10:00	67	24	65	36	0	0	0	0	0	0	0	0	0	0	66	30		
10:15	68	24	73	24	0	0	0	0	0	0	0	0	0	0	71	24		
10:30	59	12	76	30	0	0	0	0	0	0	0	0	0	0	68	21		
10:45	45	13	72	31	0	0	0	0	0	0	0	0	0	0	59	22		
11:00	72	20	66	20	0	0	0	0	0	0	0	0	0	0	69	20		
11:15	50	17	67	20	0	0	0	0	0	0	0	0	0	0	59	19		
11:30	69	16	80	33	0	0	0	0	0	0	0	0	0	0	75	25		
11:45	75	10	87	24	0	0	0	0	0	0	0	0	0	0	81	17		
<b>Total</b>	<b>1582</b>	<b>3280</b>	<b>1341</b>	<b>3168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1462</b>	<b>3224</b>		
<b>Day Total</b>	<b>4862</b>		<b>4509</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>4686</b>			
<b>Peak HR</b>	<b>8:00 AM</b>	<b>5:00 PM</b>	<b>11:00 AM</b>	<b>3:00 PM</b>													<b>11:00 AM</b>	<b>5:00 PM</b>
<b>Volume</b>	<b>303</b>	<b>467</b>	<b>300</b>	<b>366</b>													<b>283</b>	<b>406</b>

Crafts Street  
 south of Lincoln Street  
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PRECISION  
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 INDUSTRIES, LLC  
 157 Washington Street, Suite 2  
 Hudson, MA 01749  
 Office: 508-875-0100 Fax: 508-875-0118

PDI File # 228397-ATR-A  
 #260-22

Direction: SB

Weekly Report

Day Date	Thursday 02/10/22		Saturday 02/12/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	6	66	11	78	0	0	0	0	0	0	0	0	0	0	9	72		
12:15	4	71	10	86	0	0	0	0	0	0	0	0	0	0	7	79		
12:30	3	72	7	94	0	0	0	0	0	0	0	0	0	0	5	83		
12:45	2	64	9	79	0	0	0	0	0	0	0	0	0	0	6	72		
1:00	2	74	6	100	0	0	0	0	0	0	0	0	0	0	4	87		
1:15	4	64	4	93	0	0	0	0	0	0	0	0	0	0	4	79		
1:30	2	77	6	80	0	0	0	0	0	0	0	0	0	0	4	79		
1:45	2	82	4	90	0	0	0	0	0	0	0	0	0	0	3	86		
2:00	0	73	5	81	0	0	0	0	0	0	0	0	0	0	3	77		
2:15	4	83	6	74	0	0	0	0	0	0	0	0	0	0	5	79		
2:30	1	92	5	74	0	0	0	0	0	0	0	0	0	0	3	83		
2:45	1	84	4	92	0	0	0	0	0	0	0	0	0	0	3	88		
3:00	2	73	4	81	0	0	0	0	0	0	0	0	0	0	3	77		
3:15	1	87	2	76	0	0	0	0	0	0	0	0	0	0	2	82		
3:30	2	92	3	88	0	0	0	0	0	0	0	0	0	0	3	90		
3:45	5	77	5	83	0	0	0	0	0	0	0	0	0	0	5	80		
4:00	3	78	4	59	0	0	0	0	0	0	0	0	0	0	4	69		
4:15	4	65	1	84	0	0	0	0	0	0	0	0	0	0	3	75		
4:30	4	85	3	77	0	0	0	0	0	0	0	0	0	0	4	81		
4:45	4	82	3	84	0	0	0	0	0	0	0	0	0	0	4	83		
5:00	8	73	5	65	0	0	0	0	0	0	0	0	0	0	7	69		
5:15	15	93	4	81	0	0	0	0	0	0	0	0	0	0	10	87		
5:30	13	81	9	60	0	0	0	0	0	0	0	0	0	0	11	71		
5:45	18	97	6	54	0	0	0	0	0	0	0	0	0	0	12	76		
6:00	30	79	8	62	0	0	0	0	0	0	0	0	0	0	19	71		
6:15	26	76	10	53	0	0	0	0	0	0	0	0	0	0	18	65		
6:30	40	91	16	82	0	0	0	0	0	0	0	0	0	0	28	87		
6:45	48	57	22	35	0	0	0	0	0	0	0	0	0	0	35	46		
7:00	73	52	21	47	0	0	0	0	0	0	0	0	0	0	47	50		
7:15	63	52	25	53	0	0	0	0	0	0	0	0	0	0	44	53		
7:30	99	44	25	46	0	0	0	0	0	0	0	0	0	0	62	45		
7:45	107	35	34	28	0	0	0	0	0	0	0	0	0	0	71	32		
8:00	82	38	44	53	0	0	0	0	0	0	0	0	0	0	63	46		
8:15	74	36	44	45	0	0	0	0	0	0	0	0	0	0	59	41		
8:30	77	33	46	33	0	0	0	0	0	0	0	0	0	0	62	33		
8:45	104	22	43	12	0	0	0	0	0	0	0	0	0	0	74	17		
9:00	71	23	53	33	0	0	0	0	0	0	0	0	0	0	62	28		
9:15	77	21	43	29	0	0	0	0	0	0	0	0	0	0	60	25		
9:30	75	22	56	25	0	0	0	0	0	0	0	0	0	0	66	24		
9:45	82	14	72	26	0	0	0	0	0	0	0	0	0	0	77	20		
10:00	77	16	70	21	0	0	0	0	0	0	0	0	0	0	74	19		
10:15	72	15	63	33	0	0	0	0	0	0	0	0	0	0	68	24		
10:30	66	11	62	19	0	0	0	0	0	0	0	0	0	0	64	15		
10:45	52	11	87	18	0	0	0	0	0	0	0	0	0	0	70	15		
11:00	56	12	81	13	0	0	0	0	0	0	0	0	0	0	69	13		
11:15	66	6	65	15	0	0	0	0	0	0	0	0	0	0	66	11		
11:30	63	8	76	14	0	0	0	0	0	0	0	0	0	0	70	11		
11:45	50	10	70	15	0	0	0	0	0	0	0	0	0	0	60	13		
<b>Total</b>	<b>1740</b>	<b>2669</b>	<b>1262</b>	<b>2723</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1501</b>	<b>2696</b>		
<b>Day Total</b>	<b>4409</b>		<b>3985</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>4197</b>			
<b>Peak HR</b>	<b>7:30 AM</b>	<b>5:15 PM</b>	<b>10:45 AM</b>	<b>12:30 PM</b>													<b>9:30 AM</b>	<b>2:45 PM</b>
<b>Volume</b>	<b>362</b>	<b>350</b>	<b>309</b>	<b>366</b>													<b>284</b>	<b>337</b>

Crafts Street  
 south of Lincoln Road  
 City, State: Newton, MA  
 Client: VHB/ M. Duranleau  
 Site Code: TBA



#260-22  
 PDI File #: 228397 ATR-A (Speed)

Count Date  
 Thursday, February 10, 2022

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	11	12	6	2	0	0	0	0	0	0	31	36.5	32.0
1:00 AM	0	0	0	3	6	5	0	0	0	0	0	0	0	14	36.1	32.7
2:00 AM	0	0	1	2	3	1	1	0	0	0	0	0	0	8	35.8	31.1
3:00 AM	0	0	1	2	3	2	0	0	0	0	0	0	0	8	34.9	30.4
4:00 AM	0	0	1	4	7	6	3	0	0	0	0	0	0	21	37.0	33.2
5:00 AM	1	2	2	17	11	17	3	0	0	0	0	0	0	53	37.0	31.2
6:00 AM	4	3	10	34	49	23	2	1	0	0	0	0	0	126	35.0	29.7
7:00 AM	4	1	15	53	82	36	9	1	0	0	0	0	0	201	36.0	30.8
8:00 AM	3	8	40	96	71	15	2	1	0	0	0	0	0	236	33.0	28.0
9:00 AM	1	11	40	81	53	11	1	0	0	0	0	0	0	198	32.0	27.6
10:00 AM	2	8	43	96	45	5	0	0	0	0	0	0	0	199	31.0	26.9
11:00 AM	10	14	46	97	46	15	2	0	0	0	0	0	0	230	31.7	26.4
12:00 PM	5	15	45	119	76	9	2	0	0	0	0	0	0	271	32.0	27.1
1:00 PM	2	5	47	101	53	13	5	0	1	0	0	0	0	227	33.0	27.7
2:00 PM	4	6	38	109	80	16	1	0	0	0	0	0	0	254	32.0	28.0
3:00 PM	4	9	23	123	104	24	3	0	0	0	0	0	0	290	33.0	28.9
4:00 PM	5	13	74	137	89	9	1	1	0	0	0	0	0	329	32.0	27.0
5:00 PM	7	8	58	176	103	12	1	1	0	0	0	0	0	366	32.0	27.5
6:00 PM	2	19	61	134	79	13	1	1	0	1	0	0	0	311	32.0	27.2
7:00 PM	1	4	25	109	83	13	3	0	0	0	0	0	0	238	32.0	28.8
8:00 PM	2	4	21	56	72	16	1	0	0	0	0	0	0	172	33.0	28.8
9:00 PM	1	3	5	40	51	23	5	0	0	0	0	0	0	128	35.0	30.8
10:00 PM	0	1	5	17	28	17	1	2	0	0	0	0	0	71	37.0	31.8
11:00 PM	1	2	5	14	28	10	1	1	0	0	0	0	0	62	35.0	30.4
Total	59	136	606	1631	1234	317	50	9	1	1	0	0	0	4044	33.0	28.2
Percent	1.46%	3.36%	14.99%	40.33%	30.51%	7.84%	1.24%	0.22%	0.02%	0.02%	0.00%	0.00%	0.00%			

AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	6:00 AM								8:00 AM
Volume	10	14	46	97	82	36	9	1	0	0	0	0	0	0	0	236
PM Peak	5:00 PM	6:00 PM	4:00 PM	5:00 PM	3:00 PM	3:00 PM	1:00 PM	10:00 PM	1:00 PM	6:00 PM						5:00 PM
Volume	7	19	74	176	104	24	5	2	1	1	0	0	0	0	366	

15th Percentile:	24.0 MPH	Average Speed:	28.2 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	28.0 MPH	10 MPH Pace:	24 to 33 MPH	Number of Vehicles > 25 MPH:	2994
85th Percentile:	33.0 MPH	Number in Pace:	2937	Percent of Vehicles > 25 MPH:	74.0%
95th Percentile:	36.0 MPH	Percent in Pace:	72.6%		

Crafts Street  
 south of Lincoln Road  
 City, State: Newton, MA  
 Client: VHB/ M. Duranleau  
 Site Code: TBA



#260-22  
 PDI File #: 228397 ATR-A (Speed)

Count Date  
 Thursday, February 10, 2022

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	4	5	2	3	0	0	0	0	0	0	0	15	36.6	27.8
1:00 AM	0	1	0	0	7	2	0	0	0	0	0	0	0	10	34.3	30.8
2:00 AM	0	0	0	3	1	2	0	0	0	0	0	0	0	6	35.5	30.7
3:00 AM	0	0	1	1	6	1	1	1	0	0	0	0	0	11	38.5	32.9
4:00 AM	1	1	1	3	6	3	0	0	0	0	0	0	0	15	35.8	29.1
5:00 AM	0	4	2	15	24	12	2	0	0	0	0	0	0	59	36.0	30.5
6:00 AM	3	7	30	57	39	12	1	1	0	0	0	0	0	150	33.0	27.7
7:00 AM	13	36	72	121	77	17	3	0	0	0	0	0	0	339	32.0	26.0
8:00 AM	11	32	76	148	66	15	0	1	0	0	0	0	0	349	31.0	26.0
9:00 AM	2	34	59	101	93	14	2	0	1	0	0	0	0	306	32.0	26.9
10:00 AM	7	19	45	121	66	10	1	0	0	0	0	0	0	269	31.0	26.7
11:00 AM	4	25	55	98	48	13	0	0	1	0	0	0	0	244	31.0	26.4
12:00 PM	6	21	84	113	46	10	1	2	0	0	0	0	0	283	31.0	25.8
1:00 PM	6	30	66	119	64	11	4	0	0	0	0	0	0	300	31.0	26.4
2:00 PM	16	53	89	122	58	10	2	0	0	0	0	0	0	350	30.0	24.8
3:00 PM	11	25	76	156	63	13	0	2	1	0	0	0	0	347	31.0	26.3
4:00 PM	12	48	99	138	32	7	0	0	1	0	0	0	0	337	29.0	24.4
5:00 PM	33	48	103	117	44	8	0	0	0	0	0	0	0	353	29.0	23.5
6:00 PM	20	23	63	136	47	9	1	1	0	0	0	0	0	300	30.0	25.3
7:00 PM	7	12	27	81	58	7	2	0	0	0	0	0	0	194	32.0	27.1
8:00 PM	5	7	18	65	38	11	1	0	0	0	0	0	0	145	32.4	27.5
9:00 PM	0	8	6	38	29	6	1	0	0	0	0	0	0	88	33.0	28.4
10:00 PM	0	1	1	22	25	4	2	0	0	0	0	0	0	55	33.0	30.2
11:00 PM	2	3	7	11	6	7	3	0	0	0	0	0	0	39	36.3	28.2
<b>Total</b>	<b>159</b>	<b>439</b>	<b>984</b>	<b>1791</b>	<b>945</b>	<b>207</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4564</b>	<b>31.0</b>	<b>26.1</b>
<b>Percent</b>	<b>3.48%</b>	<b>9.62%</b>	<b>21.56%</b>	<b>39.24%</b>	<b>20.71%</b>	<b>4.54%</b>	<b>0.59%</b>	<b>0.18%</b>	<b>0.09%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>			

AM Peak	7:00 AM	7:00 AM	8:00 AM	8:00 AM	9:00 AM	7:00 AM	7:00 AM	3:00 AM	9:00 AM							8:00 AM
Volume	13	36	76	148	93	17	3	1	1	0	0	0	0	0	0	349
PM Peak	5:00 PM	2:00 PM	5:00 PM	3:00 PM	1:00 PM	3:00 PM	1:00 PM	12:00 PM	3:00 PM							5:00 PM
Volume	33	53	103	156	64	13	4	2	1	0	0	0	0	0	353	

15th Percentile:	20.0 MPH	Average Speed:	26.1 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	27.0 MPH	10 MPH Pace:	23 to 32 MPH	Number of Vehicles > 25 MPH:	2651
85th Percentile:	31.0 MPH	Number in Pace:	3075	Percent of Vehicles > 25 MPH:	58.1%
95th Percentile:	35.0 MPH	Percent in Pace:	67.4%		

Crafts Street  
 south of Lincoln Road  
 City, State: Newton, MA  
 Client: VHB/ M. Duranleau  
 Site Code: TBA



#260-22  
 PDI File #: 228397 ATR-A (Speed)

Count Date  
 Thursday, February 10, 2022

Speed (60-minute)  
 Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	4	16	14	9	2	0	0	0	0	0	0	46	37.0	30.7
1:00 AM	0	1	0	3	13	7	0	0	0	0	0	0	0	24	36.0	31.9
2:00 AM	0	0	1	5	4	3	1	0	0	0	0	0	0	14	36.1	30.9
3:00 AM	0	0	2	3	9	3	1	1	0	0	0	0	0	19	36.6	31.8
4:00 AM	1	1	2	7	13	9	3	0	0	0	0	0	0	36	37.0	31.5
5:00 AM	1	6	4	32	35	29	5	0	0	0	0	0	0	112	37.0	30.8
6:00 AM	7	10	40	91	88	35	3	2	0	0	0	0	0	276	34.0	28.6
7:00 AM	17	37	87	174	159	53	12	1	0	0	0	0	0	540	34.0	27.8
8:00 AM	14	40	116	244	137	30	2	2	0	0	0	0	0	585	32.0	26.8
9:00 AM	3	45	99	182	146	25	3	0	1	0	0	0	0	504	32.0	27.2
10:00 AM	9	27	88	217	111	15	1	0	0	0	0	0	0	468	31.0	26.8
11:00 AM	14	39	101	195	94	28	2	0	1	0	0	0	0	474	31.0	26.4
12:00 PM	11	36	129	232	122	19	3	2	0	0	0	0	0	554	31.0	26.5
1:00 PM	8	35	113	220	117	24	9	0	1	0	0	0	0	527	32.0	26.9
2:00 PM	20	59	127	231	138	26	3	0	0	0	0	0	0	604	32.0	26.1
3:00 PM	15	34	99	279	167	37	3	2	1	0	0	0	0	637	32.0	27.5
4:00 PM	17	61	173	275	121	16	1	1	1	0	0	0	0	666	31.0	25.7
5:00 PM	40	56	161	293	147	20	1	1	0	0	0	0	0	719	31.0	25.6
6:00 PM	22	42	124	270	126	22	2	2	0	1	0	0	0	611	31.0	26.3
7:00 PM	8	16	52	190	141	20	5	0	0	0	0	0	0	432	32.0	28.0
8:00 PM	7	11	39	121	110	27	2	0	0	0	0	0	0	317	33.0	28.2
9:00 PM	1	11	11	78	80	29	6	0	0	0	0	0	0	216	35.0	29.8
10:00 PM	0	2	6	39	53	21	3	2	0	0	0	0	0	126	36.0	31.1
11:00 PM	3	5	12	25	34	17	4	1	0	0	0	0	0	101	35.0	29.5
Total	218	575	1590	3422	2179	524	77	17	5	1	0	0	0	8608	32.0	27.1
Percent	2.53%	6.68%	18.47%	39.75%	25.31%	6.09%	0.89%	0.20%	0.06%	0.01%	0.00%	0.00%	0.00%			

AM Peak	7:00 AM	9:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	6:00 AM	9:00 AM					8:00 AM
Volume	17	45	116	244	159	53	12	2	1	0	0	0	0	585
PM Peak	5:00 PM	4:00 PM	4:00 PM	5:00 PM	3:00 PM	3:00 PM	1:00 PM	12:00 PM	1:00 PM	6:00 PM				5:00 PM
Volume	40	61	173	293	167	37	9	2	1	1	0	0	0	719

15th Percentile:	22.0 MPH	Average Speed:	27.1 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	28.0 MPH	10 MPH Pace:	23 to 32 MPH	Number of Vehicles > 25 MPH:	5645
85th Percentile:	32.0 MPH	Number in Pace:	5961	Percent of Vehicles > 25 MPH:	65.6%
95th Percentile:	35.0 MPH	Percent in Pace:	69.2%		

Crafts Street  
 south of Lincoln Road  
 City, State: Newton, MA  
 Client: VHB/ M. Duranleau  
 Site Code: TBA



#260-22  
 PDI File #: 228397 ATR-A (Speed)

Count Date  
 Saturday, February 12, 2022

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	2	2	19	39	7	2	1	0	0	0	0	0	72	34.0	31.3
1:00 AM	0	1	0	12	21	9	0	1	0	0	0	0	0	44	36.0	31.6
2:00 AM	0	0	0	7	14	6	3	0	0	0	0	0	0	30	38.3	33.1
3:00 AM	0	0	1	3	9	5	1	1	0	0	0	0	0	20	37.2	33.0
4:00 AM	0	0	1	2	5	2	0	1	0	0	0	0	0	11	35.5	32.2
5:00 AM	0	0	1	2	13	8	0	0	0	0	0	0	0	24	36.6	32.9
6:00 AM	0	1	1	9	18	14	1	0	0	0	0	0	0	44	37.6	32.4
7:00 AM	1	2	4	21	31	20	5	0	0	0	0	0	0	84	37.0	31.6
8:00 AM	1	2	12	55	69	31	3	1	0	0	0	0	0	174	35.0	30.6
9:00 AM	1	1	18	75	91	31	2	0	0	0	0	0	0	219	34.3	30.0
10:00 AM	2	1	21	79	109	24	1	1	0	0	0	0	0	238	33.0	29.7
11:00 AM	2	3	36	102	93	27	2	0	0	0	0	0	0	265	33.0	28.8
12:00 PM	2	3	40	116	95	13	2	0	0	0	0	0	0	271	32.5	28.4
1:00 PM	3	3	33	121	108	19	0	2	0	0	0	0	0	289	33.0	28.8
2:00 PM	3	3	31	108	99	33	2	0	0	0	0	0	0	279	34.0	29.1
3:00 PM	4	0	41	126	106	27	0	0	0	0	0	0	0	304	33.0	28.7
4:00 PM	5	6	41	111	97	25	1	0	0	0	0	0	0	286	33.0	28.4
5:00 PM	6	8	47	155	95	12	2	0	0	0	0	0	0	325	32.0	27.7
6:00 PM	1	5	46	120	91	9	3	0	0	0	0	0	0	275	32.0	28.1
7:00 PM	2	3	25	82	82	16	4	0	0	0	0	0	0	214	33.0	29.1
8:00 PM	2	1	17	52	62	31	2	0	0	0	0	0	0	167	35.0	30.1
9:00 PM	3	0	12	38	53	13	2	0	1	0	0	0	0	122	34.0	29.6
10:00 PM	2	2	8	26	53	20	1	0	0	0	0	0	0	112	35.0	30.5
11:00 PM	1	0	3	16	44	21	3	0	1	0	0	0	0	89	36.0	32.2
Total	41	47	441	1457	1497	423	42	8	2	0	0	0	0	3958	34.0	29.3
Percent	1.04%	1.19%	11.14%	36.81%	37.82%	10.69%	1.06%	0.20%	0.05%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	8:00 AM	7:00 AM	12:00 AM							11:00 AM
Volume	2	3	36	102	109	31	5	1	0	0	0	0	0	0	265
PM Peak	5:00 PM	5:00 PM	5:00 PM	5:00 PM	1:00 PM	2:00 PM	7:00 PM	1:00 PM	9:00 PM						5:00 PM
Volume	6	8	47	155	108	33	4	2	1	0	0	0	0	325	

15th Percentile:	25.0 MPH	Average Speed:	29.3 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	29.0 MPH	10 MPH Pace:	25 to 34 MPH	Number of Vehicles > 25 MPH:	3235
85th Percentile:	34.0 MPH	Number in Pace:	2954	Percent of Vehicles > 25 MPH:	81.7%
95th Percentile:	37.0 MPH	Percent in Pace:	74.6%		



Crafts Street  
 south of Lincoln Road  
 City, State: Newton, MA  
 Client: VHB/ M. Duranleau  
 Site Code: TBA



#260-22  
 PDI File #: 228397 ATR-A (Speed)

Count Date  
 Saturday, February 12, 2022

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	6	15	11	5	0	0	0	0	0	0	0	38	34.0	28.9
1:00 AM	0	0	3	8	6	3	1	0	0	0	0	0	0	21	38.0	30.1
2:00 AM	0	0	4	4	3	9	1	0	0	0	0	0	0	21	37.0	31.7
3:00 AM	0	1	1	6	2	4	0	0	0	0	0	0	0	14	37.0	29.6
4:00 AM	1	0	0	3	6	0	1	0	0	0	0	0	0	11	33.5	29.7
5:00 AM	0	0	4	10	9	2	1	0	0	0	0	0	0	26	34.0	28.8
6:00 AM	0	0	6	16	18	15	0	0	0	0	0	0	0	55	36.9	31.0
7:00 AM	1	1	11	37	40	17	2	0	0	0	0	0	0	109	35.8	30.0
8:00 AM	0	10	14	55	79	16	3	0	0	0	0	0	0	177	34.0	29.5
9:00 AM	8	14	22	90	93	20	1	0	0	0	0	0	0	248	34.0	28.4
10:00 AM	5	18	45	137	73	13	0	0	0	0	0	0	0	291	32.0	27.1
11:00 AM	11	32	48	126	72	12	0	1	0	0	0	0	0	302	32.0	26.4
12:00 PM	24	11	69	136	84	11	1	0	0	0	0	0	0	336	32.0	26.2
1:00 PM	21	46	80	130	69	9	2	0	0	0	0	0	0	357	31.0	25.0
2:00 PM	5	20	75	149	77	8	1	0	0	0	0	0	0	335	31.0	26.6
3:00 PM	14	39	67	151	69	7	0	0	0	0	0	0	0	347	31.0	25.6
4:00 PM	4	20	64	129	84	12	1	0	1	0	0	0	0	315	32.0	27.1
5:00 PM	11	17	60	148	49	7	1	0	0	0	0	0	0	293	30.0	26.0
6:00 PM	4	12	56	117	41	4	1	0	0	0	0	0	0	235	30.0	26.4
7:00 PM	4	6	25	94	43	6	2	0	0	0	0	0	0	180	32.0	27.5
8:00 PM	0	3	18	73	46	7	1	0	0	0	0	0	0	148	32.0	28.4
9:00 PM	3	1	19	57	28	9	2	0	0	0	0	0	0	119	32.0	27.9
10:00 PM	1	3	9	53	22	8	0	1	0	0	0	0	0	97	32.0	28.4
11:00 PM	0	3	0	23	26	6	2	1	0	0	0	0	0	61	34.0	30.4
Total	117	258	706	1767	1050	210	24	3	1	0	0	0	0	4136	32.0	27.1
Percent	2.83%	6.24%	17.07%	42.72%	25.39%	5.08%	0.58%	0.07%	0.02%	0.00%	0.00%	0.00%	0.00%			

AM Peak	11:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM	9:00 AM	8:00 AM	11:00 AM							11:00 AM
Volume	11	32	48	137	93	20	3	1	0	0	0	0	0	0	302

PM Peak	12:00 PM	1:00 PM	1:00 PM	3:00 PM	12:00 PM	4:00 PM	1:00 PM	10:00 PM	4:00 PM						1:00 PM
Volume	24	46	80	151	84	12	2	1	1	0	0	0	0	357	

15th Percentile:	22.0 MPH	Average Speed:	27.1 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	28.0 MPH	10 MPH Pace:	23 to 32 MPH	Number of Vehicles > 25 MPH:	2767
85th Percentile:	32.0 MPH	Number in Pace:	2949	Percent of Vehicles > 25 MPH:	66.9%
95th Percentile:	35.0 MPH	Percent in Pace:	71.3%		

Crafts Street  
 south of Lincoln Road  
 City, State: Newton, MA  
 Client: VHB/ M. Duranleau  
 Site Code: TBA



#260-22  
 PDI File #: 228397 ATR-A (Speed)

Count Date  
 Saturday, February 12, 2022

Speed (60-minute)

Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	3	8	34	50	12	2	1	0	0	0	0	0	110	34.0	30.4
1:00 AM	0	1	3	20	27	12	1	1	0	0	0	0	0	65	36.0	31.1
2:00 AM	0	0	4	11	17	15	4	0	0	0	0	0	0	51	37.0	32.5
3:00 AM	0	1	2	9	11	9	1	1	0	0	0	0	0	34	37.0	31.6
4:00 AM	1	0	1	5	11	2	1	1	0	0	0	0	0	22	34.9	31.0
5:00 AM	0	0	5	12	22	10	1	0	0	0	0	0	0	50	35.0	30.8
6:00 AM	0	1	7	25	36	29	1	0	0	0	0	0	0	99	37.0	31.6
7:00 AM	2	3	15	58	71	37	7	0	0	0	0	0	0	193	36.0	30.7
8:00 AM	1	12	26	110	148	47	6	1	0	0	0	0	0	351	35.0	30.1
9:00 AM	9	15	40	165	184	51	3	0	0	0	0	0	0	467	34.0	29.1
10:00 AM	7	19	66	216	182	37	1	1	0	0	0	0	0	529	33.0	28.3
11:00 AM	13	35	84	228	165	39	2	1	0	0	0	0	0	567	32.0	27.5
12:00 PM	26	14	109	252	179	24	3	0	0	0	0	0	0	607	32.0	27.2
1:00 PM	24	49	113	251	177	28	2	2	0	0	0	0	0	646	32.0	26.7
2:00 PM	8	23	106	257	176	41	3	0	0	0	0	0	0	614	32.0	27.7
3:00 PM	18	39	108	277	175	34	0	0	0	0	0	0	0	651	32.0	27.0
4:00 PM	9	26	105	240	181	37	2	0	1	0	0	0	0	601	32.0	27.7
5:00 PM	17	25	107	303	144	19	3	0	0	0	0	0	0	618	32.0	26.9
6:00 PM	5	17	102	237	132	13	4	0	0	0	0	0	0	510	31.0	27.3
7:00 PM	6	9	50	176	125	22	6	0	0	0	0	0	0	394	33.0	28.3
8:00 PM	2	4	35	125	108	38	3	0	0	0	0	0	0	315	34.0	29.3
9:00 PM	6	1	31	95	81	22	4	0	1	0	0	0	0	241	33.0	28.8
10:00 PM	3	5	17	79	75	28	1	1	0	0	0	0	0	209	34.0	29.6
11:00 PM	1	3	3	39	70	27	5	1	1	0	0	0	0	150	36.0	31.5
Total	158	305	1147	3224	2547	633	66	11	3	0	0	0	0	8094	33.0	28.2
Percent	1.95%	3.77%	14.17%	39.83%	31.47%	7.82%	0.82%	0.14%	0.04%	0.00%	0.00%	0.00%	0.00%			

AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM	9:00 AM	7:00 AM	12:00 AM							11:00 AM
Volume	13	35	84	228	184	51	7	1	0	0	0	0	0	0	567
PM Peak	12:00 PM	1:00 PM	1:00 PM	5:00 PM	4:00 PM	2:00 PM	7:00 PM	1:00 PM	4:00 PM						3:00 PM
Volume	26	49	113	303	181	41	6	2	1	0	0	0	0	651	

15th Percentile:	24.0 MPH	Average Speed:	28.2 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	28.0 MPH	10 MPH Pace:	24 to 33 MPH	Number of Vehicles > 25 MPH:	6002
85th Percentile:	33.0 MPH	Number in Pace:	5865	Percent of Vehicles > 25 MPH:	74.2%
95th Percentile:	36.0 MPH	Percent in Pace:	72.5%		

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	1	0	48	0	48	46	0	0	46	95
7:15 AM	1	1	0	2	0	65	0	65	62	0	0	62	129
7:30 AM	1	2	0	3	0	75	0	75	74	0	0	74	152
7:45 AM	2	1	0	3	0	76	0	76	100	2	0	102	181
Total	5	4	0	9	0	264	0	264	282	2	0	284	557
8:00 AM	0	0	0	0	0	63	0	63	91	0	0	91	154
8:15 AM	3	0	0	3	3	85	0	88	82	3	0	85	176
8:30 AM	1	3	0	4	1	74	0	75	76	1	0	77	156
8:45 AM	1	1	0	2	0	58	0	58	81	1	0	82	142
Total	5	4	0	9	4	280	0	284	330	5	0	335	628
Grand Total	10	8	0	18	4	544	0	548	612	7	0	619	1185
Approach %	55.6	44.4	0.0		0.7	99.3	0.0		98.9	1.1	0.0		
Total %	0.8	0.7	0.0	1.5	0.3	45.9	0.0	46.2	51.6	0.6	0.0	52.2	
Exiting Leg Total				11				620				554	1185
Cars	9	7	0	16	4	511	0	515	598	7	0	605	1136
% Cars	90.0	87.5	0.0	88.9	100.0	93.9	0.0	94.0	97.7	100.0	0.0	97.7	95.9
Exiting Leg Total				11				605				520	1136
Heavy Vehicles	1	1	0	2	0	33	0	33	14	0	0	14	49
% Heavy Vehicles	10.0	12.5	0.0	11.1	0.0	6.1	0.0	6.0	2.3	0.0	0.0	2.3	4.1
Exiting Leg Total				0				15				34	49

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

7:45 AM	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:45 AM	2	1	0	3	0	76	0	76	100	2	0	102	181
8:00 AM	0	0	0	0	0	63	0	63	91	0	0	91	154
8:15 AM	3	0	0	3	3	85	0	88	82	3	0	85	176
8:30 AM	1	3	0	4	1	74	0	75	76	1	0	77	156
Total Volume	6	4	0	10	4	298	0	302	349	6	0	355	667
% Approach Total	60.0	40.0	0.0		1.3	98.7	0.0		98.3	1.7	0.0		
PHF	0.500	0.333	0.000	0.625	0.333	0.876	0.000	0.858	0.873	0.500	0.000	0.870	0.921
Cars	5	4	0	9	4	285	0	289	345	6	0	351	649
Cars %	83.3	100.0	0.0	90.0	100.0	95.6	0.0	95.7	98.9	100.0	0.0	98.9	97.3
Heavy Vehicles	1	0	0	1	0	13	0	13	4	0	0	4	18
Heavy Vehicles %	16.7	0.0	0.0	10.0	0.0	4.4	0.0	4.3	1.1	0.0	0.0	1.1	2.7
Cars Enter Leg	5	4	0	9	4	285	0	289	345	6	0	351	649
Heavy Enter Leg	1	0	0	1	0	13	0	13	4	0	0	4	18
Total Entering Leg	6	4	0	10	4	298	0	302	349	6	0	355	667
Cars Exiting Leg				10				349				290	649
Heavy Exiting Leg				0				4				14	18
Total Exiting Leg				10				353				304	667

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars**

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	1	0	43	0	43	45	0	0	45	89
7:15 AM	1	0	0	1	0	59	0	59	59	0	0	59	119
7:30 AM	1	2	0	3	0	71	0	71	69	0	0	69	143
7:45 AM	2	1	0	3	0	69	0	69	100	2	0	102	174
<b>Total</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>242</b>	<b>0</b>	<b>242</b>	<b>273</b>	<b>2</b>	<b>0</b>	<b>275</b>	<b>525</b>
8:00 AM	0	0	0	0	0	62	0	62	89	0	0	89	151
8:15 AM	2	0	0	2	3	84	0	87	82	3	0	85	174
8:30 AM	1	3	0	4	1	70	0	71	74	1	0	75	150
8:45 AM	1	1	0	2	0	53	0	53	80	1	0	81	136
<b>Total</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>269</b>	<b>0</b>	<b>273</b>	<b>325</b>	<b>5</b>	<b>0</b>	<b>330</b>	<b>611</b>
Grand Total	9	7	0	16	4	511	0	515	598	7	0	605	1136
Approach %	56.3	43.8	0.0		0.8	99.2	0.0		98.8	1.2	0.0		
Total %	0.8	0.6	0.0	1.4	0.4	45.0	0.0	45.3	52.6	0.6	0.0	53.3	
Exiting Leg Total				11				605				520	1136

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

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:45 AM	2	1	0	3	0	69	0	69	100	2	0	102	174
8:00 AM	0	0	0	0	0	62	0	62	89	0	0	89	151
8:15 AM	2	0	0	2	3	84	0	87	82	3	0	85	174
8:30 AM	1	3	0	4	1	70	0	71	74	1	0	75	150
Total Volume	5	4	0	9	4	285	0	289	345	6	0	351	649
% Approach Total	55.6	44.4	0.0		1.4	98.6	0.0		98.3	1.7	0.0		
PHF	0.625	0.333	0.000	0.563	0.333	0.848	0.000	0.830	0.863	0.500	0.000	0.860	0.932
Entering Leg	5	4	0	9	4	285	0	289	345	6	0	351	649
Exiting Leg				10				349				290	649
<b>Total</b>				<b>19</b>				<b>638</b>				<b>641</b>	<b>1298</b>

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

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

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
7:15 AM	0	1	0	1	0	6	0	6	3	0	0	3	10
7:30 AM	0	0	0	0	0	4	0	4	5	0	0	5	9
7:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>32</b>
8:00 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
8:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
8:30 AM	0	0	0	0	0	4	0	4	2	0	0	2	6
8:45 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>17</b>
Grand Total	1	1	0	2	0	33	0	33	14	0	0	14	49
Approach %	50.0	50.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	2.0	2.0	0.0	4.1	0.0	67.3	0.0	67.3	28.6	0.0	0.0	28.6	
Exiting Leg Total	0				15				34				49
Buses	0	1	0	1	0	14	0	14	2	0	0	2	17
% Buses	0.0	100.0	0.0	50.0	0.0	42.4	0.0	42.4	14.3	0.0	0.0	14.3	34.7
Exiting Leg Total	0				3				14				17
Single-Unit Trucks	1	0	0	1	0	18	0	18	12	0	0	12	31
% Single-Unit	100.0	0.0	0.0	50.0	0.0	54.5	0.0	54.5	85.7	0.0	0.0	85.7	63.3
Exiting Leg Total	0				12				19				31
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
% Articulated	0.0	0.0	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	2.0
Exiting Leg Total	0				0				1				1

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

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
7:15 AM	0	1	0	1	0	6	0	6	3	0	0	3	10
7:30 AM	0	0	0	0	0	4	0	4	5	0	0	5	9
7:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	7
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>32</b>
% Approach Total	0.0	100.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.000	0.786	0.000	0.786	0.450	0.000	0.000	0.450	0.800
Buses	0	1	0	1	0	12	0	12	2	0	0	2	15
Buses %	0.0	100.0	0.0	100.0	0.0	54.5	0.0	54.5	22.2	0.0	0.0	22.2	46.9
Single-Unit Trucks	0	0	0	0	0	10	0	10	7	0	0	7	17
Single-Unit %	0.0	0.0	0.0	0.0	0.0	45.5	0.0	45.5	77.8	0.0	0.0	77.8	53.1
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	1	0	1	0	12	0	12	2	0	0	2	15
Single-Unit Trucks	0	0	0	0	0	10	0	10	7	0	0	7	17
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Entering Leg</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>32</b>
Buses	0				3				12				15
Single-Unit Trucks	0				7				10				17
Articulated Trucks	0				0				0				0
<b>Total Exiting Leg</b>	<b>0</b>				<b>10</b>				<b>22</b>				<b>32</b>

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Buses**

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
7:15 AM	0	1	0	1	0	5	0	5	1	0	0	1	7
7:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
7:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>15</b>
8:00 AM	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
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Grand Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>17</b>
Approach %	0.0	100.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	5.9	0.0	5.9	0.0	82.4	0.0	82.4	11.8	0.0	0.0	11.8	
Exiting Leg Total				0				3				14	17

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

7:00 AM	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
7:15 AM	0	1	0	1	0	5	0	5	1	0	0	1	7
7:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
7:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	1	0	1	0	12	0	12	2	0	0	2	15
% Approach Total	0.0	100.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.000	0.600	0.000	0.600	0.500	0.000	0.000	0.500	0.536
Entering Leg	0	1	0	1	0	12	0	12	2	0	0	2	15
Exiting Leg				0				3				12	15
<b>Total</b>				<b>1</b>				<b>15</b>				<b>14</b>	<b>30</b>

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
7:15 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
7:30 AM	0	0	0	0	0	1	0	1	4	0	0	4	5
7:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>17</b>
8:00 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
8:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
8:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
8:45 AM	0	0	0	0	0	4	0	4	1	0	0	1	5
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>14</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>31</b>
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	3.2	0.0	0.0	3.2	0.0	58.1	0.0	58.1	38.7	0.0	0.0	38.7	
Exiting Leg Total				0				12				19	31

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

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
7:15 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
7:30 AM	0	0	0	0	0	1	0	1	4	0	0	4	5
7:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	5
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>17</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.438	0.000	0.000	0.438	0.850
Entering Leg	0	0	0	0	0	10	0	10	7	0	0	7	17
Exiting Leg				0				7				10	17
<b>Total</b>				<b>0</b>				<b>17</b>				<b>17</b>	<b>34</b>

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Articulated Trucks**

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	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
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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	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
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Grand Total</b>	0	0	0	0	0	1	0	1	0	0	0	0	1
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				1				1

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

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	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
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	1	0	1	0	0	0	0	1
Exiting Leg	0				0				1				1
Total	0				1				1				2



PDI File #: 228397 (1)  
 Location: N: Ashmont Avenue  
 Location: E: Crafts Street W: Crafts Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Ashmont Avenue						Crafts Street						Crafts Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
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	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
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
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	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	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	0.0	
Exiting Leg Total	0						0						0						1

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

7:15 AM	Ashmont Avenue						Crafts Street						Crafts Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	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	0.000	
Entering Leg	0						0						0						1
Exiting Leg	0						0						0						1
Total	0						1						1						2

PDI File #: 228397 (1)  
 Location: N: Ashmont Avenue  
 Location: E: Crafts Street W: Crafts Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



#260-22

**Pedestrians**

	Ashmont Avenue						Crafts Street						Crafts Street						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
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	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
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	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	1	1	4	
Grand Total	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	1	1	5	
Approach %	0	0	0	75	25		0	0	0	0	0		0	0	0	0	100			
Total %	0	0	0	60	20	80	0	0	0	0	0		0	0	0	0	20	20		
Exiting Leg Total																			1	5

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

7:45 AM	Ashmont Avenue						Crafts Street						Crafts Street						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
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	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3	
Total Volume	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	1	1	5	
% Approach Total	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0			
PHF	0.000	0.000	0.000	0.375	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.417	
Entering Leg	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	1	1	5	
Exiting Leg																			1	5
Total																			2	10

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	2	0	0	2	0	97	0	97	81	4	0	85	184
4:15 PM	4	0	0	4	1	103	0	104	87	1	0	88	196
4:30 PM	1	1	0	2	1	93	0	94	80	0	0	80	176
4:45 PM	0	0	0	0	2	100	0	102	91	3	0	94	196
<b>Total</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>393</b>	<b>0</b>	<b>397</b>	<b>339</b>	<b>8</b>	<b>0</b>	<b>347</b>	<b>752</b>
5:00 PM	2	3	0	5	0	108	0	108	81	1	0	82	195
5:15 PM	1	0	0	1	4	88	0	92	82	1	0	83	176
5:30 PM	4	0	0	4	0	107	0	107	99	1	0	100	211
5:45 PM	4	1	0	5	3	102	0	105	94	3	0	97	207
<b>Total</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>405</b>	<b>0</b>	<b>412</b>	<b>356</b>	<b>6</b>	<b>0</b>	<b>362</b>	<b>789</b>
Grand Total	18	5	0	23	11	798	0	809	695	14	0	709	1541
Approach %	78.3	21.7	0.0		1.4	98.6	0.0		98.0	2.0	0.0		
Total %	1.2	0.3	0.0	1.5	0.7	51.8	0.0	52.5	45.1	0.9	0.0	46.0	
Exiting Leg Total				25				700				816	1541
Cars	18	5	0	23	11	784	0	795	686	14	0	700	1518
% Cars	100.0	100.0	0.0	100.0	100.0	98.2	0.0	98.3	98.7	100.0	0.0	98.7	98.5
Exiting Leg Total				25				691				802	1518
Heavy Vehicles	0	0	0	0	0	14	0	14	9	0	0	9	23
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.8	0.0	1.7	1.3	0.0	0.0	1.3	1.5
Exiting Leg Total				0				9				14	23

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

5:00 PM	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	2	3	0	5	0	108	0	108	81	1	0	82	195
5:15 PM	1	0	0	1	4	88	0	92	82	1	0	83	176
5:30 PM	4	0	0	4	0	107	0	107	99	1	0	100	211
5:45 PM	4	1	0	5	3	102	0	105	94	3	0	97	207
Total Volume	11	4	0	15	7	405	0	412	356	6	0	362	789
% Approach Total	73.3	26.7	0.0		1.7	98.3	0.0		98.3	1.7	0.0		
PHF	0.688	0.333	0.000	0.750	0.438	0.938	0.000	0.954	0.899	0.500	0.000	0.905	0.935
Cars	11	4	0	15	7	398	0	405	348	6	0	354	774
Cars %	100.0	100.0	0.0	100.0	100.0	98.3	0.0	98.3	97.8	100.0	0.0	97.8	98.1
Heavy Vehicles	0	0	0	0	0	7	0	7	8	0	0	8	15
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.7	2.2	0.0	0.0	2.2	1.9
Cars Enter Leg	11	4	0	15	7	398	0	405	348	6	0	354	774
Heavy Enter Leg	0	0	0	0	0	7	0	7	8	0	0	8	15
Total Entering Leg	11	4	0	15	7	405	0	412	356	6	0	362	789
Cars Exiting Leg				13				352				409	774
Heavy Exiting Leg				0				8				7	15
Total Exiting Leg				13				360				416	789

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars**

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	2	0	0	2	0	96	0	96	80	4	0	84	182
4:15 PM	4	0	0	4	1	99	0	100	87	1	0	88	192
4:30 PM	1	1	0	2	1	91	0	92	80	0	0	80	174
4:45 PM	0	0	0	0	2	100	0	102	91	3	0	94	196
<b>Total</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>386</b>	<b>0</b>	<b>390</b>	<b>338</b>	<b>8</b>	<b>0</b>	<b>346</b>	<b>744</b>
5:00 PM	2	3	0	5	0	103	0	103	80	1	0	81	189
5:15 PM	1	0	0	1	4	88	0	92	80	1	0	81	174
5:30 PM	4	0	0	4	0	106	0	106	99	1	0	100	210
5:45 PM	4	1	0	5	3	101	0	104	89	3	0	92	201
<b>Total</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>398</b>	<b>0</b>	<b>405</b>	<b>348</b>	<b>6</b>	<b>0</b>	<b>354</b>	<b>774</b>
Grand Total	18	5	0	23	11	784	0	795	686	14	0	700	1518
Approach %	78.3	21.7	0.0		1.4	98.6	0.0		98.0	2.0	0.0		
Total %	1.2	0.3	0.0	1.5	0.7	51.6	0.0	52.4	45.2	0.9	0.0	46.1	
Exiting Leg Total				25				691				802	1518

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

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	2	3	0	5	0	103	0	103	80	1	0	81	189
5:15 PM	1	0	0	1	4	88	0	92	80	1	0	81	174
5:30 PM	4	0	0	4	0	106	0	106	99	1	0	100	210
5:45 PM	4	1	0	5	3	101	0	104	89	3	0	92	201
Total Volume	11	4	0	15	7	398	0	405	348	6	0	354	774
% Approach Total	73.3	26.7	0.0		1.7	98.3	0.0		98.3	1.7	0.0		
PHF	0.688	0.333	0.000	0.750	0.438	0.939	0.000	0.955	0.879	0.500	0.000	0.885	0.921
Entering Leg	11	4	0	15	7	398	0	405	348	6	0	354	774
Exiting Leg				13				352				409	774
Total				28				757				763	1548

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

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

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	4
4:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>
5:00 PM	0	0	0	0	0	5	0	5	1	0	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	1	5	0	0	5	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>15</b>
Grand Total	0	0	0	0	0	14	0	14	9	0	0	9	23
Approach %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	60.9	100.0	0.0	0.0	39.1	
Total %	0.0	0.0	0.0	0.0	0.0	60.9	0.0	60.9	39.1	0.0	0.0	39.1	
Exiting Leg Total	0				9				14				23
Buses	0	0	0	0	0	6	0	6	4	0	0	4	10
% Buses	0.0	0.0	0.0	0.0	0.0	42.9	0.0	42.9	44.4	0.0	0.0	44.4	43.5
Exiting Leg Total	0				4				6				10
Single-Unit Trucks	0	0	0	0	0	7	0	7	5	0	0	5	12
% Single-Unit	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	55.6	0.0	0.0	55.6	52.2
Exiting Leg Total	0				5				7				12
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
% Articulated	0.0	0.0	0.0	0.0	0.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	4.3
Exiting Leg Total	0				0				1				1

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

5:00 PM	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	5	0	5	1	0	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	1	5	0	0	5	6
Total Volume	0	0	0	0	0	7	0	7	8	0	0	8	15
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0	60.9	100.0	0.0	0.0	39.1	
PHF	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.350	0.400	0.000	0.000	0.400	0.625
Buses	0	0	0	0	0	3	0	3	3	0	0	3	6
Buses %	0.0	0.0	0.0	0.0	0.0	42.9	0.0	42.9	37.5	0.0	0.0	37.5	40.0
Single-Unit Trucks	0	0	0	0	0	3	0	3	5	0	0	5	8
Single-Unit %	0.0	0.0	0.0	0.0	0.0	42.9	0.0	42.9	62.5	0.0	0.0	62.5	53.3
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	6.7
Buses	0	0	0	0	0	3	0	3	3	0	0	3	6
Single-Unit Trucks	0	0	0	0	0	3	0	3	5	0	0	5	8
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Entering Leg	0	0	0	0	0	7	0	7	8	0	0	8	15
Buses	0				3				3				6
Single-Unit Trucks	0				5				3				8
Articulated Trucks	0				0				1				1
Total Exiting Leg	0				8				7				15

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Buses**

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
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
<b>Total</b>	0	0	0	0	0	3	0	3	1	0	0	1	4
5:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
<b>Total</b>	0	0	0	0	0	3	0	3	3	0	0	3	6
<b>Grand Total</b>	0	0	0	0	0	6	0	6	4	0	0	4	10
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	40.0	0.0	0.0	40.0	
Exiting Leg Total	0				4				6				10

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

5:00 PM	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
<b>Total Volume</b>	0	0	0	0	0	3	0	3	3	0	0	3	6
<b>% Approach Total</b>	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.375	0.000	0.000	0.375	0.750
Entering Leg	0				3				3				6
Exiting Leg	0				3				3				6
<b>Total</b>	0				6				6				12

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**#260-22**

**Single-Unit Trucks**

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	4	0	4	0	0	0	0	4
5:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	4
<b>Total</b>	0	0	0	0	0	3	0	3	5	0	0	5	8
<b>Grand Total</b>	0	0	0	0	0	7	0	7	5	0	0	5	12
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	58.3	0.0	58.3	41.7	0.0	0.0	41.7	
Exiting Leg Total	0				5				7				12

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

5:00 PM	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	4
<b>Total Volume</b>	0	0	0	0	0	3	0	3	5	0	0	5	8
<b>% Approach Total</b>	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.313	0.000	0.000	0.313	0.500
Entering Leg	0				3				5				8
Exiting Leg	0				5				3				8
<b>Total</b>	0				8				8				16

PDI File #: **228397 (1)**  
 Location: **N: Ashmont Avenue**  
 Location: **E: Crafts Street W: Crafts Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Articulated Trucks**

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Grand Total</b>	0	0	0	0	0	1	0	1	0	0	0	0	1
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				0				1

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

	Ashmont Avenue				Crafts Street				Crafts Street				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	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
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Total Volume</b>	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>% Approach Total</b>	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	1	0	1	0	0	0	0	1
Exiting Leg	0				0				0				1
<b>Total</b>	0				1				1				2



PDI File #: 228397 (1)  
 Location: N: Ashmont Avenue  
 Location: E: Crafts Street W: Crafts Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Ashmont Avenue						Crafts Street						Crafts Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
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	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Approach %	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	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	100.0	0.0	0.0	0.0	0.0	100.0		
Exiting Leg Total	0						1						0						1

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

4:15 PM	Ashmont Avenue						Crafts Street						Crafts Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:15 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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
% Approach Total	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	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	0.250	0.000	0.000	0.000	0.000	0.250	0.250	
Entering Leg	0						0						1						1
Exiting Leg	0						1						0						1
Total	0						1						1						2

PDI File #: 228397 (1)  
 Location: N: Ashmont Avenue  
 Location: E: Crafts Street W: Crafts Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

**Pedestrians**

	Ashmont Avenue						Crafts Street						Crafts Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
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	0	0	0
5:45 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0	0	0	0	100		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	100	100	0	0	0	0	0		0	0	0	0	0		
Exiting Leg Total																			4

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

4:00 PM	Ashmont Avenue						Crafts Street						Crafts Street						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	2	2	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	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	0.250
Entering Leg																			2
Exiting Leg																			2
Total																			4

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	1	48	0	0	49	1	0	1	0	2	0	46	0	0	46	0	0	1	0	1	98	
7:15 AM	1	63	1	0	65	2	2	0	0	4	0	63	0	0	63	0	0	0	0	0	132	
7:30 AM	2	78	1	0	81	2	2	2	0	6	1	74	0	0	75	0	0	1	0	1	163	
7:45 AM	3	100	0	0	103	2	0	1	0	3	2	66	0	0	68	1	0	2	0	3	177	
<b>Total</b>	<b>7</b>	<b>289</b>	<b>2</b>	<b>0</b>	<b>298</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>249</b>	<b>0</b>	<b>0</b>	<b>252</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>570</b>	
8:00 AM	1	93	1	0	95	2	0	0	0	2	1	62	2	0	65	1	0	1	0	2	164	
8:15 AM	1	73	8	0	82	3	0	2	0	5	1	79	1	0	81	0	0	0	0	0	168	
8:30 AM	1	82	0	0	83	3	1	4	0	8	1	71	1	0	73	2	0	1	0	3	167	
8:45 AM	0	85	1	0	86	4	0	3	0	7	0	51	0	0	51	0	0	0	0	0	144	
<b>Total</b>	<b>3</b>	<b>333</b>	<b>10</b>	<b>0</b>	<b>346</b>	<b>12</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>263</b>	<b>4</b>	<b>0</b>	<b>270</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>643</b>	
Grand Total	10	622	12	0	644	19	5	13	0	37	6	512	4	0	522	4	0	6	0	10	1213	
Approach %	1.6	96.6	1.9	0.0		51.4	13.5	35.1	0.0		1.1	98.1	0.8	0.0		40.0	0.0	60.0	0.0			
Total %	0.8	51.3	1.0	0.0	53.1	1.6	0.4	1.1	0.0	3.1	0.5	42.2	0.3	0.0	43.0	0.3	0.0	0.5	0.0	0.8		
Exiting Leg Total					537					18					639						19	1213
Cars	10	603	12	0	625	19	4	13	0	36	5	487	4	0	496	4	0	5	0	9	1166	
% Cars	100.0	96.9	100.0	0.0	97.0	100.0	80.0	100.0	0.0	97.3	83.3	95.1	100.0	0.0	95.0	100.0	0.0	83.3	0.0	90.0		96.1
Exiting Leg Total					511					17					620						18	1166
Heavy Vehicles	0	19	0	0	19	0	1	0	0	1	1	25	0	0	26	0	0	1	0	1		47
% Heavy Vehicles	0.0	3.1	0.0	0.0	3.0	0.0	20.0	0.0	0.0	2.7	16.7	4.9	0.0	0.0	5.0	0.0	0.0	16.7	0.0	10.0		3.9
Exiting Leg Total					26					1					19						1	47

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	3	100	0	0	103	2	0	1	0	3	2	66	0	0	68	1	0	2	0	3	177	
8:00 AM	1	93	1	0	95	2	0	0	0	2	1	62	2	0	65	1	0	1	0	2	164	
8:15 AM	1	73	8	0	82	3	0	2	0	5	1	79	1	0	81	0	0	0	0	0	168	
8:30 AM	1	82	0	0	83	3	1	4	0	8	1	71	1	0	73	2	0	1	0	3	167	
<b>Total Volume</b>	<b>6</b>	<b>348</b>	<b>9</b>	<b>0</b>	<b>363</b>	<b>10</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>278</b>	<b>4</b>	<b>0</b>	<b>287</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>676</b>	
% Approach Total	1.7	95.9	2.5	0.0		55.6	5.6	38.9	0.0		1.7	96.9	1.4	0.0		50.0	0.0	50.0	0.0			
PHF	0.500	0.870	0.281	0.000	0.881	0.833	0.250	0.438	0.000	0.563	0.625	0.880	0.500	0.000	0.886	0.500	0.000	0.500	0.000	0.667		0.955
Cars	6	343	9	0	358	10	1	7	0	18	4	270	4	0	278	4	0	3	0	7	661	
Cars %	100.0	98.6	100.0	0.0	98.6	100.0	100.0	100.0	0.0	100.0	80.0	97.1	100.0	0.0	96.9	100.0	0.0	75.0	0.0	87.5		97.8
Heavy Vehicles	0	5	0	0	5	0	0	0	0	0	1	8	0	0	9	0	0	1	0	1		15
Heavy Vehicles %	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	20.0	2.9	0.0	0.0	3.1	0.0	0.0	25.0	0.0	12.5		2.2
Cars Enter Leg	6	343	9	0	358	10	1	7	0	18	4	270	4	0	278	4	0	3	0	7		661
Heavy Enter Leg	0	5	0	0	5	0	0	0	0	0	1	8	0	0	9	0	0	1	0	1		15
<b>Total Entering Leg</b>	<b>6</b>	<b>348</b>	<b>9</b>	<b>0</b>	<b>363</b>	<b>10</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>278</b>	<b>4</b>	<b>0</b>	<b>287</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>676</b>	
Cars Exiting Leg					283					13					354						11	661
Heavy Exiting Leg					9					1					5						0	15
<b>Total Exiting Leg</b>					292					14					359						11	676

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	1	47	0	0	48	1	0	1	0	2	0	41	0	0	41	0	0	1	0	1	92
7:15 AM	1	59	1	0	61	2	2	0	0	4	0	58	0	0	58	0	0	0	0	0	123
7:30 AM	2	71	1	0	74	2	1	2	0	5	1	69	0	0	70	0	0	1	0	1	150
7:45 AM	3	100	0	0	103	2	0	1	0	3	2	63	0	0	65	1	0	1	0	2	173
Total	7	277	2	0	286	7	3	4	0	14	3	231	0	0	234	1	0	3	0	4	538
8:00 AM	1	91	1	0	93	2	0	0	0	2	1	61	2	0	64	1	0	1	0	2	161
8:15 AM	1	73	8	0	82	3	0	2	0	5	0	78	1	0	79	0	0	0	0	0	166
8:30 AM	1	79	0	0	80	3	1	4	0	8	1	68	1	0	70	2	0	1	0	3	161
8:45 AM	0	83	1	0	84	4	0	3	0	7	0	49	0	0	49	0	0	0	0	0	140
Total	3	326	10	0	339	12	1	9	0	22	2	256	4	0	262	3	0	2	0	5	628
Grand Total	10	603	12	0	625	19	4	13	0	36	5	487	4	0	496	4	0	5	0	9	1166
Approach %	1.6	96.5	1.9	0.0		52.8	11.1	36.1	0.0		1.0	98.2	0.8	0.0		44.4	0.0	55.6	0.0		
Total %	0.9	51.7	1.0	0.0	53.6	1.6	0.3	1.1	0.0	3.1	0.4	41.8	0.3	0.0	42.5	0.3	0.0	0.4	0.0	0.8	
Exiting Leg Total	511					17					620					18					1166

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	3	100	0	0	103	2	0	1	0	3	2	63	0	0	65	1	0	1	0	2	173
8:00 AM	1	91	1	0	93	2	0	0	0	2	1	61	2	0	64	1	0	1	0	2	161
8:15 AM	1	73	8	0	82	3	0	2	0	5	0	78	1	0	79	0	0	0	0	0	166
8:30 AM	1	79	0	0	80	3	1	4	0	8	1	68	1	0	70	2	0	1	0	3	161
Total Volume	6	343	9	0	358	10	1	7	0	18	4	270	4	0	278	4	0	3	0	7	661
% Approach Total	1.7	95.8	2.5	0.0		55.6	5.6	38.9	0.0		1.4	97.1	1.4	0.0		57.1	0.0	42.9	0.0		
PHF	0.500	0.858	0.281	0.000	0.869	0.833	0.250	0.438	0.000	0.563	0.500	0.865	0.500	0.000	0.880	0.500	0.000	0.750	0.000	0.583	0.955
Entering Leg	6	343	9	0	358	10	1	7	0	18	4	270	4	0	278	4	0	3	0	7	661
Exiting Leg	283					13					354					11					661
Total	641					31					632					18					1322

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	5	0	0	5	0	0	0	0	0	6
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
7:30 AM	0	7	0	0	7	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	13
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
<b>Total</b>	0	12	0	0	12	0	1	0	0	1	0	18	0	0	18	0	0	1	0	1	32
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
<b>Total</b>	0	7	0	0	7	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	15
Grand Total	0	19	0	0	19	0	1	0	0	1	1	25	0	0	26	0	0	1	0	1	47
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		3.8	96.2	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	40.4	0.0	0.0	40.4	0.0	2.1	0.0	0.0	2.1	2.1	53.2	0.0	0.0	55.3	0.0	0.0	2.1	0.0	2.1	
Exiting Leg Total	26					1					19					1					47
Buses	0	4	0	0	4	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	18
% Buses	0.0	21.1	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0	56.0	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	38.3
Exiting Leg Total	14					0					4					0					18
Single-Unit Trucks	0	13	0	0	13	0	1	0	0	1	1	10	0	0	11	0	0	1	0	1	26
% Single-Unit	0.0	68.4	0.0	0.0	68.4	0.0	100.0	0.0	0.0	100.0	100.0	40.0	0.0	0.0	42.3	0.0	0.0	100.0	0.0	100.0	55.3
Exiting Leg Total	11					1					13					1					26
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Articulated	0.0	10.5	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	6.4
Exiting Leg Total	1					0					2					0					3

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	5	0	0	5	0	0	0	0	0	6
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
7:30 AM	0	7	0	0	7	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	13
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
<b>Total Volume</b>	0	12	0	0	12	0	1	0	0	1	0	18	0	0	18	0	0	1	0	1	32
% Approach Total	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.429	0.000	0.000	0.429	0.000	0.250	0.000	0.000	0.250	0.000	0.900	0.000	0.000	0.900	0.000	0.000	0.250	0.000	0.250	0.615
Buses	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15
Buses %	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	46.9
Single-Unit Trucks	0	8	0	0	8	0	1	0	0	1	0	6	0	0	6	0	0	1	0	1	16
Single-Unit %	0.0	66.7	0.0	0.0	66.7	0.0	100.0	0.0	0.0	100.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	100.0	0.0	100.0	50.0
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	8.3	0.0	0.0	8.3	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	3.1
Buses	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15
Single-Unit Trucks	0	8	0	0	8	0	1	0	0	1	0	6	0	0	6	0	0	1	0	1	16
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	12	0	0	12	0	1	0	0	1	0	18	0	0	18	0	0	1	0	1	32
Buses	12					0					3					0					15
Single-Unit Trucks	7					0					8					1					16
Articulated Trucks	0					0					1					0					1
Total Exiting Leg	19					0					12					1					32

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Buses**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	2	0	0	2	0	0	0	0	0	2
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15
8:00 AM	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
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
<b>Grand Total</b>	0	4	0	0	4	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	18
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	77.8	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	14					0					4					0					18

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	2	0	0	2	0	0	0	0	0	2
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total Volume</b>	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.536
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15
Exiting Leg	12					0					3					0					15
<b>Total</b>	15					0					15					0					30

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	3	0	0	3	0	0	0	0	0	4
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	5	0	0	5	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
<b>Total</b>	0	8	0	0	8	0	1	0	0	1	0	6	0	0	6	0	0	1	0	1	16
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	10
<b>Grand Total</b>	0	13	0	0	13	0	1	0	0	1	1	10	0	0	11	0	0	1	0	1	26
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		9.1	90.9	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	3.8	0.0	0.0	3.8	3.8	38.5	0.0	0.0	42.3	0.0	0.0	3.8	0.0	3.8	
Exiting Leg Total	11					1					13					1					26

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	3	0	0	3	0	0	0	0	0	4
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	5	0	0	5	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	8
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
<b>Total Volume</b>	0	8	0	0	8	0	1	0	0	1	0	6	0	0	6	0	0	1	0	1	16
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.400	0.000	0.000	0.400	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	8	0	0	8	0	1	0	0	1	0	6	0	0	6	0	0	1	0	1	16
Exiting Leg	7					0					8					1					16
<b>Total</b>	15					1					14					2					32

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Articulated Trucks**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	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	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Grand Total</b>	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					2					0					3

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	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	1	0	0	1	0	0	0	0	0	1
8:30 AM	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg	1					0					1					0					2
<b>Total</b>	2					0					2					0					4



PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Bicycles (on Roadway and Crosswalks)**

	Crafts Street							Clinton Street							Crafts Street							Maguire Court							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	
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	
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	
7:45 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	
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	
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	
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	
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	
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	
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	
Grand 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	
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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1							0							0							0							1

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

	Crafts Street							Clinton Street							Crafts Street							Maguire Court							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	
7:15 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	
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	
7:45 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	
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	
Total Volume	0	0	0	0	0	0	0	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	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	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	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	1							0							0							0							1
Total	1							0							1							0							2

PDI File #: 228397 (2)  
 Location: N: Crafts Street S: Crafts Street  
 Location: E: Clinton Street W: Maguire Court  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



#260-22

**Pedestrians**

	Crafts Street							Clinton Street							Crafts Street							Maguire Court							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
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	0	0	0	0	0	0	0	0	0		
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	0	0	0	1		
Total	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4		
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	1	1	1		
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		
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3		
8:45 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		
Total	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4		
Grand Total	0	0	0	0	0	1	1	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	8		
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	33.3	66.7				
Total %	0	0	0	0	0	12.5	12.5	0	0	0	0	25	25	50	0	0	0	0	0	0	0	0	0	0	0	0	12.5	25	37.5			
Exiting Leg Total	1							4							0							3							8			

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

	Crafts Street							Clinton Street							Crafts Street							Maguire Court							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		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	0	0	0	0	0	0	0	0	0
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	0	0	0	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	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.375	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	0.250	0.500	0.417
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	5
Exiting Leg	0							3							0							2							5	
Total	0							6							0							4							10	

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	77	2	0	79	1	0	2	0	3	1	97	0	0	98	0	1	0	0	1	181
4:15 PM	0	83	2	0	85	1	0	0	0	1	1	101	0	0	102	0	0	1	0	1	189
4:30 PM	2	84	2	0	88	2	0	1	0	3	1	91	0	0	92	1	0	3	0	4	187
4:45 PM	0	88	1	0	89	1	0	0	0	1	1	98	1	0	100	0	0	0	0	0	190
<b>Total</b>	<b>2</b>	<b>332</b>	<b>7</b>	<b>0</b>	<b>341</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>387</b>	<b>1</b>	<b>0</b>	<b>392</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>747</b>
5:00 PM	0	83	1	0	84	0	0	1	0	1	1	109	1	0	111	0	0	0	0	0	196
5:15 PM	0	79	2	1	82	0	0	0	0	0	2	90	0	0	92	1	1	0	0	2	176
5:30 PM	0	95	5	0	100	4	0	1	0	5	2	104	0	0	106	0	0	3	0	3	214
5:45 PM	1	85	2	0	88	3	0	2	0	5	0	101	0	0	101	0	0	0	0	0	194
<b>Total</b>	<b>1</b>	<b>342</b>	<b>10</b>	<b>1</b>	<b>354</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>404</b>	<b>1</b>	<b>0</b>	<b>410</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>780</b>
Grand Total	3	674	17	1	695	12	0	7	0	19	9	791	2	0	802	2	2	7	0	11	1527
Approach %	0.4	97.0	2.4	0.1		63.2	0.0	36.8	0.0		1.1	98.6	0.2	0.0		18.2	18.2	63.6	0.0		
Total %	0.2	44.1	1.1	0.1	45.5	0.8	0.0	0.5	0.0	1.2	0.6	51.8	0.1	0.0	52.5	0.1	0.1	0.5	0.0	0.7	
Exiting Leg Total	811					28					683					5					1527
Cars	2	666	17	1	686	11	0	6	0	17	9	780	2	0	791	2	2	6	0	10	1504
% Cars	66.7	98.8	100.0	100.0	98.7	91.7	0.0	85.7	0.0	89.5	100.0	98.6	100.0	0.0	98.6	100.0	100.0	85.7	0.0	90.9	98.5
Exiting Leg Total	798					28					674					4					1504
Heavy Vehicles	1	8	0	0	9	1	0	1	0	2	0	11	0	0	11	0	0	1	0	1	23
% Heavy Vehicles	33.3	1.2	0.0	0.0	1.3	8.3	0.0	14.3	0.0	10.5	0.0	1.4	0.0	0.0	1.4	0.0	0.0	14.3	0.0	9.1	1.5
Exiting Leg Total	13					0					9					1					23

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	
5:00 PM	0	83	1	0	84	0	0	1	0	1	1	109	1	0	111	0	0	0	0	0	196
5:15 PM	0	79	2	1	82	0	0	0	0	0	2	90	0	0	92	1	1	0	0	2	176
5:30 PM	0	95	5	0	100	4	0	1	0	5	2	104	0	0	106	0	0	3	0	3	214
5:45 PM	1	85	2	0	88	3	0	2	0	5	0	101	0	0	101	0	0	0	0	0	194
Total Volume	1	342	10	1	354	7	0	4	0	11	5	404	1	0	410	1	1	3	0	5	780
% Approach Total	0.3	96.6	2.8	0.3		63.6	0.0	36.4	0.0		1.2	98.5	0.2	0.0		20.0	20.0	60.0	0.0		
PHF	0.250	0.900	0.500	0.250	0.885	0.438	0.000	0.500	0.000	0.550	0.625	0.927	0.250	0.000	0.923	0.250	0.250	0.250	0.000	0.417	0.911
Cars	0	335	10	1	346	6	0	3	0	9	5	398	1	0	404	1	1	3	0	5	764
Cars %	0.0	98.0	100.0	100.0	97.7	85.7	0.0	75.0	0.0	81.8	100.0	98.5	100.0	0.0	98.5	100.0	100.0	100.0	0.0	100.0	97.9
Heavy Vehicles	1	7	0	0	8	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	16
Heavy Vehicles %	100.0	2.0	0.0	0.0	2.3	14.3	0.0	25.0	0.0	18.2	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	2.1
Cars Enter Leg	0	335	10	1	346	6	0	3	0	9	5	398	1	0	404	1	1	3	0	5	764
Heavy Enter Leg	1	7	0	0	8	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	16
Total Entering Leg	1	342	10	1	354	7	0	4	0	11	5	404	1	0	410	1	1	3	0	5	780
Cars Exiting Leg	408					16					339					1					764
Heavy Exiting Leg	7					0					8					1					16
Total Exiting Leg	415					16					347					2					780

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	76	2	0	78	1	0	2	0	3	1	96	0	0	97	0	1	0	0	1	179
4:15 PM	0	83	2	0	85	1	0	0	0	1	1	97	0	0	98	0	0	1	0	1	185
4:30 PM	2	84	2	0	88	2	0	1	0	3	1	91	0	0	92	1	0	2	0	3	186
4:45 PM	0	88	1	0	89	1	0	0	0	1	1	98	1	0	100	0	0	0	0	0	190
<b>Total</b>	<b>2</b>	<b>331</b>	<b>7</b>	<b>0</b>	<b>340</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>382</b>	<b>1</b>	<b>0</b>	<b>387</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>740</b>
5:00 PM	0	82	1	0	83	0	0	1	0	1	1	104	1	0	106	0	0	0	0	0	190
5:15 PM	0	77	2	1	80	0	0	0	0	0	2	90	0	0	92	1	1	0	0	2	174
5:30 PM	0	95	5	0	100	3	0	1	0	4	2	104	0	0	106	0	0	3	0	3	213
5:45 PM	0	81	2	0	83	3	0	1	0	4	0	100	0	0	100	0	0	0	0	0	187
<b>Total</b>	<b>0</b>	<b>335</b>	<b>10</b>	<b>1</b>	<b>346</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>398</b>	<b>1</b>	<b>0</b>	<b>404</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>764</b>
Grand Total	2	666	17	1	686	11	0	6	0	17	9	780	2	0	791	2	2	6	0	10	1504
Approach %	0.3	97.1	2.5	0.1		64.7	0.0	35.3	0.0		1.1	98.6	0.3	0.0		20.0	20.0	60.0	0.0		
Total %	0.1	44.3	1.1	0.1	45.6	0.7	0.0	0.4	0.0	1.1	0.6	51.9	0.1	0.0	52.6	0.1	0.1	0.4	0.0	0.7	
Exiting Leg Total	798					28					674					4					1504

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	88	1	0	89	1	0	0	0	1	1	98	1	0	100	0	0	0	0	0	190
5:00 PM	0	82	1	0	83	0	0	1	0	1	1	104	1	0	106	0	0	0	0	0	190
5:15 PM	0	77	2	1	80	0	0	0	0	0	2	90	0	0	92	1	1	0	0	2	174
5:30 PM	0	95	5	0	100	3	0	1	0	4	2	104	0	0	106	0	0	3	0	3	213
Total Volume	0	342	9	1	352	4	0	2	0	6	6	396	2	0	404	1	1	3	0	5	767
% Approach Total	0.0	97.2	2.6	0.3		66.7	0.0	33.3	0.0		1.5	98.0	0.5	0.0		20.0	20.0	60.0	0.0		
PHF	0.000	0.900	0.450	0.250	0.880	0.333	0.000	0.500	0.000	0.375	0.750	0.952	0.500	0.000	0.953	0.250	0.250	0.250	0.000	0.417	0.900
Entering Leg	0	342	9	1	352	4	0	2	0	6	6	396	2	0	404	1	1	3	0	5	767
Exiting Leg	404					16					345					2					767
<b>Total</b>	<b>756</b>					<b>22</b>					<b>749</b>					<b>7</b>					<b>1534</b>

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	4	0	0	5	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	7
<b>Total</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
Grand Total	1	8	0	0	9	1	0	1	0	2	0	11	0	0	11	0	0	1	0	1	23
Approach %	11.1	88.9	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	4.3	34.8	0.0	0.0	39.1	4.3	0.0	4.3	0.0	8.7	0.0	47.8	0.0	0.0	47.8	0.0	0.0	4.3	0.0	4.3	
Exiting Leg Total	13					0					9					1					23
Buses	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
% Buses	0.0	50.0	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	43.5
Exiting Leg Total	6					0					4					0					10
Single-Unit Trucks	1	3	0	0	4	1	0	1	0	2	0	5	0	0	5	0	0	1	0	1	12
% Single-Unit	100.0	37.5	0.0	0.0	44.4	100.0	0.0	100.0	0.0	100.0	0.0	45.5	0.0	0.0	45.5	0.0	0.0	100.0	0.0	100.0	52.2
Exiting Leg Total	7					0					4					1					12
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	12.5	0.0	0.0	11.1	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	4.3
Exiting Leg Total	0					0					1					0					1

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

5:00 PM	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	4	0	0	5	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	7
<b>Total Volume</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
% Approach Total	12.5	87.5	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.438	0.000	0.000	0.400	0.250	0.000	0.250	0.000	0.500	0.000	0.300	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.000	0.571
Buses	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Buses %	0.0	42.9	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	37.5
Single-Unit Trucks	1	3	0	0	4	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	9
Single-Unit %	100.0	42.9	0.0	0.0	50.0	100.0	0.0	100.0	0.0	100.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	56.3
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	14.3	0.0	0.0	12.5	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	6.3
Buses	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Single-Unit Trucks	1	3	0	0	4	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	9
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Entering Leg</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
Buses	3					0					3					0					6
Single-Unit Trucks	4					0					4					1					9
Articulated Trucks	0					0					1					0					1
<b>Total Exiting Leg</b>	<b>7</b>					<b>0</b>					<b>8</b>					<b>1</b>					<b>16</b>

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Buses**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
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
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Grand Total	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	6					0					4					0					10

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	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	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Exiting Leg	3					0					3					0					6
Total	6					0					6					0					12

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	2	0	0	2	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	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	1	3	0	0	4	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	9
Grand Total	1	3	0	0	4	1	0	1	0	2	0	5	0	0	5	0	0	1	0	1	12
Approach %	25.0	75.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	8.3	25.0	0.0	0.0	33.3	8.3	0.0	8.3	0.0	16.7	0.0	41.7	0.0	0.0	41.7	0.0	0.0	8.3	0.0	8.3	
Exiting Leg Total						7					0					4					1

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
Total Volume	1	3	0	0	4	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	9
% Approach Total	25.0	75.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.375	0.000	0.000	0.333	0.250	0.000	0.250	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.563
Entering Leg	1	3	0	0	4	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	9
Exiting Leg						4					0					4					1
Total						8					2					7					1

PDI File #: **228397 (2)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Clinton Street W: Maguire Court**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Articulated Trucks**

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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
<b>Total</b>	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	
Exiting Leg Total	0					0					1					0					1

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

	Crafts Street					Clinton Street					Crafts Street					Maguire Court					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	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 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
<b>Total Volume</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
<b>Total</b>	1					0					1					0					2



PDI File #: 228397 (2)  
 Location: N: Crafts Street S: Crafts Street  
 Location: E: Clinton Street W: Maguire Court  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Crafts Street							Clinton Street							Crafts Street							Maguire Court							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	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	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	
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	
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	
5:00 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	
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	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	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	1	1	1	1	
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	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	0.0	100.0		
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	50.0	50.0				
Exiting Leg Total	0							0							1							1							2

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

	Crafts Street							Clinton Street							Crafts Street							Maguire Court							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	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	
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	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	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	1	1	1	1	1	
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	
% 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	100.0		
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	0.250	0.250		0.500		
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	
Exiting Leg	0							0							1							1							2
Total	1							0							1							2							4

PDI File #: 228397 (2)  
 Location: N: Crafts Street S: Crafts Street  
 Location: E: Clinton Street W: Maguire Court  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

**Pedestrians**

	Crafts Street								Clinton Street								Crafts Street								Maguire Court								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	0	0	2	2	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				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
4:45 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	1				
Total	0	0	0	0	0	1	1	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
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				
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	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6				
5:45 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	1				
Total	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7				
Grand Total	0	0	0	0	0	1	1	0	0	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0	0	0	1	1	11				
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	0	100						
Total %	0	0	0	0	0	9.09	9.09	0	0	0	0	27.3	54.5	81.8	0	0	0	0	0	0	0	0	0	0	0	0	9.09	9.09					
Exiting Leg Total	1							9							0							1							11				

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

4:45 PM	Crafts Street								Clinton Street								Crafts Street								Maguire Court								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		
4:45 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	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				
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	0	0				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6				
Total Volume	0	0	0	0	0	1	1	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7				
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	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	0.250	0.250	0.292				
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7				
Exiting Leg	1							5							0							1							7				
Total	2							10							0							2							14				

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	45	3	0	48	2	0	1	0	3	4	42	6	0	52	4	0	1	0	5	108
7:15 AM	1	63	0	0	64	2	0	0	0	2	1	56	1	0	58	4	0	5	0	9	133
7:30 AM	0	78	2	0	80	2	0	2	0	4	3	72	0	0	75	1	0	2	0	3	162
7:45 AM	0	99	3	0	102	4	0	4	0	8	5	63	0	0	68	1	0	0	0	1	179
<b>Total</b>	<b>1</b>	<b>285</b>	<b>8</b>	<b>0</b>	<b>294</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>13</b>	<b>233</b>	<b>7</b>	<b>0</b>	<b>253</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>582</b>
8:00 AM	0	84	8	0	92	4	0	5	0	9	3	64	0	0	67	0	0	0	0	0	168
8:15 AM	0	73	4	0	77	2	0	6	0	8	3	77	8	0	88	0	0	1	0	1	174
8:30 AM	0	79	9	0	88	5	0	6	0	11	7	67	4	0	78	1	0	0	0	1	178
8:45 AM	1	78	7	0	86	0	1	5	0	6	7	49	8	0	64	3	0	1	0	4	160
<b>Total</b>	<b>1</b>	<b>314</b>	<b>28</b>	<b>0</b>	<b>343</b>	<b>11</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>34</b>	<b>20</b>	<b>257</b>	<b>20</b>	<b>0</b>	<b>297</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>680</b>
Grand Total	2	599	36	0	637	21	1	29	0	51	33	490	27	0	550	14	0	10	0	24	1262
Approach %	0.3	94.0	5.7	0.0		41.2	2.0	56.9	0.0		6.0	89.1	4.9	0.0		58.3	0.0	41.7	0.0		
Total %	0.2	47.5	2.9	0.0	50.5	1.7	0.1	2.3	0.0	4.0	2.6	38.8	2.1	0.0	43.6	1.1	0.0	0.8	0.0	1.9	
Exiting Leg Total	521					69					642					30					1262
Cars	2	580	35	0	617	18	0	29	0	47	33	474	7	0	514	2	0	2	0	4	1182
% Cars	100.0	96.8	97.2	0.0	96.9	85.7	0.0	100.0	0.0	92.2	100.0	96.7	25.9	0.0	93.5	14.3	0.0	20.0	0.0	16.7	93.7
Exiting Leg Total	494					68					611					9					1182
Heavy Vehicles	0	19	1	0	20	3	1	0	0	4	0	16	20	0	36	12	0	8	0	20	80
% Heavy Vehicles	0.0	3.2	2.8	0.0	3.1	14.3	100.0	0.0	0.0	7.8	0.0	3.3	74.1	0.0	6.5	85.7	0.0	80.0	0.0	83.3	6.3
Exiting Leg Total	27					1					31					21					80

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	99	3	0	102	4	0	4	0	8	5	63	0	0	68	1	0	0	0	1	179
8:00 AM	0	84	8	0	92	4	0	5	0	9	3	64	0	0	67	0	0	0	0	0	168
8:15 AM	0	73	4	0	77	2	0	6	0	8	3	77	8	0	88	0	0	1	0	1	174
8:30 AM	0	79	9	0	88	5	0	6	0	11	7	67	4	0	78	1	0	0	0	1	178
Total Volume	0	335	24	0	359	15	0	21	0	36	18	271	12	0	301	2	0	1	0	3	699
% Approach Total	0.0	93.3	6.7	0.0		41.7	0.0	58.3	0.0		6.0	90.0	4.0	0.0		66.7	0.0	33.3	0.0		
PHF	0.000	0.846	0.667	0.000	0.880	0.750	0.000	0.875	0.000	0.818	0.643	0.880	0.375	0.000	0.855	0.500	0.000	0.250	0.000	0.750	0.976
Cars	0	330	23	0	353	13	0	21	0	34	18	264	0	0	282	0	0	1	0	1	670
Cars %	0.0	98.5	95.8	0.0	98.3	86.7	0.0	100.0	0.0	94.4	100.0	97.4	0.0	0.0	93.7	0.0	0.0	100.0	0.0	33.3	95.9
Heavy Vehicles	0	5	1	0	6	2	0	0	0	2	0	7	12	0	19	2	0	0	0	2	29
Heavy Vehicles %	0.0	1.5	4.2	0.0	1.7	13.3	0.0	0.0	0.0	5.6	0.0	2.6	100.0	0.0	6.3	100.0	0.0	0.0	0.0	66.7	4.1
Cars Enter Leg	0	330	23	0	353	13	0	21	0	34	18	264	0	0	282	0	0	1	0	1	670
Heavy Enter Leg	0	5	1	0	6	2	0	0	0	2	0	7	12	0	19	2	0	0	0	2	29
Total Entering Leg	0	335	24	0	359	15	0	21	0	36	18	271	12	0	301	2	0	1	0	3	699
Cars Exiting Leg	278					41					351					0					670
Heavy Exiting Leg	9					1					7					12					29
Total Exiting Leg	287					42					358					12					699

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	44	3	0	47	2	0	1	0	3	4	38	6	0	48	0	0	0	0	0	98
7:15 AM	1	59	0	0	60	2	0	0	0	2	1	55	1	0	57	0	0	1	0	1	120
7:30 AM	0	71	2	0	73	1	0	2	0	3	3	70	0	0	73	0	0	0	0	0	149
7:45 AM	0	99	3	0	102	3	0	4	0	7	5	61	0	0	66	0	0	0	0	0	175
<b>Total</b>	<b>1</b>	<b>273</b>	<b>8</b>	<b>0</b>	<b>282</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>13</b>	<b>224</b>	<b>7</b>	<b>0</b>	<b>244</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>542</b>
8:00 AM	0	82	7	0	89	4	0	5	0	9	3	63	0	0	66	0	0	0	0	0	164
8:15 AM	0	73	4	0	77	2	0	6	0	8	3	75	0	0	78	0	0	1	0	1	164
8:30 AM	0	76	9	0	85	4	0	6	0	10	7	65	0	0	72	0	0	0	0	0	167
8:45 AM	1	76	7	0	84	0	0	5	0	5	7	47	0	0	54	2	0	0	0	2	145
<b>Total</b>	<b>1</b>	<b>307</b>	<b>27</b>	<b>0</b>	<b>335</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>32</b>	<b>20</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>270</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>640</b>
Grand Total	2	580	35	0	617	18	0	29	0	47	33	474	7	0	514	2	0	2	0	4	1182
Approach %	0.3	94.0	5.7	0.0		38.3	0.0	61.7	0.0		6.4	92.2	1.4	0.0		50.0	0.0	50.0	0.0		
Total %	0.2	49.1	3.0	0.0	52.2	1.5	0.0	2.5	0.0	4.0	2.8	40.1	0.6	0.0	43.5	0.2	0.0	0.2	0.0	0.3	
Exiting Leg Total					494					68					611					9	1182

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	99	3	0	102	3	0	4	0	7	5	61	0	0	66	0	0	0	0	0	175
8:00 AM	0	82	7	0	89	4	0	5	0	9	3	63	0	0	66	0	0	0	0	0	164
8:15 AM	0	73	4	0	77	2	0	6	0	8	3	75	0	0	78	0	0	1	0	1	164
8:30 AM	0	76	9	0	85	4	0	6	0	10	7	65	0	0	72	0	0	0	0	0	167
Total Volume	0	330	23	0	353	13	0	21	0	34	18	264	0	0	282	0	0	1	0	1	670
% Approach Total	0.0	93.5	6.5	0.0		38.2	0.0	61.8	0.0		6.4	93.6	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.833	0.639	0.000	0.865	0.813	0.000	0.875	0.000	0.850	0.643	0.880	0.000	0.000	0.904	0.000	0.000	0.250	0.000	0.250	0.957
Entering Leg	0	330	23	0	353	13	0	21	0	34	18	264	0	0	282	0	0	1	0	1	670
Exiting Leg					278					41					351					0	670
<b>Total</b>					<b>631</b>					<b>75</b>					<b>633</b>					<b>1</b>	<b>1340</b>

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	4	0	0	4	4	0	1	0	5	10
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	4	0	4	0	8	13
7:30 AM	0	7	0	0	7	1	0	0	0	1	0	2	0	0	2	1	0	2	0	3	13
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	4
<b>Total</b>	0	12	0	0	12	2	0	0	0	2	0	9	0	0	9	10	0	7	0	17	40
8:00 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	8	0	10	0	0	0	0	0	10
8:30 AM	0	3	0	0	3	1	0	0	0	1	0	2	4	0	6	1	0	0	0	1	11
8:45 AM	0	2	0	0	2	0	1	0	0	1	0	2	8	0	10	1	0	1	0	2	15
<b>Total</b>	0	7	1	0	8	1	1	0	0	2	0	7	20	0	27	2	0	1	0	3	40
Grand Total	0	19	1	0	20	3	1	0	0	4	0	16	20	0	36	12	0	8	0	20	80
Approach %	0.0	95.0	5.0	0.0		75.0	25.0	0.0	0.0		0.0	44.4	55.6	0.0		60.0	0.0	40.0	0.0		
Total %	0.0	23.8	1.3	0.0	25.0	3.8	1.3	0.0	0.0	5.0	0.0	20.0	25.0	0.0	45.0	15.0	0.0	10.0	0.0	25.0	
Exiting Leg Total	27					1					31					21					80
Buses	0	4	0	0	4	1	1	0	0	2	0	5	20	0	25	12	0	8	0	20	51
% Buses	0.0	21.1	0.0	0.0	20.0	33.3	100.0	0.0	0.0	50.0	0.0	31.3	100.0	0.0	69.4	100.0	0.0	100.0	0.0	100.0	63.8
Exiting Leg Total	14					0					16					21					51
Single-Unit Trucks	0	14	1	0	15	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	27
% Single-Unit	0.0	73.7	100.0	0.0	75.0	33.3	0.0	0.0	0.0	25.0	0.0	68.8	0.0	0.0	30.6	0.0	0.0	0.0	0.0	0.0	33.8
Exiting Leg Total	12					1					14					0					27
Articulated Trucks	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	5.3	0.0	0.0	5.0	33.3	0.0	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	2.5
Exiting Leg Total	1					0					1					0					2

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	4	0	0	4	4	0	1	0	5	10
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	4	0	4	0	8	13
7:30 AM	0	7	0	0	7	1	0	0	0	1	0	2	0	0	2	1	0	2	0	3	13
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	4
<b>Total Volume</b>	0	12	0	0	12	2	0	0	0	2	0	9	0	0	9	10	0	7	0	17	40
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		58.8	0.0	41.2	0.0		
PHF	0.000	0.429	0.000	0.000	0.429	0.500	0.000	0.000	0.000	0.500	0.000	0.563	0.000	0.000	0.563	0.625	0.000	0.438	0.000	0.531	0.769
Buses	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	10	0	7	0	17	25
Buses %	0.0	25.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	50.0	0.0	44.4	0.0	0.0	44.4	100.0	0.0	100.0	0.0	100.0	62.5
Single-Unit Trucks	0	8	0	0	8	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	14
Single-Unit %	0.0	66.7	0.0	0.0	66.7	50.0	0.0	0.0	0.0	50.0	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	35.0
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	8.3	0.0	0.0	8.3	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	2.5
Buses	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	10	0	7	0	17	25
Single-Unit Trucks	0	8	0	0	8	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	14
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Entering Leg</b>	0	12	0	0	12	2	0	0	0	2	0	9	0	0	9	10	0	7	0	17	40
Buses	12					0					13					0					25
Single-Unit Trucks	6					0					8					0					14
Articulated Trucks	0					0					1					0					1
<b>Total Exiting Leg</b>	18					0					22					0					40

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Buses**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	1	0	0	1	4	0	1	0	5	6	
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	0	4	0	8	11	
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	5	
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	3	
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>25</b>	
8:00 AM	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	8	0	8	0	0	0	0	0	8	
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	4	0	5	1	0	0	0	1	7	
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	8	0	8	1	0	1	0	2	11	
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>26</b>	
<b>Grand Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>20</b>	<b>0</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>51</b>	
Approach %	0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	20.0	80.0	0.0		60.0	0.0	40.0	0.0			
Total %	0.0	7.8	0.0	0.0	7.8	2.0	2.0	0.0	0.0	3.9	0.0	9.8	39.2	0.0	49.0	23.5	0.0	15.7	0.0	39.2		
Exiting Leg Total						14					0					16					21	51

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	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	8	0	8	0	0	0	0	0	8	
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	4	0	5	1	0	0	0	1	7	
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	8	0	8	1	0	1	0	2	11	
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>26</b>	
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>4.8</b>	<b>95.2</b>	<b>0.0</b>		<b>66.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>			
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.625	0.000	0.656	0.500	0.000	0.250	0.000	0.375	0.591	
Entering Leg	0	1	0	0	1	0	1	0	0	1	0	1	20	0	21	2	0	1	0	3	26	
Exiting Leg						2					0					3					21	26
<b>Total</b>						3					1					24					24	52

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	3	0	0	3	0	0	0	0	0	4	
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	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
<b>Total</b>	0	8	0	0	8	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	14	
8:00 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
<b>Total</b>	0	6	1	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13	
<b>Grand Total</b>	0	14	1	0	15	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	27	
Approach %	0.0	93.3	6.7	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	51.9	3.7	0.0	55.6	3.7	0.0	0.0	0.0	3.7	0.0	40.7	0.0	0.0	40.7	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						12					1					14					0	27

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	3	0	0	3	0	0	0	0	0	4	
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	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
<b>Total Volume</b>	0	8	0	0	8	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	14	
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.400	0.000	0.000	0.400	0.250	0.000	0.000	0.000	0.250	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	8	0	0	8	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	14	
Exiting Leg						6					0					8					0	14
<b>Total</b>						14					1					13					0	28

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Articulated Trucks**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	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	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
8:30 AM	0	0	0	0	0	1	0	0	0	1	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
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Approach %	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		
Total %	0.0	50.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					1					0					2

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>% Approach Total</b>	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	0.250	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	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
<b>Total</b>	1					0					1					0					2



PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**#260-22**

**Bicycles (on Roadway and Crosswalks)**

	Crafts Street							Lincoln Road							Crafts Street							Bus Lot Driveway							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
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
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
7:45 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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
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
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
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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
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	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	
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	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1							0							0							1										

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

7:15 AM	Crafts Street							Lincoln Road							Crafts Street							Bus Lot Driveway							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				
7:15 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
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
7:45 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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
% 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	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	
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	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Exiting Leg	1							0							0							1										
Total	1							0							1							2										

PDI File #: 228397 (3)  
 Location: N: Crafts Street S: Crafts Street  
 Location: E: Lincoln Road W: Bus Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



#260-22

**Pedestrians**

	Crafts Street							Lincoln Road							Crafts Street							Bus Lot Driveway							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	
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	1	0	1	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	0	
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	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
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	1	1	1	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	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	1	1	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	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	
Grand Total	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	3	6	
Approach %	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	33.3	66.7		
Total %	0	0	0	0	0	0	0	0	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	16.7	33.3	50	
Exiting Leg Total	0							3							0							3							6

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

	Crafts Street							Lincoln Road							Crafts Street							Bus Lot Driveway							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	
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
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	1	1	1	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	
Total Volume	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	2	5	5	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.625	0.625	0.625	
Entering Leg	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	2	2	2	5	5	
Exiting Leg	0							3							0							3							6
Total	0							6							0							4							10

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	1	75	3	0	79	5	0	5	0	10	7	93	1	0	101	1	0	0	0	1	191
4:15 PM	0	79	6	0	85	1	0	3	0	4	4	99	0	0	103	1	0	0	0	1	193
4:30 PM	0	75	7	0	82	1	0	3	0	4	8	91	1	0	100	1	0	0	0	1	187
4:45 PM	0	81	7	0	88	6	0	5	0	11	5	93	2	0	100	1	0	1	0	2	201
<b>Total</b>	<b>1</b>	<b>310</b>	<b>23</b>	<b>0</b>	<b>334</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>29</b>	<b>24</b>	<b>376</b>	<b>4</b>	<b>0</b>	<b>404</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>772</b>
5:00 PM	0	82	5	0	87	5	0	3	0	8	9	106	0	0	115	1	0	0	0	1	211
5:15 PM	0	76	4	0	80	4	0	5	0	9	7	88	0	0	95	0	0	0	0	0	184
5:30 PM	0	87	6	0	93	8	0	4	0	12	8	98	0	1	107	0	0	0	0	0	212
5:45 PM	2	81	4	0	87	5	1	3	0	9	4	95	3	0	102	1	0	0	0	1	199
<b>Total</b>	<b>2</b>	<b>326</b>	<b>19</b>	<b>0</b>	<b>347</b>	<b>22</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>38</b>	<b>28</b>	<b>387</b>	<b>3</b>	<b>1</b>	<b>419</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>806</b>
Grand Total	3	636	42	0	681	35	1	31	0	67	52	763	7	1	823	6	0	1	0	7	1578
Approach %	0.4	93.4	6.2	0.0		52.2	1.5	46.3	0.0		6.3	92.7	0.9	0.1		85.7	0.0	14.3	0.0		
Total %	0.2	40.3	2.7	0.0	43.2	2.2	0.1	2.0	0.0	4.2	3.3	48.4	0.4	0.1	52.2	0.4	0.0	0.1	0.0	0.4	
Exiting Leg Total	799					94					674					11					1578
Cars	3	629	41	0	673	35	1	30	0	66	51	752	3	1	807	4	0	1	0	5	1551
% Cars	100.0	98.9	97.6	0.0	98.8	100.0	100.0	96.8	0.0	98.5	98.1	98.6	42.9	100.0	98.1	66.7	0.0	100.0	0.0	71.4	98.3
Exiting Leg Total	788					92					664					7					1551
Heavy Vehicles	0	7	1	0	8	0	0	1	0	1	1	11	4	0	16	2	0	0	0	2	27
% Heavy Vehicles	0.0	1.1	2.4	0.0	1.2	0.0	0.0	3.2	0.0	1.5	1.9	1.4	57.1	0.0	1.9	33.3	0.0	0.0	0.0	28.6	1.7
Exiting Leg Total	11					2					10					4					27

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	81	7	0	88	6	0	5	0	11	5	93	2	0	100	1	0	1	0	2	201
5:00 PM	0	82	5	0	87	5	0	3	0	8	9	106	0	0	115	1	0	0	0	1	211
5:15 PM	0	76	4	0	80	4	0	5	0	9	7	88	0	0	95	0	0	0	0	0	184
5:30 PM	0	87	6	0	93	8	0	4	0	12	8	98	0	1	107	0	0	0	0	0	212
Total Volume	0	326	22	0	348	23	0	17	0	40	29	385	2	1	417	2	0	1	0	3	808
% Approach Total	0.0	93.7	6.3	0.0		57.5	0.0	42.5	0.0		7.0	92.3	0.5	0.2		66.7	0.0	33.3	0.0		
PHF	0.000	0.937	0.786	0.000	0.935	0.719	0.000	0.850	0.000	0.833	0.806	0.908	0.250	0.250	0.907	0.500	0.000	0.250	0.000	0.375	0.953
Cars	0	324	21	0	345	23	0	16	0	39	28	380	0	1	409	2	0	1	0	3	796
Cars %	0.0	99.4	95.5	0.0	99.1	100.0	0.0	94.1	0.0	97.5	96.6	98.7	0.0	100.0	98.1	100.0	0.0	100.0	0.0	100.0	98.5
Heavy Vehicles	0	2	1	0	3	0	0	1	0	1	1	5	2	0	8	0	0	0	0	0	12
Heavy Vehicles %	0.0	0.6	4.5	0.0	0.9	0.0	0.0	5.9	0.0	2.5	3.4	1.3	100.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.5
Cars Enter Leg	0	324	21	0	345	23	0	16	0	39	28	380	0	1	409	2	0	1	0	3	796
Heavy Enter Leg	0	2	1	0	3	0	0	1	0	1	1	5	2	0	8	0	0	0	0	0	12
Total Entering Leg	0	326	22	0	348	23	0	17	0	40	29	385	2	1	417	2	0	1	0	3	808
Cars Exiting Leg	404					49					343					0					796
Heavy Exiting Leg	5					2					3					2					12
Total Exiting Leg	409					51					346					2					808

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	1	74	3	0	78	5	0	5	0	10	7	92	0	0	99	1	0	0	0	1	188
4:15 PM	0	79	6	0	85	1	0	3	0	4	4	95	0	0	99	1	0	0	0	1	189
4:30 PM	0	75	7	0	82	1	0	3	0	4	8	91	0	0	99	0	0	0	0	0	185
4:45 PM	0	81	7	0	88	6	0	5	0	11	5	93	0	0	98	1	0	1	0	2	199
<b>Total</b>	<b>1</b>	<b>309</b>	<b>23</b>	<b>0</b>	<b>333</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>29</b>	<b>24</b>	<b>371</b>	<b>0</b>	<b>0</b>	<b>395</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>761</b>
5:00 PM	0	81	5	0	86	5	0	3	0	8	9	101	0	0	110	1	0	0	0	1	205
5:15 PM	0	75	3	0	78	4	0	5	0	9	6	88	0	0	94	0	0	0	0	0	181
5:30 PM	0	87	6	0	93	8	0	3	0	11	8	98	0	1	107	0	0	0	0	0	211
5:45 PM	2	77	4	0	83	5	1	3	0	9	4	94	3	0	101	0	0	0	0	0	193
<b>Total</b>	<b>2</b>	<b>320</b>	<b>18</b>	<b>0</b>	<b>340</b>	<b>22</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>37</b>	<b>27</b>	<b>381</b>	<b>3</b>	<b>1</b>	<b>412</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>790</b>
Grand Total	3	629	41	0	673	35	1	30	0	66	51	752	3	1	807	4	0	1	0	5	1551
Approach %	0.4	93.5	6.1	0.0		53.0	1.5	45.5	0.0		6.3	93.2	0.4	0.1		80.0	0.0	20.0	0.0		
Total %	0.2	40.6	2.6	0.0	43.4	2.3	0.1	1.9	0.0	4.3	3.3	48.5	0.2	0.1	52.0	0.3	0.0	0.1	0.0	0.3	
Exiting Leg Total					788					92					664					7	1551

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	81	7	0	88	6	0	5	0	11	5	93	0	0	98	1	0	1	0	2	199
5:00 PM	0	81	5	0	86	5	0	3	0	8	9	101	0	0	110	1	0	0	0	1	205
5:15 PM	0	75	3	0	78	4	0	5	0	9	6	88	0	0	94	0	0	0	0	0	181
5:30 PM	0	87	6	0	93	8	0	3	0	11	8	98	0	1	107	0	0	0	0	0	211
Total Volume	0	324	21	0	345	23	0	16	0	39	28	380	0	1	409	2	0	1	0	3	796
% Approach Total	0.0	93.9	6.1	0.0		59.0	0.0	41.0	0.0		6.8	92.9	0.0	0.2		66.7	0.0	33.3	0.0		
PHF	0.000	0.931	0.750	0.000	0.927	0.719	0.000	0.800	0.000	0.886	0.778	0.941	0.000	0.250	0.930	0.500	0.000	0.250	0.000	0.375	0.943
Entering Leg	0	324	21	0	345	23	0	16	0	39	28	380	0	1	409	2	0	1	0	3	796
Exiting Leg					404					49					343					0	796
<b>Total</b>					749					88					752					3	1592

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	5	4	0	9	1	0	0	0	1	11
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
5:15 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
<b>Total</b>	0	6	1	0	7	0	0	1	0	1	1	6	0	0	7	1	0	0	0	1	16
Grand Total	0	7	1	0	8	0	0	1	0	1	1	11	4	0	16	2	0	0	0	2	27
Approach %	0.0	87.5	12.5	0.0		0.0	0.0	100.0	0.0		6.3	68.8	25.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	25.9	3.7	0.0	29.6	0.0	0.0	3.7	0.0	3.7	3.7	40.7	14.8	0.0	59.3	7.4	0.0	0.0	0.0	7.4	
Exiting Leg Total	11					2					10					4					27
Buses	0	2	1	0	3	0	0	0	0	0	0	6	4	0	10	2	0	0	0	2	15
% Buses	0.0	28.6	100.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	54.5	100.0	0.0	62.5	100.0	0.0	0.0	0.0	100.0	55.6
Exiting Leg Total	6					1					4					4					15
Single-Unit Trucks	0	5	0	0	5	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	11
% Single-Unit	0.0	71.4	0.0	0.0	62.5	0.0	0.0	100.0	0.0	100.0	100.0	36.4	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	40.7
Exiting Leg Total	4					1					6					0					11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	3.7
Exiting Leg Total	1					0					0					0					1

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

5:00 PM	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
5:15 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
<b>Total Volume</b>	0	6	1	0	7	0	0	1	0	1	1	6	0	0	7	1	0	0	0	1	16
% Approach Total	0.0	85.7	14.3	0.0		0.0	0.0	100.0	0.0		14.3	85.7	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.250	0.000	0.438	0.000	0.000	0.250	0.000	0.250	0.250	0.300	0.000	0.000	0.350	0.250	0.000	0.000	0.000	0.250	0.667
Buses	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
Buses %	0.0	16.7	100.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	42.9	100.0	0.0	0.0	0.0	100.0	37.5
Single-Unit Trucks	0	5	0	0	5	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	9
Single-Unit %	0.0	83.3	0.0	0.0	71.4	0.0	0.0	100.0	0.0	100.0	100.0	33.3	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	56.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	6.3
Buses	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
Single-Unit Trucks	0	5	0	0	5	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total Entering Leg</b>	0	6	1	0	7	0	0	1	0	1	1	6	0	0	7	1	0	0	0	1	16
Buses	3					1					2					0					6
Single-Unit Trucks	2					1					6					0					9
Articulated Trucks	1					0					0					0					1
<b>Total Exiting Leg</b>	6					2					8					0					16

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Buses**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	3	4	0	7	1	0	0	0	1	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	1	0	0	0	1	2
<b>Total</b>	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	6
<b>Grand Total</b>	0	2	1	0	3	0	0	0	0	0	0	6	4	0	10	2	0	0	0	2	15
Approach %	0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	60.0	40.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	13.3	6.7	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	26.7	0.0	66.7	13.3	0.0	0.0	0.0	13.3	
Exiting Leg Total	6					1					4					4					15

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
<b>Total Volume</b>	0	1	0	0	1	0	0	0	0	0	0	3	4	0	7	1	0	0	0	1	9
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	42.9	57.1	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.000	0.875	0.250	0.000	0.000	0.000	0.250	0.750
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	3	4	0	7	1	0	0	0	1	9
Exiting Leg	3					0					2					4					9
<b>Total</b>	4					0					9					5					18

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	2	0	0	2	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	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
<b>Total</b>	0	5	0	0	5	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	9	
Grand Total	0	5	0	0	5	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	11	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	45.5	0.0	0.0	45.5	0.0	0.0	9.1	0.0	9.1	9.1	36.4	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						4					1					6					0	11

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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		
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Total Volume	0	5	0	0	5	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	9	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.313	0.000	0.000	0.313	0.000	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.563	
Entering Leg	0	5	0	0	5	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	9	
Exiting Leg						2					1					6					0	9
Total						7					2					9					0	18

PDI File #: **228397 (3)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lincoln Road W: Bus Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Articulated Trucks**

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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
<b>Total</b>	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	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	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	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					0					0					1

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

	Crafts Street					Lincoln Road					Crafts Street					Bus Lot Driveway					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	
4:15 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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg	1					0					0					0					1
Total	1					0					1					0					2



PDI File #: 228397 (3)  
 Location: N: Crafts Street S: Crafts Street  
 Location: E: Lincoln Road W: Bus Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Crafts Street							Lincoln Road							Crafts Street							Bus Lot Driveway							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	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	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	
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	
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	
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	
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	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	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	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	
Grand 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	
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	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	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:

	Crafts Street							Lincoln Road							Crafts Street							Bus Lot Driveway							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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
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	
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	
Total Volume	0	0	0	0	0	0	0	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	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	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	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: 228397 (3)  
 Location: N: Crafts Street S: Crafts Street  
 Location: E: Lincoln Road W: Bus Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

**Pedestrians**

	Crafts Street							Lincoln Road							Crafts Street							Bus Lot Driveway							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	0	2	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	7
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
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	0	0
5:30 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	1	1	2
5:45 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	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	1	2	3	0	0	0	0	0	2	2	11
Approach %	0	0	0	0	0	0	0	0	0	0	0	33.3	66.7	0	0	0	0	33.3	66.7	0	0	0	0	0	100	0			
Total %	0	0	0	0	0	0	0	0	0	0	0	18.2	36.4	54.5	0	0	0	0	9.09	18.2	27.3	0	0	0	0	0	18.2	18.2	0
Exiting Leg Total	0							6							3							2							11

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

	Crafts Street							Lincoln Road							Crafts Street							Bus Lot Driveway							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	0	2	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	7
% Approach Total	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	0.0	0.0	0.0	0.0	33.3	66.7	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	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	7
Exiting Leg	0							4							3							0							7
Total	0							8							6							0							14

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

**Cars and Heavy Vehicles (Combined)**

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	2	0	47	1	0	50	0	0	0	0	0	0	1	51	0	2	0	54	1	0	0	0	0	1	0	0	0	0	0	105	
7:15 AM	1	1	63	1	0	66	0	0	0	0	0	0	0	56	0	0	0	56	2	0	2	0	0	4	0	0	0	0	0	126	
7:30 AM	0	0	82	0	0	82	0	0	0	0	0	0	1	73	1	1	0	76	0	0	2	0	2	4	0	0	0	0	0	162	
7:45 AM	0	0	100	4	0	104	0	0	0	0	0	0	6	66	0	2	0	74	0	0	2	0	0	2	0	0	0	0	0	180	
<b>Total</b>	<b>3</b>	<b>1</b>	<b>292</b>	<b>6</b>	<b>0</b>	<b>302</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>246</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>260</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>573</b>	
8:00 AM	0	0	83	4	0	87	1	0	0	0	0	1	4	65	0	1	0	70	0	0	1	0	0	1	0	0	0	0	0	159	
8:15 AM	0	1	79	1	0	81	0	0	0	0	0	0	7	87	0	1	0	95	1	0	1	0	0	2	0	0	0	0	0	178	
8:30 AM	0	0	84	3	0	87	0	0	0	0	0	0	7	78	1	1	0	87	0	0	0	0	0	0	0	0	0	1	0	175	
8:45 AM	0	0	82	4	0	86	0	0	0	2	0	2	10	64	0	0	0	74	0	0	0	0	0	0	0	0	0	0	0	162	
<b>Total</b>	<b>0</b>	<b>1</b>	<b>328</b>	<b>12</b>	<b>0</b>	<b>341</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>28</b>	<b>294</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>326</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>674</b>	
<b>Grand Total</b>	<b>3</b>	<b>2</b>	<b>620</b>	<b>18</b>	<b>0</b>	<b>643</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>540</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>586</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1247</b>	
Approach %	0.5	0.3	96.4	2.8	0.0		33.3	0.0	0.0	66.7	0.0		6.1	92.2	0.3	1.4	0.0		28.6	0.0	57.1	0.0	14.3		0.0	0.0	0.0	100.0	0.0		
Total %	0.2	0.2	49.7	1.4	0.0	51.6	0.1	0.0	0.0	0.2	0.0	0.2	2.9	43.3	0.2	0.6	0.0	47.0	0.3	0.0	0.6	0.0	0.2	1.1	0.0	0.0	0.0	0.1	0.0	0.1	
Exiting Leg Total	550						54						626						12						5						1247
Cars	3	2	589	18	0	612	1	0	0	2	0	3	36	504	2	8	0	550	4	0	7	0	2	13	0	0	0	1	0	1	1179
% Cars	100.0	100.0	95.0	100.0	0.0	95.2	100.0	0.0	0.0	100.0	0.0	100.0	100.0	93.3	100.0	100.0	0.0	93.9	100.0	0.0	87.5	0.0	100.0	92.9	0.0	0.0	0.0	100.0	0.0	100.0	94.5
Exiting Leg Total	513						54						595						12						5						1179
Heavy Vehicles	0	0	31	0	0	31	0	0	0	0	0	0	0	36	0	0	0	36	0	0	1	0	0	1	0	0	0	0	0	0	68
% Heavy Vehicles	0.0	0.0	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	6.1	0.0	0.0	12.5	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5.5
Exiting Leg Total	37						0						31						0						0						68

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

7:45 AM	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
7:45 AM	0	0	100	4	0	104	0	0	0	0	0	0	6	66	0	2	0	74	0	0	2	0	0	2	0	0	0	0	0	180	
8:00 AM	0	0	83	4	0	87	1	0	0	0	0	1	4	65	0	1	0	70	0	0	1	0	0	1	0	0	0	0	0	159	
8:15 AM	0	1	79	1	0	81	0	0	0	0	0	0	7	87	0	1	0	95	1	0	1	0	0	2	0	0	0	0	0	178	
8:30 AM	0	0	84	3	0	87	0	0	0	0	0	0	7	78	1	1	0	87	0	0	0	0	0	0	0	0	0	1	0	175	
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>346</b>	<b>12</b>	<b>0</b>	<b>359</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>296</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>326</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>692</b>	
% Approach Total	0.0	0.3	96.4	3.3	0.0		100.0	0.0	0.0	0.0	0.0		7.4	90.8	0.3	1.5	0.0		20.0	0.0	80.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.250	0.865	0.750	0.000	0.863	0.250	0.000	0.000	0.000	0.000	0.250	0.857	0.851	0.250	0.625	0.000	0.858	0.250	0.000	0.500	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.961	
Cars	0	1	338	12	0	351	1	0	0	0	0	1	24	276	1	5	0	306	1	0	4	0	0	5	0	0	0	1	0	1	664
Cars %	0.0	100.0	97.7	100.0	0.0	97.8	100.0	0.0	0.0	0.0	0.0	100.0	100.0	93.2	100.0	100.0	0.0	93.9	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	96.0
Heavy Vehicles	0	0	8	0	0	8	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	28
Heavy Vehicles %	0.0	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.1	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	4.0
Cars Enter Leg	0	1	338	12	0	351	1	0	0	0	0	1	24	276	1	5	0	306	1	0	4	0	0	5	0	0	0	1	0	1	664
Heavy Enter Leg	0	0	8	0	0	8	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	28
Total Entering Leg	0	1	346	12	0	359	1	0	0	0	0	1	24	296	1	5	0	326	1	0	4	0	0	5	0	0	0	1	0	1	692
Cars Exiting Leg	282						36						339						6						1						664
Heavy Exiting Leg	20						0						8						0						0						28
Total Exiting Leg	302						36						347						6						1						692

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

Cars

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						Total							
	from North						from East						from South						from West						from Northwest													
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total								
7:00 AM	2	0	42	1	0	45	0	0	0	0	0	0	1	47	0	2	0	50	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	96	
7:15 AM	1	1	57	1	0	60	0	0	0	0	0	0	0	55	0	0	0	55	2	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	119	
7:30 AM	0	0	73	0	0	73	0	0	0	0	0	0	1	72	1	1	0	75	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	151	
7:45 AM	0	0	99	4	0	103	0	0	0	0	0	0	6	64	0	2	0	72	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	177	
Total	3	1	271	6	0	281	0	0	0	0	0	0	8	238	1	5	0	252	3	0	5	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	543	
8:00 AM	0	0	81	4	0	85	1	0	0	0	0	1	4	64	0	1	0	69	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	156	
8:15 AM	0	1	79	1	0	81	0	0	0	0	0	0	7	77	0	1	0	85	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	168	
8:30 AM	0	0	79	3	0	82	0	0	0	0	0	0	7	71	1	1	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	163	
8:45 AM	0	0	79	4	0	83	0	0	0	2	0	2	10	54	0	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	
Total	0	1	318	12	0	331	1	0	0	2	0	3	28	266	1	3	0	298	1	0	2	0	0	3	0	0	0	0	1	0	1	0	0	0	1	0	1	636
Grand Total	3	2	589	18	0	612	1	0	0	2	0	3	36	504	2	8	0	550	4	0	7	0	2	13	0	0	0	0	1	0	1	0	0	0	1	0	1	1179
Approach %	0.5	0.3	96.2	2.9	0.0		33.3	0.0	0.0	66.7	0.0		6.5	91.6	0.4	1.5	0.0	30.8	0.0	53.8	0.0	15.4		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.1	0.0	0.1			
Total %	0.3	0.2	50.0	1.5	0.0	51.9	0.1	0.0	0.0	0.2	0.0	0.3	3.1	42.7	0.2	0.7	0.0	46.6	0.3	0.0	0.6	0.0	0.2	1.1	0.0	0.0	0.0	0.1	0.0	0.1								
Exiting Leg Total	513						54						595						12						5		1179											

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

7:45 AM	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						Total							
	from North						from East						from South						from West						from Northwest													
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total								
7:45 AM	0	0	99	4	0	103	0	0	0	0	0	0	6	64	0	2	0	72	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	177	
8:00 AM	0	0	81	4	0	85	1	0	0	0	0	1	4	64	0	1	0	69	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	156	
8:15 AM	0	1	79	1	0	81	0	0	0	0	0	0	7	77	0	1	0	85	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	168	
8:30 AM	0	0	79	3	0	82	0	0	0	0	0	0	7	71	1	1	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	163	
Total Volume	0	1	338	12	0	351	1	0	0	0	0	1	24	276	1	5	0	306	1	0	4	0	0	5	0	0	0	0	1	0	1	0	0	0	1	0	1	664
% Approach Total	0.0	0.3	96.3	3.4	0.0		100.0	0.0	0.0	0.0	0.0		7.8	90.2	0.3	1.6	0.0	20.0	0.0	80.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.1	0.0	0.1			
PHF	0.000	0.250	0.854	0.750	0.000	0.852	0.250	0.000	0.000	0.000	0.000	0.250	0.857	0.896	0.250	0.625	0.000	0.900	0.250	0.000	0.500	0.000	0.000	0.625	0.000	0.000	0.000	0.250	0.000	0.250	0.938							
Entering Leg	0	1	338	12	0	351	1	0	0	0	0	1	24	276	1	5	0	306	1	0	4	0	0	5	0	0	0	0	1	0	1	0	0	0	1	0	1	664
Exiting Leg	282						36						339						6						1		664											
Total	633						37						645						11						2		1328											

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
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 Class:



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

#260-22

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

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking					
	from North						from East						from South						from West						from Northwest					
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total
7:00 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
7:15 AM	0	0	6	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	7		
7:30 AM	0	0	9	0	0	9	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	11		
7:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3		
<b>Total</b>	0	0	21	0	0	21	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	0	30		
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	10		
8:30 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	12		
8:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	13		
<b>Total</b>	0	0	10	0	0	10	0	0	0	0	0	0	0	28	0	0	0	0	28	0	0	0	0	0	0	0	0	38		
Grand Total	0	0	31	0	0	31	0	0	0	0	0	0	0	36	0	0	0	0	36	0	0	1	0	0	0	0	0	68		
Approach %	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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	45.6	0.0	0.0	45.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.9	0.0	0.0	0.0	0.0	52.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	37						0						31						0						68					
Buses	0	0	16	0	0	16	0	0	0	0	0	0	0	26	0	0	0	0	26	0	0	0	0	0	0	0	0	42		
% Buses	0.0	0.0	51.6	0.0	0.0	51.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.2	0.0	0.0	0.0	0.0	72.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.8		
Exiting Leg Total	26						0						16						0						42					
Single-Unit Trucks	0	0	13	0	0	13	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	0	24		
% Single-Unit	0.0	0.0	41.9	0.0	0.0	41.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.8	0.0	0.0	0.0	0.0	27.8	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	35.3		
Exiting Leg Total	11						0						13						0						24					
Articulated Trucks	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
% Articulated	0.0	0.0	6.5	0.0	0.0	6.5	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	0.0	0.0	0.0	0.0	0.0	0.0	2.9		
Exiting Leg Total	0						0						2						0						2					

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

8:00 AM	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking					
	from North						from East						from South						from West						from Northwest					
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	10		
8:30 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	12		
8:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	13		
<b>Total Volume</b>	0	0	10	0	0	10	0	0	0	0	0	0	0	28	0	0	0	0	28	0	0	0	0	0	0	0	0	38		
% Approach Total	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	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	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.731		
Buses	0	0	3	0	0	3	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	0	0	0	0	0	0	25		
Buses %	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.6	0.0	0.0	0.0	78.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.8			
Single-Unit Trucks	0	0	6	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	12			
Single-Unit %	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.6			
Articulated Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Articulated %	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6			
Buses	0	0	3	0	0	3	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	0	0	0	0	0	0	25		
Single-Unit Trucks	0	0	6	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	12			
Articulated Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Total Entering Leg	0	0	10	0	0	10	0	0	0	0	0	0	0	28	0	0	0	0	28	0	0	0	0	0	0	0	0	38		
Buses	22						0						3						0						25					
Single-Unit Trucks	6						0						6						0						12					
Articulated Trucks	1						0						1						0						1					
Total Exiting Leg	28						0						10						0						38					

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

**Buses**

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	13	0	0	13	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	17
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
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>Total</b>	0	0	3	0	0	3	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	25
Grand Total	0	0	16	0	0	16	0	0	0	0	0	0	0	26	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	42
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	38.1	0.0	0.0	38.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.9	0.0	0.0	0.0	61.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	26						0						16						0						42						

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

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
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
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>Total Volume</b>	0	0	3	0	0	3	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	25
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.694
Entering Leg	0	0	3	0	0	3	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	25
Exiting Leg	22						0						3						0						25						
<b>Total</b>	25						0						25						0						50						

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

Single-Unit Trucks

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	7	0	0	7	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	12
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	6	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	12
Grand Total	0	0	13	0	0	13	0	0	0	0	0	0	0	10	0	0	0	10	0	0	1	0	0	1	0	0	0	0	0	0	24
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	54.2	0.0	0.0	54.2	0.0	0.0	0.0	0.0	0.0		0.0	41.7	0.0	0.0	0.0	41.7	0.0	0.0	4.2	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	11						0						13						0						24						

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

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	7	0	0	7	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	12
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.350	0.000	0.000	0.350	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.333	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	7	0	0	7	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	12
Exiting Leg	5						0						7						0						12						
Total	12						0						11						1						24						

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
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#260-22

**Articulated Trucks**

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking											
	from North						from East						from South						from West						from Northwest											
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	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							
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							
7:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
7:45 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							
<b>Total</b>	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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							
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							
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							
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
<b>Total</b>	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
Grand Total	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2							
Approach %	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	0.0	0.0	0.0	0.0							
Total %	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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						2						0						0						2					

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

7:00 AM	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking											
	from North						from East						from South						from West						from Northwest											
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	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							
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							
7:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Total Volume	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
% Approach Total	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	0.0	0.0	0.0	0.0							
PHF	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
Exiting Leg	0						0						1						0						0						1					
Total	1						0						1						0						0						2					



PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

**Bicycles (on Roadway and Crosswalks)**

	Crafts Street									Chatam Center Driveway									Crafts Street									Rescon Parking Lot Driveway									Rescon Accessible Parking									Total				
	from North									from East									from South									from West									from Northwest													
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	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	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	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	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	0	0	0	0	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	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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	1
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	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	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	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	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	1	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	
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	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	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	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1									0									0									0									0									1				

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

7:15 AM	Crafts Street									Chatam Center Driveway									Crafts Street									Rescon Parking Lot Driveway									Rescon Accessible Parking									Total			
	from North									from East									from South									from West									from Northwest												
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total									
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1
% 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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.250
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	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0									0									0									0									0									1			
Exiting Leg	1									0									0									0									0									0			
Total	1									0									1									0									0									2			

PDI File #: 228397 (4)  
Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
City, State: Newton, MA  
Client: VHB/M. Duranleau  
Site Code: TBA  
Count Date: Thursday, February 3, 2022  
Start Time: 7:00 AM  
End Time: 9:00 AM  
Class:



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

#260-22

### Pedestrians

	Crafts Street								Chatam Center Driveway								Crafts Street								Rescon Parking Lot Driveway								Rescon Accessible Parking										
	from North								from East								from South								from West								from Northwest										
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	1	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	4			
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	0	2		
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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	5	0	5	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	
Approach %	0	0	0	0	0	0	0	0	0	0	0	88	13		0	0	0	0	0	0	67	33		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	41	5.9	47	0	0	0	0	0	0	12	5.9	18	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12		
Exiting Leg Total																																										2	17

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

	Crafts Street								Chatam Center Driveway								Crafts Street								Rescon Parking Lot Driveway								Rescon Accessible Parking											
	from North								from East								from South								from West								from Northwest											
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	Total			
7:45 AM	0	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	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	16.7		0.0	0.0	0.0	0.0	0.0	0.0	66.7	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	0.0	0.0	0.0	0.0	0.0	
PHF	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.3133	0.2500	0.3750	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2500	0.2500	0.3750	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000	0.5000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14		
Exiting Leg																																											2	14
Total																																										4	28	

PDI File #: **228397 (4)**  
 Location: **N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking**  
 Location: **E: Chatam Center Driveway W: Rescon Parking Lot Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	79	0	0	79	1	0	0	2	0	3	2	99	0	1	0	102	2	0	1	0	0	3	0	0	0	0	0	187	
4:15 PM	0	0	79	2	0	81	4	0	0	1	0	5	2	97	0	0	0	99	1	0	1	0	0	2	0	0	0	0	0	187	
4:30 PM	0	0	81	0	0	81	2	0	0	10	0	12	1	99	0	0	0	100	2	0	0	0	0	2	0	0	0	0	0	195	
4:45 PM	0	0	86	1	0	87	2	0	0	3	0	5	0	98	0	0	0	98	1	0	0	0	0	1	0	0	0	0	0	191	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>325</b>	<b>3</b>	<b>0</b>	<b>328</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>393</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>399</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>760</b>	
5:00 PM	0	1	82	1	0	84	7	0	0	6	0	13	1	106	0	1	0	108	1	0	1	0	0	2	0	0	0	1	0	1	208
5:15 PM	0	0	81	0	0	81	4	0	0	4	0	8	2	91	0	1	0	94	4	0	0	0	0	4	0	0	0	0	0	0	187
5:30 PM	0	0	91	1	0	92	4	0	0	2	0	6	0	104	0	0	0	104	0	0	0	0	0	0	0	1	0	0	0	1	203
5:45 PM	0	0	86	1	0	87	3	0	0	1	0	4	1	100	0	0	0	101	0	0	0	0	0	0	0	0	0	0	0	0	192
<b>Total</b>	<b>0</b>	<b>1</b>	<b>340</b>	<b>3</b>	<b>0</b>	<b>344</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>401</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>407</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>790</b>	
Grand Total	0	1	665	6	0	672	27	0	0	29	0	56	9	794	0	3	0	806	11	0	3	0	0	14	0	1	0	1	0	2	1550
Approach %	0.0	0.1	99.0	0.9	0.0		48.2	0.0	0.0	51.8	0.0		1.1	98.5	0.0	0.4	0.0		78.6	0.0	21.4	0.0	0.0		0.0	50.0	0.0	50.0	0.0		
Total %	0.0	0.1	42.9	0.4	0.0	43.4	1.7	0.0	0.0	1.9	0.0	3.6	0.6	51.2	0.0	0.2	0.0	52.0	0.7	0.0	0.2	0.0	0.0	0.9	0.0	0.1	0.0	0.1	0.0	0.1	
Exiting Leg Total						825						15					706						4							0	1550
Cars	0	1	655	6	0	662	27	0	0	29	0	56	9	778	0	3	0	790	11	0	3	0	0	14	0	1	0	1	0	2	1524
% Cars	0.0	100.0	98.5	100.0	0.0	98.5	100.0	0.0	100.0	0.0	100.0	100.0	100.0	98.0	0.0	100.0	0.0	98.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	98.3
Exiting Leg Total						809						15					696						4							0	1524
Heavy Vehicles	0	0	10	0	0	10	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	26
% Heavy Vehicles	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Exiting Leg Total						16						0					10						0							0	26

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

5:00 PM	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
5:00 PM	0	1	82	1	0	84	7	0	0	6	0	13	1	106	0	1	0	108	1	0	1	0	0	2	0	0	0	1	0	1	208
5:15 PM	0	0	81	0	0	81	4	0	0	4	0	8	2	91	0	1	0	94	4	0	0	0	0	4	0	0	0	0	0	0	187
5:30 PM	0	0	91	1	0	92	4	0	0	2	0	6	0	104	0	0	0	104	0	0	0	0	0	0	0	1	0	0	0	1	203
5:45 PM	0	0	86	1	0	87	3	0	0	1	0	4	1	100	0	0	0	101	0	0	0	0	0	0	0	0	0	0	0	0	192
Total Volume	0	1	340	3	0	344	18	0	0	13	0	31	4	401	0	2	0	407	5	0	1	0	0	6	0	1	0	1	0	2	790
% Approach Total	0.0	0.3	98.8	0.9	0.0		58.1	0.0	0.0	41.9	0.0		1.0	98.5	0.0	0.5	0.0		83.3	0.0	16.7	0.0	0.0		0.0	50.0	0.0	50.0	0.0		
PHF	0.000	0.250	0.934	0.750	0.000	0.935	0.643	0.000	0.000	0.542	0.000	0.596	0.500	0.946	0.000	0.500	0.000	0.942	0.313	0.000	0.250	0.000	0.000	0.375	0.000	0.250	0.000	0.250	0.000	0.500	0.950
Cars	0	1	332	3	0	336	18	0	0	13	0	31	4	394	0	2	0	400	5	0	1	0	0	6	0	1	0	1	0	2	775
Cars %	0.0	100.0	97.6	100.0	0.0	97.7	100.0	0.0	0.0	100.0	0.0	100.0	100.0	98.3	0.0	100.0	0.0	98.3	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	98.1
Heavy Vehicles	0	0	8	0	0	8	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	15
Heavy Vehicles %	0.0	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Cars Enter Leg	0	1	332	3	0	336	18	0	0	13	0	31	4	394	0	2	0	400	5	0	1	0	0	6	0	1	0	1	0	2	775
Heavy Enter Leg	0	0	8	0	0	8	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	15
Total Entering Leg	0	1	340	3	0	344	18	0	0	13	0	31	4	401	0	2	0	407	5	0	1	0	0	6	0	1	0	1	0	2	790
Cars Exiting Leg						414						7					351						3							0	775
Heavy Exiting Leg						7						0					8						0							0	15
Total Exiting Leg						421						7					359						3							0	790

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

#260-22

Cars

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking							
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total	
4:00 PM	0	0	78	0	0	78	1	0	0	2	0	3	2	97	0	1	0	100	2	0	1	0	0	3	0	0	0	0	0	0	0	184
4:15 PM	0	0	79	2	0	81	4	0	0	1	0	5	2	93	0	0	0	95	1	0	1	0	0	2	0	0	0	0	0	0	0	183
4:30 PM	0	0	80	0	0	80	2	0	0	10	0	12	1	98	0	0	0	99	2	0	0	0	0	2	0	0	0	0	0	0	0	193
4:45 PM	0	0	86	1	0	87	2	0	0	3	0	5	0	96	0	0	0	96	1	0	0	0	0	1	0	0	0	0	0	0	0	189
<b>Total</b>	0	0	323	3	0	326	9	0	0	16	0	25	5	384	0	1	0	390	6	0	2	0	0	8	0	0	0	0	0	0	0	749
5:00 PM	0	1	81	1	0	83	7	0	0	6	0	13	1	101	0	1	0	103	1	0	1	0	0	2	0	0	0	1	0	1	0	202
5:15 PM	0	0	80	0	0	80	4	0	0	4	0	8	2	90	0	1	0	93	4	0	0	0	0	4	0	0	0	0	0	0	0	185
5:30 PM	0	0	90	1	0	91	4	0	0	2	0	6	0	104	0	0	0	104	0	0	0	0	0	0	0	1	0	0	0	1	0	202
5:45 PM	0	0	81	1	0	82	3	0	0	1	0	4	1	99	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	186
<b>Total</b>	0	1	332	3	0	336	18	0	0	13	0	31	4	394	0	2	0	400	5	0	1	0	0	6	0	1	0	1	0	2	0	775
Grand Total	0	1	655	6	0	662	27	0	0	29	0	56	9	778	0	3	0	790	11	0	3	0	0	14	0	1	0	1	0	2	0	1524
Approach %	0.0	0.2	98.9	0.9	0.0		48.2	0.0	0.0	51.8	0.0		1.1	98.5	0.0	0.4	0.0	78.6	0.0	21.4	0.0	0.0		0.0	50.0	0.0	50.0	0.0				
Total %	0.0	0.1	43.0	0.4	0.0	43.4	1.8	0.0	0.0	1.9	0.0	3.7	0.6	51.0	0.0	0.2	0.0	51.8	0.7	0.0	0.2	0.0	0.0	0.9	0.0	0.1	0.0	0.1	0.0	0.1		
Exiting Leg Total	809						15						696						4						0						1524	

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

4:45 PM	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking							
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total	
4:45 PM	0	0	86	1	0	87	2	0	0	3	0	5	0	96	0	0	0	96	1	0	0	0	0	1	0	0	0	0	0	0	0	189
5:00 PM	0	1	81	1	0	83	7	0	0	6	0	13	1	101	0	1	0	103	1	0	1	0	0	2	0	0	0	1	0	1	0	202
5:15 PM	0	0	80	0	0	80	4	0	0	4	0	8	2	90	0	1	0	93	4	0	0	0	0	4	0	0	0	0	0	0	0	185
5:30 PM	0	0	90	1	0	91	4	0	0	2	0	6	0	104	0	0	0	104	0	0	0	0	0	0	0	1	0	0	0	1	0	202
Total Volume	0	1	337	3	0	341	17	0	0	15	0	32	3	391	0	2	0	396	6	0	1	0	0	7	0	1	0	1	0	2	0	778
% Approach Total	0.0	0.3	98.8	0.9	0.0		53.1	0.0	0.0	46.9	0.0		0.8	98.7	0.0	0.5	0.0	85.7	0.0	14.3	0.0	0.0		0.0	50.0	0.0	50.0	0.0				
PHF	0.000	0.250	0.936	0.750	0.000	0.937	0.607	0.000	0.000	0.625	0.000	0.615	0.375	0.940	0.000	0.500	0.000	0.952	0.375	0.000	0.250	0.000	0.000	0.438	0.000	0.250	0.000	0.250	0.000	0.500	0.963	
Entering Leg	0	1	337	3	0	341	17	0	0	15	0	32	3	391	0	2	0	396	6	0	1	0	0	7	0	1	0	1	0	2	0	778
Exiting Leg	410						6						359						3						0						778	
<b>Total</b>	751						38						755						10						2						1556	

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

#260-22

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

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking					
	from North						from East						from South						from West						from Northwest					
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	4		
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>		
5:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	6		
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>			
Grand Total	0	0	10	0	0	10	0	0	0	0	0	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0	26		
Approach %	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	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	0.0	38.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.5	0.0	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		
Exiting Leg Total	16						0						10						0						26					
Buses	0	0	4	0	0	4	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	14		
% Buses	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.8		
Exiting Leg Total	10						0						4						0						0					
Single-Unit Trucks	0	0	6	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	12		
% Single-Unit	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.2		
Exiting Leg Total	6						0						6						0						12					
Articulated Trucks	0	0	0	0	0	0	0	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	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:

5:00 PM	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking					
	from North						from East						from South						from West						from Northwest					
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total
5:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	6		
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6		
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>			
% Approach Total	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	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	0.000	0.400	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.000	0.000	0.350	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.625		
Buses	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	5		
Buses %	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3			
Single-Unit Trucks	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	10			
Single-Unit %	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7			
Articulated Trucks	0	0	0	0	0	0	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	0.0	0.0	0.0	0.0	0.0	0.0			
Buses	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	5			
Single-Unit Trucks	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	10			
Articulated Trucks	0	0	0	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 Entering Leg	0	0	8	0	0	8	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	15			
Buses	3						0						2						0						5					
Single-Unit Trucks	4						0						6						0						10					
Articulated Trucks	0						0						0						0						0					
Total Exiting Leg	7						0						8						0						15					

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

#260-22

**Buses**

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking							
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total	
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	2	0	0	2	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	0	4	0	0	4	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0		0.0	71.4	0.0	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	10						0						4						0						14							

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

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking							
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total	
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	0	0	2	0	0	2	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.875	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	0	2	0	0	2	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Exiting Leg	7						0						2						0						9							
<b>Total</b>	9						0						9						0						18							

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

#260-22

Single-Unit Trucks

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking											
	from North						from East						from South						from West						from Northwest											
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2					
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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2					
5:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4					
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1					
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
5:45 PM	0	0	4	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	4					
Total	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10					
Grand Total	0	0	6	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	12					
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0							
Total %	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	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						
Exiting Leg Total	6						0						6						0						0						12					

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

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
5:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	4	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	4
Total Volume	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.333	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	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
Exiting Leg	4						0						6						0						0						
Total	10						0						10						0						10						

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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#260-22

**Articulated Trucks**

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	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		
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		
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	0	0	0		
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 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		
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	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	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	0	0		
<b>Total</b>	0	0	0	0	0	0	0	0	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	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	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0						0						0						0						0						0

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

	Crafts Street						Chatam Center Driveway						Crafts Street						Rescon Parking Lot Driveway						Rescon Accessible Parking						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	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		
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		
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	0	0	0		
<b>Total Volume</b>	0	0	0	0	0	0	0	0	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	0.0	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	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	0	0	0	0	0	0	0	0		
Exiting Leg	0						0						0						0						0						0
<b>Total</b>	0						0						0						0						0						0



PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Crafts Street								Chatam Center Driveway								Crafts Street								Rescon Parking Lot Driveway								Rescon Accessible Parking								Total											
	from North								from East								from South								from West								from Northwest																			
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	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	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	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	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	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	0	0	0	0	0	0	0	0		
5:00 PM	0	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	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 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	0	0	0	0	0	0	1	1	1	1	2	2	2	2	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	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	20.0	0.0	0.0	0.0	0.0	20.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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								1								2								2								5											

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

	Crafts Street								Chatam Center Driveway								Crafts Street								Rescon Parking Lot Driveway								Rescon Accessible Parking								Total													
	from North								from East								from South								from West								from Northwest																					
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total														
5:00 PM	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	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	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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.250	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	0.000	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	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	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	0								0								1								2								2								5													
Total	1								0								1								4								4								10													

PDI File #: 228397 (4)  
 Location: N: Crafts Street S: Crafts Street NW: Rescon Accessible Parking  
 Location: E: Chatam Center Driveway W: Rescon Parking Lot Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

#260-22

Pedestrians

	Crafts Street								Chatam Center Driveway								Crafts Street								Rescon Parking Lot Driveway								Rescon Accessible Parking								Total																								
	from North								from East								from South								from West								from Northwest																																
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total																									
4:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	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	1	1	0	0	0	0	0	0	0	0	0	0	1	1	5					
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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	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	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	2	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	2	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	7		
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
5:30 PM	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	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	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	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	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	9		
Grand Total	0	0	0	0	0	1	1	2	0	0	0	0	0	1	3	4	0	0	0	0	0	2	0	2	0	0	0	0	0	1	3	4	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	1	4	5	17					
Approach %	0	0	0	0	0	50	50		0	0	0	0	0	25	75		0	0	0	0	0	100	0		0	0	0	0	0	25	75		0	0	0	0	0	0	20	80		0	0	0	0	0	0	5.9	24	29															
Total %	0	0	0	0	0	5.9	5.9	12	0	0	0	0	0	5.9	18	24	0	0	0	0	0	12	0	12	0	0	0	0	0	5.9	18	24	0	0	0	0	0	0	5.9	18	24	0	0	0	0	0	0	5.9	18	24	0	0	0	0	0	0	5.9	18	24	29					
Exiting Leg Total									2								4								2								4								5								17																

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

	Crafts Street								Chatam Center Driveway								Crafts Street								Rescon Parking Lot Driveway								Rescon Accessible Parking								Total																							
	from North								from East								from South								from West								from Northwest																															
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total																								
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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
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	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	2	0	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	7	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	1	2	3	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	1	3	4	10				
% 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	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	33.3	66.7		0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.333	0.357													
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	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.333	0.357																						
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	1	2	3	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	1	3	4	10													
Exiting Leg																	1								2								3								4																							
Total									2								4								6								8								20																							

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	0	0	48	0	48	54	0	0	0	54	0	0	0	0	0	0	0	0	0	0	102
7:15 AM	0	0	65	0	65	55	0	0	0	55	0	0	0	0	0	0	0	0	0	0	120
7:30 AM	0	0	83	0	83	73	0	0	0	73	0	0	0	0	0	0	0	0	0	0	156
7:45 AM	0	0	100	0	100	74	0	0	0	74	0	0	0	0	0	0	0	0	0	0	174
<b>Total</b>	0	0	296	0	296	256	0	0	0	256	0	0	0	0	0	0	0	0	0	0	552
8:00 AM	0	0	83	0	83	70	0	0	0	70	0	0	0	0	0	0	0	0	0	0	153
8:15 AM	0	0	80	0	80	95	0	0	0	95	0	0	0	0	0	0	0	0	0	0	175
8:30 AM	0	0	84	0	84	87	0	0	0	87	0	0	0	0	0	0	0	0	0	0	171
8:45 AM	0	0	84	0	84	76	0	0	0	76	0	0	0	0	0	0	0	0	0	0	160
<b>Total</b>	0	0	331	0	331	328	0	0	0	328	0	0	0	0	0	0	0	0	0	0	659
Grand Total	0	0	627	0	627	584	0	0	0	584	0	0	0	0	0	0	0	0	0	0	1211
Approach %	0.0	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	0.0	0.0		
Total %	0.0	0.0	51.8	0.0	51.8	48.2	0.0	0.0	0.0	48.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	584					627					0					0					1211
Cars	0	0	596	0	596	548	0	0	0	548	0	0	0	0	0	0	0	0	0	0	1144
% Cars	0.0	0.0	95.1	0.0	95.1	93.8	0.0	0.0	0.0	93.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.5
Exiting Leg Total	548					596					0					0					1144
Heavy Vehicles	0	0	31	0	31	36	0	0	0	36	0	0	0	0	0	0	0	0	0	0	67
% Heavy Vehicles	0.0	0.0	4.9	0.0	4.9	6.2	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5
Exiting Leg Total	36					31					0					0					67

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

7:45 AM	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:45 AM	0	0	100	0	100	74	0	0	0	74	0	0	0	0	0	0	0	0	0	0	174
8:00 AM	0	0	83	0	83	70	0	0	0	70	0	0	0	0	0	0	0	0	0	0	153
8:15 AM	0	0	80	0	80	95	0	0	0	95	0	0	0	0	0	0	0	0	0	0	175
8:30 AM	0	0	84	0	84	87	0	0	0	87	0	0	0	0	0	0	0	0	0	0	171
Total Volume	0	0	347	0	347	326	0	0	0	326	0	0	0	0	0	0	0	0	0	0	673
% Approach Total	0.0	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	0.0	0.0		
PHF	0.000	0.000	0.868	0.000	0.868	0.858	0.000	0.000	0.000	0.858	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.961
Cars	0	0	340	0	340	306	0	0	0	306	0	0	0	0	0	0	0	0	0	0	646
Cars %	0.0	0.0	98.0	0.0	98.0	93.9	0.0	0.0	0.0	93.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0
Heavy Vehicles	0	0	7	0	7	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	27
Heavy Vehicles %	0.0	0.0	2.0	0.0	2.0	6.1	0.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Cars Enter Leg	0	0	340	0	340	306	0	0	0	306	0	0	0	0	0	0	0	0	0	0	646
Heavy Enter Leg	0	0	7	0	7	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	27
Total Entering Leg	0	0	347	0	347	326	0	0	0	326	0	0	0	0	0	0	0	0	0	0	673
Cars Exiting Leg	306					340					0					0					646
Heavy Exiting Leg	7					20					0					0					27
Total Exiting Leg	326					347					0					0					673

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	0	0	42	0	42	50	0	0	0	50	0	0	0	0	0	0	0	0	0	0	92
7:15 AM	0	0	59	0	59	54	0	0	0	54	0	0	0	0	0	0	0	0	0	0	113
7:30 AM	0	0	74	0	74	72	0	0	0	72	0	0	0	0	0	0	0	0	0	0	146
7:45 AM	0	0	99	0	99	72	0	0	0	72	0	0	0	0	0	0	0	0	0	0	171
<b>Total</b>	0	0	274	0	274	248	0	0	0	248	0	0	0	0	0	0	0	0	0	0	522
8:00 AM	0	0	81	0	81	69	0	0	0	69	0	0	0	0	0	0	0	0	0	0	150
8:15 AM	0	0	80	0	80	85	0	0	0	85	0	0	0	0	0	0	0	0	0	0	165
8:30 AM	0	0	80	0	80	80	0	0	0	80	0	0	0	0	0	0	0	0	0	0	160
8:45 AM	0	0	81	0	81	66	0	0	0	66	0	0	0	0	0	0	0	0	0	0	147
<b>Total</b>	0	0	322	0	322	300	0	0	0	300	0	0	0	0	0	0	0	0	0	0	622
Grand Total	0	0	596	0	596	548	0	0	0	548	0	0	0	0	0	0	0	0	0	0	1144
Approach %	0.0	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	0.0	0.0		
Total %	0.0	0.0	52.1	0.0	52.1	47.9	0.0	0.0	0.0	47.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	548					596					0					0					1144

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

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:45 AM	0	0	99	0	99	72	0	0	0	72	0	0	0	0	0	0	0	0	0	0	171
8:00 AM	0	0	81	0	81	69	0	0	0	69	0	0	0	0	0	0	0	0	0	0	150
8:15 AM	0	0	80	0	80	85	0	0	0	85	0	0	0	0	0	0	0	0	0	0	165
8:30 AM	0	0	80	0	80	80	0	0	0	80	0	0	0	0	0	0	0	0	0	0	160
Total Volume	0	0	340	0	340	306	0	0	0	306	0	0	0	0	0	0	0	0	0	0	646
% Approach Total	0.0	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	0.0	0.0		
PHF	0.000	0.000	0.859	0.000	0.859	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	0.944
Entering Leg	0	0	340	0	340	306	0	0	0	306	0	0	0	0	0	0	0	0	0	0	646
Exiting Leg	306					340					0					0					646
<b>Total</b>	646					646					0					0					1292

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	0	0	6	0	6	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10
7:15 AM	0	0	6	0	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	0	9	0	9	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10
7:45 AM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	0	0	22	0	22	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	30
8:00 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	10
8:30 AM	0	0	4	0	4	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11
8:45 AM	0	0	3	0	3	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	13
<b>Total</b>	0	0	9	0	9	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	37
Grand Total	0	0	31	0	31	36	0	0	0	36	0	0	0	0	0	0	0	0	0	0	67
Approach %	0.0	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	0.0	0.0		
Total %	0.0	0.0	46.3	0.0	46.3	53.7	0.0	0.0	0.0	53.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	36					31					0					0					67
Buses	0	0	17	0	17	27	0	0	0	27	0	0	0	0	0	0	0	0	0	0	44
% Buses	0.0	0.0	54.8	0.0	54.8	75.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.7
Exiting Leg Total	27					17					0					0					44
Single-Unit Trucks	0	0	12	0	12	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	21
% Single-Unit	0.0	0.0	38.7	0.0	38.7	25.0	0.0	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	31.3
Exiting Leg Total	9					12					0					0					21
Articulated Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	0.0	6.5	0.0	6.5	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	3.0
Exiting Leg Total	0					2					0					0					2

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

8:00 AM	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
8:00 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	10
8:30 AM	0	0	4	0	4	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11
8:45 AM	0	0	3	0	3	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	13
<b>Total Volume</b>	0	0	9	0	9	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	37
% Approach Total	0.0	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	0.0	0.0		
PHF	0.000	0.000	0.563	0.000	0.563	0.700	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.712
Buses	0	0	3	0	3	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	26
Buses %	0.0	0.0	33.3	0.0	33.3	82.1	0.0	0.0	0.0	82.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.3
Single-Unit Trucks	0	0	5	0	5	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Single-Unit %	0.0	0.0	55.6	0.0	55.6	17.9	0.0	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	0.0	11.1	0.0	11.1	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	2.7
Buses	0	0	3	0	3	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	26
Single-Unit Trucks	0	0	5	0	5	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Entering Leg</b>	0	0	9	0	9	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	37
Buses	23					3					0					0					26
Single-Unit Trucks	5					5					0					0					10
Articulated Trucks	0					1					0					0					1
<b>Total Exiting Leg</b>	28					9					0					0					37

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Buses**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	0	0	5	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
7:15 AM	0	0	5	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	14	0	14	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	18
8:00 AM	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	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	2	0	2	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8
8:45 AM	0	0	1	0	1	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	10
<b>Total</b>	0	0	3	0	3	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	26
<b>Grand Total</b>	0	0	17	0	17	27	0	0	0	27	0	0	0	0	0	0	0	0	0	0	44
Approach %	0.0	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	0.0	0.0		
Total %	0.0	0.0	38.6	0.0	38.6	61.4	0.0	0.0	0.0	61.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						27					17					0					44

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

8:00 AM	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
8:00 AM	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	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	2	0	2	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8
8:45 AM	0	0	1	0	1	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	10
<b>Total Volume</b>	0	0	3	0	3	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	26
<b>% Approach Total</b>	0.0	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	0.0	0.0		
PHF	0.000	0.000	0.375	0.000	0.375	0.639	0.000	0.000	0.000	0.639	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650
Entering Leg	0					23					0					0					26
Exiting Leg	23					3					0					0					26
<b>Total</b>	26					26					0					0					52

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	7	0	7	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	5	0	5	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Grand Total	0	0	12	0	12	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	21
Approach %	0.0	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	0.0	0.0		
Total %	0.0	0.0	57.1	0.0	57.1	42.9	0.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						9					12					0					21

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

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	7	0	7	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11
% Approach Total	0.0	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	0.0	0.0		
PHF	0.000	0.000	0.350	0.000	0.350	0.333	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550
Entering Leg	0	0	7	0	7	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11
Exiting Leg						4					7					0					11
Total						11					11					0					22

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Articulated Trucks**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
8:15 AM	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
8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	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		
Total %	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					2					0					0					2

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

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>% Approach Total</b>	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		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					1					0					0					1
<b>Total</b>	1					1					0					0					2



PDI File #: 228397 (5)  
 Location: N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage  
 Location: W: #36 Crafts St Eastern Curb Cut  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

Bicycles (on Roadway and Crosswalks)

	Crafts Street								Crafts Street								#36 Crafts St Eastern Curb Cut								#36 Crafts St Parking Garage								Total								
	from North								from South								from West								from Northwest																
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	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	1
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	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	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	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	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	1
<b>Grand Total</b>	0	0	0	0	0	0	0	0	1	0	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	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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									1								0								0								0		1						

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

	Crafts Street								Crafts Street								#36 Crafts St Eastern Curb Cut								#36 Crafts St Parking Garage								Total								
	from North								from South								from West								from Northwest																
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total										
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	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	1
<b>Total Volume</b>	0	0	0	0	0	0	0	1	0	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	1	
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0								1								0								0								0		1						
Exiting Leg									1								0								0								0		1						
<b>Total</b>									1								0								0								0		2						

PDI File #: 228397 (5)

Location: N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage

Location: W: #36 Crafts St Eastern Curb Cut

City, State: Newton, MA

Client: VHB/M. Duranleau

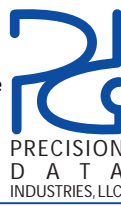
Site Code: TBA

Count Date: Thursday, February 3, 2022

Start Time: 7:00 AM

End Time: 9:00 AM

Class:



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

#260-22

Pedestrians

Table with columns for location (Crafts Street, #36 Crafts St Eastern Curb Cut, #36 Crafts St Parking Garage) and movement types (from North, from South, from West, from Northwest). Rows include time intervals (7:00 AM to 8:45 AM), Total, Grand Total, Approach %, Total %, and Exiting Leg Total.

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

Table showing peak hour analysis for 7:45 AM. Columns and rows are similar to the main table, including time intervals (7:45 AM to 8:30 AM), Total Volume, % Approach Total, PHF, Entering Leg, Exiting Leg, and Total.

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	85	0	85	101	0	0	0	101	0	0	0	0	0	0	0	0	0	0	186
4:15 PM	0	0	81	0	81	98	0	0	0	98	0	0	0	0	0	0	0	0	0	0	179
4:30 PM	0	0	93	0	93	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	193
4:45 PM	0	0	90	0	90	98	0	0	0	98	0	0	0	0	0	0	0	0	0	0	188
<b>Total</b>	0	0	349	0	349	397	0	0	0	397	0	0	0	0	0	0	0	0	0	0	746
5:00 PM	0	0	89	0	89	107	0	0	0	107	0	0	0	0	0	0	0	0	0	0	196
5:15 PM	0	0	88	0	88	90	0	0	0	90	0	0	0	0	0	0	0	0	0	0	178
5:30 PM	0	0	95	0	95	104	0	0	0	104	0	0	0	0	0	0	0	0	0	0	199
5:45 PM	0	0	87	0	87	101	0	0	0	101	0	0	0	0	0	0	0	0	0	0	188
<b>Total</b>	0	0	359	0	359	402	0	0	0	402	0	0	0	0	0	0	0	0	0	0	761
Grand Total	0	0	708	0	708	799	0	0	0	799	0	0	0	0	0	0	0	0	0	0	1507
Approach %	0.0	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	0.0	0.0		
Total %	0.0	0.0	47.0	0.0	47.0	53.0	0.0	0.0	0.0	53.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	799					708					0					0					1507
Cars	0	0	698	0	698	782	0	0	0	782	0	0	0	0	0	0	0	0	0	0	1480
% Cars	0.0	0.0	98.6	0.0	98.6	97.9	0.0	0.0	0.0	97.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.2
Exiting Leg Total	782					698					0					0					1480
Heavy Vehicles	0	0	10	0	10	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	27
% Heavy Vehicles	0.0	0.0	1.4	0.0	1.4	2.1	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Exiting Leg Total	17					10					0					0					27

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

4:45 PM	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:45 PM	0	0	90	0	90	98	0	0	0	98	0	0	0	0	0	0	0	0	0	0	188
5:00 PM	0	0	89	0	89	107	0	0	0	107	0	0	0	0	0	0	0	0	0	0	196
5:15 PM	0	0	88	0	88	90	0	0	0	90	0	0	0	0	0	0	0	0	0	0	178
5:30 PM	0	0	95	0	95	104	0	0	0	104	0	0	0	0	0	0	0	0	0	0	199
Total Volume	0	0	362	0	362	399	0	0	0	399	0	0	0	0	0	0	0	0	0	0	761
% Approach Total	0.0	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	0.0	0.0		
PHF	0.000	0.000	0.953	0.000	0.953	0.932	0.000	0.000	0.000	0.932	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.956
Cars	0	0	359	0	359	391	0	0	0	391	0	0	0	0	0	0	0	0	0	0	750
Cars %	0.0	0.0	99.2	0.0	99.2	98.0	0.0	0.0	0.0	98.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6
Heavy Vehicles	0	0	3	0	3	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	11
Heavy Vehicles %	0.0	0.0	0.8	0.0	0.8	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Cars Enter Leg	0	0	359	0	359	391	0	0	0	391	0	0	0	0	0	0	0	0	0	0	750
Heavy Enter Leg	0	0	3	0	3	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	11
Total Entering Leg	0	0	362	0	362	399	0	0	0	399	0	0	0	0	0	0	0	0	0	0	761
Cars Exiting Leg	391					359					0					0					750
Heavy Exiting Leg	8					3					0					0					11
Total Exiting Leg	399					362					0					0					761

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Cars**



**#260-22**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	84	0	84	99	0	0	0	99	0	0	0	0	0	0	0	0	0	0	183
4:15 PM	0	0	81	0	81	94	0	0	0	94	0	0	0	0	0	0	0	0	0	0	175
4:30 PM	0	0	92	0	92	98	0	0	0	98	0	0	0	0	0	0	0	0	0	0	190
4:45 PM	0	0	90	0	90	96	0	0	0	96	0	0	0	0	0	0	0	0	0	0	186
<b>Total</b>	0	0	347	0	347	387	0	0	0	387	0	0	0	0	0	0	0	0	0	0	734
5:00 PM	0	0	88	0	88	102	0	0	0	102	0	0	0	0	0	0	0	0	0	0	190
5:15 PM	0	0	87	0	87	89	0	0	0	89	0	0	0	0	0	0	0	0	0	0	176
5:30 PM	0	0	94	0	94	104	0	0	0	104	0	0	0	0	0	0	0	0	0	0	198
5:45 PM	0	0	82	0	82	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	182
<b>Total</b>	0	0	351	0	351	395	0	0	0	395	0	0	0	0	0	0	0	0	0	0	746
Grand Total	0	0	698	0	698	782	0	0	0	782	0	0	0	0	0	0	0	0	0	0	1480
Approach %	0.0	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	0.0	0.0		
Total %	0.0	0.0	47.2	0.0	47.2	52.8	0.0	0.0	0.0	52.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						782					698					0					1480

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

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:45 PM	0	0	90	0	90	96	0	0	0	96	0	0	0	0	0	0	0	0	0	0	186
5:00 PM	0	0	88	0	88	102	0	0	0	102	0	0	0	0	0	0	0	0	0	0	190
5:15 PM	0	0	87	0	87	89	0	0	0	89	0	0	0	0	0	0	0	0	0	0	176
5:30 PM	0	0	94	0	94	104	0	0	0	104	0	0	0	0	0	0	0	0	0	0	198
Total Volume	0	0	359	0	359	391	0	0	0	391	0	0	0	0	0	0	0	0	0	0	750
% Approach Total	0.0	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	0.0	0.0		
PHF	0.000	0.000	0.955	0.000	0.955	0.940	0.000	0.000	0.000	0.940	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.947
Entering Leg	0	0	359	0	359	391	0	0	0	391	0	0	0	0	0	0	0	0	0	0	750
Exiting Leg						391					0					0					750
<b>Total</b>						750					750					0					1500

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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

**#260-22**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	2	0	2	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	12
5:00 PM	0	0	1	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	5	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	0	0	8	0	8	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	15
Grand Total	0	0	10	0	10	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	27
Approach %	0.0	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	0.0	0.0		
Total %	0.0	0.0	37.0	0.0	37.0	63.0	0.0	0.0	0.0	63.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	17					10					0					0					27
Buses	0	0	4	0	4	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	14
% Buses	0.0	0.0	40.0	0.0	40.0	58.8	0.0	0.0	0.0	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.9
Exiting Leg Total	10					4					0					0					14
Single-Unit Trucks	0	0	6	0	6	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13
% Single-Unit	0.0	0.0	60.0	0.0	60.0	41.2	0.0	0.0	0.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.1
Exiting Leg Total	7					6					0					0					13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	1	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	0	2	0	2	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	15
% Approach Total	0.0	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	0.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.650	0.000	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Buses	0	0	1	0	1	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	8
Buses %	0.0	0.0	50.0	0.0	50.0	53.8	0.0	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.3
Single-Unit Trucks	0	0	1	0	1	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7
Single-Unit %	0.0	0.0	50.0	0.0	50.0	46.2	0.0	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.7
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	1	0	1	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	8
Single-Unit Trucks	0	0	1	0	1	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	2	0	2	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	15
Buses	7					1					0					0					8
Single-Unit Trucks	6					1					0					0					7
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	13					2					0					0					15

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Buses**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	2	0	2	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9
5:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
<b>Grand Total</b>	0	0	4	0	4	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	14
Approach %	0.0	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	0.0	0.0		
Total %	0.0	0.0	28.6	0.0	28.6	71.4	0.0	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					4					0					0					14

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

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	0	0	2	0	2	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9
<b>% Approach Total</b>	0.0	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	0.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.875	0.000	0.000	0.000	0.875	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	0	2	0	2	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9
Exiting Leg	7					2					0					0					9
<b>Total</b>	9					9					0					0					18

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard 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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	1	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
<b>Total</b>	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	0	0	6	0	6	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10
<b>Grand Total</b>	0	0	6	0	6	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13
Approach %	0.0	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	0.0	0.0		
Total %	0.0	0.0	46.2	0.0	46.2	53.8	0.0	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						7						6						0	13		

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

5:00 PM	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
5:00 PM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total Volume</b>	0	0	6	0	6	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10
<b>% Approach Total</b>	0.0	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	0.0	0.0		
PHF	0.000	0.000	0.375	0.000	0.375	0.333	0.000	0.000	0.000	0.333	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	0	6	0	6	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10
Exiting Leg						4						6						0	10		
<b>Total</b>						10						10						0	20		

PDI File #: **228397 (5)**  
 Location: **N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage**  
 Location: **W: #36 Crafts St Eastern Curb Cut**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Articulated Trucks**

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard 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
<b>Total</b>	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
<b>Total</b>	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:

	Crafts Street					Crafts Street					#36 Crafts St Eastern Curb Cut					#36 Crafts St Parking Garage					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard 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 #: 228397 (5)  
 Location: N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage  
 Location: W: #36 Crafts St Eastern Curb Cut  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

Bicycles (on Roadway and Crosswalks)

	Crafts Street								Crafts Street								#36 Crafts St Eastern Curb Cut								#36 Crafts St Parking Garage								Total							
	from North								from South								from West								from Northwest															
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	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	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	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	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	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
5:00 PM	0	0	1	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	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	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	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	0	0	0	0	0	0	0	0	1	1	1	1	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>		
Grand Total	0	0	1	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	1	1	1	2		
Approach %	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	0.0	0.0	0.0	100.0								
Total %	0.0	0.0	50.0	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	0.0	0.0	0.0	50.0	50.0							
Exiting Leg Total	0								1								0								1								2							

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

	Crafts Street								Crafts Street								#36 Crafts St Eastern Curb Cut								#36 Crafts St Parking Garage								Total						
	from North								from South								from West								from Northwest														
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total								
5:00 PM	0	0	1	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	
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	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	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	0	0	0	0	0	0	1	1	1	1	1	
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	
% Approach Total	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	0.0	0.0	0.0	100.0							
PHF	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	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	0.250			0.500			
Entering Leg	0	0	1	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	1	1	1	1	2			
Exiting Leg	0								1								0								1								2						
<b>Total</b>	<b>1</b>								<b>1</b>								<b>0</b>								<b>2</b>								<b>4</b>						

PDI File #: 228397 (5)  
 Location: N: Crafts St S: Crafts St NW: #36 Crafts St Parking Garage  
 Location: W: #36 Crafts St Eastern Curb Cut  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

#260-22

**Pedestrians**

	Crafts Street								Crafts Street								#36 Crafts St Eastern Curb Cut								#36 Crafts St Parking Garage								Total
	from North								from South								from West								from Northwest								
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3	
4:15 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	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	3		
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	2	2	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	7		
5:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	7			
5:15 PM	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	1			
5:30 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	1			
5:45 PM	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	1			
Total	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	1	3	4	0	0	0	0	1	1	2	0	10			
Grand Total	0	0	0	0	1	1	2	0	0	0	0	0	4	4	0	0	0	0	3	6	9	0	0	0	0	1	1	2	0	17			
Approach %	0	0	0	0	50	50		0	0	0	0	0	100		0	0	0	0	33.3	66.7		0	0	0	0	50	50						
Total %	0	0	0	0	5.88	5.88	11.8	0	0	0	0	0	23.5	23.5	0	0	0	0	17.6	35.3	52.9	0	0	0	0	5.88	5.88	11.8					
Exiting Leg Total	2							4							9							2							17				

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

4:15 PM	Crafts Street								Crafts Street								#36 Crafts St Eastern Curb Cut								#36 Crafts St Parking Garage								Total
	from North								from South								from West								from Northwest								
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total		
4:15 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	1			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	3			
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				
5:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	7			
Total Volume	0	0	0	0	1	1	2	0	0	0	0	0	3	3	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	11			
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		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	50.0	50.0						
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.750	0.750	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.393					
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	3	3	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	11			
Exiting Leg	2							3							4							2							11				
Total	4							6							8							4							22				

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	48	0	0	48	2	0	0	0	2	0	54	0	0	54	1	0	0	0	1	105
7:15 AM	0	65	0	0	65	0	0	1	0	1	0	54	1	0	55	1	0	1	0	2	123
7:30 AM	0	81	0	0	81	1	0	0	0	1	0	73	0	0	73	0	0	0	0	0	155
7:45 AM	1	100	1	0	102	3	0	1	0	4	0	67	0	0	67	1	0	3	0	4	177
<b>Total</b>	<b>1</b>	<b>294</b>	<b>1</b>	<b>0</b>	<b>296</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>248</b>	<b>1</b>	<b>0</b>	<b>249</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>560</b>
8:00 AM	0	81	0	0	81	1	0	1	0	2	0	67	0	0	67	5	0	3	0	8	158
8:15 AM	0	82	0	0	82	4	0	1	0	5	0	81	0	0	81	9	0	9	0	18	186
8:30 AM	2	80	0	0	82	0	0	3	0	3	0	80	0	0	80	10	0	10	0	20	185
8:45 AM	0	85	0	0	85	1	0	1	0	2	1	63	1	0	65	8	0	10	0	18	170
<b>Total</b>	<b>2</b>	<b>328</b>	<b>0</b>	<b>0</b>	<b>330</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>291</b>	<b>1</b>	<b>0</b>	<b>293</b>	<b>32</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>64</b>	<b>699</b>
Grand Total	3	622	1	0	626	12	0	8	0	20	1	539	2	0	542	35	0	36	0	71	1259
Approach %	0.5	99.4	0.2	0.0		60.0	0.0	40.0	0.0		0.2	99.4	0.4	0.0		49.3	0.0	50.7	0.0		
Total %	0.2	49.4	0.1	0.0	49.7	1.0	0.0	0.6	0.0	1.6	0.1	42.8	0.2	0.0	43.1	2.8	0.0	2.9	0.0	5.6	
Exiting Leg Total	587					2					665					5					1259
Cars	3	593	1	0	597	12	0	8	0	20	1	502	1	0	504	35	0	36	0	71	1192
% Cars	100.0	95.3	100.0	0.0	95.4	100.0	0.0	100.0	0.0	100.0	100.0	93.1	50.0	0.0	93.0	100.0	0.0	100.0	0.0	100.0	94.7
Exiting Leg Total	550					2					636					4					1192
Heavy Vehicles	0	29	0	0	29	0	0	0	0	0	0	37	1	0	38	0	0	0	0	0	67
% Heavy Vehicles	0.0	4.7	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	6.9	50.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	5.3
Exiting Leg Total	37					0					29					1					67

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

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	100	1	0	102	3	0	1	0	4	0	67	0	0	67	1	0	3	0	4	177
8:00 AM	0	81	0	0	81	1	0	1	0	2	0	67	0	0	67	5	0	3	0	8	158
8:15 AM	0	82	0	0	82	4	0	1	0	5	0	81	0	0	81	9	0	9	0	18	186
8:30 AM	2	80	0	0	82	0	0	3	0	3	0	80	0	0	80	10	0	10	0	20	185
Total Volume	3	343	1	0	347	8	0	6	0	14	0	295	0	0	295	25	0	25	0	50	706
% Approach Total	0.9	98.8	0.3	0.0		57.1	0.0	42.9	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		
PHF	0.375	0.858	0.250	0.000	0.850	0.500	0.000	0.500	0.000	0.700	0.000	0.910	0.000	0.000	0.910	0.625	0.000	0.625	0.000	0.625	0.949
Cars	3	336	1	0	340	8	0	6	0	14	0	274	0	0	274	25	0	25	0	50	678
Cars %	100.0	98.0	100.0	0.0	98.0	100.0	0.0	100.0	0.0	100.0	0.0	92.9	0.0	0.0	92.9	100.0	0.0	100.0	0.0	100.0	96.0
Heavy Vehicles	0	7	0	0	7	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	28
Heavy Vehicles %	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	4.0
Cars Enter Leg	3	336	1	0	340	8	0	6	0	14	0	274	0	0	274	25	0	25	0	50	678
Heavy Enter Leg	0	7	0	0	7	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	28
Total Entering Leg	3	343	1	0	347	8	0	6	0	14	0	295	0	0	295	25	0	25	0	50	706
Cars Exiting Leg	307					1					367					3					678
Heavy Exiting Leg	21					0					7					0					28
Total Exiting Leg	328					1					374					3					706

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	43	0	0	43	2	0	0	0	2	0	50	0	0	50	1	0	0	0	1	96
7:15 AM	0	59	0	0	59	0	0	1	0	1	0	53	0	0	53	1	0	1	0	2	115
7:30 AM	0	73	0	0	73	1	0	0	0	1	0	72	0	0	72	0	0	0	0	0	146
7:45 AM	1	99	1	0	101	3	0	1	0	4	0	65	0	0	65	1	0	3	0	4	174
<b>Total</b>	<b>1</b>	<b>274</b>	<b>1</b>	<b>0</b>	<b>276</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>240</b>	<b>0</b>	<b>0</b>	<b>240</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>531</b>
8:00 AM	0	79	0	0	79	1	0	1	0	2	0	66	0	0	66	5	0	3	0	8	155
8:15 AM	0	82	0	0	82	4	0	1	0	5	0	71	0	0	71	9	0	9	0	18	176
8:30 AM	2	76	0	0	78	0	0	3	0	3	0	72	0	0	72	10	0	10	0	20	173
8:45 AM	0	82	0	0	82	1	0	1	0	2	1	53	1	0	55	8	0	10	0	18	157
<b>Total</b>	<b>2</b>	<b>319</b>	<b>0</b>	<b>0</b>	<b>321</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>262</b>	<b>1</b>	<b>0</b>	<b>264</b>	<b>32</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>64</b>	<b>661</b>
Grand Total	3	593	1	0	597	12	0	8	0	20	1	502	1	0	504	35	0	36	0	71	1192
Approach %	0.5	99.3	0.2	0.0		60.0	0.0	40.0	0.0		0.2	99.6	0.2	0.0		49.3	0.0	50.7	0.0		
Total %	0.3	49.7	0.1	0.0	50.1	1.0	0.0	0.7	0.0	1.7	0.1	42.1	0.1	0.0	42.3	2.9	0.0	3.0	0.0	6.0	
Exiting Leg Total	550					2					636					4					1192

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

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	99	1	0	101	3	0	1	0	4	0	65	0	0	65	1	0	3	0	4	174
8:00 AM	0	79	0	0	79	1	0	1	0	2	0	66	0	0	66	5	0	3	0	8	155
8:15 AM	0	82	0	0	82	4	0	1	0	5	0	71	0	0	71	9	0	9	0	18	176
8:30 AM	2	76	0	0	78	0	0	3	0	3	0	72	0	0	72	10	0	10	0	20	173
Total Volume	3	336	1	0	340	8	0	6	0	14	0	274	0	0	274	25	0	25	0	50	678
% Approach Total	0.9	98.8	0.3	0.0		57.1	0.0	42.9	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		
PHF	0.375	0.848	0.250	0.000	0.842	0.500	0.000	0.500	0.000	0.700	0.000	0.951	0.000	0.000	0.951	0.625	0.000	0.625	0.000	0.625	0.963
Entering Leg	3	336	1	0	340	8	0	6	0	14	0	274	0	0	274	25	0	25	0	50	678
Exiting Leg	307					1					367					3					678
<b>Total</b>	<b>647</b>					<b>15</b>					<b>641</b>					<b>53</b>					<b>1356</b>

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
7:15 AM	0	6	0	0	6	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	8
7:30 AM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
<b>Total</b>	0	20	0	0	20	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	29
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
<b>Total</b>	0	9	0	0	9	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	38
Grand Total	0	29	0	0	29	0	0	0	0	0	0	37	1	0	38	0	0	0	0	0	67
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	97.4	2.6	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	43.3	0.0	0.0	43.3	0.0	0.0	0.0	0.0	0.0	0.0	55.2	1.5	0.0	56.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	37					0					29					1					67
Buses	0	16	0	0	16	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	43
% Buses	0.0	55.2	0.0	0.0	55.2	0.0	0.0	0.0	0.0	0.0	0.0	73.0	0.0	0.0	71.1	0.0	0.0	0.0	0.0	0.0	64.2
Exiting Leg Total	27					0					16					0					43
Single-Unit Trucks	0	11	0	0	11	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	22
% Single-Unit	0.0	37.9	0.0	0.0	37.9	0.0	0.0	0.0	0.0	0.0	0.0	27.0	100.0	0.0	28.9	0.0	0.0	0.0	0.0	0.0	32.8
Exiting Leg Total	10					0					11					1					22
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	6.9	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Exiting Leg Total	0					0					2					0					2

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

8:00 AM	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
<b>Total Volume</b>	0	9	0	0	9	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	38
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.563	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.725	0.000	0.000	0.725	0.000	0.000	0.000	0.000	0.000	0.731
Buses	0	3	0	0	3	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	26
Buses %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	79.3	0.0	0.0	79.3	0.0	0.0	0.0	0.0	0.0	68.4
Single-Unit Trucks	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
Single-Unit %	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	20.7	0.0	0.0	20.7	0.0	0.0	0.0	0.0	0.0	28.9
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	11.1	0.0	0.0	11.1	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	2.6
Buses	0	3	0	0	3	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	26
Single-Unit Trucks	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	9	0	0	9	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	38
Buses	23					0					3					0					26
Single-Unit Trucks	6					0					5					0					11
Articulated Trucks	0					0					1					0					1
Total Exiting Leg	29					0					9					0					38

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Buses**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
<b>Total</b>	0	13	0	0	13	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	17	
8:00 AM	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	8	0	0	8	0	0	0	0	0	8	
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10	
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	26	
Grand Total	0	16	0	0	16	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	43	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	37.2	0.0	0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	62.8	0.0	0.0	62.8	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						27					0					16					0	43

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

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10	
Total Volume	0	3	0	0	3	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	26	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.639	0.000	0.000	0.639	0.000	0.000	0.000	0.000	0.000	0.650	
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	26	
Exiting Leg						23					0					3					0	26
Total						26					0					26					0	52

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	3	0	0	3	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	11
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
Grand Total	0	11	0	0	11	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	22
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	45.5	4.5	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					0					11					1					22

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

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	3	0	0	3	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	11
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	11
Exiting Leg	4					0					6					1					11
Total	10					0					11					1					22

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Articulated Trucks**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	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	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
8:30 AM	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
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	
Exiting Leg Total	0					0					2					0					2

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

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>% Approach Total</b>	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	0.250	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	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
<b>Total</b>	1					0					1					0					2



PDI File #: 228397 (6)  
 Location: N: Crafts Street S: Crafts Street  
 Location: E: Lengen Road W: Whole Foods Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Crafts Street							Lengen Road							Crafts Street							Whole Foods Driveway							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	
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	
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	
7:45 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	
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	
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	
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	
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	
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	
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	
Grand 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	
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	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	
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	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	
Exiting Leg Total	1							0							0							0							1

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

7:15 AM	Crafts Street							Lengen Road							Crafts Street							Whole Foods Driveway							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	
7:15 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	
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	
7:45 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	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
% 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	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	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	1							0							0							0							1
Total	1							0							1							0							2

PDI File #: 228397 (6)  
 Location: N: Crafts Street S: Crafts Street  
 Location: E: Lengen Road W: Whole Foods Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

**Pedestrians**

	Crafts Street							Lengen Road							Crafts Street							Whole Foods Driveway							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	1	1	2	2		
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	1	0	1	1		
7:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2		
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3		
Total	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	2	4	8		
8:00 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	1		
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		
8:30 AM	0	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
8:45 AM	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	1	2	3	0	0	0	1	0	1		
Total	0	0	0	0	0	5	5	0	0	0	0	4	2	6	0	0	0	0	1	2	3	0	0	0	1	0	1		
Grand Total	0	0	0	0	0	7	7	0	0	0	0	4	4	8	0	0	0	0	1	2	3	0	0	0	3	2	5		
Approach %	0	0	0	0	0	100		0	0	0	0	50	50		0	0	0	0	33.3	66.7		0	0	0	60	40			
Total %	0	0	0	0	0	30.4	30.4	0	0	0	0	17.4	17.4	34.8	0	0	0	0	4.35	8.7	13	0	0	0	13	8.7	21.7		
Exiting Leg Total	7							8							3							5							23

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

8:00 AM	Crafts Street							Lengen Road							Crafts Street							Whole Foods Driveway							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	
8:00 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	1		
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		
8:30 AM	0	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
8:45 AM	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	1	2	3	0	0	0	1	0	1		
Total Volume	0	0	0	0	0	5	5	0	0	0	0	4	2	6	0	0	0	0	1	2	3	0	0	0	1	0	1		
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	100.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.625	0.625	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.469
Entering Leg	0	0	0	0	0	5	5	0	0	0	0	4	2	6	0	0	0	0	1	2	3	0	0	0	1	0	1		
Exiting Leg	5							6							3							1							15
Total	10							12							6							2							30

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	2	82	0	0	84	1	1	0	0	2	0	84	0	0	84	13	0	18	0	31	201
4:15 PM	0	83	0	0	83	3	0	1	0	4	1	78	0	0	79	20	0	18	0	38	204
4:30 PM	0	91	0	0	91	2	0	0	0	2	0	73	0	0	73	12	0	23	0	35	201
4:45 PM	1	89	1	0	91	6	0	1	0	7	1	68	0	0	69	14	1	25	0	40	207
<b>Total</b>	<b>3</b>	<b>345</b>	<b>1</b>	<b>0</b>	<b>349</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>303</b>	<b>0</b>	<b>0</b>	<b>305</b>	<b>59</b>	<b>1</b>	<b>84</b>	<b>0</b>	<b>144</b>	<b>813</b>
5:00 PM	2	86	1	0	89	4	0	2	0	6	0	84	0	0	84	15	0	19	0	34	213
5:15 PM	0	88	0	0	88	0	0	0	0	0	0	80	0	0	80	13	0	15	0	28	196
5:30 PM	0	93	1	0	94	3	0	1	0	4	0	85	1	0	86	14	0	16	0	30	214
5:45 PM	0	88	0	0	88	1	0	0	0	1	0	86	0	0	86	17	0	14	0	31	206
<b>Total</b>	<b>2</b>	<b>355</b>	<b>2</b>	<b>0</b>	<b>359</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>335</b>	<b>1</b>	<b>0</b>	<b>336</b>	<b>59</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>123</b>	<b>829</b>
Grand Total	5	700	3	0	708	20	1	5	0	26	2	638	1	0	641	118	1	148	0	267	1642
Approach %	0.7	98.9	0.4	0.0		76.9	3.8	19.2	0.0		0.3	99.5	0.2	0.0		44.2	0.4	55.4	0.0		
Total %	0.3	42.6	0.2	0.0	43.1	1.2	0.1	0.3	0.0	1.6	0.1	38.9	0.1	0.0	39.0	7.2	0.1	9.0	0.0	16.3	
Exiting Leg Total	806					6					823					7					1642
Cars	5	690	3	0	698	19	1	4	0	24	1	622	1	0	624	118	1	148	0	267	1613
% Cars	100.0	98.6	100.0	0.0	98.6	95.0	100.0	80.0	0.0	92.3	50.0	97.5	100.0	0.0	97.3	100.0	100.0	100.0	0.0	100.0	98.2
Exiting Leg Total	789					5					812					7					1613
Heavy Vehicles	0	10	0	0	10	1	0	1	0	2	1	16	0	0	17	0	0	0	0	0	29
% Heavy Vehicles	0.0	1.4	0.0	0.0	1.4	5.0	0.0	20.0	0.0	7.7	50.0	2.5	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	1.8
Exiting Leg Total	17					1					11					0					29

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

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	1	89	1	0	91	6	0	1	0	7	1	68	0	0	69	14	1	25	0	40	207
5:00 PM	2	86	1	0	89	4	0	2	0	6	0	84	0	0	84	15	0	19	0	34	213
5:15 PM	0	88	0	0	88	0	0	0	0	0	0	80	0	0	80	13	0	15	0	28	196
5:30 PM	0	93	1	0	94	3	0	1	0	4	0	85	1	0	86	14	0	16	0	30	214
<b>Total Volume</b>	<b>3</b>	<b>356</b>	<b>3</b>	<b>0</b>	<b>362</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>317</b>	<b>1</b>	<b>0</b>	<b>319</b>	<b>56</b>	<b>1</b>	<b>75</b>	<b>0</b>	<b>132</b>	<b>830</b>
% Approach Total	0.8	98.3	0.8	0.0		76.5	0.0	23.5	0.0		0.3	99.4	0.3	0.0		42.4	0.8	56.8	0.0		
PHF	0.375	0.957	0.750	0.000	0.963	0.542	0.000	0.500	0.000	0.607	0.250	0.932	0.250	0.000	0.927	0.933	0.250	0.750	0.000	0.825	0.970
Cars	3	353	3	0	359	12	0	3	0	15	1	310	1	0	312	56	1	75	0	132	818
Cars %	100.0	99.2	100.0	0.0	99.2	92.3	0.0	75.0	0.0	88.2	100.0	97.8	100.0	0.0	97.8	100.0	100.0	100.0	0.0	100.0	98.6
Heavy Vehicles	0	3	0	0	3	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	12
Heavy Vehicles %	0.0	0.8	0.0	0.0	0.8	7.7	0.0	25.0	0.0	11.8	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	1.4
Cars Enter Leg	3	353	3	0	359	12	0	3	0	15	1	310	1	0	312	56	1	75	0	132	818
Heavy Enter Leg	0	3	0	0	3	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	12
Total Entering Leg	3	356	3	0	362	13	0	4	0	17	1	317	1	0	319	56	1	75	0	132	830
Cars Exiting Leg	397					5					412					4					818
Heavy Exiting Leg	8					0					4					0					12
Total Exiting Leg	405					5					416					4					830

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Cars**



**#260-22**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	2	81	0	0	83	1	1	0	0	2	0	82	0	0	82	13	0	18	0	31	198
4:15 PM	0	83	0	0	83	3	0	1	0	4	0	74	0	0	74	20	0	18	0	38	199
4:30 PM	0	90	0	0	90	2	0	0	0	2	0	71	0	0	71	12	0	23	0	35	198
4:45 PM	1	89	1	0	91	6	0	1	0	7	1	66	0	0	67	14	1	25	0	40	205
<b>Total</b>	<b>3</b>	<b>343</b>	<b>1</b>	<b>0</b>	<b>347</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>293</b>	<b>0</b>	<b>0</b>	<b>294</b>	<b>59</b>	<b>1</b>	<b>84</b>	<b>0</b>	<b>144</b>	<b>800</b>
5:00 PM	2	85	1	0	88	3	0	1	0	4	0	80	0	0	80	15	0	19	0	34	206
5:15 PM	0	87	0	0	87	0	0	0	0	0	0	79	0	0	79	13	0	15	0	28	194
5:30 PM	0	92	1	0	93	3	0	1	0	4	0	85	1	0	86	14	0	16	0	30	213
5:45 PM	0	83	0	0	83	1	0	0	0	1	0	85	0	0	85	17	0	14	0	31	200
<b>Total</b>	<b>2</b>	<b>347</b>	<b>2</b>	<b>0</b>	<b>351</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>329</b>	<b>1</b>	<b>0</b>	<b>330</b>	<b>59</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>123</b>	<b>813</b>
Grand Total	5	690	3	0	698	19	1	4	0	24	1	622	1	0	624	118	1	148	0	267	1613
Approach %	0.7	98.9	0.4	0.0		79.2	4.2	16.7	0.0		0.2	99.7	0.2	0.0		44.2	0.4	55.4	0.0		
Total %	0.3	42.8	0.2	0.0	43.3	1.2	0.1	0.2	0.0	1.5	0.1	38.6	0.1	0.0	38.7	7.3	0.1	9.2	0.0	16.6	
Exiting Leg Total	789					5					812					7					1613

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

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	1	89	1	0	91	6	0	1	0	7	1	66	0	0	67	14	1	25	0	40	205
5:00 PM	2	85	1	0	88	3	0	1	0	4	0	80	0	0	80	15	0	19	0	34	206
5:15 PM	0	87	0	0	87	0	0	0	0	0	0	79	0	0	79	13	0	15	0	28	194
5:30 PM	0	92	1	0	93	3	0	1	0	4	0	85	1	0	86	14	0	16	0	30	213
Total Volume	3	353	3	0	359	12	0	3	0	15	1	310	1	0	312	56	1	75	0	132	818
% Approach Total	0.8	98.3	0.8	0.0		80.0	0.0	20.0	0.0		0.3	99.4	0.3	0.0		42.4	0.8	56.8	0.0		
PHF	0.375	0.959	0.750	0.000	0.965	0.500	0.000	0.750	0.000	0.536	0.250	0.912	0.250	0.000	0.907	0.933	0.250	0.750	0.000	0.825	0.960
Entering Leg	3	353	3	0	359	12	0	3	0	15	1	310	1	0	312	56	1	75	0	132	818
Exiting Leg	397					5					412					4					818
Total	756					20					724					136					1636

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	4	0	0	0	0	0	0	5
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
5:00 PM	0	1	0	0	1	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	7
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
Grand Total	0	10	0	0	10	1	0	1	0	2	1	16	0	0	17	0	0	0	0	0	29
Approach %	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		5.9	94.1	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	34.5	0.0	0.0	34.5	3.4	0.0	3.4	0.0	6.9	3.4	55.2	0.0	0.0	58.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					17					1				11						0	29
Buses	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
% Buses	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	58.8	0.0	0.0	0.0	0.0	0.0	48.3
Exiting Leg Total					10					0				4						0	14
Single-Unit Trucks	0	6	0	0	6	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	14
% Single-Unit	0.0	60.0	0.0	0.0	60.0	100.0	0.0	100.0	0.0	100.0	100.0	31.3	0.0	0.0	35.3	0.0	0.0	0.0	0.0	0.0	48.3
Exiting Leg Total					6					1				7						0	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	3.4
Exiting Leg Total					1					0				0						0	1

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

4:15 PM	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	5
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:00 PM	0	1	0	0	1	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	7
Total Volume	0	2	0	0	2	1	0	1	0	2	1	12	0	0	13	0	0	0	0	0	17
% Approach Total	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.250	0.250	0.750	0.000	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.607
Buses	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
Buses %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	58.3	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	47.1
Single-Unit Trucks	0	1	0	0	1	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	8
Single-Unit %	0.0	50.0	0.0	0.0	50.0	100.0	0.0	100.0	0.0	100.0	100.0	33.3	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	47.1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5.9
Buses	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
Single-Unit Trucks	0	1	0	0	1	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Entering Leg	0	2	0	0	2	1	0	1	0	2	1	12	0	0	13	0	0	0	0	0	17
Buses					7					0				1						0	8
Single-Unit Trucks					5					1				2						0	8
Articulated Trucks					1					0				0						0	1
Total Exiting Leg					13					1				3						0	17

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Buses**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
<b>Grand Total</b>	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					0					4					0					14

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

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total Volume</b>	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
<b>% Approach Total</b>	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
Exiting Leg	7					0					2					0					9
<b>Total</b>	9					0					9					0					18

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	1	2	0	0	3	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4
5:00 PM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	0	6	0	0	6	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	10
<b>Grand Total</b>	0	6	0	0	6	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	14
Approach %	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	42.9	0.0	0.0	42.9	7.1	0.0	7.1	0.0	14.3	7.1	35.7	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	6					1					7					0					14

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

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	
5:00 PM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total Volume</b>	0	6	0	0	6	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	10
% Approach Total	0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.250	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	6	0	0	6	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	10
Exiting Leg	3					0					7					0					10
<b>Total</b>	9					2					9					0					20

PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Articulated Trucks**

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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
<b>Total</b>	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	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	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	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	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	1					0					0					0					1

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

	Crafts Street					Lengen Road					Crafts Street					Whole Foods Driveway					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	
4:15 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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Approach Total	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	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	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Exiting Leg	1					0					0					0					1
Total	1					0					1					0					2



PDI File #: **228397 (6)**  
 Location: **N: Crafts Street S: Crafts Street**  
 Location: **E: Lengen Road W: Whole Foods Driveway**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Crafts Street							Lengen Road							Crafts Street							Whole Foods Driveway							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	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	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	
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	
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	
5:00 PM	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	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	2
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	
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	1	
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	2	4	
Grand Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	2	4	
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	0.0	0.0	0.0	100.0		50.0	0.0	0.0	0.0	0.0	50.0		
Total %	25.0	0.0	0.0	0.0	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	25.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	50.0		
Exiting Leg Total	0							0							2							2							4

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

5:00 PM	Crafts Street							Lengen Road							Crafts Street							Whole Foods Driveway							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	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	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	2
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	
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	1	
Total Volume	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	2	4	
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		50.0	0.0	0.0	0.0	0.0	50.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.250	0.000	0.000	0.000	0.000	0.250	0.500	0.500
Entering Leg	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	2	4	
Exiting Leg	0							0							2							2							4
Total	1							0							3							4							8

PDI File #: 228397 (6)  
 Location: N: Crafts Street S: Crafts Street  
 Location: E: Lengen Road W: Whole Foods Driveway  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

**Pedestrians**

	Crafts Street								Lengen Road								Crafts Street								Whole Foods Driveway								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	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	4	
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3	
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	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	3	4	0	0	0	0	0	2	1	3	9		
5:00 PM	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5		
5:15 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	1	1	2		
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	1	1	1		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3		
Total	0	0	0	0	0	2	2	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	11		
Grand Total	0	0	0	0	0	3	3	0	0	0	0	1	5	6	0	0	0	0	0	1	3	4	0	0	0	0	0	3	4	7	20		
Approach %	0	0	0	0	0	100		0	0	0	0	16.7	83.3		0	0	0	0	0	25	75		0	0	0	0	0	42.9	57.1				
Total %	0	0	0	0	0	15	15	0	0	0	0	5	25	30	0	0	0	0	0	5	15	20	0	0	0	0	0	15	20	35			
Exiting Leg Total	3							6							4							7							20				

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

	Crafts Street								Lengen Road								Crafts Street								Whole Foods Driveway								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	2	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5		
5:15 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	1	1	2		
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	1	1	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3		
Total Volume	0	0	0	0	0	2	2	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	11		
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	25.0	75.0				
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	0.500	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	0.250	0.750	1.000	0.550		
Entering Leg	0	0	0	0	0	2	2	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	11		
Exiting Leg	2							5							0							4							11				
Total	4							10							0							8							22				

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	50	7	0	57	5	3	0	8	2	71	0	73	138
7:15 AM	57	9	0	66	6	5	0	11	6	97	0	103	180
7:30 AM	67	12	0	79	9	7	0	16	6	133	0	139	234
7:45 AM	125	21	0	146	10	10	0	20	5	184	0	189	355
<b>Total</b>	<b>299</b>	<b>49</b>	<b>0</b>	<b>348</b>	<b>30</b>	<b>25</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>485</b>	<b>0</b>	<b>504</b>	<b>907</b>
8:00 AM	122	18	0	140	17	8	0	25	10	165	0	175	340
8:15 AM	137	16	0	153	16	16	0	32	7	155	0	162	347
8:30 AM	112	29	0	141	11	9	0	20	3	143	0	146	307
8:45 AM	127	26	0	153	21	4	0	25	9	142	0	151	329
<b>Total</b>	<b>498</b>	<b>89</b>	<b>0</b>	<b>587</b>	<b>65</b>	<b>37</b>	<b>0</b>	<b>102</b>	<b>29</b>	<b>605</b>	<b>0</b>	<b>634</b>	<b>1323</b>
Grand Total	797	138	0	935	95	62	0	157	48	1090	0	1138	2230
Approach %	85.2	14.8	0.0		60.5	39.5	0.0		4.2	95.8	0.0		
Total %	35.7	6.2	0.0	41.9	4.3	2.8	0.0	7.0	2.2	48.9	0.0	51.0	
Exiting Leg Total				1185				186				859	2230
Cars	764	134	0	898	92	61	0	153	48	1044	0	1092	2143
% Cars	95.9	97.1	0.0	96.0	96.8	98.4	0.0	97.5	100.0	95.8	0.0	96.0	96.1
Exiting Leg Total				1136				182				825	2143
Heavy Vehicles	33	4	0	37	3	1	0	4	0	46	0	46	87
% Heavy Vehicles	4.1	2.9	0.0	4.0	3.2	1.6	0.0	2.5	0.0	4.2	0.0	4.0	3.9
Exiting Leg Total				49				4				34	87

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

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	125	21	0	146	10	10	0	20	5	184	0	189	355
8:00 AM	122	18	0	140	17	8	0	25	10	165	0	175	340
8:15 AM	137	16	0	153	16	16	0	32	7	155	0	162	347
8:30 AM	112	29	0	141	11	9	0	20	3	143	0	146	307
Total Volume	496	84	0	580	54	43	0	97	25	647	0	672	1349
% Approach Total	85.5	14.5	0.0		55.7	44.3	0.0		3.7	96.3	0.0		
PHF	0.905	0.724	0.000	0.948	0.794	0.672	0.000	0.758	0.625	0.879	0.000	0.889	0.950
Cars	484	83	0	567	52	43	0	95	25	624	0	649	1311
Cars %	97.6	98.8	0.0	97.8	96.3	100.0	0.0	97.9	100.0	96.4	0.0	96.6	97.2
Heavy Vehicles	12	1	0	13	2	0	0	2	0	23	0	23	38
Heavy Vehicles %	2.4	1.2	0.0	2.2	3.7	0.0	0.0	2.1	0.0	3.6	0.0	3.4	2.8
Cars Enter Leg	484	83	0	567	52	43	0	95	25	624	0	649	1311
Heavy Enter Leg	12	1	0	13	2	0	0	2	0	23	0	23	38
Total Entering Leg	496	84	0	580	54	43	0	97	25	647	0	672	1349
Cars Exiting Leg				676				108				527	1311
Heavy Exiting Leg				25				1				12	38
Total Exiting Leg				701				109				539	1349

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	45	5	0	50	5	3	0	8	2	69	0	71	129
7:15 AM	51	8	0	59	6	5	0	11	6	91	0	97	167
7:30 AM	62	12	0	74	9	7	0	16	6	127	0	133	223
7:45 AM	121	21	0	142	10	10	0	20	5	181	0	186	348
<b>Total</b>	<b>279</b>	<b>46</b>	<b>0</b>	<b>325</b>	<b>30</b>	<b>25</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>468</b>	<b>0</b>	<b>487</b>	<b>867</b>
8:00 AM	121	17	0	138	17	8	0	25	10	164	0	174	337
8:15 AM	133	16	0	149	14	16	0	30	7	145	0	152	331
8:30 AM	109	29	0	138	11	9	0	20	3	134	0	137	295
8:45 AM	122	26	0	148	20	3	0	23	9	133	0	142	313
<b>Total</b>	<b>485</b>	<b>88</b>	<b>0</b>	<b>573</b>	<b>62</b>	<b>36</b>	<b>0</b>	<b>98</b>	<b>29</b>	<b>576</b>	<b>0</b>	<b>605</b>	<b>1276</b>
Grand Total	764	134	0	898	92	61	0	153	48	1044	0	1092	2143
Approach %	85.1	14.9	0.0		60.1	39.9	0.0		4.4	95.6	0.0		
Total %	35.7	6.3	0.0	41.9	4.3	2.8	0.0	7.1	2.2	48.7	0.0	51.0	
Exiting Leg Total				1136				182				825	2143

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

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	121	21	0	142	10	10	0	20	5	181	0	186	348
8:00 AM	121	17	0	138	17	8	0	25	10	164	0	174	337
8:15 AM	133	16	0	149	14	16	0	30	7	145	0	152	331
8:30 AM	109	29	0	138	11	9	0	20	3	134	0	137	295
Total Volume	484	83	0	567	52	43	0	95	25	624	0	649	1311
% Approach Total	85.4	14.6	0.0		54.7	45.3	0.0		3.9	96.1	0.0		
PHF	0.910	0.716	0.000	0.951	0.765	0.672	0.000	0.792	0.625	0.862	0.000	0.872	0.942
Entering Leg	484	83	0	567	52	43	0	95	25	624	0	649	1311
Exiting Leg				676				108				527	1311
<b>Total</b>				<b>1243</b>				<b>203</b>				<b>1176</b>	<b>2622</b>

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	5	2	0	7	0	0	0	0	0	2	0	2	9
7:15 AM	6	1	0	7	0	0	0	0	0	6	0	6	13
7:30 AM	5	0	0	5	0	0	0	0	0	6	0	6	11
7:45 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
<b>Total</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>40</b>
8:00 AM	1	1	0	2	0	0	0	0	0	1	0	1	3
8:15 AM	4	0	0	4	2	0	0	2	0	10	0	10	16
8:30 AM	3	0	0	3	0	0	0	0	0	9	0	9	12
8:45 AM	5	0	0	5	1	1	0	2	0	9	0	9	16
<b>Total</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>47</b>
Grand Total	33	4	0	37	3	1	0	4	0	46	0	46	87
Approach %	89.2	10.8	0.0		75.0	25.0	0.0		0.0	100.0	0.0		
Total %	37.9	4.6	0.0	42.5	3.4	1.1	0.0	4.6	0.0	52.9	0.0	52.9	
Exiting Leg Total				49				4				34	87
Buses	18	2	0	20	3	0	0	3	0	22	0	22	45
% Buses	54.5	50.0	0.0	54.1	100.0	0.0	0.0	75.0	0.0	47.8	0.0	47.8	51.7
Exiting Leg Total				25				2				18	45
Single-Unit Trucks	13	2	0	15	0	0	0	0	0	22	0	22	37
% Single-Unit	39.4	50.0	0.0	40.5	0.0	0.0	0.0	0.0	0.0	47.8	0.0	47.8	42.5
Exiting Leg Total				22				2				13	37
Articulated Trucks	2	0	0	2	0	1	0	1	0	2	0	2	5
% Articulated	6.1	0.0	0.0	5.4	0.0	100.0	0.0	25.0	0.0	4.3	0.0	4.3	5.7
Exiting Leg Total				2				0				3	5

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

8:00 AM	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	1	1	0	2	0	0	0	0	0	1	0	1	3
8:15 AM	4	0	0	4	2	0	0	2	0	10	0	10	16
8:30 AM	3	0	0	3	0	0	0	0	0	9	0	9	12
8:45 AM	5	0	0	5	1	1	0	2	0	9	0	9	16
<b>Total Volume</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>47</b>
% Approach Total	92.9	7.1	0.0		75.0	25.0	0.0		0.0	100.0	0.0		
PHF	0.650	0.250	0.000	0.700	0.375	0.250	0.000	0.500	0.000	0.725	0.000	0.725	0.734
Buses	5	0	0	5	3	0	0	3	0	18	0	18	26
Buses %	38.5	0.0	0.0	35.7	100.0	0.0	0.0	75.0	0.0	62.1	0.0	62.1	55.3
Single-Unit Trucks	8	1	0	9	0	0	0	0	0	10	0	10	19
Single-Unit %	61.5	100.0	0.0	64.3	0.0	0.0	0.0	0.0	0.0	34.5	0.0	34.5	40.4
Articulated Trucks	0	0	0	0	0	1	0	1	0	1	0	1	2
Articulated %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	25.0	0.0	3.4	0.0	3.4	4.3
Buses	5	0	0	5	3	0	0	3	0	18	0	18	26
Single-Unit Trucks	8	1	0	9	0	0	0	0	0	10	0	10	19
Articulated Trucks	0	0	0	0	0	1	0	1	0	1	0	1	2
<b>Total Entering Leg</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>47</b>
Buses				21				0				5	26
Single-Unit Trucks				10				1				8	19
Articulated Trucks				1				0				1	2
<b>Total Exiting Leg</b>				<b>32</b>				<b>1</b>				<b>14</b>	<b>47</b>

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**#260-22**

**Buses**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	3	2	0	5	0	0	0	0	0	0	0	0	5
7:15 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
7:30 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
7:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>19</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	2	0	0	2	0	7	0	7	9
8:30 AM	2	0	0	2	0	0	0	0	0	5	0	5	7
8:45 AM	3	0	0	3	1	0	0	1	0	6	0	6	10
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>26</b>
Grand Total	18	2	0	20	3	0	0	3	0	22	0	22	45
Approach %	90.0	10.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	40.0	4.4	0.0	44.4	6.7	0.0	0.0	6.7	0.0	48.9	0.0	48.9	
Exiting Leg Total				25				2				18	45

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

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	2	0	0	2	0	7	0	7	9
8:30 AM	2	0	0	2	0	0	0	0	0	5	0	5	7
8:45 AM	3	0	0	3	1	0	0	1	0	6	0	6	10
Total Volume	5	0	0	5	3	0	0	3	0	18	0	18	26
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.417	0.000	0.000	0.417	0.375	0.000	0.000	0.375	0.000	0.643	0.000	0.643	0.650
Entering Leg	5	0	0	5	3	0	0	3	0	18	0	18	26
Exiting Leg				21				0				5	26
<b>Total</b>				<b>26</b>				<b>3</b>				<b>23</b>	<b>52</b>

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
7:15 AM	0	1	0	1	0	0	0	0	0	5	0	5	6
7:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
7:45 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
<b>Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>18</b>
8:00 AM	1	1	0	2	0	0	0	0	0	1	0	1	3
8:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
8:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
8:45 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
<b>Total</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>19</b>
Grand Total	13	2	0	15	0	0	0	0	0	22	0	22	37
Approach %	86.7	13.3	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	35.1	5.4	0.0	40.5	0.0	0.0	0.0	0.0	0.0	59.5	0.0	59.5	
Exiting Leg Total				22				2				13	37

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

8:00 AM	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	1	1	0	2	0	0	0	0	0	1	0	1	3
8:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
8:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
8:45 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total Volume	8	1	0	9	0	0	0	0	0	10	0	10	19
% Approach Total	88.9	11.1	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.250	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.833	0.679
Entering Leg	8	1	0	9	0	0	0	0	0	10	0	10	19
Exiting Leg				10				1				8	19
Total				19				1				18	38

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Articulated Trucks**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	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	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	40.0	0.0	0.0	40.0	0.0	20.0	0.0	20.0	0.0	40.0	0.0	40.0	
Exiting Leg Total				2				0				3	5

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

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	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	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	2	0	0	2	0	0	0	0	0	1	0	1	3
Exiting Leg				1				0				2	3
<b>Total</b>				<b>3</b>				<b>0</b>				<b>3</b>	<b>6</b>



PDI File #: 228397 (7)  
 Location: S: Harvard Street  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Washington Street						Harvard Street						Washington Street						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	2	0	0	0	1	3	0	1	0	0	0	1	4	
<b>Total</b>	0	0	0	1	0	1	2	0	0	0	1	3	0	1	0	0	0	1	5	
8:00 AM	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	
8:30 AM	1	0	0	0	0	1	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	
<b>Total</b>	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Grand Total</b>	1	0	0	1	0	2	2	0	0	0	1	3	0	1	0	0	0	1	6	
<b>Approach %</b>	50.0	0.0	0.0	50.0	0.0		66.7	0.0	0.0	0.0	33.3		0.0	100.0	0.0	0.0	0.0			
<b>Total %</b>	16.7	0.0	0.0	16.7	0.0	33.3	33.3	0.0	0.0	0.0	16.7	50.0	0.0	16.7	0.0	0.0	0.0	16.7		
<b>Exiting Leg Total</b>																			1	6

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

7:00 AM	Washington Street						Harvard Street						Washington Street						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	2	0	0	0	1	3	0	1	0	0	0	1	4	
<b>Total Volume</b>	0	0	0	1	0	1	2	0	0	0	1	3	0	1	0	0	0	1	5	
<b>% Approach Total</b>	0.0	0.0	0.0	100.0	0.0		66.7	0.0	0.0	0.0	33.3		0.0	100.0	0.0	0.0	0.0			
<b>PHF</b>	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.313	
<b>Entering Leg</b>	0	0	0	1	0	1	2	0	0	0	1	3	0	1	0	0	0	1	5	
<b>Exiting Leg</b>																			1	5
<b>Total</b>																			4	10

PDI File #: 228397 (7)  
 Location: S: Harvard Street  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



#260-22

**Pedestrians**

	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
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	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	3	3	8
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2
8:30 AM	0	0	0	0	3	3	0	0	0	2	0	2	0	0	0	1	0	1	6
8:45 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	5	5	10	0	0	0	3	0	3	0	0	0	2	3	5	18
Grand Total	0	0	0	6	7	13	0	0	0	3	0	3	0	0	0	2	3	5	21
Approach %	0	0	0	46.154	53.846		0	0	0	100	0		0	0	0	40	60		
Total %	0	0	0	28.571	33.333	61.905	0	0	0	14.286	0	14.286	0	0	0	9.5238	14.286	23.81	
Exiting Leg Total	13						3						5						21

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

	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	3	3	8
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2
8:30 AM	0	0	0	0	3	3	0	0	0	2	0	2	0	0	0	1	0	1	6
8:45 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	5	5	10	0	0	0	3	0	3	0	0	0	2	3	5	18
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	40.0	60.0		
PHF	0.000	0.000	0.000	0.250	0.417	0.500	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.500	0.250	0.417	0.563
Entering Leg	0	0	0	5	5	10	0	0	0	3	0	3	0	0	0	2	3	5	18
Exiting Leg	10						3						5						18
Total	20						6						10						36

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	155	19	0	174	17	6	0	23	6	87	0	93	290
4:15 PM	134	19	1	154	15	7	0	22	5	129	0	134	310
4:30 PM	127	27	0	154	14	6	0	20	5	133	0	138	312
4:45 PM	160	23	0	183	13	12	0	25	8	117	0	125	333
<b>Total</b>	<b>576</b>	<b>88</b>	<b>1</b>	<b>665</b>	<b>59</b>	<b>31</b>	<b>0</b>	<b>90</b>	<b>24</b>	<b>466</b>	<b>0</b>	<b>490</b>	<b>1245</b>
5:00 PM	162	21	1	184	17	11	0	28	9	112	0	121	333
5:15 PM	169	33	0	202	17	10	0	27	10	127	0	137	366
5:30 PM	132	25	0	157	15	11	0	26	10	129	0	139	322
5:45 PM	145	16	0	161	21	7	0	28	7	123	0	130	319
<b>Total</b>	<b>608</b>	<b>95</b>	<b>1</b>	<b>704</b>	<b>70</b>	<b>39</b>	<b>0</b>	<b>109</b>	<b>36</b>	<b>491</b>	<b>0</b>	<b>527</b>	<b>1340</b>
Grand Total	1184	183	2	1369	129	70	0	199	60	957	0	1017	2585
Approach %	86.5	13.4	0.1		64.8	35.2	0.0		5.9	94.1	0.0		
Total %	45.8	7.1	0.1	53.0	5.0	2.7	0.0	7.7	2.3	37.0	0.0	39.3	
Exiting Leg Total				1088				243				1254	2585
Cars	1167	183	2	1352	128	70	0	198	60	939	0	999	2549
% Cars	98.6	100.0	100.0	98.8	99.2	100.0	0.0	99.5	100.0	98.1	0.0	98.2	98.6
Exiting Leg Total				1069				243				1237	2549
Heavy Vehicles	17	0	0	17	1	0	0	1	0	18	0	18	36
% Heavy Vehicles	1.4	0.0	0.0	1.2	0.8	0.0	0.0	0.5	0.0	1.9	0.0	1.8	1.4
Exiting Leg Total				19				0				17	36

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

4:45 PM	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	160	23	0	183	13	12	0	25	8	117	0	125	333
5:00 PM	162	21	1	184	17	11	0	28	9	112	0	121	333
5:15 PM	169	33	0	202	17	10	0	27	10	127	0	137	366
5:30 PM	132	25	0	157	15	11	0	26	10	129	0	139	322
Total Volume	623	102	1	726	62	44	0	106	37	485	0	522	1354
% Approach Total	85.8	14.0	0.1		58.5	41.5	0.0		7.1	92.9	0.0		
PHF	0.922	0.773	0.250	0.899	0.912	0.917	0.000	0.946	0.925	0.940	0.000	0.939	0.925
Cars	616	102	1	719	62	44	0	106	37	474	0	511	1336
Cars %	98.9	100.0	100.0	99.0	100.0	100.0	0.0	100.0	100.0	97.7	0.0	97.9	98.7
Heavy Vehicles	7	0	0	7	0	0	0	0	0	11	0	11	18
Heavy Vehicles %	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.1	1.3
Cars Enter Leg	616	102	1	719	62	44	0	106	37	474	0	511	1336
Heavy Enter Leg	7	0	0	7	0	0	0	0	0	11	0	11	18
Total Entering Leg	623	102	1	726	62	44	0	106	37	485	0	522	1354
Cars Exiting Leg				537				139				660	1336
Heavy Exiting Leg				11				0				7	18
Total Exiting Leg				548				139				667	1354

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	153	19	0	172	17	6	0	23	6	86	0	92	287
4:15 PM	131	19	1	151	14	7	0	21	5	128	0	133	305
4:30 PM	124	27	0	151	14	6	0	20	5	129	0	134	305
4:45 PM	157	23	0	180	13	12	0	25	8	114	0	122	327
<b>Total</b>	<b>565</b>	<b>88</b>	<b>1</b>	<b>654</b>	<b>58</b>	<b>31</b>	<b>0</b>	<b>89</b>	<b>24</b>	<b>457</b>	<b>0</b>	<b>481</b>	<b>1224</b>
5:00 PM	160	21	1	182	17	11	0	28	9	109	0	118	328
5:15 PM	168	33	0	201	17	10	0	27	10	125	0	135	363
5:30 PM	131	25	0	156	15	11	0	26	10	126	0	136	318
5:45 PM	143	16	0	159	21	7	0	28	7	122	0	129	316
<b>Total</b>	<b>602</b>	<b>95</b>	<b>1</b>	<b>698</b>	<b>70</b>	<b>39</b>	<b>0</b>	<b>109</b>	<b>36</b>	<b>482</b>	<b>0</b>	<b>518</b>	<b>1325</b>
Grand Total	1167	183	2	1352	128	70	0	198	60	939	0	999	2549
Approach %	86.3	13.5	0.1		64.6	35.4	0.0		6.0	94.0	0.0		
Total %	45.8	7.2	0.1	53.0	5.0	2.7	0.0	7.8	2.4	36.8	0.0	39.2	
Exiting Leg Total				1069				243				1237	2549

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

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	157	23	0	180	13	12	0	25	8	114	0	122	327
5:00 PM	160	21	1	182	17	11	0	28	9	109	0	118	328
5:15 PM	168	33	0	201	17	10	0	27	10	125	0	135	363
5:30 PM	131	25	0	156	15	11	0	26	10	126	0	136	318
Total Volume	616	102	1	719	62	44	0	106	37	474	0	511	1336
% Approach Total	85.7	14.2	0.1		58.5	41.5	0.0		7.2	92.8	0.0		
PHF	0.917	0.773	0.250	0.894	0.912	0.917	0.000	0.946	0.925	0.940	0.000	0.939	0.920
Entering Leg	616	102	1	719	62	44	0	106	37	474	0	511	1336
Exiting Leg				537				139				660	1336
<b>Total</b>				<b>1256</b>				<b>245</b>				<b>1171</b>	<b>2672</b>

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

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

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:15 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
4:30 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
4:45 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
<b>Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>21</b>
5:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
5:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:30 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
5:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>15</b>
Grand Total	17	0	0	17	1	0	0	1	0	18	0	18	36
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	47.2	0.0	0.0	47.2	2.8	0.0	0.0	2.8	0.0	50.0	0.0	50.0	
Exiting Leg Total				19				0				17	36
Buses	8	0	0	8	0	0	0	0	0	10	0	10	18
% Buses	47.1	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	55.6	0.0	55.6	50.0
Exiting Leg Total				10				0				8	18
Single-Unit Trucks	9	0	0	9	1	0	0	1	0	8	0	8	18
% Single-Unit	52.9	0.0	0.0	52.9	100.0	0.0	0.0	100.0	0.0	44.4	0.0	44.4	50.0
Exiting Leg Total				9				0				9	18
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	0

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

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
4:30 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
4:45 PM	3	0	0	3	0	0	0	0	0	3	0	3	6
5:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total Volume	11	0	0	11	1	0	0	1	0	11	0	11	23
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.917	0.000	0.000	0.917	0.250	0.000	0.000	0.250	0.000	0.688	0.000	0.688	0.821
Buses	4	0	0	4	0	0	0	0	0	7	0	7	11
Buses %	36.4	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	63.6	0.0	63.6	47.8
Single-Unit Trucks	7	0	0	7	1	0	0	1	0	4	0	4	12
Single-Unit %	63.6	0.0	0.0	63.6	100.0	0.0	0.0	100.0	0.0	36.4	0.0	36.4	52.2
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	4	0	0	4	0	0	0	0	0	7	0	7	11
Single-Unit Trucks	7	0	0	7	1	0	0	1	0	4	0	4	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	11	0	0	11	1	0	0	1	0	11	0	11	23
Buses				7				0				4	11
Single-Unit Trucks				5				0				7	12
Articulated Trucks				0				0				0	0
Total Exiting Leg				12				0				11	23

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**#260-22**

**Buses**

	Washington Street				Harvard Street				Washington Street				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	0	3	0	3	4
4:45 PM	2	0	0	2	0	0	0	0	0	0	2	0	2	4
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>10</b>
5:00 PM	1	0	0	1	0	0	0	0	0	0	2	0	2	3
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>8</b>
Grand Total	8	0	0	8	0	0	0	0	0	0	10	0	10	18
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	55.6	0.0	55.6		
Exiting Leg Total				10				0					8	18

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

4:30 PM	Washington Street				Harvard Street				Washington Street				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:30 PM	1	0	0	1	0	0	0	0	0	0	3	0	3	4
4:45 PM	2	0	0	2	0	0	0	0	0	0	2	0	2	4
5:00 PM	1	0	0	1	0	0	0	0	0	0	2	0	2	3
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	5	0	0	5	0	0	0	0	0	0	7	0	7	12
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.583		0.750
Entering Leg	5	0	0	5	0	0	0	0	0	0	7	0	7	12
Exiting Leg				7				0					5	12
Total				12				0					12	24

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**#260-22**

**Single-Unit Trucks**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
4:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>11</b>
5:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>7</b>
<b>Grand Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>18</b>
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	5.6	0.0	0.0	5.6	0.0	44.4	0.0	44.4	
Exiting Leg Total				9				0				9	18

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

4:15 PM	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
4:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
<b>Total Volume</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>12</b>
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.583	0.000	0.000	0.583	0.250	0.000	0.000	0.250	0.000	1.000	0.000	1.000	0.600
Entering Leg	7	0	0	7	1	0	0	1	0	4	0	4	12
Exiting Leg				5				0				7	12
<b>Total</b>				<b>12</b>				<b>1</b>				<b>11</b>	<b>24</b>

PDI File #: **228397 (7)**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**#260-22**

**Articulated Trucks**

	Washington Street				Harvard Street				Washington Street				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	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
5:15 PM	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	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			
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:

4:00 PM	Washington Street				Harvard Street				Washington Street				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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
4:45 PM	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
% 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	0
Exiting Leg	0				0				0				0	
Total	0				0				0				0	



PDI File #: 228397 (7)  
 Location: S: Harvard Street  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	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		
Total %	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1						0						0						1

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

5:00 PM	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	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	0	0	0
5:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0						0						0						1
Exiting Leg	1						0						0						1
Total	2						0						0						2

PDI File #: 228397 (7)  
 Location: S: Harvard Street  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

**Pedestrians**

	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	1	2	4
4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	3
4:30 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3
4:45 PM	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	1	1	6
<b>Total</b>	0	0	0	6	4	10	0	0	0	0	0	0	0	0	0	1	5	6	16
5:00 PM	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	1	2	3	10
5:15 PM	0	0	0	2	1	3	0	0	0	1	0	1	0	0	0	0	2	2	6
5:30 PM	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	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
<b>Total</b>	0	0	0	4	7	11	0	0	0	1	0	1	0	0	0	1	5	6	18
<b>Grand Total</b>	0	0	0	10	11	21	0	0	0	1	0	1	0	0	0	2	10	12	34
Approach %	0	0	0	47.619	52.381		0	0	0	100	0		0	0	0	16.667	83.333		
Total %	0	0	0	29.412	32.353	61.765	0	0	0	2.9412	0	2.9412	0	0	0	5.8824	29.412	35.294	
Exiting Leg Total	21						1						12						34

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

	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3
4:45 PM	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	1	1	6
5:00 PM	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	1	2	3	10
5:15 PM	0	0	0	2	1	3	0	0	0	1	0	1	0	0	0	0	2	2	6
<b>Total Volume</b>	0	0	0	7	10	17	0	0	0	1	0	1	0	0	0	1	6	7	25
<b>% Approach Total</b>	0.0	0.0	0.0	41.2	58.8		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	14.3	85.7		
PHF	0.000	0.000	0.000	0.583	0.417	0.607	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.750	0.583	0.625
Entering Leg	0	0	0	7	10	17	0	0	0	1	0	1	0	0	0	1	6	7	25
Exiting Leg	17						1						7						25
<b>Total</b>	34						2						14						50

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	12	0	35	0	47	42	47	0	0	89	0	1	0	0	1	2	60	9	0	71	208
7:15 AM	9	0	59	0	68	44	56	0	0	100	1	0	1	0	2	2	88	11	0	101	271
7:30 AM	18	0	64	0	82	58	63	0	0	121	0	1	0	0	1	0	123	16	0	139	343
7:45 AM	36	0	64	0	100	51	122	0	0	173	0	0	0	0	0	0	179	16	0	195	468
<b>Total</b>	<b>75</b>	<b>0</b>	<b>222</b>	<b>0</b>	<b>297</b>	<b>195</b>	<b>288</b>	<b>0</b>	<b>0</b>	<b>483</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>450</b>	<b>52</b>	<b>0</b>	<b>506</b>	<b>1290</b>
8:00 AM	25	0	60	0	85	58	139	0	0	197	1	0	0	0	1	0	172	10	0	182	465
8:15 AM	34	0	65	0	99	60	119	0	0	179	0	1	1	0	2	1	136	21	0	158	438
8:30 AM	25	0	65	0	90	61	138	1	1	201	1	0	0	0	1	0	134	21	0	155	447
8:45 AM	33	0	62	0	95	41	115	1	0	157	2	0	2	0	4	0	120	23	0	143	399
<b>Total</b>	<b>117</b>	<b>0</b>	<b>252</b>	<b>0</b>	<b>369</b>	<b>220</b>	<b>511</b>	<b>2</b>	<b>1</b>	<b>734</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>562</b>	<b>75</b>	<b>0</b>	<b>638</b>	<b>1749</b>
Grand Total	192	0	474	0	666	415	799	2	1	1217	5	3	4	0	12	5	1012	127	0	1144	3039
Approach %	28.8	0.0	71.2	0.0		34.1	65.7	0.2	0.1		41.7	25.0	33.3	0.0		0.4	88.5	11.1	0.0		
Total %	6.3	0.0	15.6	0.0	21.9	13.7	26.3	0.1	0.0	40.0	0.2	0.1	0.1	0.0	0.4	0.2	33.3	4.2	0.0	37.6	
Exiting Leg Total					545					1492					7					995	3039
Cars	176	0	459	0	635	398	775	2	1	1176	5	2	3	0	10	3	984	107	0	1094	2915
% Cars	91.7	0.0	96.8	0.0	95.3	95.9	97.0	100.0	100.0	96.6	100.0	66.7	75.0	0.0	83.3	60.0	97.2	84.3	0.0	95.6	95.9
Exiting Leg Total					507					1449					5					954	2915
Heavy Vehicles	16	0	15	0	31	17	24	0	0	41	0	1	1	0	2	2	28	20	0	50	124
% Heavy Vehicles	8.3	0.0	3.2	0.0	4.7	4.1	3.0	0.0	0.0	3.4	0.0	33.3	25.0	0.0	16.7	40.0	2.8	15.7	0.0	4.4	4.1
Exiting Leg Total					38					43					2					41	124

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

7:45 AM	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	36	0	64	0	100	51	122	0	0	173	0	0	0	0	0	0	179	16	0	195	468
8:00 AM	25	0	60	0	85	58	139	0	0	197	1	0	0	0	1	0	172	10	0	182	465
8:15 AM	34	0	65	0	99	60	119	0	0	179	0	1	1	0	2	1	136	21	0	158	438
8:30 AM	25	0	65	0	90	61	138	1	1	201	1	0	0	0	1	0	134	21	0	155	447
Total Volume	120	0	254	0	374	230	518	1	1	750	2	1	1	0	4	1	621	68	0	690	1818
% Approach Total	32.1	0.0	67.9	0.0		30.7	69.1	0.1	0.1		50.0	25.0	25.0	0.0		0.1	90.0	9.9	0.0		
PHF	0.833	0.000	0.977	0.000	0.935	0.943	0.932	0.250	0.250	0.933	0.500	0.250	0.250	0.000	0.500	0.250	0.867	0.810	0.000	0.885	0.971
Cars	117	0	250	0	367	221	505	1	1	728	2	1	1	0	4	1	607	56	0	664	1763
Cars %	97.5	0.0	98.4	0.0	98.1	96.1	97.5	100.0	100.0	97.1	100.0	100.0	100.0	0.0	100.0	100.0	97.7	82.4	0.0	96.2	97.0
Heavy Vehicles	3	0	4	0	7	9	13	0	0	22	0	0	0	0	0	0	14	12	0	26	55
Heavy Vehicles %	2.5	0.0	1.6	0.0	1.9	3.9	2.5	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2.3	17.6	0.0	3.8	3.0
Cars Enter Leg	117	0	250	0	367	221	505	1	1	728	2	1	1	0	4	1	607	56	0	664	1763
Heavy Enter Leg	3	0	4	0	7	9	13	0	0	22	0	0	0	0	0	0	14	12	0	26	55
Total Entering Leg	120	0	254	0	374	230	518	1	1	750	2	1	1	0	4	1	621	68	0	690	1818
Cars Exiting Leg					278					860					2					623	1763
Heavy Exiting Leg					21					18					0					16	55
Total Exiting Leg					299					878					2					639	1818

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	8	0	34	0	42	40	43	0	0	83	0	0	0	0	0	1	60	8	0	69	194
7:15 AM	5	0	56	0	61	42	54	0	0	96	1	0	0	0	1	1	84	11	0	96	254
7:30 AM	15	0	58	0	73	57	61	0	0	118	0	1	0	0	1	0	115	16	0	131	323
7:45 AM	35	0	64	0	99	49	120	0	0	169	0	0	0	0	0	0	175	16	0	191	459
<b>Total</b>	<b>63</b>	<b>0</b>	<b>212</b>	<b>0</b>	<b>275</b>	<b>188</b>	<b>278</b>	<b>0</b>	<b>0</b>	<b>466</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>434</b>	<b>51</b>	<b>0</b>	<b>487</b>	<b>1230</b>
8:00 AM	24	0	59	0	83	57	135	0	0	192	1	0	0	0	1	0	171	10	0	181	457
8:15 AM	34	0	65	0	99	58	118	0	0	176	0	1	1	0	2	1	131	13	0	145	422
8:30 AM	24	0	62	0	86	57	132	1	1	191	1	0	0	0	1	0	130	17	0	147	425
8:45 AM	31	0	61	0	92	38	112	1	0	151	2	0	2	0	4	0	118	16	0	134	381
<b>Total</b>	<b>113</b>	<b>0</b>	<b>247</b>	<b>0</b>	<b>360</b>	<b>210</b>	<b>497</b>	<b>2</b>	<b>1</b>	<b>710</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>550</b>	<b>56</b>	<b>0</b>	<b>607</b>	<b>1685</b>
Grand Total	176	0	459	0	635	398	775	2	1	1176	5	2	3	0	10	3	984	107	0	1094	2915
Approach %	27.7	0.0	72.3	0.0		33.8	65.9	0.2	0.1		50.0	20.0	30.0	0.0		0.3	89.9	9.8	0.0		
Total %	6.0	0.0	15.7	0.0	21.8	13.7	26.6	0.1	0.0	40.3	0.2	0.1	0.1	0.0	0.3	0.1	33.8	3.7	0.0	37.5	
Exiting Leg Total	507					1449					5					954					2915

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

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	35	0	64	0	99	49	120	0	0	169	0	0	0	0	0	0	175	16	0	191	459
8:00 AM	24	0	59	0	83	57	135	0	0	192	1	0	0	0	1	0	171	10	0	181	457
8:15 AM	34	0	65	0	99	58	118	0	0	176	0	1	1	0	2	1	131	13	0	145	422
8:30 AM	24	0	62	0	86	57	132	1	1	191	1	0	0	0	1	0	130	17	0	147	425
Total Volume	117	0	250	0	367	221	505	1	1	728	2	1	1	0	4	1	607	56	0	664	1763
% Approach Total	31.9	0.0	68.1	0.0		30.4	69.4	0.1	0.1		50.0	25.0	25.0	0.0		0.2	91.4	8.4	0.0		
PHF	0.836	0.000	0.962	0.000	0.927	0.953	0.935	0.250	0.250	0.948	0.500	0.250	0.250	0.000	0.500	0.250	0.867	0.824	0.000	0.869	0.960
Entering Leg	117	0	250	0	367	221	505	1	1	728	2	1	1	0	4	1	607	56	0	664	1763
Exiting Leg	278					860					2					623					1763
<b>Total</b>	<b>645</b>					<b>1588</b>					<b>6</b>					<b>1287</b>					<b>3526</b>

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	4	0	1	0	5	2	4	0	0	6	0	1	0	0	1	1	0	1	0	2	14
7:15 AM	4	0	3	0	7	2	2	0	0	4	0	0	1	0	1	1	4	0	0	5	17
7:30 AM	3	0	6	0	9	1	2	0	0	3	0	0	0	0	0	0	8	0	0	8	20
7:45 AM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	0	4	0	0	4	9
<b>Total</b>	<b>12</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>60</b>
8:00 AM	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	8
8:15 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	5	8	0	13	16
8:30 AM	1	0	3	0	4	4	6	0	0	10	0	0	0	0	0	0	4	4	0	8	22
8:45 AM	2	0	1	0	3	3	3	0	0	6	0	0	0	0	0	0	2	7	0	9	18
<b>Total</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>31</b>	<b>64</b>
Grand Total	16	0	15	0	31	17	24	0	0	41	0	1	1	0	2	2	28	20	0	50	124
Approach %	51.6	0.0	48.4	0.0		41.5	58.5	0.0	0.0		0.0	50.0	50.0	0.0		4.0	56.0	40.0	0.0		
Total %	12.9	0.0	12.1	0.0	25.0	13.7	19.4	0.0	0.0	33.1	0.0	0.8	0.8	0.0	1.6	1.6	22.6	16.1	0.0	40.3	
Exiting Leg Total	38					43					2					41					124
Buses	12	0	4	0	16	10	8	0	0	18	0	0	0	0	0	0	7	17	0	24	58
% Buses	75.0	0.0	26.7	0.0	51.6	58.8	33.3	0.0	0.0	43.9	0.0	0.0	0.0	0.0	0.0	0.0	25.0	85.0	0.0	48.0	46.8
Exiting Leg Total	27					11					0					20					58
Single-Unit Trucks	4	0	9	0	13	7	13	0	0	20	0	1	1	0	2	2	18	3	0	23	58
% Single-Unit	25.0	0.0	60.0	0.0	41.9	41.2	54.2	0.0	0.0	48.8	0.0	100.0	100.0	0.0	100.0	100.0	64.3	15.0	0.0	46.0	46.8
Exiting Leg Total	11					27					2					18					58
Articulated Trucks	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	8
% Articulated	0.0	0.0	13.3	0.0	6.5	0.0	12.5	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	6.0	6.5
Exiting Leg Total	0					5					0					3					8

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

8:00 AM	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	8
8:15 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	5	8	0	13	16
8:30 AM	1	0	3	0	4	4	6	0	0	10	0	0	0	0	0	0	4	4	0	8	22
8:45 AM	2	0	1	0	3	3	3	0	0	6	0	0	0	0	0	0	2	7	0	9	18
<b>Total Volume</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>31</b>	<b>64</b>
% Approach Total	44.4	0.0	55.6	0.0		41.7	58.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	38.7	61.3	0.0		
PHF	0.500	0.000	0.417	0.000	0.563	0.625	0.583	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.594	0.000	0.596	0.727
Buses	1	0	2	0	3	6	4	0	0	10	0	0	0	0	0	0	3	17	0	20	33
Buses %	25.0	0.0	40.0	0.0	33.3	60.0	28.6	0.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	89.5	0.0	64.5	51.6
Single-Unit Trucks	3	0	2	0	5	4	10	0	0	14	0	0	0	0	0	0	7	2	0	9	28
Single-Unit %	75.0	0.0	40.0	0.0	55.6	40.0	71.4	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	0.0	58.3	10.5	0.0	29.0	43.8
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Articulated %	0.0	0.0	20.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	6.5	4.7
Buses	1	0	2	0	3	6	4	0	0	10	0	0	0	0	0	0	3	17	0	20	33
Single-Unit Trucks	3	0	2	0	5	4	10	0	0	14	0	0	0	0	0	0	7	2	0	9	28
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total Entering Leg	4	0	5	0	9	10	14	0	0	24	0	0	0	0	0	0	12	19	0	31	64
Buses	23					5					0					5					33
Single-Unit Trucks	6					9					0					13					28
Articulated Trucks	0					3					0					0					3
Total Exiting Leg	29					17					0					18					64

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Buses**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	4	0	0	0	4	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6	
7:15 AM	4	0	1	0	5	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	7	
7:30 AM	2	0	1	0	3	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	9	
7:45 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
<b>Total</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>25</b>	
8:00 AM	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	1	0	0	0	1	0	0	0	0	0	0	1	7	0	8	9	
8:30 AM	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	0	1	3	0	4	12	
8:45 AM	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	0	1	7	0	8	12	
<b>Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>20</b>	<b>33</b>	
Grand Total	12	0	4	0	16	10	8	0	0	18	0	0	0	0	0	0	7	17	0	24	58	
Approach %	75.0	0.0	25.0	0.0		55.6	44.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	29.2	70.8	0.0			
Total %	20.7	0.0	6.9	0.0	27.6	17.2	13.8	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1	29.3	0.0	41.4		
Exiting Leg Total						27					11					0					20	58

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

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	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	1	0	0	0	1	0	0	0	0	0	0	1	7	0	8	9	
8:30 AM	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	0	1	3	0	4	12	
8:45 AM	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	0	1	7	0	8	12	
Total Volume	1	0	2	0	3	6	4	0	0	10	0	0	0	0	0	0	3	17	0	20	33	
% Approach Total	33.3	0.0	66.7	0.0		60.0	40.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	15.0	85.0	0.0			
PHF	0.250	0.000	0.250	0.000	0.375	0.500	0.333	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.607	0.000	0.625	0.688	
Entering Leg	1	0	2	0	3	6	4	0	0	10	0	0	0	0	0	0	3	17	0	20	33	
Exiting Leg						23					5					0					5	33
Total						26					15					0					25	66

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	1	0	1	1	3	0	0	4	0	1	0	0	1	1	0	1	0	2	8
7:15 AM	0	0	2	0	2	1	0	0	0	1	0	0	1	0	1	1	3	0	0	4	8
7:30 AM	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	10
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>30</b>
8:00 AM	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	8
8:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	6
8:30 AM	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	9
8:45 AM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	5
<b>Total</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>28</b>
Grand Total	4	0	9	0	13	7	13	0	0	20	0	1	1	0	2	2	18	3	0	23	58
Approach %	30.8	0.0	69.2	0.0		35.0	65.0	0.0	0.0		0.0	50.0	50.0	0.0		8.7	78.3	13.0	0.0		
Total %	6.9	0.0	15.5	0.0	22.4	12.1	22.4	0.0	0.0	34.5	0.0	1.7	1.7	0.0	3.4	3.4	31.0	5.2	0.0	39.7	
Exiting Leg Total	11					27					2					18					58

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

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	1	0	1	1	3	0	0	4	0	1	0	0	1	1	0	1	0	2	8
7:15 AM	0	0	2	0	2	1	0	0	0	1	0	0	1	0	1	1	3	0	0	4	8
7:30 AM	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	10
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>30</b>
<b>% Approach Total</b>	<b>12.5</b>	<b>0.0</b>	<b>87.5</b>	<b>0.0</b>		<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>		<b>14.3</b>	<b>78.6</b>	<b>7.1</b>	<b>0.0</b>		
PHF	0.250	0.000	0.438	0.000	0.400	0.750	0.250	0.000	0.000	0.375	0.000	0.250	0.250	0.000	0.500	0.500	0.550	0.250	0.000	0.700	0.750
Entering Leg	1	0	7	0	8	3	3	0	0	6	0	1	1	0	2	2	11	1	0	14	30
Exiting Leg	5					18					2					5					30
<b>Total</b>	<b>13</b>					<b>24</b>					<b>4</b>					<b>19</b>					<b>60</b>

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Articulated Trucks**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	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	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
<b>Total</b>	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
8:00 AM	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	1	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
<b>Grand Total</b>	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	8
Approach %	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	25.0	0.0	25.0	0.0	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	37.5	
Exiting Leg Total	0					5					0					3					8

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

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total Volume</b>	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
<b>% Approach Total</b>	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.625
Entering Leg	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
Exiting Leg	0					2					0					3					5
<b>Total</b>	1					5					0					4					10



PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Bicycles (on Roadway and Crosswalks)**

	Crafts Street							Washington Street							Bank Driveway							Washington Street							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	1	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	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	0	1	0	1				
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2				
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1				
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				
8:30 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				
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				
Total	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1				
Grand Total	0	0	0	0	0	1	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	3				
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		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	0.0	100.0	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	16.7	16.7	16.7	16.7	0.0	0.0	0.0	33.3	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	2							3							0							1							6

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

7:15 AM	Crafts Street							Washington Street							Bank Driveway							Washington Street							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	
7:15 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				
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1				
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1				
Total Volume	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	4				
% Approach Total	0.0	0.0	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	100.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500					
Entering Leg	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	4				
Exiting Leg	1							2							0							1							4
Total	1							4							0							3							8

PDI File #: 228397 (8)  
 Location: N: Crafts Street S: Bank Driveway  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



#260-22

**Pedestrians**

	Crafts Street							Washington Street							Bank Driveway							Washington Street							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	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:15 AM	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	1	0	6		
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:45 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	1		
Total	0	0	0	0	1	4	5	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	1	0	10		
8:00 AM	0	0	0	0	0	5	5	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	8		
8:15 AM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4		
8:30 AM	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	7		
8:45 AM	0	0	0	0	1	0	1	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	3	10	13	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	3	2	5	20		
Grand Total	0	0	0	0	4	14	18	0	0	0	0	3	2	5	0	0	0	0	1	0	1	0	0	0	4	2	6	30	
Approach %	0	0	0	0	22.2	77.8		0	0	0	0	60	40		0	0	0	0	100	0		0	0	0	66.7	33.3			
Total %	0	0	0	0	13.3	46.7	60	0	0	0	0	10	6.67	16.7	0	0	0	0	3.33	0	3.33	0	0	0	0	13.3	6.67	20	
Exiting Leg Total	18							5							1							6							30

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

	Crafts Street							Washington Street							Bank Driveway							Washington Street							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	
7:45 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	1	
8:00 AM	0	0	0	0	0	5	5	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	8		
8:15 AM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4			
8:30 AM	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	2	7			
Total Volume	0	0	0	0	2	11	13	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	3	2	5	20			
% Approach Total	0.0	0.0	0.0	0.0	15.4	84.6		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	60.0	40.0			
PHF	0.000	0.000	0.000	0.000	0.500	0.550	0.650	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.375	0.250	0.625	0.625
Entering Leg	0	0	0	0	2	11	13	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	3	2	5	20			
Exiting Leg	13							2							0							5							20
Total	26							4							0							10							40

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	47	1	52	0	100	65	149	1	0	215	1	5	1	0	7	1	88	11	0	100	422
4:15 PM	30	0	70	0	100	63	157	1	0	221	4	1	1	0	6	2	99	15	0	116	443
4:30 PM	35	0	71	0	106	56	131	1	0	188	1	1	1	0	3	1	110	16	0	127	424
4:45 PM	48	1	55	0	104	57	146	1	0	204	2	3	3	0	8	2	121	9	0	132	448
<b>Total</b>	<b>160</b>	<b>2</b>	<b>248</b>	<b>0</b>	<b>410</b>	<b>241</b>	<b>583</b>	<b>4</b>	<b>0</b>	<b>828</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>418</b>	<b>51</b>	<b>0</b>	<b>475</b>	<b>1737</b>
5:00 PM	37	0	65	0	102	71	165	0	1	237	2	0	1	0	3	0	97	14	0	111	453
5:15 PM	34	0	63	0	97	58	191	1	0	250	0	2	0	0	2	0	140	20	0	160	509
5:30 PM	37	0	77	0	114	59	126	2	0	187	2	2	1	0	5	0	104	21	0	125	431
5:45 PM	33	0	72	0	105	69	138	0	0	207	2	0	0	0	2	0	129	17	0	146	460
<b>Total</b>	<b>141</b>	<b>0</b>	<b>277</b>	<b>0</b>	<b>418</b>	<b>257</b>	<b>620</b>	<b>3</b>	<b>1</b>	<b>881</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>470</b>	<b>72</b>	<b>0</b>	<b>542</b>	<b>1853</b>
Grand Total	301	2	525	0	828	498	1203	7	1	1709	14	14	8	0	36	6	888	123	0	1017	3590
Approach %	36.4	0.2	63.4	0.0		29.1	70.4	0.4	0.1		38.9	38.9	22.2	0.0		0.6	87.3	12.1	0.0		
Total %	8.4	0.1	14.6	0.0	23.1	13.9	33.5	0.2	0.0	47.6	0.4	0.4	0.2	0.0	1.0	0.2	24.7	3.4	0.0	28.3	
Exiting Leg Total	635					1428					15					1512					3590
Cars	299	2	516	0	817	487	1191	7	1	1686	14	14	8	0	36	6	876	118	0	1000	3539
% Cars	99.3	100.0	98.3	0.0	98.7	97.8	99.0	100.0	100.0	98.7	100.0	100.0	100.0	0.0	100.0	100.0	98.6	95.9	0.0	98.3	98.6
Exiting Leg Total	619					1407					15					1498					3539
Heavy Vehicles	2	0	9	0	11	11	12	0	0	23	0	0	0	0	0	0	12	5	0	17	51
% Heavy Vehicles	0.7	0.0	1.7	0.0	1.3	2.2	1.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.4	4.1	0.0	1.7	1.4
Exiting Leg Total	16					21					0					14					51

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

5:00 PM	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	
5:00 PM	37	0	65	0	102	71	165	0	1	237	2	0	1	0	3	0	97	14	0	111	453
5:15 PM	34	0	63	0	97	58	191	1	0	250	0	2	0	0	2	0	140	20	0	160	509
5:30 PM	37	0	77	0	114	59	126	2	0	187	2	2	1	0	5	0	104	21	0	125	431
5:45 PM	33	0	72	0	105	69	138	0	0	207	2	0	0	0	2	0	129	17	0	146	460
Total Volume	141	0	277	0	418	257	620	3	1	881	6	4	2	0	12	0	470	72	0	542	1853
% Approach Total	33.7	0.0	66.3	0.0		29.2	70.4	0.3	0.1		50.0	33.3	16.7	0.0		0.0	86.7	13.3	0.0		
PHF	0.953	0.000	0.899	0.000	0.917	0.905	0.812	0.375	0.250	0.881	0.750	0.500	0.500	0.000	0.600	0.000	0.839	0.857	0.000	0.847	0.910
Cars	140	0	270	0	410	253	615	3	1	872	6	4	2	0	12	0	463	71	0	534	1828
Cars %	99.3	0.0	97.5	0.0	98.1	98.4	99.2	100.0	100.0	99.0	100.0	100.0	100.0	0.0	100.0	0.0	98.5	98.6	0.0	98.5	98.7
Heavy Vehicles	1	0	7	0	8	4	5	0	0	9	0	0	0	0	0	0	7	1	0	8	25
Heavy Vehicles %	0.7	0.0	2.5	0.0	1.9	1.6	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.4	0.0	1.5	1.3
Cars Enter Leg	140	0	270	0	410	253	615	3	1	872	6	4	2	0	12	0	463	71	0	534	1828
Heavy Enter Leg	1	0	7	0	8	4	5	0	0	9	0	0	0	0	0	0	7	1	0	8	25
Total Entering Leg	141	0	277	0	418	257	620	3	1	881	6	4	2	0	12	0	470	72	0	542	1853
Cars Exiting Leg	328					740					3					757					1828
Heavy Exiting Leg	5					14					0					6					25
Total Exiting Leg	333					754					3					763					1853

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Cars**



**#260-22**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	47	1	50	0	98	64	148	1	0	213	1	5	1	0	7	1	88	10	0	99	417					
4:15 PM	30	0	70	0	100	59	154	1	0	214	4	1	1	0	6	2	99	14	0	115	435					
4:30 PM	34	0	71	0	105	55	129	1	0	185	1	1	1	0	3	1	107	15	0	123	416					
4:45 PM	48	1	55	0	104	56	145	1	0	202	2	3	3	0	8	2	119	8	0	129	443					
<b>Total</b>	<b>159</b>	<b>2</b>	<b>246</b>	<b>0</b>	<b>407</b>	<b>234</b>	<b>576</b>	<b>4</b>	<b>0</b>	<b>814</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>413</b>	<b>47</b>	<b>0</b>	<b>466</b>	<b>1711</b>					
5:00 PM	37	0	63	0	100	68	163	0	1	232	2	0	1	0	3	0	95	14	0	109	444					
5:15 PM	34	0	62	0	96	58	190	1	0	249	0	2	0	0	2	0	139	19	0	158	505					
5:30 PM	36	0	77	0	113	59	126	2	0	187	2	2	1	0	5	0	102	21	0	123	428					
5:45 PM	33	0	68	0	101	68	136	0	0	204	2	0	0	0	2	0	127	17	0	144	451					
<b>Total</b>	<b>140</b>	<b>0</b>	<b>270</b>	<b>0</b>	<b>410</b>	<b>253</b>	<b>615</b>	<b>3</b>	<b>1</b>	<b>872</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>463</b>	<b>71</b>	<b>0</b>	<b>534</b>	<b>1828</b>					
Grand Total	299	2	516	0	817	487	1191	7	1	1686	14	14	8	0	36	6	876	118	0	1000	3539					
Approach %	36.6	0.2	63.2	0.0		28.9	70.6	0.4	0.1		38.9	38.9	22.2	0.0		0.6	87.6	11.8	0.0							
Total %	8.4	0.1	14.6	0.0	23.1	13.8	33.7	0.2	0.0	47.6	0.4	0.4	0.2	0.0	1.0	0.2	24.8	3.3	0.0	28.3						
Exiting Leg Total						619					1407					15					1498					3539

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

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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						
5:00 PM	37	0	63	0	100	68	163	0	1	232	2	0	1	0	3	0	95	14	0	109	444					
5:15 PM	34	0	62	0	96	58	190	1	0	249	0	2	0	0	2	0	139	19	0	158	505					
5:30 PM	36	0	77	0	113	59	126	2	0	187	2	2	1	0	5	0	102	21	0	123	428					
5:45 PM	33	0	68	0	101	68	136	0	0	204	2	0	0	0	2	0	127	17	0	144	451					
Total Volume	140	0	270	0	410	253	615	3	1	872	6	4	2	0	12	0	463	71	0	534	1828					
% Approach Total	34.1	0.0	65.9	0.0		29.0	70.5	0.3	0.1		50.0	33.3	16.7	0.0		0.0	86.7	13.3	0.0							
PHF	0.946	0.000	0.877	0.000	0.907	0.930	0.809	0.375	0.250	0.876	0.750	0.500	0.500	0.000	0.600	0.000	0.833	0.845	0.000	0.845	0.905					
Entering Leg	140	0	270	0	410	253	615	3	1	872	6	4	2	0	12	0	463	71	0	534	1828					
Exiting Leg						328					740					3					757					1828
Total						738					1612					15					1291					3656

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	5
4:15 PM	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	0	0	1	0	1	8
4:30 PM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	8
4:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	5
<b>Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>26</b>
5:00 PM	0	0	2	0	2	3	2	0	0	5	0	0	0	0	0	0	2	0	0	2	9
5:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
5:45 PM	0	0	4	0	4	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	9
<b>Total</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>25</b>
Grand Total	2	0	9	0	11	11	12	0	0	23	0	0	0	0	0	0	12	5	0	17	51
Approach %	18.2	0.0	81.8	0.0		47.8	52.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	70.6	29.4	0.0		
Total %	3.9	0.0	17.6	0.0	21.6	21.6	23.5	0.0	0.0	45.1	0.0	0.0	0.0	0.0	0.0	0.0	23.5	9.8	0.0	33.3	
Exiting Leg Total	16					21					0					14					51
Buses	1	0	3	0	4	7	7	0	0	14	0	0	0	0	0	0	7	3	0	10	28
% Buses	50.0	0.0	33.3	0.0	36.4	63.6	58.3	0.0	0.0	60.9	0.0	0.0	0.0	0.0	0.0	0.0	58.3	60.0	0.0	58.8	54.9
Exiting Leg Total	10					10					0					8					28
Single-Unit Trucks	1	0	6	0	7	3	5	0	0	8	0	0	0	0	0	0	5	2	0	7	22
% Single-Unit	50.0	0.0	66.7	0.0	63.6	27.3	41.7	0.0	0.0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	41.7	40.0	0.0	41.2	43.1
Exiting Leg Total	5					11					0					6					22
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Exiting Leg Total	1					0					0					0					1

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

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	
4:15 PM	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	0	0	1	0	1	8
4:30 PM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	8
4:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	5
5:00 PM	0	0	2	0	2	3	2	0	0	5	0	0	0	0	0	0	2	0	0	2	9
Total Volume	1	0	2	0	3	9	8	0	0	17	0	0	0	0	0	0	7	3	0	10	30
% Approach Total	33.3	0.0	66.7	0.0		52.9	47.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	70.0	30.0	0.0		
PHF	0.250	0.000	0.250	0.000	0.375	0.563	0.667	0.000	0.000	0.607	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.750	0.000	0.625	0.833
Buses	1	0	0	0	1	5	3	0	0	8	0	0	0	0	0	0	4	2	0	6	15
Buses %	100.0	0.0	0.0	0.0	33.3	55.6	37.5	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	0.0	57.1	66.7	0.0	60.0	50.0
Single-Unit Trucks	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	0	3	1	0	4	14
Single-Unit %	0.0	0.0	100.0	0.0	66.7	33.3	62.5	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	0.0	42.9	33.3	0.0	40.0	46.7
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3
Buses	1	0	0	0	1	5	3	0	0	8	0	0	0	0	0	0	4	2	0	6	15
Single-Unit Trucks	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	0	3	1	0	4	14
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	1	0	2	0	3	9	8	0	0	17	0	0	0	0	0	0	7	3	0	10	30
Buses	7					4					0					4					15
Single-Unit Trucks	4					5					0					5					14
Articulated Trucks	1					0					0					0					1
Total Exiting Leg	12					9					0					9					30

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Buses**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4	
4:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
4:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	5	
4:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	4	
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>15</b>	
5:00 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	4	
5:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
5:45 PM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	5	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>13</b>	
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>28</b>	
Approach %	25.0	0.0	75.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	70.0	30.0	0.0			
Total %	3.6	0.0	10.7	0.0	14.3	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	10.7	0.0	35.7		
Exiting Leg Total						10					10					0					8	28

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

	Crafts Street					Washington Street					Bank Driveway					Washington Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	5	
4:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	4	
5:00 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	4	
5:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>16</b>	
% Approach Total	50.0	0.0	50.0	0.0		42.9	57.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0			
PHF	0.250	0.000	0.250	0.000	0.500	0.375	1.000	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.500	0.000	0.583	0.800	
Entering Leg	1	0	1	0	2	3	4	0	0	7	0	0	0	0	0	0	5	2	0	7	16	
Exiting Leg						5					6					0					5	16
<b>Total</b>						7					13					0					12	32

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	1	0	1	0	1
4:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
<b>Total</b>	0	0	1	0	1	3	4	0	0	7	0	0	0	0	0	0	2	1	0	3	0	3
5:00 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
5:45 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
<b>Total</b>	1	0	5	0	6	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	4
<b>Grand Total</b>	1	0	6	0	7	3	5	0	0	8	0	0	0	0	0	0	5	2	0	7	0	7
Approach %	14.3	0.0	85.7	0.0		37.5	62.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0			
Total %	4.5	0.0	27.3	0.0	31.8	13.6	22.7	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	22.7	9.1	0.0	31.8		
Exiting Leg Total						5					11					0					6	22

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

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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		
4:15 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	1	0	1	0	1
4:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
5:00 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1
<b>Total Volume</b>	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	0	3	1	0	4	0	4
% Approach Total	0.0	0.0	100.0	0.0		37.5	62.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0			
PHF	0.000	0.000	0.250	0.000	0.250	0.375	0.417	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	1.000	0.583	
Entering Leg	0	0	2	0	2	3	5	0	0	8	0	0	0	0	0	0	3	1	0	4	0	4
Exiting Leg						4					5					0					5	14
<b>Total</b>						6					13					0					9	28

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Articulated Trucks**

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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
<b>Total</b>	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	1	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	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
Total %	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	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	1					0					0					0					1

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

	Crafts Street					Washington Street					Bank Driveway					Washington Street					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	
4:15 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
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% 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
PHF	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	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	1					0					0					0					1
Total	1					1					0					0					2



PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Bicycles (on Roadway and Crosswalks)**

	Crafts Street							Washington Street							Bank Driveway							Washington Street							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	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	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	
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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	
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	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	0.0		
Total %	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		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	1							0							0							0							1

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

	Crafts Street							Washington Street							Bank Driveway							Washington Street							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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
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	
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		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	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Exiting Leg	1							0							0							0							1
Total	2							0							0							0							2

PDI File #: **228397 (8)**  
 Location: **N: Crafts Street S: Bank Driveway**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Pedestrians**



**#260-22**

**Pedestrians**

	Crafts Street							Washington Street							Bank Driveway							Washington Street							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	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	1	1	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	1	2	3	3	3	
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	3	4	7	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>11</b>		
5:00 PM	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
5:15 PM	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	5		
5:30 PM	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4		
5:45 PM	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	1		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>14</b>		
Grand Total	0	0	0	0	6	3	9	0	0	0	0	2	1	3	0	0	0	0	0	2	2	0	0	0	3	8	11	25	
Approach %	0	0	0	0	66.7	33.3		0	0	0	0	66.7	33.3		0	0	0	0	0	100		0	0	0	27.3	72.7			
Total %	0	0	0	0	24	12	36	0	0	0	0	8	4	12	0	0	0	0	0	8	8	0	0	0	12	32	44		
Exiting Leg Total	9							3							2							11							25

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

	Crafts Street							Washington Street							Bank Driveway							Washington Street							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	
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	3	4	7	
5:00 PM	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4		
5:15 PM	0	0	0	0	0	2	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	5		
5:30 PM	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4		
Total Volume	0	0	0	0	6	3	9	0	0	0	0	2	0	2	0	0	0	0	0	2	2	0	0	0	2	5	7	20	
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	28.6	71.4			
PHF	0.000	0.000	0.000	0.000	0.500	0.375	0.750	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.500	0.417	0.438	0.714
Entering Leg	0	0	0	0	6	3	9	0	0	0	0	2	0	2	0	0	0	0	0	2	2	0	0	0	2	5	7	20	
Exiting Leg	9							2							2							7							20
Total	18							4							4							14							40

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	1	4	30	0	35	31	90	6	0	127	18	5	0	0	23	2	81	6	0	89	274
7:15 AM	9	18	36	0	63	23	88	10	0	121	16	8	1	0	25	4	128	15	0	147	356
7:30 AM	8	17	45	0	70	39	120	16	0	175	18	15	1	0	34	5	167	17	0	189	468
7:45 AM	18	18	52	0	88	46	156	16	0	218	38	14	2	0	54	8	201	22	0	231	591
<b>Total</b>	36	57	163	0	256	139	454	48	0	641	90	42	4	0	136	19	577	60	0	656	1689
8:00 AM	18	9	51	0	78	55	168	16	1	240	26	24	3	0	53	9	213	7	0	229	600
8:15 AM	17	16	49	0	82	46	168	22	0	236	37	17	5	0	59	4	181	12	1	198	575
8:30 AM	18	15	17	0	50	30	175	24	0	229	24	11	5	0	40	2	172	11	0	185	504
8:45 AM	16	19	47	0	82	34	137	21	0	192	25	8	2	0	35	11	166	15	0	192	501
<b>Total</b>	69	59	164	0	292	165	648	83	1	897	112	60	15	0	187	26	732	45	1	804	2180
Grand Total	105	116	327	0	548	304	1102	131	1	1538	202	102	19	0	323	45	1309	105	1	1460	3869
Approach %	19.2	21.2	59.7	0.0		19.8	71.7	8.5	0.1		62.5	31.6	5.9	0.0		3.1	89.7	7.2	0.1		
Total %	2.7	3.0	8.5	0.0	14.2	7.9	28.5	3.4	0.0	39.8	5.2	2.6	0.5	0.0	8.3	1.2	33.8	2.7	0.0	37.7	
Exiting Leg Total	511					1839					292					1227					3869
Cars	102	113	303	0	518	291	1063	130	1	1485	201	99	19	0	319	44	1272	104	1	1421	3743
% Cars	97.1	97.4	92.7	0.0	94.5	95.7	96.5	99.2	100.0	96.6	99.5	97.1	100.0	0.0	98.8	97.8	97.2	99.0	100.0	97.3	96.7
Exiting Leg Total	494					1777					287					1185					3743
Heavy Vehicles	3	3	24	0	30	13	39	1	0	53	1	3	0	0	4	1	37	1	0	39	126
% Heavy Vehicles	2.9	2.6	7.3	0.0	5.5	4.3	3.5	0.8	0.0	3.4	0.5	2.9	0.0	0.0	1.2	2.2	2.8	1.0	0.0	2.7	3.3
Exiting Leg Total	17					62					5					42					126

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

7:45 AM	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	18	18	52	0	88	46	156	16	0	218	38	14	2	0	54	8	201	22	0	231	591
8:00 AM	18	9	51	0	78	55	168	16	1	240	26	24	3	0	53	9	213	7	0	229	600
8:15 AM	17	16	49	0	82	46	168	22	0	236	37	17	5	0	59	4	181	12	1	198	575
8:30 AM	18	15	17	0	50	30	175	24	0	229	24	11	5	0	40	2	172	11	0	185	504
Total Volume	71	58	169	0	298	177	667	78	1	923	125	66	15	0	206	23	767	52	1	843	2270
% Approach Total	23.8	19.5	56.7	0.0		19.2	72.3	8.5	0.1		60.7	32.0	7.3	0.0		2.7	91.0	6.2	0.1		
PHF	0.986	0.806	0.813	0.000	0.847	0.805	0.953	0.813	0.250	0.961	0.822	0.688	0.750	0.000	0.873	0.639	0.900	0.591	0.250	0.912	0.946
Cars	68	56	155	0	279	171	646	77	1	895	124	64	15	0	203	22	752	51	1	826	2203
Cars %	95.8	96.6	91.7	0.0	93.6	96.6	96.9	98.7	100.0	97.0	99.2	97.0	100.0	0.0	98.5	95.7	98.0	98.1	100.0	98.0	97.0
Heavy Vehicles	3	2	14	0	19	6	21	1	0	28	1	2	0	0	3	1	15	1	0	17	67
Heavy Vehicles %	4.2	3.4	8.3	0.0	6.4	3.4	3.1	1.3	0.0	3.0	0.8	3.0	0.0	0.0	1.5	4.3	2.0	1.9	0.0	2.0	3.0
Cars Enter Leg	68	56	155	0	279	171	646	77	1	895	124	64	15	0	203	22	752	51	1	826	2203
Heavy Enter Leg	3	2	14	0	19	6	21	1	0	28	1	2	0	0	3	1	15	1	0	17	67
Total Entering Leg	71	58	169	0	298	177	667	78	1	923	125	66	15	0	206	23	767	52	1	843	2270
Cars Exiting Leg	286					1032					155					730					2203
Heavy Exiting Leg	9					30					4					24					67
Total Exiting Leg	295					1062					159					754					2270

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	1	4	23	0	28	29	84	6	0	119	18	5	0	0	23	2	80	6	0	88	258					
7:15 AM	9	17	36	0	62	23	84	10	0	117	16	8	1	0	25	4	123	15	0	142	346					
7:30 AM	8	17	44	0	69	35	117	16	0	168	18	14	1	0	33	5	154	17	0	176	446					
7:45 AM	18	17	45	0	80	44	152	16	0	212	38	13	2	0	53	8	197	22	0	227	572					
<b>Total</b>	<b>36</b>	<b>55</b>	<b>148</b>	<b>0</b>	<b>239</b>	<b>131</b>	<b>437</b>	<b>48</b>	<b>0</b>	<b>616</b>	<b>90</b>	<b>40</b>	<b>4</b>	<b>0</b>	<b>134</b>	<b>19</b>	<b>554</b>	<b>60</b>	<b>0</b>	<b>633</b>	<b>1622</b>					
8:00 AM	17	9	49	0	75	54	164	15	1	234	26	24	3	0	53	9	211	7	0	227	589					
8:15 AM	16	15	46	0	77	45	164	22	0	231	37	16	5	0	58	4	177	11	1	193	559					
8:30 AM	17	15	15	0	47	28	166	24	0	218	23	11	5	0	39	1	167	11	0	179	483					
8:45 AM	16	19	45	0	80	33	132	21	0	186	25	8	2	0	35	11	163	15	0	189	490					
<b>Total</b>	<b>66</b>	<b>58</b>	<b>155</b>	<b>0</b>	<b>279</b>	<b>160</b>	<b>626</b>	<b>82</b>	<b>1</b>	<b>869</b>	<b>111</b>	<b>59</b>	<b>15</b>	<b>0</b>	<b>185</b>	<b>25</b>	<b>718</b>	<b>44</b>	<b>1</b>	<b>788</b>	<b>2121</b>					
Grand Total	102	113	303	0	518	291	1063	130	1	1485	201	99	19	0	319	44	1272	104	1	1421	3743					
Approach %	19.7	21.8	58.5	0.0		19.6	71.6	8.8	0.1		63.0	31.0	6.0	0.0		3.1	89.5	7.3	0.1							
Total %	2.7	3.0	8.1	0.0	13.8	7.8	28.4	3.5	0.0	39.7	5.4	2.6	0.5	0.0	8.5	1.2	34.0	2.8	0.0	38.0						
Exiting Leg Total						494					1777					287					1185					3743

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

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	18	17	45	0	80	44	152	16	0	212	38	13	2	0	53	8	197	22	0	227	572					
8:00 AM	17	9	49	0	75	54	164	15	1	234	26	24	3	0	53	9	211	7	0	227	589					
8:15 AM	16	15	46	0	77	45	164	22	0	231	37	16	5	0	58	4	177	11	1	193	559					
8:30 AM	17	15	15	0	47	28	166	24	0	218	23	11	5	0	39	1	167	11	0	179	483					
Total Volume	68	56	155	0	279	171	646	77	1	895	124	64	15	0	203	22	752	51	1	826	2203					
% Approach Total	24.4	20.1	55.6	0.0		19.1	72.2	8.6	0.1		61.1	31.5	7.4	0.0		2.7	91.0	6.2	0.1							
PHF	0.944	0.824	0.791	0.000	0.872	0.792	0.973	0.802	0.250	0.956	0.816	0.667	0.750	0.000	0.875	0.611	0.891	0.580	0.250	0.910	0.935					
Entering Leg	68	56	155	0	279	171	646	77	1	895	124	64	15	0	203	22	752	51	1	826	2203					
Exiting Leg						286					1032					155					730					2203
<b>Total</b>						<b>565</b>					<b>1927</b>					<b>358</b>					<b>1556</b>					<b>4406</b>

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	7	0	7	2	6	0	0	8	0	0	0	0	0	0	1	0	0	0	1	16
7:15 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	5	0	0	0	5	10
7:30 AM	0	0	1	0	1	4	3	0	0	7	0	1	0	0	1	0	13	0	0	0	13	22
7:45 AM	0	1	7	0	8	2	4	0	0	6	0	1	0	0	1	0	4	0	0	0	4	19
<b>Total</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>17</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>67</b>	
8:00 AM	1	0	2	0	3	1	4	1	0	6	0	0	0	0	0	0	2	0	0	0	2	11
8:15 AM	1	1	3	0	5	1	4	0	0	5	0	1	0	0	1	0	4	1	0	0	5	16
8:30 AM	1	0	2	0	3	2	9	0	0	11	1	0	0	0	1	1	5	0	0	0	6	21
8:45 AM	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	0	3	0	0	0	3	11
<b>Total</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>59</b>	
Grand Total	3	3	24	0	30	13	39	1	0	53	1	3	0	0	4	1	37	1	0	39	126	
Approach %	10.0	10.0	80.0	0.0		24.5	73.6	1.9	0.0		25.0	75.0	0.0	0.0		2.6	94.9	2.6	0.0			
Total %	2.4	2.4	19.0	0.0	23.8	10.3	31.0	0.8	0.0	42.1	0.8	2.4	0.0	0.0	3.2	0.8	29.4	0.8	0.0	31.0		
Exiting Leg Total					17					62					5						42	126
Buses	0	2	9	0	11	6	18	1	0	25	0	3	0	0	3	0	10	0	0	10	49	
% Buses	0.0	66.7	37.5	0.0	36.7	46.2	46.2	100.0	0.0	47.2	0.0	100.0	0.0	0.0	75.0	0.0	27.0	0.0	0.0	25.6	38.9	
Exiting Leg Total					9					19					3						18	49
Single-Unit Trucks	3	1	15	0	19	6	18	0	0	24	1	0	0	0	1	1	21	1	0	23	67	
% Single-Unit	100.0	33.3	62.5	0.0	63.3	46.2	46.2	0.0	0.0	45.3	100.0	0.0	0.0	0.0	25.0	100.0	56.8	100.0	0.0	59.0	53.2	
Exiting Leg Total					7					37					2						21	67
Articulated Trucks	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	6	0	0	0	6	10
% Articulated	0.0	0.0	0.0	0.0	0.0	7.7	7.7	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	15.4	7.9
Exiting Leg Total					1					6					0						3	10

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

7:30 AM	Adams Street					Washington Street					Lewis Terrace					Washington Street					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		
7:30 AM	0	0	1	0	1	4	3	0	0	7	0	1	0	0	1	0	13	0	0	13	22	
7:45 AM	0	1	7	0	8	2	4	0	0	6	0	1	0	0	1	0	4	0	0	4	19	
8:00 AM	1	0	2	0	3	1	4	1	0	6	0	0	0	0	0	0	2	0	0	2	11	
8:15 AM	1	1	3	0	5	1	4	0	0	5	0	1	0	0	1	0	4	1	0	5	16	
<b>Total Volume</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>8</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>68</b>	
% Approach Total	11.8	11.8	76.5	0.0		33.3	62.5	4.2	0.0		0.0	100.0	0.0	0.0		0.0	95.8	4.2	0.0			
PHF	0.500	0.500	0.464	0.000	0.531	0.500	0.938	0.250	0.000	0.857	0.000	0.750	0.000	0.000	0.750	0.000	0.442	0.250	0.000	0.462	0.773	
Buses	0	1	4	0	5	3	6	1	0	10	0	3	0	0	3	0	5	0	0	5	23	
Buses %	0.0	50.0	30.8	0.0	29.4	37.5	40.0	100.0	0.0	41.7	0.0	100.0	0.0	0.0	100.0	0.0	21.7	0.0	0.0	20.8	33.8	
Single-Unit Trucks	2	1	9	0	12	4	8	0	0	12	0	0	0	0	0	0	15	1	0	16	40	
Single-Unit %	100.0	50.0	69.2	0.0	70.6	50.0	53.3	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	65.2	100.0	0.0	66.7	58.8	
Articulated Trucks	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	5	
Articulated %	0.0	0.0	0.0	0.0	0.0	12.5	6.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	12.5	7.4	
Buses	0	1	4	0	5	3	6	1	0	10	0	3	0	0	3	0	5	0	0	5	23	
Single-Unit Trucks	2	1	9	0	12	4	8	0	0	12	0	0	0	0	0	0	15	1	0	16	40	
Articulated Trucks	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	5	
<b>Total Entering Leg</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>8</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>68</b>	
Buses					6					9					2						6	23
Single-Unit Trucks					5					24					1						10	40
Articulated Trucks					1					3					0						1	5
<b>Total Exiting Leg</b>					12					36					3						17	68

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Buses**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	2	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5	
7:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	
7:30 AM	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	0	4	0	0	4	9	
7:45 AM	0	1	1	0	2	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	6	
<b>Total</b>	0	2	3	0	5	3	8	0	0	11	0	2	0	0	2	0	6	0	0	6	24	
8:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	
8:15 AM	0	0	2	0	2	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	6	
8:30 AM	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	0	2	0	0	2	10	
8:45 AM	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	7	
<b>Total</b>	0	0	6	0	6	3	10	1	0	14	0	1	0	0	1	0	4	0	0	4	25	
<b>Grand Total</b>	0	2	9	0	11	6	18	1	0	25	0	3	0	0	3	0	10	0	0	10	49	
Approach %	0.0	18.2	81.8	0.0		24.0	72.0	4.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	4.1	18.4	0.0	22.4	12.2	36.7	2.0	0.0	51.0	0.0	6.1	0.0	0.0	6.1	0.0	20.4	0.0	0.0	20.4		
Exiting Leg Total						9					19					3					18	49

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

8:00 AM	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	
8:15 AM	0	0	2	0	2	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	6	
8:30 AM	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	0	2	0	0	2	10	
8:45 AM	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	7	
<b>Total Volume</b>	0	0	6	0	6	3	10	1	0	14	0	1	0	0	1	0	4	0	0	4	25	
<b>% Approach Total</b>	0.0	0.0	100.0	0.0		21.4	71.4	7.1	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.000	0.750	0.000	0.750	0.750	0.417	0.250	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.625	
Entering Leg	0	0	6	0	6	3	10	1	0	14	0	1	0	0	1	0	4	0	0	4	25	
Exiting Leg						4					10					1					10	25
<b>Total</b>						10					24					2					14	50

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	5	0	5	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	11					
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4					
7:30 AM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	8	0	0	8	12					
7:45 AM	0	0	6	0	6	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	10					
<b>Total</b>	0	0	12	0	12	4	6	0	0	10	0	0	0	0	0	0	15	0	0	15	37					
8:00 AM	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	9					
8:15 AM	1	1	1	0	3	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	9					
8:30 AM	1	0	1	0	2	1	3	0	0	4	1	0	0	0	1	1	1	0	0	2	9					
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3					
<b>Total</b>	3	1	3	0	7	2	12	0	0	14	1	0	0	0	1	1	6	1	0	8	30					
Grand Total	3	1	15	0	19	6	18	0	0	24	1	0	0	0	1	1	21	1	0	23	67					
Approach %	15.8	5.3	78.9	0.0		25.0	75.0	0.0	0.0		100.0	0.0	0.0	0.0		4.3	91.3	4.3	0.0							
Total %	4.5	1.5	22.4	0.0	28.4	9.0	26.9	0.0	0.0	35.8	1.5	0.0	0.0	0.0	1.5	1.5	31.3	1.5	0.0	34.3						
Exiting Leg Total						7					37					2					21					67

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

7:30 AM	Adams Street					Washington Street					Lewis Terrace					Washington Street					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						
7:30 AM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	8	0	0	8	12					
7:45 AM	0	0	6	0	6	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	10					
8:00 AM	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	9					
8:15 AM	1	1	1	0	3	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	9					
Total Volume	2	1	9	0	12	4	8	0	0	12	0	0	0	0	0	0	15	1	0	16	40					
% Approach Total	16.7	8.3	75.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	93.8	6.3	0.0							
PHF	0.500	0.250	0.375	0.000	0.500	0.333	0.500	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.469	0.250	0.000	0.500	0.833					
Entering Leg	2	1	9	0	12	4	8	0	0	12	0	0	0	0	0	0	15	1	0	16	40					
Exiting Leg						5					24					1					10					40
Total						17					36					1					26					80

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Articulated Trucks**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	0
7:15 AM	0	0	0	0	0	0	2	0	0	2	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	1	0	0	0	1	1
7:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
<b>Total</b>	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	6	6
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
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	4
<b>Grand Total</b>	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	10	10
Approach %	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	60.0		
Total %	0.0	0.0	0.0	0.0	0.0	10.0	30.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0		
Exiting Leg Total	1					6					0					3					10	

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

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	0
7:15 AM	0	0	0	0	0	0	2	0	0	2	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	1	0	0	0	1	1
7:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
<b>Total Volume</b>	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	6	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	60.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500	0.500
Entering Leg	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	6	6
Exiting Leg	1					2					0					3					6	
<b>Total</b>	1					6					0					5					12	



PDI File #: 228397 (9)  
 Location: N: Adams Street S: Lewis Terrace  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Adams Street							Washington Street							Lewis Terrace							Washington Street							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	1	0	0	1	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	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	4		
7:45 AM	0	0	1	0	1	0	2	0	1	0	0	0	1	1	0	0	0	0	1	2	1	0	0	0	1	0	7		
<b>Total</b>	0	0	1	0	1	0	2	0	2	2	0	0	4	2	0	0	0	0	1	3	1	1	0	0	1	0	12		
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		
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		
8:30 AM	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1		
<b>Total</b>	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	1	4		
<b>Grand Total</b>	0	0	1	0	1	1	3	1	2	2	0	0	5	2	0	0	0	1	1	4	1	1	0	0	1	1	16		
Approach %	0.0	0.0	33.3	0.0	33.3	33.3		20.0	40.0	40.0	0.0	0.0		50.0	0.0	0.0	0.0	25.0	25.0		25.0	25.0	0.0	0.0	25.0	25.0			
Total %	0.0	0.0	6.3	0.0	6.3	6.3	18.8	6.3	12.5	12.5	0.0	0.0	31.3	12.5	0.0	0.0	0.0	6.3	6.3	25.0	6.3	6.3	0.0	0.0	6.3	6.3	25.0		
Exiting Leg Total	3							4							5							4							16

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

	Adams Street							Washington Street							Lewis Terrace							Washington Street							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		
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		
7:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	4		
7:45 AM	0	0	1	0	1	0	2	0	1	0	0	0	1	1	0	0	0	0	1	2	1	0	0	0	1	0	7		
<b>Total Volume</b>	0	0	1	0	1	0	2	0	2	2	0	0	4	2	0	0	0	0	1	3	1	1	0	0	1	0	12		
% Approach Total	0.0	0.0	50.0	0.0	50.0	0.0		0.0	50.0	50.0	0.0	0.0		66.7	0.0	0.0	0.0	0.0	33.3		33.3	33.3	0.0	0.0	33.3	0.0			
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.333	0.500	0.000	0.000	0.000	0.000	0.250	0.375		0.250	0.250	0.000	0.000	0.250	0.000	0.375	0.429
Entering Leg	0	0	1	0	1	0	2	0	2	2	0	0	4	2	0	0	0	0	1	3	1	1	0	0	1	0	12		
Exiting Leg	1							4							4							3							12
<b>Total</b>	3							8							7							6							24

PDI File #: 228397 (9)  
 Location: N: Adams Street S: Lewis Terrace  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



#260-22

**Pedestrians**

	Adams Street							Washington Street							Lewis Terrace							Washington Street							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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:15 AM	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	7		
7:30 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	5		
Total	0	0	0	0	5	6	11	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	1	1	2	16
8:00 AM	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	3	1	4	15
8:15 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	0	2	6
8:30 AM	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5	5	16
8:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	5	11	16	0	0	0	0	0	0	0	0	0	0	0	6	6	12	0	0	0	0	5	6	11	39
Grand Total	0	0	0	0	10	17	27	0	0	0	0	0	0	0	0	0	0	0	7	8	15	0	0	0	0	6	7	13	55
Approach %	0	0	0	0	37	63		0	0	0	0	0	0	0	0	0	0	0	46.7	53.3		0	0	0	0	46.2	53.8		
Total %	0	0	0	0	18.2	30.9	49.1	0	0	0	0	0	0	0	0	0	0	0	12.7	14.5	27.3	0	0	0	0	10.9	12.7	23.6	
Exiting Leg Total	27							0							15							13							55

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

	Adams Street							Washington Street							Lewis Terrace							Washington Street							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	
7:45 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	1	5
8:00 AM	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	3	1	4	15
8:15 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	0	2	6
8:30 AM	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5	5	16
Total Volume	0	0	0	0	6	11	17	0	0	0	0	0	0	0	0	0	0	0	6	7	13	0	0	0	0	6	6	12	42
% Approach Total	0.0	0.0	0.0	0.0	35.3	64.7		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.2	53.8		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.750	0.550	0.607	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.300	0.583	0.650	0.000	0.000	0.000	0.000	0.500	0.300	0.600	0.656
Entering Leg	0	0	0	0	6	11	17	0	0	0	0	0	0	0	0	0	0	0	6	7	13	0	0	0	0	6	6	12	42
Exiting Leg	17							0							13							12							42
Total	34							0							26							24							84

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	22	16	33	0	71	44	189	18	1	252	9	19	3	0	31	13	114	13	0	140	494
4:15 PM	16	15	33	0	64	34	210	18	0	262	20	18	2	0	40	7	159	5	1	172	538
4:30 PM	14	19	43	0	76	47	170	21	0	238	10	18	2	0	30	8	162	11	0	181	525
4:45 PM	17	15	36	0	68	56	198	16	0	270	18	8	3	0	29	11	131	24	0	166	533
<b>Total</b>	69	65	145	0	279	181	767	73	1	1022	57	63	10	0	130	39	566	53	1	659	2090
5:00 PM	25	9	33	0	67	49	197	16	0	262	21	16	2	0	39	10	173	11	2	196	564
5:15 PM	21	18	44	0	83	35	225	17	0	277	19	16	5	0	40	7	185	15	0	207	607
5:30 PM	13	17	41	0	71	44	182	23	0	249	20	7	2	0	29	13	178	15	0	206	555
5:45 PM	18	11	38	0	67	40	179	26	0	245	12	13	2	0	27	7	178	17	0	202	541
<b>Total</b>	77	55	156	0	288	168	783	82	0	1033	72	52	11	0	135	37	714	58	2	811	2267
Grand Total	146	120	301	0	567	349	1550	155	1	2055	129	115	21	0	265	76	1280	111	3	1470	4357
Approach %	25.7	21.2	53.1	0.0		17.0	75.4	7.5	0.0		48.7	43.4	7.9	0.0		5.2	87.1	7.6	0.2		
Total %	3.4	2.8	6.9	0.0	13.0	8.0	35.6	3.6	0.0	47.2	3.0	2.6	0.5	0.0	6.1	1.7	29.4	2.5	0.1	33.7	
Exiting Leg Total	575					1711					351					1720					4357
Cars	146	118	293	0	557	343	1527	154	1	2025	129	113	21	0	263	76	1263	108	3	1450	4295
% Cars	100.0	98.3	97.3	0.0	98.2	98.3	98.5	99.4	100.0	98.5	100.0	98.3	100.0	0.0	99.2	100.0	98.7	97.3	100.0	98.6	98.6
Exiting Leg Total	564					1686					348					1697					4295
Heavy Vehicles	0	2	8	0	10	6	23	1	0	30	0	2	0	0	2	0	17	3	0	20	62
% Heavy Vehicles	0.0	1.7	2.7	0.0	1.8	1.7	1.5	0.6	0.0	1.5	0.0	1.7	0.0	0.0	0.8	0.0	1.3	2.7	0.0	1.4	1.4
Exiting Leg Total	11					25					3					23					62

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

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	
5:00 PM	25	9	33	0	67	49	197	16	0	262	21	16	2	0	39	10	173	11	2	196	564
5:15 PM	21	18	44	0	83	35	225	17	0	277	19	16	5	0	40	7	185	15	0	207	607
5:30 PM	13	17	41	0	71	44	182	23	0	249	20	7	2	0	29	13	178	15	0	206	555
5:45 PM	18	11	38	0	67	40	179	26	0	245	12	13	2	0	27	7	178	17	0	202	541
Total Volume	77	55	156	0	288	168	783	82	0	1033	72	52	11	0	135	37	714	58	2	811	2267
% Approach Total	26.7	19.1	54.2	0.0		16.3	75.8	7.9	0.0		53.3	38.5	8.1	0.0		4.6	88.0	7.2	0.2		
PHF	0.770	0.764	0.886	0.000	0.867	0.857	0.870	0.788	0.000	0.932	0.857	0.813	0.550	0.000	0.844	0.712	0.965	0.853	0.250	0.979	0.934
Cars	77	54	150	0	281	165	771	81	0	1017	72	52	11	0	135	37	703	56	2	798	2231
Cars %	100.0	98.2	96.2	0.0	97.6	98.2	98.5	98.8	0.0	98.5	100.0	100.0	100.0	0.0	100.0	100.0	98.5	96.6	100.0	98.4	98.4
Heavy Vehicles	0	1	6	0	7	3	12	1	0	16	0	0	0	0	0	0	11	2	0	13	36
Heavy Vehicles %	0.0	1.8	3.8	0.0	2.4	1.8	1.5	1.2	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5	3.4	0.0	1.6	1.6
Cars Enter Leg	77	54	150	0	281	165	771	81	0	1017	72	52	11	0	135	37	703	56	2	798	2231
Heavy Enter Leg	0	1	6	0	7	3	12	1	0	16	0	0	0	0	0	0	11	2	0	13	36
Total Entering Leg	77	55	156	0	288	168	783	82	0	1033	72	52	11	0	135	37	714	58	2	811	2267
Cars Exiting Leg	273					925					172					861					2231
Heavy Exiting Leg	5					17					2					12					36
Total Exiting Leg	278					942					174					873					2267

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Cars**



**#260-22**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	22	16	32	0	70	44	187	18	1	250	9	19	3	0	31	13	113	12	0	138	489					
4:15 PM	16	15	32	0	63	32	205	18	0	255	20	16	2	0	38	7	159	5	1	172	528					
4:30 PM	14	18	43	0	75	46	168	21	0	235	10	18	2	0	30	8	159	11	0	178	518					
4:45 PM	17	15	36	0	68	56	196	16	0	268	18	8	3	0	29	11	129	24	0	164	529					
<b>Total</b>	<b>69</b>	<b>64</b>	<b>143</b>	<b>0</b>	<b>276</b>	<b>178</b>	<b>756</b>	<b>73</b>	<b>1</b>	<b>1008</b>	<b>57</b>	<b>61</b>	<b>10</b>	<b>0</b>	<b>128</b>	<b>39</b>	<b>560</b>	<b>52</b>	<b>1</b>	<b>652</b>	<b>2064</b>					
5:00 PM	25	9	32	0	66	48	189	16	0	253	21	16	2	0	39	10	169	11	2	192	550					
5:15 PM	21	18	41	0	80	34	224	17	0	275	19	16	5	0	40	7	183	15	0	205	600					
5:30 PM	13	16	40	0	69	44	182	23	0	249	20	7	2	0	29	13	177	14	0	204	551					
5:45 PM	18	11	37	0	66	39	176	25	0	240	12	13	2	0	27	7	174	16	0	197	530					
<b>Total</b>	<b>77</b>	<b>54</b>	<b>150</b>	<b>0</b>	<b>281</b>	<b>165</b>	<b>771</b>	<b>81</b>	<b>0</b>	<b>1017</b>	<b>72</b>	<b>52</b>	<b>11</b>	<b>0</b>	<b>135</b>	<b>37</b>	<b>703</b>	<b>56</b>	<b>2</b>	<b>798</b>	<b>2231</b>					
Grand Total	146	118	293	0	557	343	1527	154	1	2025	129	113	21	0	263	76	1263	108	3	1450	4295					
Approach %	26.2	21.2	52.6	0.0		16.9	75.4	7.6	0.0		49.0	43.0	8.0	0.0		5.2	87.1	7.4	0.2							
Total %	3.4	2.7	6.8	0.0	13.0	8.0	35.6	3.6	0.0	47.1	3.0	2.6	0.5	0.0	6.1	1.8	29.4	2.5	0.1	33.8						
Exiting Leg Total						564					1686					348					1697					4295

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

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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						
5:00 PM	25	9	32	0	66	48	189	16	0	253	21	16	2	0	39	10	169	11	2	192	550					
5:15 PM	21	18	41	0	80	34	224	17	0	275	19	16	5	0	40	7	183	15	0	205	600					
5:30 PM	13	16	40	0	69	44	182	23	0	249	20	7	2	0	29	13	177	14	0	204	551					
5:45 PM	18	11	37	0	66	39	176	25	0	240	12	13	2	0	27	7	174	16	0	197	530					
Total Volume	77	54	150	0	281	165	771	81	0	1017	72	52	11	0	135	37	703	56	2	798	2231					
% Approach Total	27.4	19.2	53.4	0.0		16.2	75.8	8.0	0.0		53.3	38.5	8.1	0.0		4.6	88.1	7.0	0.3							
PHF	0.770	0.750	0.915	0.000	0.878	0.859	0.860	0.810	0.000	0.925	0.857	0.813	0.550	0.000	0.844	0.712	0.960	0.875	0.250	0.973	0.930					
Entering Leg	77	54	150	0	281	165	771	81	0	1017	72	52	11	0	135	37	703	56	2	798	2231					
Exiting Leg						273					925					172					861					2231
Total						554					1942					307					1659					4462

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



**#260-22**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	1	0	0	2	5
4:15 PM	0	0	1	0	1	2	5	0	0	7	0	2	0	0	2	0	0	0	0	0	0	10
4:30 PM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	3	0	0	0	3	7
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
<b>Total</b>	0	1	2	0	3	3	11	0	0	14	0	2	0	0	2	0	6	1	0	0	7	26
5:00 PM	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	0	4	0	0	0	4	14
5:15 PM	0	0	3	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	0	2	7
5:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
5:45 PM	0	0	1	0	1	1	3	1	0	5	0	0	0	0	0	0	4	1	0	0	5	11
<b>Total</b>	0	1	6	0	7	3	12	1	0	16	0	0	0	0	0	0	11	2	0	0	13	36
Grand Total	0	2	8	0	10	6	23	1	0	30	0	2	0	0	2	0	17	3	0	0	20	62
Approach %	0.0	20.0	80.0	0.0		20.0	76.7	3.3	0.0		0.0	100.0	0.0	0.0		0.0	85.0	15.0	0.0			
Total %	0.0	3.2	12.9	0.0	16.1	9.7	37.1	1.6	0.0	48.4	0.0	3.2	0.0	0.0	3.2	0.0	27.4	4.8	0.0		32.3	
Exiting Leg Total	11					25					3					23					62	
Buses	0	2	3	0	5	3	14	0	0	17	0	0	0	0	0	0	10	0	0	0	10	32
% Buses	0.0	100.0	37.5	0.0	50.0	50.0	60.9	0.0	0.0	56.7	0.0	0.0	0.0	0.0	0.0	0.0	58.8	0.0	0.0	0.0	50.0	51.6
Exiting Leg Total	3					13					2					14					32	
Single-Unit Trucks	0	0	5	0	5	3	8	1	0	12	0	2	0	0	2	0	7	3	0	0	10	29
% Single-Unit	0.0	0.0	62.5	0.0	50.0	50.0	34.8	100.0	0.0	40.0	0.0	100.0	0.0	0.0	100.0	0.0	41.2	100.0	0.0	0.0	50.0	46.8
Exiting Leg Total	8					12					1					8					29	
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Exiting Leg Total	0					0					0					1					1	

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

5:00 PM	Adams Street					Washington Street					Lewis Terrace					Washington Street					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		
5:00 PM	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	0	4	0	0	0	4	14
5:15 PM	0	0	3	0	3	1	1	0	0	2	0	0	0	0	0	0	2	0	0	0	2	7
5:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
5:45 PM	0	0	1	0	1	1	3	1	0	5	0	0	0	0	0	0	4	1	0	0	5	11
<b>Total Volume</b>	0	1	6	0	7	3	12	1	0	16	0	0	0	0	0	0	11	2	0	0	13	36
% Approach Total	0.0	14.3	85.7	0.0		18.8	75.0	6.3	0.0		0.0	0.0	0.0	0.0		0.0	84.6	15.4	0.0			
PHF	0.000	0.250	0.500	0.000	0.583	0.750	0.375	0.250	0.000	0.444	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.500	0.000	0.650	0.643	
Buses	0	1	2	0	3	1	7	0	0	8	0	0	0	0	0	0	6	0	0	0	6	17
% Buses	0.0	100.0	33.3	0.0	42.9	33.3	58.3	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	0.0	0.0	46.2	47.2
Single-Unit Trucks	0	0	4	0	4	2	4	1	0	7	0	0	0	0	0	0	5	2	0	0	7	18
% Single-Unit	0.0	0.0	66.7	0.0	57.1	66.7	33.3	100.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	45.5	100.0	0.0	0.0	53.8	50.0
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
Buses	0	1	2	0	3	1	7	0	0	8	0	0	0	0	0	0	6	0	0	0	6	17
Single-Unit Trucks	0	0	4	0	4	2	4	1	0	7	0	0	0	0	0	0	5	2	0	0	7	18
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Entering Leg</b>	0	1	6	0	7	3	12	1	0	16	0	0	0	0	0	0	11	2	0	0	13	36
Buses	1					8					1					7					17	
Single-Unit Trucks	4					9					1					4					18	
Articulated Trucks	0					0					0					1					1	
<b>Total Exiting Leg</b>	5					17					2					12					36	

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Buses**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
4:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	0	1	1	0	2	2	7	0	0	9	0	0	0	0	0	0	4	0	0	4	15
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
5:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	6
<b>Total</b>	0	1	2	0	3	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	17
Grand Total	0	2	3	0	5	3	14	0	0	17	0	0	0	0	0	0	10	0	0	10	32
Approach %	0.0	40.0	60.0	0.0		17.6	82.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	6.3	9.4	0.0	15.6	9.4	43.8	0.0	0.0	53.1	0.0	0.0	0.0	0.0	0.0	0.0	31.3	0.0	0.0	31.3	
Exiting Leg Total	3					13					2					14					32

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

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
5:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
5:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	6
<b>Total Volume</b>	0	1	2	0	3	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	17
% Approach Total	0.0	33.3	66.7	0.0		12.5	87.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.500	0.000	0.375	0.250	0.583	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.708
Entering Leg	0	1	2	0	3	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	17
Exiting Leg	1					8					1					7					17
<b>Total</b>	4					16					1					13					34

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	1	0	1	1
4:15 PM	0	0	1	0	1	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	7
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	0	0	1	0	1	1	4	0	0	5	0	2	0	0	2	0	2	1	0	3	11
5:00 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	9
5:15 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	5
<b>Total</b>	0	0	4	0	4	2	4	1	0	7	0	0	0	0	0	0	5	2	0	7	18
<b>Grand Total</b>	0	0	5	0	5	3	8	1	0	12	0	2	0	0	2	0	7	3	0	10	29
Approach %	0.0	0.0	100.0	0.0		25.0	66.7	8.3	0.0		0.0	100.0	0.0	0.0		0.0	70.0	30.0	0.0		
Total %	0.0	0.0	17.2	0.0	17.2	10.3	27.6	3.4	0.0	41.4	0.0	6.9	0.0	0.0	6.9	0.0	24.1	10.3	0.0	34.5	
Exiting Leg Total	8					12					1					8					29

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

4:15 PM	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	
4:15 PM	0	0	1	0	1	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	7
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	9
<b>Total Volume</b>	0	0	2	0	2	2	8	0	0	10	0	2	0	0	2	0	5	0	0	5	19
<b>% Approach Total</b>	0.0	0.0	100.0	0.0		20.0	80.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.500	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.417	0.000	0.000	0.417	0.528
Entering Leg	0	0	2	0	2	2	8	0	0	10	0	2	0	0	2	0	5	0	0	5	19
Exiting Leg	4					7					0					8					19
<b>Total</b>	6					17					2					13					38

PDI File #: **228397 (9)**  
 Location: **N: Adams Street S: Lewis Terrace**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Articulated Trucks**



**#260-22**

**Articulated Trucks**

	Adams Street					Washington Street					Lewis Terrace					Washington Street					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
<b>Total</b>	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	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					1	1				

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

4:15 PM	Adams Street					Washington Street					Lewis Terrace					Washington Street					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	
4:15 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
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					0					1	1				
Total	0					1					0					1	2				



PDI File #: 228397 (9)  
 Location: N: Adams Street S: Lewis Terrace  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

**Bicycles (on Roadway and Crosswalks)**

	Adams Street							Washington Street							Lewis Terrace							Washington Street							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	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	1	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	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	3	
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	0	
5:30 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	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	0	0	0	
Total	0	1	0	0	1	0	2	0	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	5	
Grand Total	0	1	0	0	1	0	2	0	0	2	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	6	
Approach %	0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	1							0							5							0							6

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

	Adams Street							Washington Street							Lewis Terrace							Washington Street							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	
4:45 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	
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	
5:00 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	3	
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	0	
5:30 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	1	0	0	1	0	2	0	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	5	
% Approach Total	0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	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	0.417		
Entering Leg	0	1	0	0	1	0	2	0	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	5		
Exiting Leg	1							0							4							0							5
Total	3							2							5							0							10

PDI File #: 228397 (9)  
 Location: N: Adams Street S: Lewis Terrace  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



#260-22

**Pedestrians**

	Adams Street							Washington Street							Lewis Terrace							Washington Street							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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	5	
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	4
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	4	
Total	0	0	0	0	5	2	7	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	2	1	3	14	
5:00 PM	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	0	2	8	
5:15 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	6	
5:30 PM	0	0	0	0	1	0	1	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	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	0	6	3	9	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	3	1	4	17	
Grand Total	0	0	0	0	11	5	16	0	0	0	0	1	0	1	0	0	0	0	2	5	7	0	0	0	0	5	2	7	31	
Approach %	0	0	0	0	68.8	31.3		0	0	0	0	100	0		0	0	0	0	28.6	71.4		0	0	0	0	71.4	28.6			
Total %	0	0	0	0	35.5	16.1	51.6	0	0	0	0	3.23	0	3.23	0	0	0	0	6.45	16.1	22.6	0	0	0	0	16.1	6.45	22.6		
Exiting Leg Total	16							1							7							7							31	

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

	Adams Street							Washington Street							Lewis Terrace							Washington Street							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	
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	4
5:00 PM	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	0	2	8
5:15 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	6
Total Volume	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	4	1	5	19
% Approach Total	0.0	0.0	0.0	0.0	55.6	44.4		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	80.0	20.0		
PHF	0.000	0.000	0.000	0.000	0.417	0.500	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.625	0.000	0.000	0.000	0.000	0.500	0.250	0.625	0.594
Entering Leg	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	4	1	5	19
Exiting Leg	9							0							5							5							19
Total	18							0							10							10							38



PDI File #: 228397 (10)  
 Location: N: Jackson Road S: Lewis Terrace NW: Northwest  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

Cars

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	2	4	2	4	0	12	8	25	82	4	0	119	15	3	5	0	0	23	0	73	6	5	0	84	1	3	22	0	0	26	264
7:15 AM	0	1	6	9	0	16	14	20	85	4	0	123	11	3	8	2	0	24	0	108	13	15	0	136	8	17	32	0	0	57	356
7:30 AM	0	5	5	12	0	22	22	33	110	11	0	176	17	2	14	1	0	34	0	144	24	13	0	181	4	17	49	0	0	70	483
7:45 AM	0	25	6	26	0	57	31	35	135	10	0	211	22	14	13	2	0	51	0	164	38	24	0	226	9	17	46	0	0	72	617
<b>Total</b>	<b>2</b>	<b>35</b>	<b>19</b>	<b>51</b>	<b>0</b>	<b>107</b>	<b>75</b>	<b>113</b>	<b>412</b>	<b>29</b>	<b>0</b>	<b>629</b>	<b>65</b>	<b>22</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>132</b>	<b>0</b>	<b>489</b>	<b>81</b>	<b>57</b>	<b>0</b>	<b>627</b>	<b>22</b>	<b>54</b>	<b>149</b>	<b>0</b>	<b>0</b>	<b>225</b>	<b>1720</b>
8:00 AM	2	11	4	19	0	36	30	54	139	11	0	234	17	9	24	3	0	53	0	182	40	2	0	224	15	9	43	0	0	67	614
8:15 AM	1	13	5	11	0	30	19	43	144	16	0	222	24	9	17	5	0	55	0	150	34	6	0	190	16	15	40	0	0	71	568
8:30 AM	0	13	9	10	0	32	14	27	146	15	0	202	15	8	12	4	0	39	0	169	7	3	0	179	18	15	14	0	0	47	499
8:45 AM	0	11	8	4	0	23	14	33	111	14	0	172	14	4	8	1	0	27	0	140	24	11	0	175	16	19	43	0	0	78	475
<b>Total</b>	<b>3</b>	<b>48</b>	<b>26</b>	<b>44</b>	<b>0</b>	<b>121</b>	<b>77</b>	<b>157</b>	<b>540</b>	<b>56</b>	<b>0</b>	<b>830</b>	<b>70</b>	<b>30</b>	<b>61</b>	<b>13</b>	<b>0</b>	<b>174</b>	<b>0</b>	<b>641</b>	<b>105</b>	<b>22</b>	<b>0</b>	<b>768</b>	<b>65</b>	<b>58</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>263</b>	<b>2156</b>
Grand Total	5	83	45	95	0	228	152	270	952	85	0	1459	135	52	101	18	0	306	0	1130	186	79	0	1395	87	112	289	0	0	488	3876
Approach %	2.2	36.4	19.7	41.7	0.0		10.4	18.5	65.3	5.8	0.0		44.1	17.0	33.0	5.9	0.0		0.0	81.0	13.3	5.7	0.0		17.8	23.0	59.2	0.0	0.0		
Total %	0.1	2.1	1.2	2.5	0.0	5.9	3.9	7.0	24.6	2.2	0.0	37.6	3.5	1.3	2.6	0.5	0.0	7.9	0.0	29.2	4.8	2.0	0.0	36.0	2.2	2.9	7.5	0.0	0.0	12.6	
Exiting Leg Total	390						1649						242						1140						455						3876

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

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
7:45 AM	0	25	6	26	0	57	31	35	135	10	0	211	22	14	13	2	0	51	0	164	38	24	0	226	9	17	46	0	0	72	617
8:00 AM	2	11	4	19	0	36	30	54	139	11	0	234	17	9	24	3	0	53	0	182	40	2	0	224	15	9	43	0	0	67	614
8:15 AM	1	13	5	11	0	30	19	43	144	16	0	222	24	9	17	5	0	55	0	150	34	6	0	190	16	15	40	0	0	71	568
8:30 AM	0	13	9	10	0	32	14	27	146	15	0	202	15	8	12	4	0	39	0	169	7	3	0	179	18	15	14	0	0	47	499
Total Volume	3	62	24	66	0	155	94	159	564	52	0	869	78	40	66	14	0	198	0	665	119	35	0	819	58	56	143	0	0	257	2298
% Approach Total	1.9	40.0	15.5	42.6	0.0		10.8	18.3	64.9	6.0	0.0		39.4	20.2	33.3	7.1	0.0		0.0	81.2	14.5	4.3	0.0		22.6	21.8	55.6	0.0	0.0		
PHF	0.375	0.620	0.667	0.635	0.000	0.680	0.758	0.736	0.966	0.813	0.000	0.928	0.813	0.714	0.688	0.700	0.000	0.900	0.000	0.913	0.744	0.365	0.000	0.906	0.806	0.824	0.777	0.000	0.000	0.892	0.931
Entering Leg	3	62	24	66	0	155	94	159	564	52	0	869	78	40	66	14	0	198	0	665	119	35	0	819	58	56	143	0	0	257	2298
Exiting Leg	253						952						132						698						263						2298
<b>Total</b>	<b>408</b>						<b>1821</b>						<b>330</b>						<b>1517</b>						<b>520</b>						<b>4596</b>



PDI File #: 228397 (10)  
 Location: N: Jackson Road S: Lewis Terrace NW: Northwest  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

**Buses**

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	4	
7:30 AM	0	0	0	0	0	0	1	1	2	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	8	
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	1	1	1	0	2	5	
<b>Total</b>	0	0	0	0	0	0	1	2	7	0	0	10	0	0	1	0	0	1	0	6	0	0	0	6	0	2	3	0	0	5	22
8:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
8:15 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	5
8:30 AM	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	10
8:45 AM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	7
<b>Total</b>	0	0	1	0	0	1	0	3	9	0	0	12	0	0	0	0	0	0	0	5	0	0	0	5	0	0	6	0	0	6	24
Grand Total	0	0	1	0	0	1	1	5	16	0	0	22	0	0	1	0	0	1	0	11	0	0	0	11	0	2	9	0	0	11	46
Approach %	0.0	0.0	100.0	0.0	0.0		4.5	22.7	72.7	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	18.2	81.8	0.0	0.0		
Total %	0.0	0.0	2.2	0.0	0.0	2.2	2.2	10.9	34.8	0.0	0.0	47.8	0.0	0.0	2.2	0.0	0.0	2.2	0.0	23.9	0.0	0.0	0.0	23.9	0.0	4.3	19.6	0.0	0.0	23.9	
Exiting Leg Total	1						20						3						16						6						46

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

8:00 AM	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
8:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	5
8:30 AM	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	10
8:45 AM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	7
Total Volume	0	0	1	0	0	1	0	3	9	0	0	12	0	0	0	0	0	0	0	5	0	0	0	5	0	0	6	0	0	6	24
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	25.0	75.0	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	0.000	0.250	0.000	0.000	0.250	0.000	0.750	0.450	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.417	0.000	0.000	0.750	0.000	0.000	0.750	0.600
Entering Leg	0	0	1	0	0	1	0	3	9	0	0	12	0	0	0	0	0	0	0	5	0	0	0	5	0	0	6	0	0	6	24
Exiting Leg	0						11						1						9						3						24
<b>Total</b>	1						23						1						14						9						48

PDI File #: 228397 (10)  
 Location: N: Jackson Road S: Lewis Terrace NW: Northwest  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

Single-Unit Trucks

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	0	0	4	11
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	0	7	2	0	0	9	0	0	1	0	0	1	13
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6	0	0	6	10
Total	0	0	0	0	0	0	0	2	7	0	0	9	0	0	1	0	0	1	0	16	3	0	0	19	0	0	11	0	0	11	40
8:00 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
8:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	1	1	0	4	0	1	1	0	0	2	8
8:30 AM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	7
8:45 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
Total	0	1	0	0	0	1	0	2	10	0	0	12	0	0	0	0	0	0	0	5	1	1	0	7	0	1	3	0	0	4	24
Grand Total	0	1	0	0	0	1	0	4	17	0	0	21	0	0	1	0	0	1	0	21	4	1	0	26	0	1	14	0	0	15	64
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	19.0	81.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	80.8	15.4	3.8	0.0		0.0	6.7	93.3	0.0	0.0		
Total %	0.0	1.6	0.0	0.0	0.0	1.6	0.0	6.3	26.6	0.0	0.0	32.8	0.0	0.0	1.6	0.0	0.0	1.6	0.0	32.8	6.3	1.6	0.0	40.6	0.0	1.6	21.9	0.0	0.0	23.4	
Exiting Leg Total	4						35						1						18						6						64

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

7:00 AM	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	0	0	4	11
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	0	7	2	0	0	9	0	0	1	0	0	1	13
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6	0	0	6	10
Total Volume	0	0	0	0	0	0	0	2	7	0	0	9	0	0	1	0	0	1	0	16	3	0	0	19	0	0	11	0	0	11	40
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	22.2	77.8	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	84.2	15.8	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.438	0.000	0.000	0.450	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.571	0.375	0.000	0.000	0.528	0.000	0.000	0.458	0.000	0.000	0.458	0.769
Entering Leg	0	0	0	0	0	0	0	2	7	0	0	9	0	0	1	0	0	1	0	16	3	0	0	19	0	0	11	0	0	11	40
Exiting Leg	3						27						0						7						3						40
Total	3						36						1						26						14						80

PDI File #: 228397 (10)  
 Location: N: Jackson Road S: Lewis Terrace NW: Northwest  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

#260-22

**Articulated Trucks**

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	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
7:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	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	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
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
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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	1	0	0	0	1	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	50.0	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	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						3						0						3						0						Total

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

7:00 AM	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	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
7:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	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	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	50.0	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	0.375	0.000	0.000	0.375	0.000	0.000	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	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
Exiting Leg	0						1						0						3						Total						
<b>Total</b>	0						4						0						4						0						Total



PDI File #: **228397 (10)**  
 Location: **N: Jackson Road S: Lewis Terrace NW: Northwest**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Jackson Road									Washington Street								Lewis Terrace								Washington Street								Northwest								Total	
	from North									from East								from South								from West								from Northwest									
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	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	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	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	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45 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	1	0	0	0	0	0	0	0	0	0	1	1		
Total	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5		
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	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	0	0		
8:30 AM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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	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	0	0	0	0	0	0	0	0	1		
Total	0	0	0	0	0	0	2	2	0	1	0	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	3		
Grand Total	0	0	2	0	0	0	2	4	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	8		
Approach %	0.0	0.0	50.0	0.0	0.0	0.0	50.0		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	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				
Total %	0.0	0.0	25.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	12.5					
Exiting Leg Total	3									2								2								0								1	8								

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

	Jackson Road									Washington Street								Lewis Terrace								Washington Street								Northwest								Total
	from North									from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	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	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	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	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45 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	1	0	0	0	0	0	0	0	0	0	1	1		
Total Volume	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	5	
% Approach Total	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	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	100.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.250	0.000	0.000	0.000	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.417			
Entering Leg	2									2								2								1								5								
Exiting Leg	1									2								2								0								0								
Total	3									2								3								1								10								

PDI File #: 228397 (10)  
Location: N: Jackson Road S: Lewis Terrace NW: Northwest  
Location: E: Washington Street W: Washington Street  
City, State: Newton, MA  
Client: VHB/M. Duranleau  
Site Code: TBA  
Count Date: Thursday, February 3, 2022  
Start Time: 7:00 AM  
End Time: 9:00 AM  
Class:



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

#260-22

Pedestrians

	Jackson Road										Washington Street								Lewis Terrace								Washington Street								Northwest								Total
	from North										from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total			
7:00 AM	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	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	2	2	0	0	0	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	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	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	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3				
Total	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	7				
8:00 AM	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	6				
8:15 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	6					
8:30 AM	0	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	11					
8:45 AM	0	0	0	0	0	2	0	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	2					
Total	0	0	0	0	0	7	9	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	9	0	0	0	0	0	0	0	25					
Grand Total	0	0	0	0	0	8	13	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	11	0	0	0	0	0	0	0	0	32					
Approach %	0	0	0	0	0	38	62		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	36	64	0	0	0	0	0	0							
Total %	0	0	0	0	0	25	41	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	22	34	0	0	0	0	0	0	0	0						
Exiting Leg Total								21								0													11								32						

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

	Jackson Road										Washington Street								Lewis Terrace								Washington Street								Northwest								Total
	from North										from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NB	CW-SWB	Total			
7:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3					
8:00 AM	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	6					
8:15 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	6						
8:30 AM	0	0	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	11						
Total Volume	0	0	0	0	0	6	10	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	0	0	0	26						
% Approach Total	0.0	0.0	0.0	0.0	0.0	37.5	62.5		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	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	0.500	0.500	0.667	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	0.300	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.591							
Entering Leg	0	0	0	0	0	6	10	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	0	0	0	26							
Exiting Leg								16							0																						26						
Total								32						0															20								52						

PDI File #: 228397 (10)  
Location: N: Jackson Road S: Lewis Terrace NW: Northwest  
Location: E: Washington Street W: Washington Street  
City, State: Newton, MA  
Client: VHB/M. Duranleau  
Site Code: TBA  
Count Date: Thursday, February 3, 2022  
Start Time: 4:00 PM  
End Time: 6:00 PM  
Class:



Cars and Heavy Vehicles (Combined)

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						Total												
	from North						from East						from South						from West						from Northwest																		
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total													
4:00 PM	2	15	10	13	0	40	14	42	173	12	1	242	5	4	20	2	0	31	0	112	8	13	0	133	23	16	33	0	0	72	518												
4:15 PM	0	13	3	6	0	22	12	35	192	13	0	252	13	7	18	2	0	40	0	155	8	5	1	169	15	15	33	0	0	63	546												
4:30 PM	3	13	7	6	0	29	9	45	157	14	0	225	8	2	18	2	0	30	0	153	15	11	0	179	13	19	43	0	0	75	538												
4:45 PM	0	13	1	9	0	23	19	55	177	16	0	267	13	3	9	3	0	28	0	128	12	24	0	164	17	15	35	0	0	67	549												
<b>Total</b>	5	54	21	34	0	114	54	177	699	55	1	986	39	16	65	9	0	129	0	548	43	53	1	645	68	65	144	0	0	277	2151												
5:00 PM	0	11	5	7	0	23	9	47	176	8	0	240	16	4	13	2	0	35	0	153	8	10	1	172	25	9	23	0	0	57	527												
5:15 PM	0	15	7	10	0	32	18	30	203	12	0	263	15	6	20	4	0	45	0	162	13	16	0	191	19	17	37	0	0	73	604												
5:30 PM	2	10	6	13	0	31	14	43	156	21	0	234	11	2	4	2	0	19	0	156	12	16	0	184	10	16	32	0	0	58	526												
5:45 PM	1	12	5	11	0	29	18	37	156	21	0	232	11	1	14	1	0	27	0	164	13	18	0	195	11	11	31	0	0	53	536												
<b>Total</b>	3	48	23	41	0	115	59	157	691	62	0	969	53	13	51	9	0	126	0	635	46	60	1	742	65	53	123	0	0	241	2193												
Grand Total	8	102	44	75	0	229	113	334	1390	117	1	1955	92	29	116	18	0	255	0	1183	89	113	2	1387	133	118	267	0	0	518	4344												
Approach %	3.5	44.5	19.2	32.8	0.0		5.8	17.1	71.1	6.0	0.1		36.1	11.4	45.5	7.1	0.0		0.0	85.3	6.4	8.1	0.1		25.7	22.8	51.5	0.0	0.0														
Total %	0.2	2.3	1.0	1.7	0.0	5.3	2.6	7.7	32.0	2.7	0.0	45.0	2.1	0.7	2.7	0.4	0.0	5.9	0.0	27.2	2.0	2.6	0.0	31.9	3.1	2.7	6.1	0.0	0.0	11.9													
Exiting Leg Total							231						1618						279						1645						571						4344						
Cars	8	102	44	74	0	228	113	327	1367	116	1	1924	92	29	114	18	0	253	0	1167	89	111	2	1369	133	116	261	0	0	510	4284												
% Cars	100.0	100.0	100.0	98.7	0.0	99.6	100.0	97.9	98.3	99.1	100.0	98.4	100.0	100.0	98.3	100.0	0.0	99.2	0.0	98.6	100.0	98.2	100.0	98.7	100.0	98.3	97.8	0.0	0.0	98.5	98.6												
Exiting Leg Total							1595						1622																		560						4284						
Heavy Vehicles	0	0	0	1	0	1	0	7	23	1	0	31	0	0	2	0	0	2	0	16	0	2	0	18	0	2	6	0	0	8	60												
% Heavy Vehicles	0.0	0.0	0.0	1.3	0.0	0.4	0.0	2.1	1.7	0.9	0.0	1.6	0.0	0.0	1.7	0.0	0.0	0.8	0.0	1.4	0.0	1.8	0.0	1.3	0.0	1.7	2.2	0.0	0.0	1.5	1.4												
Exiting Leg Total							0						23						3																		11						60

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

4:30 PM	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						Total						
	from North						from East						from South						from West						from Northwest												
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total							
4:30 PM	3	13	7	6	0	29	9	45	157	14	0	225	8	2	18	2	0	30	0	153	15	11	0	179	13	19	43	0	0	75	538						
4:45 PM	0	13	1	9	0	23	19	55	177	16	0	267	13	3	9	3	0	28	0	128	12	24	0	164	17	15	35	0	0	67	549						
5:00 PM	0	11	5	7	0	23	9	47	176	8	0	240	16	4	13	2	0	35	0	153	8	10	1	172	25	9	23	0	0	57	527						
5:15 PM	0	15	7	10	0	32	18	30	203	12	0	263	15	6	20	4	0	45	0	162	13	16	0	191	19	17	37	0	0	73	604						
Total Volume	3	52	20	32	0	107	55	177	713	50	0	995	52	15	60	11	0	138	0	596	48	61	1	706	74	60	138	0	0	272	2218						
% Approach Total	2.8	48.6	18.7	29.9	0.0		5.5	17.8	71.7	5.0	0.0		37.7	10.9	43.5	8.0	0.0		0.0	84.4	6.8	8.6	0.1		27.2	22.1	50.7	0.0	0.0								
PHF	0.250	0.867	0.714	0.800	0.000	0.836	0.724	0.805	0.878	0.781	0.000	0.932	0.813	0.625	0.750	0.688	0.000	0.767	0.000	0.920	0.800	0.635	0.250	0.924	0.740	0.789	0.802	0.000	0.000	0.907	0.918						
Cars	3	52	20	32	0	107	55	174	701	50	0	980	52	15	59	11	0	137	0	586	48	61	1	696	74	59	135	0	0	268	2188						
Cars %	100.0	100.0	100.0	100.0	0.0	100.0	100.0	98.3	98.3	100.0	0.0	98.5	100.0	100.0	98.3	100.0	0.0	99.3	0.0	98.3	100.0	100.0	100.0	98.6	100.0	98.3	97.8	0.0	0.0	98.5	98.6						
Heavy Vehicles	0	0	0	0	0	0	0	3	12	0	0	15	0	0	1	0	0	1	0	10	0	0	0	10	0	1	3	0	0	4	30						
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	0.0	0.0	1.5	0.0	0.0	1.7	0.0	0.0	0.7	0.0	1.7	0.0	0.0	0.0	1.4	0.0	1.7	2.2	0.0	0.0	1.5	1.4						
Cars Enter Leg	3	52	20	32	0	107	55	174	701	50	0	980	52	15	59	11	0	137	0	586	48	61	1	696	74	59	135	0	0	268	2188						
Heavy Enter Leg	0	0	0	0	0	0	0	3	12	0	0	15	0	0	1	0	0	1	0	10	0	0	0	10	0	1	3	0	0	4	30						
Total Entering Leg	3	52	20	32	0	107	55	177	713	50	0	995	52	15	60	11	0	138	0	596	48	61	1	706	74	60	138	0	0	272	2218						
Cars Exiting Leg							118						805						129						839						297						2188
Heavy Exiting Leg							0						13						1						12						4						30
Total Exiting Leg							118						818						130						851						301						2218

PDI File #: 228397 (10)  
 Location: N: Jackson Road S: Lewis Terrace NW: Northwest  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

#260-22

Cars

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	2	15	10	12	0	39	14	42	171	12	1	240	5	4	20	2	0	31	0	111	8	12	0	131	23	16	32	0	0	71	512
4:15 PM	0	13	3	6	0	22	12	33	186	13	0	244	13	7	17	2	0	39	0	155	8	5	1	169	15	15	32	0	0	62	536
4:30 PM	3	13	7	6	0	29	9	44	155	14	0	222	8	2	18	2	0	30	0	150	15	11	0	176	13	18	43	0	0	74	531
4:45 PM	0	13	1	9	0	23	19	55	175	16	0	265	13	3	9	3	0	28	0	126	12	24	0	162	17	15	35	0	0	67	545
Total	5	54	21	33	0	113	54	174	687	55	1	971	39	16	64	9	0	128	0	542	43	52	1	638	68	64	142	0	0	274	2124
5:00 PM	0	11	5	7	0	23	9	46	169	8	0	232	16	4	12	2	0	34	0	150	8	10	1	169	25	9	22	0	0	56	514
5:15 PM	0	15	7	10	0	32	18	29	202	12	0	261	15	6	20	4	0	45	0	160	13	16	0	189	19	17	35	0	0	71	598
5:30 PM	2	10	6	13	0	31	14	43	156	21	0	234	11	2	4	2	0	19	0	155	12	15	0	182	10	15	31	0	0	56	522
5:45 PM	1	12	5	11	0	29	18	35	153	20	0	226	11	1	14	1	0	27	0	160	13	18	0	191	11	11	31	0	0	53	526
Total	3	48	23	41	0	115	59	153	680	61	0	953	53	13	50	9	0	125	0	625	46	59	1	731	65	52	119	0	0	236	2160
Grand Total	8	102	44	74	0	228	113	327	1367	116	1	1924	92	29	114	18	0	253	0	1167	89	111	2	1369	133	116	261	0	0	510	4284
Approach %	3.5	44.7	19.3	32.5	0.0		5.9	17.0	71.0	6.0	0.1		36.4	11.5	45.1	7.1	0.0		0.0	85.2	6.5	8.1	0.1		26.1	22.7	51.2	0.0	0.0		
Total %	0.2	2.4	1.0	1.7	0.0	5.3	2.6	7.6	31.9	2.7	0.0	44.9	2.1	0.7	2.7	0.4	0.0	5.9	0.0	27.2	2.1	2.6	0.0	32.0	3.1	2.7	6.1	0.0	0.0	11.9	
Exiting Leg Total	231						1595						276						1622						560						4284

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

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						Total
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	
4:30 PM	3	13	7	6	0	29	9	44	155	14	0	222	8	2	18	2	0	30	0	150	15	11	0	176	13	18	43	0	0	74	531
4:45 PM	0	13	1	9	0	23	19	55	175	16	0	265	13	3	9	3	0	28	0	126	12	24	0	162	17	15	35	0	0	67	545
5:00 PM	0	11	5	7	0	23	9	46	169	8	0	232	16	4	12	2	0	34	0	150	8	10	1	169	25	9	22	0	0	56	514
5:15 PM	0	15	7	10	0	32	18	29	202	12	0	261	15	6	20	4	0	45	0	160	13	16	0	189	19	17	35	0	0	71	598
Total Volume	3	52	20	32	0	107	55	174	701	50	0	980	52	15	59	11	0	137	0	586	48	61	1	696	74	59	135	0	0	268	2188
% Approach Total	2.8	48.6	18.7	29.9	0.0		5.6	17.8	71.5	5.1	0.0		38.0	10.9	43.1	8.0	0.0		0.0	84.2	6.9	8.8	0.1		27.6	22.0	50.4	0.0	0.0		
PHF	0.250	0.867	0.714	0.800	0.000	0.836	0.724	0.791	0.868	0.781	0.000	0.925	0.813	0.625	0.738	0.688	0.000	0.761	0.000	0.916	0.800	0.635	0.250	0.921	0.740	0.819	0.785	0.000	0.000	0.905	0.915
Entering Leg	3	52	20	32	0	107	55	174	701	50	0	980	52	15	59	11	0	137	0	586	48	61	1	696	74	59	135	0	0	268	2188
Exiting Leg	118						805						129						839						297						2188
Total	225						1785						266						1535						565						4376



PDI File #: 228397 (10)  
 Location: N: Jackson Road S: Lewis Terrace NW: Northwest  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

#260-22

**Buses**

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
<b>Total</b>	0	0	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	0	4	0	0	0	4	0	1	1	0	0	2	15
5:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6
<b>Total</b>	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	0	5	0	0	0	5	0	1	2	0	0	3	16
Grand Total	0	0	0	0	0	0	0	3	14	0	0	17	0	0	0	0	0	0	9	0	0	0	9	0	2	3	0	0	5	31	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.6	82.4	0.0	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	29.0	0.0	40.0	60.0	0.0	0.0	16.1		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7	45.2	0.0	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0	29.0	0.0	0.0	0.0	29.0	0.0	6.5	9.7	0.0	0.0	16.1		
Exiting Leg Total	0						12						2						14						3						31

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

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						
	from North						from East						from South						from West						from Northwest						
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total
5:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6
<b>Total Volume</b>	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	5	0	0	0	5	0	1	2	0	0	3	16	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	87.5	0.0	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	29.0	0.0	33.3	66.7	0.0	0.0	16.1		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.583	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.250	0.500	0.000	0.000	0.375	0.667	
Entering Leg	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	5	0	0	0	5	0	1	2	0	0	3	16	
Exiting Leg	0						7						1						7						1						16
<b>Total</b>	0						15						1						12						4						32

PDI File #: 228397 (10)  
 Location: N: Jackson Road S: Lewis Terrace NW: Northwest  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

#260-22

Single-Unit Trucks

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest							
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total	
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	1	4	0	0	5	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	7
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	1	0	1	0	1	5	0	0	6	0	0	1	0	0	1	0	2	0	1	0	3	0	0	1	0	0	1	0	12
5:00 PM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	1	0	0	1	0	2	0	0	0	2	0	0	1	0	0	1	0	8
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	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	1	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4
<b>Total</b>	0	0	0	0	0	0	0	3	3	1	0	7	0	0	1	0	0	1	0	5	0	1	0	6	0	0	2	0	0	2	0	16
Grand Total	0	0	0	1	0	1	0	4	8	1	0	13	0	0	2	0	0	2	0	7	0	2	0	9	0	0	3	0	0	3	0	28
Approach %	0.0	0.0	0.0	100.0	0.0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	100.0	0.0	0.0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	3.6	0.0	3.6	0.0	14.3	28.6	3.6	0.0	46.4	0.0	0.0	7.1	0.0	0.0	7.1	0.0	25.0	0.0	7.1	0.0	32.1	0.0	0.0	10.7	0.0	0.0	10.7		
Exiting Leg Total	0						11						1						8						8							

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

4:15 PM	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest							
	from North						from East						from South						from West						from Northwest							
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Total	
4:15 PM	0	0	0	0	0	0	0	1	4	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	7
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	1	0	0	1	0	2	0	0	0	2	0	0	1	0	0	1	0	8
Total Volume	0	0	0	0	0	0	0	2	8	0	0	10	0	0	2	0	0	2	0	4	0	0	0	4	0	0	2	0	0	2	0	18
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	20.0	80.0	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	0.0	0.0	0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.563	
Entering Leg	0	0	0	0	0	0	0	2	8	0	0	10	0	0	2	0	0	2	0	4	0	0	0	4	0	0	2	0	0	2	0	18
Exiting Leg	0						6						0						8						4							
<b>Total</b>	0						16						2						12						6							

PDI File #: **228397 (10)**  
 Location: **N: Jackson Road S: Lewis Terrace NW: Northwest**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA**  
 Client: **VHB/M. Duranleau**  
 Site Code: **TBA**  
 Count Date: **Thursday, February 3, 2022**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**#260-22**

**Articulated Trucks**

	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						Total										
	from North						from East						from South						from West						from Northwest																
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total											
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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
5:00 PM	0	0	0	0	0	0	0	0	1	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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	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
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0						0						0						1						0						1										

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

4:15 PM	Jackson Road						Washington Street						Lewis Terrace						Washington Street						Northwest						Total								
	from North						from East						from South						from West						from Northwest														
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total									
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	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	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	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.250	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	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0						0						0						1						0						1								
Total	0						1						0						1						0						2								



PDI File #: **228397 (10)**  
Location: **N: Jackson Road S: Lewis Terrace NW: Northwest**  
Location: **E: Washington Street W: Washington Street**  
City, State: **Newton, MA**  
Client: **VHB/M. Duranleau**  
Site Code: **TBA**  
Count Date: **Thursday, February 3, 2022**  
Start Time: **4:00 PM**  
End Time: **6:00 PM**  
Class:



**PRECISION  
DATA  
INDUSTRIES, LLC**

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

**Bicycles (on Roadway and Crosswalks)**

**#260-22**

	Jackson Road								Washington Street								Lewis Terrace								Washington Street								Northwest																
	from North								from East								from South								from West								from Northwest																
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	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	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	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	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	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	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	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	0	0	0	0	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	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	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	0	0	0	0	0	0	0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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								0								

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

4:00 PM	Jackson Road								Washington Street								Lewis Terrace								Washington Street								Northwest																
	from North								from East								from South								from West								from Northwest																
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	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	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	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	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	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	0	0	0	0	0	0	0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	0.000	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	0	0	0	0	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	0								0								0								0								0																
Total	0								0								0								0								0								0								

PDI File #: 228397 (10)  
 Location: N: Jackson Road S: Lewis Terrace NW: Northwest  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA  
 Client: VHB/M. Duranleau  
 Site Code: TBA  
 Count Date: Thursday, February 3, 2022  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

#260-22

**Pedestrians**

	Jackson Road								Washington Street								Lewis Terrace								Washington Street								Northwest								Total
	from North								from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
4:00 PM	0	0	0	0	0	3	0	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	0	0	3
4:15 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5	
4:30 PM	0	0	0	0	0	2	0	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	2		
4:45 PM	0	0	0	0	0	1	3	4	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	0	0	0	0	0	5		
Total	0	0	0	0	0	7	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	15		
5:00 PM	0	0	0	0	0	3	3	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	7		
5:15 PM	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	1	1	2	0	0	0	0	0	0	3		
5:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3		
5:45 PM	0	0	0	0	0	3	0	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	3		
Total	0	0	0	0	0	7	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	16		
Grand Total	0	0	0	0	0	14	10	24	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4	2	6	0	0	0	0	0	0	31			
Approach %	0	0	0	0	0	58	42		0	0	0	0	0	0	0	0	0	0	0	0	0	100	0		0	0	0	0	67	33		0	0	0	0	0	0				
Total %	0	0	0	0	0	45	32	77	0	0	0	0	0	0	0	0	0	0	0	0	0	3.2	0	3.2	0	3.2	0	0	13	6.5	19	0	0	0	0	0	0	0			
Exiting Leg Total								24																														0	31		

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

	Jackson Road								Washington Street								Lewis Terrace								Washington Street								Northwest								Total
	from North								from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
4:15 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5		
4:30 PM	0	0	0	0	0	2	0	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	2		
4:45 PM	0	0	0	0	0	1	3	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	5		
5:00 PM	0	0	0	0	0	3	3	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	7		
Total Volume	0	0	0	0	0	7	8	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	3	0	0	0	0	0	0	0	19		
% Approach Total	0.0	0.0	0.0	0.0	0.0	46.7	53.3		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.0000	0.0000	0.0000	0.0000	0.0000	0.583	0.667	0.625	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.250	0.000	0.250		0.0000	0.0000	0.0000	0.0000	0.500	0.250	0.750	0.0000	0.0000	0.0000	0.0000	0.0000	0.679			
Entering Leg	0	0	0	0	0	7	8	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	3	0	0	0	0	0	0	19			
Exiting Leg								15																														0	19		
Total								30																														0	38		



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Traffic Volume Count Data

COVID-19 Adjustment Data

**Comparison of Traffic Volumes - 2022 to 2019 (Pre-COVID)**

Intersection/Street	Approach	Nov-19	Feb-22	Percent Difference
<b>7. WASHINGTON STREET AT HARVARD STREET</b>				
Morning Peak Hour		7:45 AM	7:45 AM	
Washington Street	EB	852	672	-21%
Washington Street	WB	564	580	3%
Harvard Street	<u>NB</u>	<u>160</u>	<u>97</u>	<u>-39%</u>
	Total	1576	1349	-14%
Evening Peak Hour		5:00 PM	4:30 PM	
Washington Street	EB	687	521	-24%
Washington Street	WB	882	722	-18%
Harvard Street	<u>NB</u>	<u>92</u>	<u>100</u>	<u>9%</u>
	Total	1661	1343	-19%

Note: All roadways in the study area are U4-U7 roadways

PDI File #: **197271 (9) AM**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA (Newtonville)**  
 Client: **VHB/M.Duranleau**  
 Site Code: **14717.00**  
 Count Date: **Thursday, November 14, 2019**  
 Start Time: **6:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	35	8	0	43	1	2	0	3	1	53	0	54	100
6:15 AM	20	2	0	22	1	1	0	2	1	64	0	65	89
6:30 AM	58	5	1	64	6	3	0	9	1	93	0	94	167
6:45 AM	66	4	0	70	5	1	0	6	1	98	0	99	175
<b>Total</b>	<b>179</b>	<b>19</b>	<b>1</b>	<b>199</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>20</b>	<b>4</b>	<b>308</b>	<b>0</b>	<b>312</b>	<b>531</b>
7:00 AM	73	9	0	82	12	7	0	19	2	138	0	140	241
7:15 AM	91	19	0	110	15	8	0	23	5	163	0	168	301
7:30 AM	82	51	0	133	31	12	0	43	11	161	0	172	348
7:45 AM	108	28	0	136	39	17	0	56	11	195	0	206	398
<b>Total</b>	<b>354</b>	<b>107</b>	<b>0</b>	<b>461</b>	<b>97</b>	<b>44</b>	<b>0</b>	<b>141</b>	<b>29</b>	<b>657</b>	<b>0</b>	<b>686</b>	<b>1288</b>
8:00 AM	113	18	0	131	31	8	0	39	11	207	0	218	388
8:15 AM	122	23	0	145	20	6	0	26	11	195	0	206	377
8:30 AM	136	16	0	152	27	12	0	39	6	216	0	222	413
8:45 AM	108	12	0	120	28	5	0	33	5	216	0	221	374
<b>Total</b>	<b>479</b>	<b>69</b>	<b>0</b>	<b>548</b>	<b>106</b>	<b>31</b>	<b>0</b>	<b>137</b>	<b>33</b>	<b>834</b>	<b>0</b>	<b>867</b>	<b>1552</b>
Grand Total	1012	195	1	1208	216	82	0	298	66	1799	0	1865	3371
Approach %	83.8	16.1	0.1		72.5	27.5	0.0		3.5	96.5	0.0		
Total %	30.0	5.8	0.0	35.8	6.4	2.4	0.0	8.8	2.0	53.4	0.0	55.3	
Exiting Leg Total				2016				261				1094	3371
Cars	945	187	1	1133	209	80	0	289	65	1736	0	1801	3223
% Cars	93.4	95.9	100.0	93.8	96.8	97.6	0.0	97.0	98.5	96.5	0.0	96.6	95.6
Exiting Leg Total				1946				252				1025	3223
Heavy Vehicles	67	8	0	75	7	2	0	9	1	63	0	64	148
% Heavy Vehicles	6.6	4.1	0.0	6.2	3.2	2.4	0.0	3.0	1.5	3.5	0.0	3.4	4.4
Exiting Leg Total				70				9				69	148

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM													
7:45 AM	108	28	0	136	39	17	0	56	11	195	0	206	398
8:00 AM	113	18	0	131	31	8	0	39	11	207	0	218	388
8:15 AM	122	23	0	145	20	6	0	26	11	195	0	206	377
8:30 AM	136	16	0	152	27	12	0	39	6	216	0	222	413
Total Volume	479	85	0	564	117	43	0	160	39	813	0	852	1576
% Approach Total	84.9	15.1	0.0		73.1	26.9	0.0		4.6	95.4	0.0		
PHF	0.881	0.759	0.000	0.928	0.750	0.632	0.000	0.714	0.886	0.941	0.000	0.959	0.954
Cars	460	83	0	543	115	43	0	158	38	780	0	818	1519
Cars %	96.0	97.6	0.0	96.3	98.3	100.0	0.0	98.8	97.4	95.9	0.0	96.0	96.4
Heavy Vehicles	19	2	0	21	2	0	0	2	1	33	0	34	57
Heavy Vehicles %	4.0	2.4	0.0	3.7	1.7	0.0	0.0	1.3	2.6	4.1	0.0	4.0	3.6
Cars Enter Leg	460	83	0	543	115	43	0	158	38	780	0	818	1519
Heavy Enter Leg	19	2	0	21	2	0	0	2	1	33	0	34	57
Total Entering Leg	479	85	0	564	117	43	0	160	39	813	0	852	1576
Cars Exiting Leg				895				121				503	1519
Heavy Exiting Leg				35				3				19	57
Total Exiting Leg				930				124				522	1576

PDI File #: **197271 (9) AM**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA (Newtonville)**  
 Client: **VHB/M.Duranleau**  
 Site Code: **14717.00**  
 Count Date: **Thursday, November 14, 2019**  
 Start Time: **6:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Cars**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	29	7	0	36	1	2	0	3	1	52	0	53	92
6:15 AM	17	1	0	18	1	1	0	2	1	60	0	61	81
6:30 AM	50	4	1	55	5	3	0	8	1	89	0	90	153
6:45 AM	59	4	0	63	4	1	0	5	1	95	0	96	164
Total	155	16	1	172	11	7	0	18	4	296	0	300	490
7:00 AM	65	9	0	74	11	7	0	18	2	134	0	136	228
7:15 AM	84	18	0	102	15	8	0	23	5	160	0	165	290
7:30 AM	76	50	0	126	30	12	0	42	11	157	0	168	336
7:45 AM	103	28	0	131	39	17	0	56	10	191	0	201	388
Total	328	105	0	433	95	44	0	139	28	642	0	670	1242
8:00 AM	106	18	0	124	31	8	0	39	11	200	0	211	374
8:15 AM	121	21	0	142	19	6	0	25	11	183	0	194	361
8:30 AM	130	16	0	146	26	12	0	38	6	206	0	212	396
8:45 AM	105	11	0	116	27	3	0	30	5	209	0	214	360
Total	462	66	0	528	103	29	0	132	33	798	0	831	1491
Grand Total	945	187	1	1133	209	80	0	289	65	1736	0	1801	3223
Approach %	83.4	16.5	0.1		72.3	27.7	0.0		3.6	96.4	0.0		
Total %	29.3	5.8	0.0	35.2	6.5	2.5	0.0	9.0	2.0	53.9	0.0	55.9	
Exiting Leg Total				1946				252				1025	3223

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	103	28	0	131	39	17	0	56	10	191	0	201	388
8:00 AM	106	18	0	124	31	8	0	39	11	200	0	211	374
8:15 AM	121	21	0	142	19	6	0	25	11	183	0	194	361
8:30 AM	130	16	0	146	26	12	0	38	6	206	0	212	396
Total Volume	460	83	0	543	115	43	0	158	38	780	0	818	1519
% Approach Total	84.7	15.3	0.0		72.8	27.2	0.0		4.6	95.4	0.0		
PHF	0.885	0.741	0.000	0.930	0.737	0.632	0.000	0.705	0.864	0.947	0.000	0.965	0.959
Entering Leg	460	83	0	543	115	43	0	158	38	780	0	818	1519
Exiting Leg				895				121				503	1519
Total				1438				279				1321	3038

PDI File #: 197271 (9) AM  
 Location: S: Harvard Street  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA (Newtonville)  
 Client: VHB/M.Duranleau  
 Site Code: 14717.00  
 Count Date: Thursday, November 14, 2019  
 Start Time: 6:00 AM  
 End Time: 9:00 AM  
 Class: Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)



#260-22

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	6	1	0	7	0	0	0	0	0	1	0	1	8
6:15 AM	3	1	0	4	0	0	0	0	0	4	0	4	8
6:30 AM	8	1	0	9	1	0	0	1	0	4	0	4	14
6:45 AM	7	0	0	7	1	0	0	1	0	3	0	3	11
Total	24	3	0	27	2	0	0	2	0	12	0	12	41
7:00 AM	8	0	0	8	1	0	0	1	0	4	0	4	13
7:15 AM	7	1	0	8	0	0	0	0	0	3	0	3	11
7:30 AM	6	1	0	7	1	0	0	1	0	4	0	4	12
7:45 AM	5	0	0	5	0	0	0	0	1	4	0	5	10
Total	26	2	0	28	2	0	0	2	1	15	0	16	46
8:00 AM	7	0	0	7	0	0	0	0	0	7	0	7	14
8:15 AM	1	2	0	3	1	0	0	1	0	12	0	12	16
8:30 AM	6	0	0	6	1	0	0	1	0	10	0	10	17
8:45 AM	3	1	0	4	1	2	0	3	0	7	0	7	14
Total	17	3	0	20	3	2	0	5	0	36	0	36	61
Grand Total	67	8	0	75	7	2	0	9	1	63	0	64	148
Approach %	89.3	10.7	0.0		77.8	22.2	0.0		1.6	98.4	0.0		
Total %	45.3	5.4	0.0	50.7	4.7	1.4	0.0	6.1	0.7	42.6	0.0	43.2	
Exiting Leg Total	70				9				69				148
Buses	30	2	0	32	4	0	0	4	0	30	0	30	66
% Buses	44.8	25.0	0.0	42.7	57.1	0.0	0.0	44.4	0.0	47.6	0.0	46.9	44.6
Exiting Leg Total	34				2				30				66
Single-Unit Trucks	31	4	0	35	3	2	0	5	0	27	0	27	67
% Single-Unit	46.3	50.0	0.0	46.7	42.9	100.0	0.0	55.6	0.0	42.9	0.0	42.2	45.3
Exiting Leg Total	30				4				33				67
Articulated Trucks	6	2	0	8	0	0	0	0	1	6	0	7	15
% Articulated	9.0	25.0	0.0	10.7	0.0	0.0	0.0	0.0	100.0	9.5	0.0	10.9	10.1
Exiting Leg Total	6				3				6				15

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

8:00 AM	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	7	0	0	7	0	0	0	0	0	7	0	7	14
8:15 AM	1	2	0	3	1	0	0	1	0	12	0	12	16
8:30 AM	6	0	0	6	1	0	0	1	0	10	0	10	17
8:45 AM	3	1	0	4	1	2	0	3	0	7	0	7	14
Total Volume	17	3	0	20	3	2	0	5	0	36	0	36	61
% Approach Total	85.0	15.0	0.0		60.0	40.0	0.0		0.0	100.0	0.0		
PHF	0.607	0.375	0.000	0.714	0.750	0.250	0.000	0.417	0.000	0.750	0.000	0.750	0.897
Buses	3	1	0	4	3	0	0	3	0	20	0	20	27
Buses %	17.6	33.3	0.0	20.0	100.0	0.0	0.0	60.0	0.0	55.6	0.0	55.6	44.3
Single-Unit Trucks	12	2	0	14	0	2	0	2	0	12	0	12	28
Single-Unit %	70.6	66.7	0.0	70.0	0.0	100.0	0.0	40.0	0.0	33.3	0.0	33.3	45.9
Articulated Trucks	2	0	0	2	0	0	0	0	0	4	0	4	6
Articulated %	11.8	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	11.1	9.8
Buses	3	1	0	4	3	0	0	3	0	20	0	20	27
Single-Unit Trucks	12	2	0	14	0	2	0	2	0	12	0	12	28
Articulated Trucks	2	0	0	2	0	0	0	0	0	4	0	4	6
Total Entering Leg	17	3	0	20	3	2	0	5	0	36	0	36	61
Buses	23				1				3				27
Single-Unit Trucks	12				2				14				28
Articulated Trucks	4				0				2				6
Total Exiting Leg	39				3				19				61

PDI File #: **197271 (9) AM**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA (Newtonville)**  
 Client: **VHB/M.Duranleau**  
 Site Code: **14717.00**  
 Count Date: **Thursday, November 14, 2019**  
 Start Time: **6:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Buses**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
6:15 AM	2	1	0	3	0	0	0	0	0	2	0	2	5
6:30 AM	8	0	0	8	0	0	0	0	0	0	0	0	8
6:45 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
<b>Total</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>20</b>
7:00 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
7:15 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
7:30 AM	3	0	0	3	1	0	0	1	0	2	0	2	6
7:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>19</b>
8:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:15 AM	0	0	0	0	1	0	0	1	0	9	0	9	10
8:30 AM	1	0	0	1	1	0	0	1	0	6	0	6	8
8:45 AM	1	1	0	2	1	0	0	1	0	3	0	3	6
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>27</b>
<b>Grand Total</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>66</b>
Approach %	93.8	6.3	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	45.5	3.0	0.0	48.5	6.1	0.0	0.0	6.1	0.0	45.5	0.0	45.5	
Exiting Leg Total				34				2				30	66

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:15 AM	0	0	0	0	1	0	0	1	0	9	0	9	10
8:30 AM	1	0	0	1	1	0	0	1	0	6	0	6	8
8:45 AM	1	1	0	2	1	0	0	1	0	3	0	3	6
<b>Total Volume</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>27</b>
<b>% Approach Total</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.750	0.250	0.000	0.500	0.750	0.000	0.000	0.750	0.000	0.556	0.000	0.556	0.675
Entering Leg	3	1	0	4	3	0	0	3	0	20	0	20	27
Exiting Leg				23				1				3	27
<b>Total</b>				<b>27</b>				<b>4</b>				<b>23</b>	<b>54</b>



PDI File #: **197271 (9) AM**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA (Newtonville)**  
 Client: **VHB/M.Duranleau**  
 Site Code: **14717.00**  
 Count Date: **Thursday, November 14, 2019**  
 Start Time: **6:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	3	1	0	4	0	0	0	0	0	1	0	1	5
6:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
6:30 AM	0	1	0	1	1	0	0	1	0	3	0	3	5
6:45 AM	3	0	0	3	1	0	0	1	0	2	0	2	6
<b>Total</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>19</b>
7:00 AM	3	0	0	3	1	0	0	1	0	2	0	2	6
7:15 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
7:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
7:45 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
<b>Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>20</b>
8:00 AM	5	0	0	5	0	0	0	0	0	3	0	3	8
8:15 AM	1	2	0	3	0	0	0	0	0	2	0	2	5
8:30 AM	4	0	0	4	0	0	0	0	0	4	0	4	8
8:45 AM	2	0	0	2	0	2	0	2	0	3	0	3	7
<b>Total</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>28</b>
<b>Grand Total</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>27</b>	<b>67</b>
Approach %	88.6	11.4	0.0		60.0	40.0	0.0		0.0	100.0	0.0		
Total %	46.3	6.0	0.0	52.2	4.5	3.0	0.0	7.5	0.0	40.3	0.0	40.3	
Exiting Leg Total				30				4				33	67

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	5	0	0	5	0	0	0	0	0	3	0	3	8
8:15 AM	1	2	0	3	0	0	0	0	0	2	0	2	5
8:30 AM	4	0	0	4	0	0	0	0	0	4	0	4	8
8:45 AM	2	0	0	2	0	2	0	2	0	3	0	3	7
<b>Total Volume</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>28</b>
<b>% Approach Total</b>	<b>85.7</b>	<b>14.3</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.600	0.250	0.000	0.700	0.000	0.250	0.000	0.250	0.000	0.750	0.000	0.750	0.875
Entering Leg	12	2	0	14	0	2	0	2	0	12	0	12	28
Exiting Leg				12				2				14	28
<b>Total</b>				<b>26</b>				<b>4</b>				<b>26</b>	<b>56</b>

PDI File #: **197271 (9) AM**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA (Newtonville)**  
 Client: **VHB/M.Duranleau**  
 Site Code: **14717.00**  
 Count Date: **Thursday, November 14, 2019**  
 Start Time: **6:00 AM**  
 End Time: **9:00 AM**  
 Class:



**#260-22**

**Articulated Trucks**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
7:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	1	0	0	1	0	0	0	0	1	1	0	2	3
Total	3	2	0	5	0	0	0	0	1	1	0	2	7
8:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	0	0	2	0	0	0	0	0	4	0	4	6
Grand Total	6	2	0	8	0	0	0	0	1	6	0	7	15
Approach %	75.0	25.0	0.0		0.0	0.0	0.0		14.3	85.7	0.0		
Total %	40.0	13.3	0.0	53.3	0.0	0.0	0.0	0.0	6.7	40.0	0.0	46.7	
Exiting Leg Total	6				3				6				15

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	1	0	0	1	0	0	0	0	1	1	0	2	3
8:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total Volume	3	2	0	5	0	0	0	0	1	3	0	4	9
% Approach Total	60.0	40.0	0.0		0.0	0.0	0.0		25.0	75.0	0.0		
PHF	0.750	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.500	0.750
Entering Leg	3	2	0	5	0	0	0	0	1	3	0	4	9
Exiting Leg	3				3				3				9
Total	8				3				7				18

PDI File #: 197271 (9) AM  
 Location: S: Harvard Street  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA (Newtonville)  
 Client: VHB/M.Duranleau  
 Site Code: 14717.00  
 Count Date: Thursday, November 14, 2019  
 Start Time: 6:00 AM  
 End Time: 9:00 AM



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

#260-22

Class:

**Bicycles (on Roadway and Crosswalks)**

	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	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
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	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	1	0	1	0	0	0	0	0	0	1
8:00 AM	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
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	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	2
Approach %	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	100.0	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	50.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	1						1						0						2

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:15 AM	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Exiting Leg	0						0						1						1
Total	0						2						0						2

PDI File #: 197271 (9) AM  
 Location: S: Harvard Street  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA (Newtonville)  
 Client: VHB/M.Duranleau  
 Site Code: 14717.00  
 Count Date: Thursday, November 14, 2019  
 Start Time: 6:00 AM  
 End Time: 9:00 AM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

#260-22

**Pedestrians**

	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2
6:45 AM	0	0	0	0	1	1	0	0	0	1	2	3	0	0	0	0	1	1	5
Total	0	0	0	0	1	1	0	0	0	2	2	4	0	0	0	1	2	3	8
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	2	3
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	3	3	0	0	0	2	2	4	0	0	0	3	4	7	14
7:45 AM	0	0	0	2	1	3	0	0	0	6	0	6	0	0	0	4	3	7	16
Total	0	0	0	2	4	6	0	0	0	11	2	13	0	0	0	7	9	16	35
8:00 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	3	3	7
8:15 AM	0	0	0	0	1	1	0	0	0	5	0	5	0	0	0	0	8	8	14
8:30 AM	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	3	3	6	12
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	1	7	8	0	0	0	5	3	8	0	0	0	5	14	19	35
Grand Total	0	0	0	3	12	15	0	0	0	18	7	25	0	0	0	13	25	38	78
Approach %	0	0	0	20	80		0	0	0	72	28		0	0	0	34.211	65.789		
Total %	0	0	0	3.8462	15.385	19.231	0	0	0	23.077	8.9744	32.051	0	0	0	16.667	32.051	48.718	
Exiting Leg Total	15						25						38						78

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
7:30 AM	0	0	0	0	3	3	0	0	0	2	2	4	0	0	0	3	4	7	14
7:45 AM	0	0	0	2	1	3	0	0	0	6	0	6	0	0	0	4	3	7	16
8:00 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	3	3	7
8:15 AM	0	0	0	0	1	1	0	0	0	5	0	5	0	0	0	0	8	8	14
Total Volume	0	0	0	3	8	11	0	0	0	13	2	15	0	0	0	7	18	25	51
% Approach Total	0.0	0.0	0.0	27.3	72.7		0.0	0.0	0.0	86.7	13.3		0.0	0.0	0.0	28.0	72.0		
PHF	0.000	0.000	0.000	0.375	0.667	0.688	0.000	0.000	0.000	0.542	0.250	0.625	0.000	0.000	0.000	0.438	0.563	0.781	0.797
Entering Leg	0	0	0	3	8	11	0	0	0	13	2	15	0	0	0	7	18	25	51
Exiting Leg	11						15						25						51
Total	22						30						50						102

PDI File #: **197271 (9) PM**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA (Newtonville)**  
 Client: **VHB/M.Duranleau**  
 Site Code: **14717.00**  
 Count Date: **Thursday, November 14, 2019**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**#260-22**

**Cars and Heavy Vehicles (Combined)**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	180	24	0	204	24	5	0	29	3	111	0	114	347
4:15 PM	209	40	1	250	18	7	0	25	9	101	0	110	385
4:30 PM	192	19	0	211	20	5	0	25	8	137	0	145	381
4:45 PM	167	28	0	195	18	11	0	29	6	138	0	144	368
<b>Total</b>	<b>748</b>	<b>111</b>	<b>1</b>	<b>860</b>	<b>80</b>	<b>28</b>	<b>0</b>	<b>108</b>	<b>26</b>	<b>487</b>	<b>0</b>	<b>513</b>	<b>1481</b>
5:00 PM	199	40	0	239	16	2	0	18	6	141	0	147	404
5:15 PM	202	32	0	234	17	10	0	27	9	172	0	181	442
5:30 PM	181	32	0	213	14	5	0	19	12	161	0	173	405
5:45 PM	161	35	0	196	19	9	0	28	6	180	0	186	410
<b>Total</b>	<b>743</b>	<b>139</b>	<b>0</b>	<b>882</b>	<b>66</b>	<b>26</b>	<b>0</b>	<b>92</b>	<b>33</b>	<b>654</b>	<b>0</b>	<b>687</b>	<b>1661</b>
6:00 PM	175	32	0	207	8	8	0	16	6	112	0	118	341
6:15 PM	139	19	0	158	14	5	0	19	11	129	0	140	317
6:30 PM	139	23	0	162	10	10	0	20	8	119	0	127	309
6:45 PM	137	17	0	154	14	6	0	20	4	106	0	110	284
<b>Total</b>	<b>590</b>	<b>91</b>	<b>0</b>	<b>681</b>	<b>46</b>	<b>29</b>	<b>0</b>	<b>75</b>	<b>29</b>	<b>466</b>	<b>0</b>	<b>495</b>	<b>1251</b>
Grand Total	2081	341	1	2423	192	83	0	275	88	1607	0	1695	4393
Approach %	85.9	14.1	0.0		69.8	30.2	0.0		5.2	94.8	0.0		
Total %	47.4	7.8	0.0	55.2	4.4	1.9	0.0	6.3	2.0	36.6	0.0	38.6	
Exiting Leg Total				1800				429				2164	4393
Cars	2053	340	1	2394	188	82	0	270	88	1569	0	1657	4321
% Cars	98.7	99.7	100.0	98.8	97.9	98.8	0.0	98.2	100.0	97.6	0.0	97.8	98.4
Exiting Leg Total				1758				428				2135	4321
Heavy Vehicles	28	1	0	29	4	1	0	5	0	38	0	38	72
% Heavy Vehicles	1.3	0.3	0.0	1.2	2.1	1.2	0.0	1.8	0.0	2.4	0.0	2.2	1.6
Exiting Leg Total				42				1				29	72

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	199	40	0	239	16	2	0	18	6	141	0	147	404
5:15 PM	202	32	0	234	17	10	0	27	9	172	0	181	442
5:30 PM	181	32	0	213	14	5	0	19	12	161	0	173	405
5:45 PM	161	35	0	196	19	9	0	28	6	180	0	186	410
Total Volume	743	139	0	882	66	26	0	92	33	654	0	687	1661
% Approach Total	84.2	15.8	0.0		71.7	28.3	0.0		4.8	95.2	0.0		
PHF	0.920	0.869	0.000	0.923	0.868	0.650	0.000	0.821	0.688	0.908	0.000	0.923	0.939
Cars	732	138	0	870	64	26	0	90	33	635	0	668	1628
Cars %	98.5	99.3	0.0	98.6	97.0	100.0	0.0	97.8	100.0	97.1	0.0	97.2	98.0
Heavy Vehicles	11	1	0	12	2	0	0	2	0	19	0	19	33
Heavy Vehicles %	1.5	0.7	0.0	1.4	3.0	0.0	0.0	2.2	0.0	2.9	0.0	2.8	2.0
Cars Enter Leg	732	138	0	870	64	26	0	90	33	635	0	668	1628
Heavy Enter Leg	11	1	0	12	2	0	0	2	0	19	0	19	33
Total Entering Leg	743	139	0	882	66	26	0	92	33	654	0	687	1661
Cars Exiting Leg				699				171				758	1628
Heavy Exiting Leg				21				1				11	33
Total Exiting Leg				720				172				769	1661

PDI File #: **197271 (9) PM**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA (Newtonville)**  
 Client: **VHB/M.Duranleau**  
 Site Code: **14717.00**  
 Count Date: **Thursday, November 14, 2019**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**#260-22**

**Cars**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	179	24	0	203	24	5	0	29	3	108	0	111	343
4:15 PM	207	40	1	248	17	6	0	23	9	97	0	106	377
4:30 PM	188	19	0	207	20	5	0	25	8	134	0	142	374
4:45 PM	166	28	0	194	17	11	0	28	6	137	0	143	365
<b>Total</b>	<b>740</b>	<b>111</b>	<b>1</b>	<b>852</b>	<b>78</b>	<b>27</b>	<b>0</b>	<b>105</b>	<b>26</b>	<b>476</b>	<b>0</b>	<b>502</b>	<b>1459</b>
5:00 PM	193	40	0	233	15	2	0	17	6	137	0	143	393
5:15 PM	202	32	0	234	17	10	0	27	9	171	0	180	441
5:30 PM	179	31	0	210	13	5	0	18	12	157	0	169	397
5:45 PM	158	35	0	193	19	9	0	28	6	170	0	176	397
<b>Total</b>	<b>732</b>	<b>138</b>	<b>0</b>	<b>870</b>	<b>64</b>	<b>26</b>	<b>0</b>	<b>90</b>	<b>33</b>	<b>635</b>	<b>0</b>	<b>668</b>	<b>1628</b>
6:00 PM	175	32	0	207	8	8	0	16	6	109	0	115	338
6:15 PM	134	19	0	153	14	5	0	19	11	128	0	139	311
6:30 PM	136	23	0	159	10	10	0	20	8	116	0	124	303
6:45 PM	136	17	0	153	14	6	0	20	4	105	0	109	282
<b>Total</b>	<b>581</b>	<b>91</b>	<b>0</b>	<b>672</b>	<b>46</b>	<b>29</b>	<b>0</b>	<b>75</b>	<b>29</b>	<b>458</b>	<b>0</b>	<b>487</b>	<b>1234</b>
Grand Total	2053	340	1	2394	188	82	0	270	88	1569	0	1657	4321
Approach %	85.8	14.2	0.0		69.6	30.4	0.0		5.3	94.7	0.0		
Total %	47.5	7.9	0.0	55.4	4.4	1.9	0.0	6.2	2.0	36.3	0.0	38.3	
Exiting Leg Total				1758				428				2135	4321

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

5:00 PM	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	193	40	0	233	15	2	0	17	6	137	0	143	393
5:15 PM	202	32	0	234	17	10	0	27	9	171	0	180	441
5:30 PM	179	31	0	210	13	5	0	18	12	157	0	169	397
5:45 PM	158	35	0	193	19	9	0	28	6	170	0	176	397
Total Volume	732	138	0	870	64	26	0	90	33	635	0	668	1628
% Approach Total	84.1	15.9	0.0		71.1	28.9	0.0		4.9	95.1	0.0		
PHF	0.906	0.863	0.000	0.929	0.842	0.650	0.000	0.804	0.688	0.928	0.000	0.928	0.923
Entering Leg	732	138	0	870	64	26	0	90	33	635	0	668	1628
Exiting Leg				699				171				758	1628
Total				1569				261				1426	3256

PDI File #: 197271 (9) PM  
 Location: S: Harvard Street  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA (Newtonville)  
 Client: VHB/M.Duranleau  
 Site Code: 14717.00  
 Count Date: Thursday, November 14, 2019  
 Start Time: 4:00 PM  
 End Time: 7:00 PM



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

#260-22

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

	Washington Street				Harvard Street				Washington Street				Total	
	from East				from South				from West					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	1	0	0	1	0	0	0	0	0	0	3	0	3	4
4:15 PM	2	0	0	2	1	1	0	2	0	4	0	4	8	
4:30 PM	4	0	0	4	0	0	0	0	0	3	0	3	7	
4:45 PM	1	0	0	1	1	0	0	1	0	1	0	1	3	
Total	8	0	0	8	2	1	0	3	0	11	0	11	22	
5:00 PM	6	0	0	6	1	0	0	1	0	4	0	4	11	
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
5:30 PM	2	1	0	3	1	0	0	1	0	4	0	4	8	
5:45 PM	3	0	0	3	0	0	0	0	0	10	0	10	13	
Total	11	1	0	12	2	0	0	2	0	19	0	19	33	
6:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	
6:15 PM	5	0	0	5	0	0	0	0	0	1	0	1	6	
6:30 PM	3	0	0	3	0	0	0	0	0	3	0	3	6	
6:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2	
Total	9	0	0	9	0	0	0	0	0	8	0	8	17	
Grand Total	28	1	0	29	4	1	0	5	0	38	0	38	72	
Approach %	96.6	3.4	0.0		80.0	20.0	0.0		0.0	100.0	0.0			
Total %	38.9	1.4	0.0	40.3	5.6	1.4	0.0	6.9	0.0	52.8	0.0	52.8		
Exiting Leg Total	42				1				29				72	
Buses	15	1	0	16	1	0	0	1	0	23	0	23	40	
% Buses	53.6	100.0	0.0	55.2	25.0	0.0	0.0	20.0	0.0	60.5	0.0	60.5	55.6	
Exiting Leg Total	24				1				15				40	
Single-Unit Trucks	12	0	0	12	2	1	0	3	0	12	0	12	27	
% Single-Unit	42.9	0.0	0.0	41.4	50.0	100.0	0.0	60.0	0.0	31.6	0.0	31.6	37.5	
Exiting Leg Total	14				0				13				27	
Articulated Trucks	1	0	0	1	1	0	0	1	0	3	0	3	5	
% Articulated	3.6	0.0	0.0	3.4	25.0	0.0	0.0	20.0	0.0	7.9	0.0	7.9	6.9	
Exiting Leg Total	4				0				1				5	

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	6	0	0	6	1	0	0	1	0	4	0	4	11
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	2	1	0	3	1	0	0	1	0	4	0	4	8
5:45 PM	3	0	0	3	0	0	0	0	0	10	0	10	13
Total Volume	11	1	0	12	2	0	0	2	0	19	0	19	33
% Approach Total	91.7	8.3	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.458	0.250	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.475	0.000	0.475	0.635
Buses	7	1	0	8	0	0	0	0	0	12	0	12	20
Buses %	63.6	100.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	63.2	0.0	63.2	60.6
Single-Unit Trucks	4	0	0	4	2	0	0	2	0	7	0	7	13
Single-Unit %	36.4	0.0	0.0	33.3	100.0	0.0	0.0	100.0	0.0	36.8	0.0	36.8	39.4
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	7	1	0	8	0	0	0	0	0	12	0	12	20
Single-Unit Trucks	4	0	0	4	2	0	0	2	0	7	0	7	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	11	1	0	12	2	0	0	2	0	19	0	19	33
Buses	12				1				7				20
Single-Unit Trucks	9				0				4				13
Articulated Trucks	0				0				0				0
Total Exiting Leg	21				1				11				33

PDI File #: **197271 (9) PM**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA (Newtonville)**  
 Client: **VHB/M.Duranleau**  
 Site Code: **14717.00**  
 Count Date: **Thursday, November 14, 2019**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**#260-22**

**Buses**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	1	0	0	1	1	0	0	1	0	2	0	2	4
4:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
4:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>11</b>
5:00 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	2	0	0	0	0	0	3	0	3	5
5:45 PM	2	0	0	2	0	0	0	0	0	7	0	7	9
<b>Total</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>20</b>
6:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
6:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
6:30 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
6:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>9</b>
<b>Grand Total</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>23</b>	<b>40</b>
Approach %	93.8	6.3	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	37.5	2.5	0.0	40.0	2.5	0.0	0.0	2.5	0.0	57.5	0.0	57.5	
Exiting Leg Total				24				1				15	40

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	2	0	0	0	0	0	3	0	3	5
5:45 PM	2	0	0	2	0	0	0	0	0	7	0	7	9
<b>Total Volume</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>20</b>
<b>% Approach Total</b>	<b>87.5</b>	<b>12.5</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.438	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.429	0.000	0.429	0.556
Entering Leg	7	1	0	8	0	0	0	0	0	12	0	12	20
Exiting Leg				12				1				7	20
<b>Total</b>				<b>20</b>				<b>1</b>				<b>19</b>	<b>40</b>



PDI File #: **197271 (9) PM**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA (Newtonville)**  
 Client: **VHB/M.Duranleau**  
 Site Code: **14717.00**  
 Count Date: **Thursday, November 14, 2019**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**#260-22**

**Single-Unit Trucks**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
4:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>7</b>
5:00 PM	2	0	0	2	1	0	0	1	0	2	0	2	5
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	1	0	0	1	1	0	0	1	0	1	0	1	3
5:45 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>13</b>
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
6:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>7</b>
<b>Grand Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>27</b>
Approach %	100.0	0.0	0.0		66.7	33.3	0.0		0.0	100.0	0.0		
Total %	44.4	0.0	0.0	44.4	7.4	3.7	0.0	11.1	0.0	44.4	0.0	44.4	
Exiting Leg Total				14				0				13	27

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	2	0	0	2	1	0	0	1	0	2	0	2	5
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	1	0	0	1	1	0	0	1	0	1	0	1	3
5:45 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
<b>Total Volume</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>13</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.500	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.583	0.000	0.583	0.650
Entering Leg	4	0	0	4	2	0	0	2	0	7	0	7	13
Exiting Leg				9				0				4	13
<b>Total</b>				<b>13</b>				<b>2</b>				<b>11</b>	<b>26</b>

PDI File #: **197271 (9) PM**  
 Location: **S: Harvard Street**  
 Location: **E: Washington Street W: Washington Street**  
 City, State: **Newton, MA (Newtonville)**  
 Client: **VHB/M.Duranleau**  
 Site Code: **14717.00**  
 Count Date: **Thursday, November 14, 2019**  
 Start Time: **4:00 PM**  
 End Time: **7:00 PM**  
 Class:



**#260-22**

**Articulated Trucks**

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	3	0	3	4
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
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	1	0	0	1	0	3	0	3	5
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	20.0	0.0	0.0	20.0	20.0	0.0	0.0	20.0	0.0	60.0	0.0	60.0	
Exiting Leg Total				4				0				1	5

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	Washington Street				Harvard Street				Washington Street				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	3	0	3	4
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.375	0.000	0.375	0.500
Entering Leg	0	0	0	0	1	0	0	1	0	3	0	3	4
Exiting Leg				4				0				0	4
Total				4				1				3	8

PDI File #: 197271 (9) PM  
 Location: S: Harvard Street  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA (Newtonville)  
 Client: VHB/M.Duranleau  
 Site Code: 14717.00  
 Count Date: Thursday, November 14, 2019  
 Start Time: 4:00 PM  
 End Time: 7:00 PM



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

#260-22

Class: Bicycles (on Roadway and Crosswalks)

	Washington Street							Harvard Street							Washington Street							Total
	from East							from South							from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	1	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	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	0
Total	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	1	0	0	0	1	4	0	0	0	0	0	1	1	0	2	0	0	0	0	2	7
Approach %	50.0	25.0	0.0	0.0	0.0	25.0		0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0				
Total %	28.6	14.3	0.0	0.0	0.0	14.3	57.1	0.0	0.0	0.0	0.0	14.3	14.3	0.0	28.6	0.0	0.0	0.0	0.0		28.6	
Exiting Leg Total	3							2							2							7

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	Washington Street							Harvard Street							Washington Street							Total
	from East							from South							from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	2	4
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.000	0.000	0.250		0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.500	1.000	
Entering Leg	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	2	4
Exiting Leg	2							1							1							4
Total	3							2							3							8

PDI File #: 197271 (9) PM  
 Location: S: Harvard Street  
 Location: E: Washington Street W: Washington Street  
 City, State: Newton, MA (Newtonville)  
 Client: VHB/M.Duranleau  
 Site Code: 14717.00  
 Count Date: Thursday, November 14, 2019  
 Start Time: 4:00 PM  
 End Time: 7:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

#260-22

**Pedestrians**

	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	7	2	9	0	0	0	0	0	0	0	0	0	2	2	4	13
4:15 PM	0	0	0	3	1	4	0	0	0	0	1	1	0	0	0	4	2	6	11
4:30 PM	0	0	0	4	3	7	0	0	0	0	3	3	0	0	0	3	5	8	18
4:45 PM	0	0	0	3	1	4	0	0	0	4	4	8	0	0	0	7	7	14	26
Total	0	0	0	17	7	24	0	0	0	4	8	12	0	0	0	16	16	32	68
5:00 PM	0	0	0	6	2	8	0	0	0	1	2	3	0	0	0	4	3	7	18
5:15 PM	0	0	0	2	4	6	0	0	0	1	0	1	0	0	0	3	4	7	14
5:30 PM	0	0	0	5	8	13	0	0	0	0	4	4	0	0	0	8	5	13	30
5:45 PM	0	0	0	5	4	9	0	0	0	2	2	4	0	0	0	4	4	8	21
Total	0	0	0	18	18	36	0	0	0	4	8	12	0	0	0	19	16	35	83
6:00 PM	0	0	0	4	3	7	0	0	0	1	2	3	0	0	0	6	3	9	19
6:15 PM	0	0	0	5	5	10	0	0	0	2	3	5	0	0	0	3	4	7	22
6:30 PM	0	0	0	4	0	4	0	0	0	1	0	1	0	0	0	1	5	6	11
6:45 PM	0	0	0	5	1	6	0	0	0	2	0	2	0	0	0	0	12	12	20
Total	0	0	0	18	9	27	0	0	0	6	5	11	0	0	0	10	24	34	72
Grand Total	0	0	0	53	34	87	0	0	0	14	21	35	0	0	0	45	56	101	223
Approach %	0	0	0	60.92	39.08		0	0	0	40	60		0	0	0	44.554	55.446		
Total %	0	0	0	23.767	15.247	39.013	0	0	0	6.278	9.417	15.695	0	0	0	20.179	25.112	45.291	
Exiting Leg Total	87						35						101						223

Peak Hour Analysis from 04:00 PM to 07:00 PM begins at:

	Washington Street						Harvard Street						Washington Street						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
5:30 PM	0	0	0	5	8	13	0	0	0	0	4	4	0	0	0	8	5	13	30
5:45 PM	0	0	0	5	4	9	0	0	0	2	2	4	0	0	0	4	4	8	21
6:00 PM	0	0	0	4	3	7	0	0	0	1	2	3	0	0	0	6	3	9	19
6:15 PM	0	0	0	5	5	10	0	0	0	2	3	5	0	0	0	3	4	7	22
Total Volume	0	0	0	19	20	39	0	0	0	5	11	16	0	0	0	21	16	37	92
% Approach Total	0.0	0.0	0.0	48.7	51.3		0.0	0.0	0.0	31.3	68.8		0.0	0.0	0.0	56.8	43.2		
PHF	0.000	0.000	0.000	0.950	0.625	0.750	0.000	0.000	0.000	0.625	0.688	0.800	0.000	0.000	0.000	0.656	0.800	0.712	0.767
Entering Leg	0	0	0	19	20	39	0	0	0	5	11	16	0	0	0	21	16	37	92
Exiting Leg	39						16						37						92
Total	78						32						74						184



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Traffic Volume Count Data  
Seasonal Adjustment Factors

Massachusetts Highway Department  
 Statewide Traffic Data Collection  
 2019 Weekday Seasonal Factors

#260-22

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.



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Public Transportation Schedules

Monday to Friday (except when Storm Service is operating)

Table showing train schedules from Boston to Framingham/Worcester. Columns include Zone Station, Train #, and departure times for various destinations (500-536) in AM and PM.

Weekend & Storm Service

Table showing weekend and storm service schedules from Boston to Framingham/Worcester. Columns include Zone Station, Saturday/Sunday Train #, and departure times for various destinations (1500-1518) in AM and PM.

Monday to Friday (except when Storm Service is operating)

Table showing train schedules from Framingham/Worcester to Boston. Columns include Zone Station, Train #, and departure times for various destinations (501-537) in AM and PM.

Weekend & Storm Service

Table showing weekend and storm service schedules from Framingham/Worcester to Boston. Columns include Zone Station, Saturday/Sunday Train #, and departure times for various destinations (1501-1519) in AM and PM.

Times in purple with "f" indicate a flag stop: Passengers must tell the conductor that they wish to leave. Passengers waiting to board must be visible on the platform for the train to stop.

Times in blue with "L" indicate an early departure: The train may leave ahead of schedule at these stops.

Bikes: Bicycles are allowed on trains with the bicycle symbol shown below the train number.

High level platform and bridge plate available. Visit mbta.com/accessibility for more information.

Schedules may change in the event of severe weather. Includes icons and text for Regular Service, Storm Service, and No Service.

Keep in Mind:

This schedule will be effective from October 11, 2021 and will replace the schedule of August 30, 2021.

Holiday Service

On Thursday, November 25th 2021 (Thanksgiving Day), Saturday, December 25th 2021 (Christmas Day), and Saturday, January 1st 2022 (New Year's day), all lines will operate on a weekend schedule.

Masks are federally required on board and in station. Visit MBTA.com/covid19 for the latest updates.



Effective **March 13, 2022**

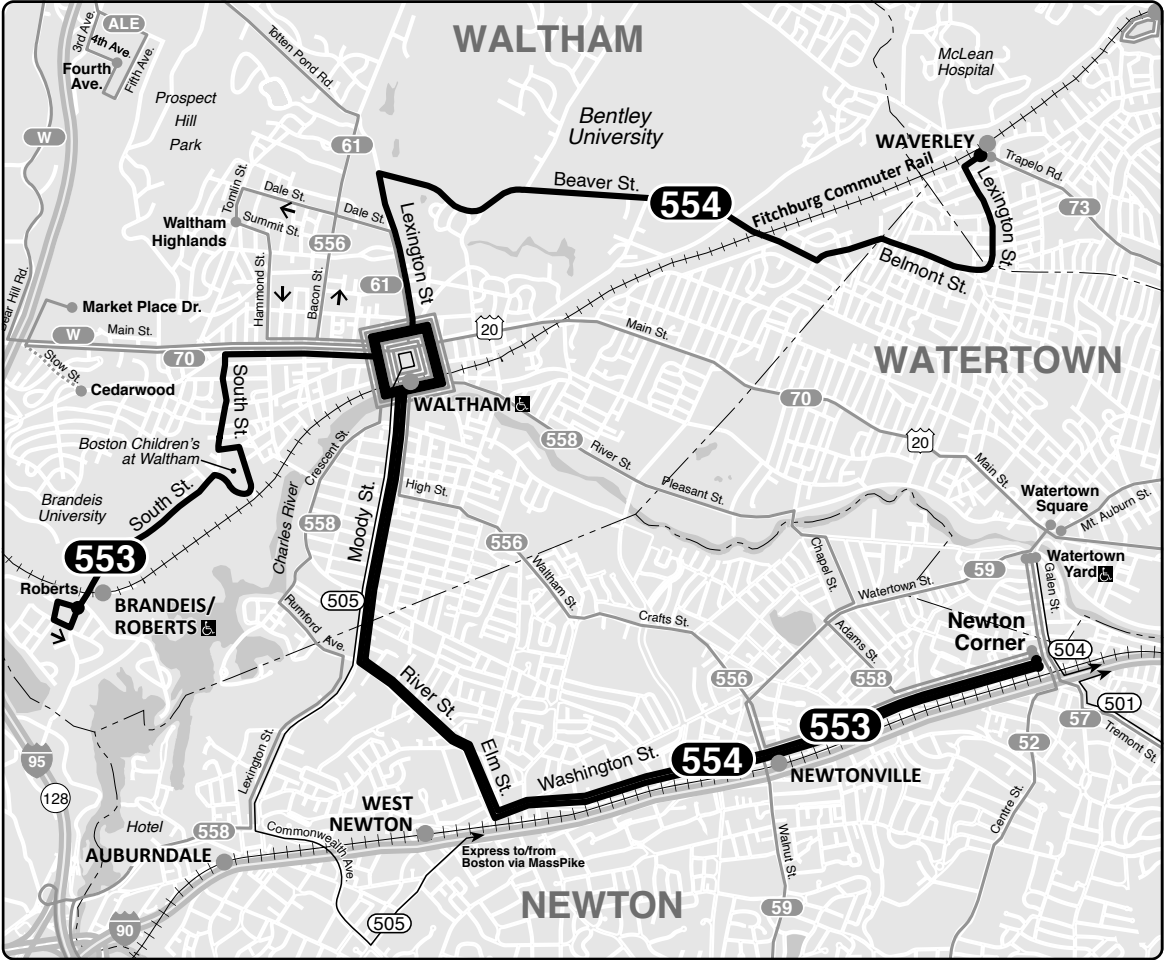
553

## Roberts – Newton Corner

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554

## Waverley Sq – Newton Corner



**Connections**

- FITCHBURG LINE
- 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
<b>Local Bus</b>	<b>\$1.70</b>	<b>\$1.70</b>	<b>\$0.85</b>
<b>Local + Exp</b>	<b>\$4.25</b>	<b>\$5.95</b>	<b>\$2.10</b>
<b>Local + Subway</b>	<b>\$2.40</b>	<b>\$4.10</b>	<b>\$1.10</b>

Fare/pass rules on [mbta.com/fares](http://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 553 554

Inbound				
Roberts	Central Sq, Waltham	West Newton	Newton Corner	
6:25	6:34	6:47	6:58	
<b>A</b> 6:45	6:57	7:06	7:16	
7:10	7:19	7:32	7:45	
7:55	8:08	8:21	8:34	
<b>A</b> 8:15	8:27	8:37	8:48	
8:40	8:50	9:03	9:13	
9:25	9:35	9:47	9:57	
<b>A</b> 9:45	9:58	10:08	10:19	
10:10	10:20	10:32	10:42	
10:55	11:05	11:15	11:25	
11:40	11:50	<b>12:00</b>	<b>12:10</b>	
<b>12:25</b>	<b>12:36</b>	<b>12:48</b>	<b>12:59</b>	
<b>1:10</b>	<b>1:21</b>	<b>1:33</b>	<b>1:44</b>	
<b>1:55</b>	<b>2:06</b>	<b>2:18</b>	<b>2:29</b>	
<b>2:40</b>	<b>2:51</b>	<b>3:03</b>	<b>3:14</b>	
<b>3:25</b>	<b>3:36</b>	<b>3:48</b>	<b>3:59</b>	
<b>4:10</b>	<b>4:21</b>	<b>4:33</b>	<b>4:44</b>	
<b>A</b> 4:20	<b>4:33</b>	<b>4:45</b>	<b>4:58</b>	
4:55	5:06	5:18	5:29	
5:05	5:13	5:20	5:40	
5:40	5:51	6:03	6:14	
6:25	6:35	6:46	6:55	
<b>A</b> 6:40	<b>6:47</b>	<b>6:54</b>	<b>7:14</b>	
7:10	7:20	7:31	7:40	
7:55	8:05	8:16	8:25	
8:40	8:50	9:01	9:10	

## Outbound

Newton Corner	West Newton	Central Sq, Waltham	Roberts	
6:00	6:06	6:12	<b>A</b> 6:28	
6:30	6:38	6:46	7:00	
7:05	7:13	7:21	7:36	
7:30	7:37	7:43	<b>A</b> 8:03	
7:55	8:06	8:14	8:30	
8:40	8:51	8:59	9:17	
9:05	9:12	9:19	<b>A</b> 9:37	
9:20	9:34	9:41	9:59	
10:10	10:19	10:26	10:44	
10:50	11:04	11:11	11:29	
11:35	11:46	11:55	<b>12:12</b>	
<b>12:15</b>	<b>12:26</b>	<b>12:34</b>	<b>12:54</b>	
<b>1:05</b>	<b>1:16</b>	<b>1:24</b>	<b>1:44</b>	
<b>1:50</b>	<b>2:01</b>	<b>2:09</b>	<b>2:29</b>	
<b>2:35</b>	<b>2:50</b>	<b>2:59</b>	<b>3:21</b>	
<b>3:20</b>	<b>3:35</b>	<b>3:44</b>	<b>4:06</b>	
<b>3:30</b>	<b>3:38</b>	<b>3:46</b>	<b>A</b> 4:07	
4:05	4:20	4:29	4:48	
4:50	5:05	5:16	5:34	
5:05	5:13	5:20	<b>A</b> 5:40	
5:35	5:49	6:02	6:18	
6:20	6:34	6:47	7:03	
6:40	6:47	6:54	<b>A</b> 7:14	
7:00	7:14	7:27	7:43	
7:45	7:59	8:12	8:28	
8:30	8:44	8:57	9:13	

## Saturday 553

Inbound				
Roberts	Central Sq, Waltham	West Newton	Newton Corner	
6:30	6:38	6:47	6:56	
7:30	7:38	7:47	7:56	
8:40	8:50	8:59	9:09	
9:50	10:00	10:12	10:23	
11:15	11:27	11:39	11:50	
<b>12:45</b>	<b>12:58</b>	<b>1:09</b>	<b>1:22</b>	
<b>2:15</b>	<b>2:27</b>	<b>2:39</b>	<b>2:49</b>	
<b>3:40</b>	<b>3:52</b>	<b>4:04</b>	<b>4:14</b>	
<b>5:10</b>	<b>5:22</b>	<b>5:34</b>	<b>5:45</b>	
<b>6:35</b>	<b>6:45</b>	<b>6:55</b>	<b>7:06</b>	

## Outbound

Newton Corner	West Newton	Central Sq, Waltham	Roberts	
7:00	7:05	7:13	7:26	
8:05	8:10	8:18	8:31	
9:15	9:22	9:30	9:44	
10:35	10:44	10:53	11:09	
<b>12:00</b>	<b>12:11</b>	<b>12:21</b>	<b>12:37</b>	
<b>1:30</b>	<b>1:40</b>	<b>1:50</b>	<b>2:05</b>	
<b>3:00</b>	<b>3:09</b>	<b>3:19</b>	<b>3:33</b>	
<b>4:25</b>	<b>4:34</b>	<b>4:43</b>	<b>4:57</b>	
<b>5:55</b>	<b>6:04</b>	<b>6:13</b>	<b>6:27</b>	
<b>7:15</b>	<b>7:23</b>	<b>7:31</b>	<b>7:45</b>	

**A** start/end at Waverley Square at this time

554 trips are shaded

PM times are **bold**

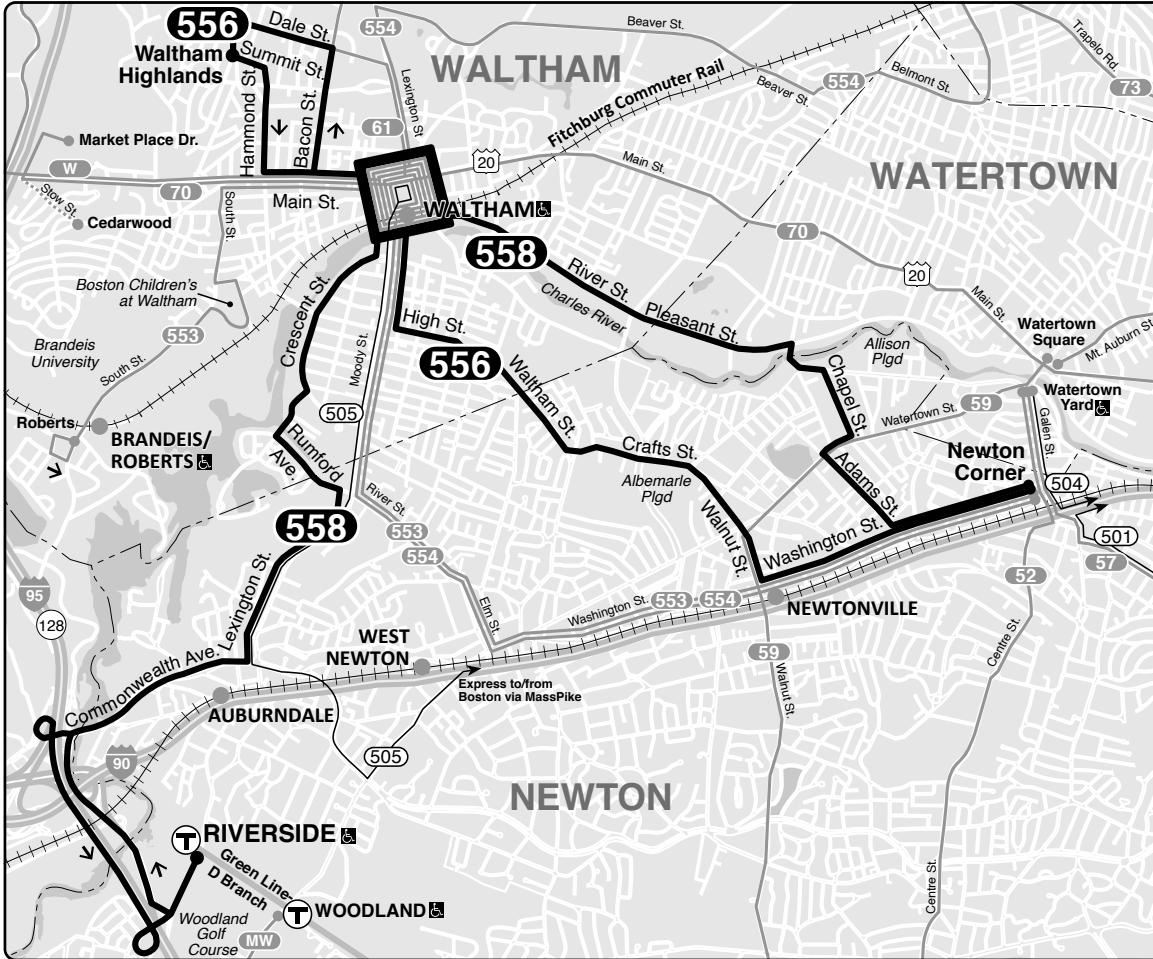
Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

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

Effective **March 13, 2022**



556

## Waltham Highlands – Newton Corner

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558

## Riverside Sta – Newton Corner

### Connections

GREEN LINE
D
FITCHBURG LINE

FRAMINGHAM/WORCESTER LINE



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

- 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
<b>Local Bus</b>	<b>\$1.70</b>	<b>\$1.70</b>	<b>\$0.85</b>
<b>Local + Exp</b>	<b>\$4.25</b>	<b>\$5.95</b>	<b>\$2.10</b>
<b>Local + Subway</b>	<b>\$2.40</b>	<b>\$4.10</b>	<b>\$1.10</b>

Fare/pass rules on [mbta.com/fares](https://www.mbta.com/fares) or call **617-222-3200**

Realtime arrival information, maps, and more

**mbta.com**

**Weekday 556 558**

Inbound

Riverside Station	Waltham Highlands	Central Sq, Waltham	Newton Corner
-	6:15	6:19	6:37
<b>A</b> 6:25	-	6:35	6:54
-	7:15	7:19	7:39
<b>A</b> 7:45	-	7:58	8:24
-	8:15	8:20	8:41
-	9:15	9:19	9:37
<b>A</b> 9:10	-	9:20	9:38
-	<b>3:10</b>	<b>3:14</b>	<b>3:35</b>
<b>A</b> 3:10	-	<b>3:22</b>	<b>3:44</b>
-	<b>4:10</b>	<b>4:14</b>	<b>4:36</b>
<b>A</b> 4:25	-	<b>4:40</b>	<b>5:09</b>
-	<b>5:15</b>	<b>5:19</b>	<b>5:42</b>
<b>A</b> 5:55	-	<b>6:10</b>	<b>6:32</b>
-	<b>6:15</b>	<b>6:19</b>	<b>6:41</b>
<b>A</b> 7:15	-	<b>7:25</b>	<b>7:42</b>
-	<b>7:20</b>	<b>7:24</b>	<b>7:44</b>

Outbound

Newton Corner	Central Sq, Waltham	Waltham Highlands	Riverside Station
6:42	6:57	7:07	-
<b>A</b> 7:10	7:23	-	7:43
7:42	7:57	8:07	-
<b>A</b> 8:35	8:49	-	9:09
8:44	8:59	9:06	-
<b>A</b> 9:50	10:04	-	10:23
<b>3:40</b>	<b>3:57</b>	<b>4:05</b>	-
<b>A</b> 3:45	<b>4:01</b>	-	<b>4:22</b>
<b>4:40</b>	<b>4:58</b>	<b>5:07</b>	-
<b>A</b> 5:10	<b>5:32</b>	-	<b>5:53</b>
<b>5:45</b>	<b>6:03</b>	<b>6:12</b>	-
<b>A</b> 6:35	<b>6:54</b>	-	<b>7:14</b>
<b>6:50</b>	<b>7:06</b>	<b>7:15</b>	-

**A** and shaded lines are Route 558 trips

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



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Vehicular Crash Data

Raw Crash Data

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway
<b>Crafts Street at Ashmont Avenue</b>																								
4106956	NEWTON	10/28/2015	Property damage only (none injured)	2:02 PM	No injury	2	Local police	21-24	65-74	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: S	Clear	1500001168	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4442938	NEWTON	10/07/2017	Property damage only (none injured)	8:33 AM	No injury	1	Local police	65-74	65-74	D1: (Inattention)	Daylight	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead	V1:(Passenger car)	V1: N	Clear	1700001171 / 1700001171	V1:(Collision with curb)		
4518883	NEWTON	03/20/2018	Property damage only (none injured)	12:06 PM	No injury	1	Local police	25-34	25-34	D1: (Operating defective equipment)	Daylight	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead	V1:(Passenger car)	V1: N	Clear/Clear	1800000334	V1:(Collision with curb)		
<b>Crafts Street at Clinton Street / Maguire Court</b>																								
4038595	NEWTON	04/27/2015	Non-fatal injury	1:56 PM	Non-fatal injury - Possible	1	Local police	45-54	45-54	D1: (Inattention)	Daylight	Single vehicle crash		Dry	0	1	V1: Travelling straight ahead	V1:(Passenger car)	V1: S	Cloudy/Cloudy	1500000519	V1:(Collision with light pole or other post/support)	58	CRAFTS ST
4250570	NEWTON	09/10/2016	Property damage only (none injured)	8:26 AM	No injury	2	Local police	35-44	55-64	D1: (No improper driving) / D2: (Unknown)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Backing	V1:(Passenger car) / V2:(Single-unit truck (2-axle, 6-tires))	V1: N / V2: S	Clear	1600000896 / 1600000896	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CRAFTS STREET / CLINTON STREET
4402667	NEWTON	06/25/2017	Property damage only (none injured)	5:28 PM	No injury	2	Local police	16-17	25-34		Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning right	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: N / V2: N	Cloudy	1700000735 / 1700000735	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	69	CRAFTS ST
4408382	NEWTON	04/05/2017	Property damage only (none injured)	1:36 PM	No injury	2	Local police				Unknown	Unknown		Unknown	0	0	V1: Parked / V2: Unknown	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: U / V2: U	Unknown	1700000402	V1:(Collision with motor vehicle in traffic) / V2:(Collision with parked motor vehicle)	70	CRAFTS ST
4408707	NEWTON	07/27/2017	Property damage only (none injured)	9:04 AM	No injury	2	Local police	25-34	55-64	D1: (Inattention)	Daylight	Angle		Dry	0	0	V1: Backing / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: E / V2: S	Cloudy	1700000860 / 1700000860	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	78	CRAFTS ST
4527531	NEWTON	04/05/2018	Property damage only (none injured)	1:05 PM	No injury	2	Local police				Daylight	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Tractor/semi-trailer) / V2:(Tractor/semi-trailer)	V1: S / V2: S	Clear	1800000385	V1:(Collision with utility pole) / V2:(Collision with tree)	58	CRAFTS STREET
<b>Crafts Street at Lincoln Road / 48 Crafts Street (Bus Lot) Driveway</b>																								
4076899	NEWTON	07/28/2015	Property damage only (none injured)	5:10 PM	No injury	2	Local police	55-64	55-64	D1: (Over-correcting/over-steering)	Daylight	Angle		Dry	0	0	V1: Turning left / V2: Parked	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: S	Clear	1500000847	V1:(Collision with parked motor vehicle) / V2:(Collision with motor vehicle in traffic)	38	CRAFTS ST
4257978	NEWTON	09/27/2016	Non-fatal injury	7:40 AM	Non-fatal injury - Non-incapacitating	3	Local police	35-44	65-74	D1: (Inattention) / D2: (No improper driving) / D3: (No improper driving)	Daylight	Rear-end		Wet	0	3	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility)) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: S / V3: S	Rain	1600000989 / 1600000989	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CRAFTS ST / LINCOLN RD
4408522	NEWTON	04/04/2017	Non-fatal injury	5:26 PM	Non-fatal injury - Possible	2	Local police	25-34	55-64	D1: (No improper driving)	Daylight	Single vehicle crash		Wet	0	1	V1: Travelling straight ahead / V2: Backing	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: E	Rain	1700000399 / 1700000399	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	38	CRAFTS ST
4408591	NEWTON	05/16/2017	Property damage only (none injured)	8:09 AM	No injury	2	Local police	25-34	55-64	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road)	Daylight	Angle		Dry	0	0	V1: Slowing or stopped in traffic / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: N / V2: W	Clear/Clear	1700000557 / 1700000557	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CRAFTS ST / LINCOLN RD
4634452	NEWTON	11/06/2018	Property damage only (none injured)	12:39 PM	No injury	2	Local police	35-44	75-84	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Angle		Wet	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: S	Rain	1800001279	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CRAFTS ST / LINCOLN RD
4724376	NEWTON	02/18/2019	Property damage only (none injured)	8:06 AM	No injury	2	Local police	45-54	65-74		Daylight	Angle			0	0	V1: Travelling straight ahead / V2: Backing	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: E	Snow	1900000196	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	38	CRAFTS ST

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway
<b>Crafts Street at Chatam Center Driveway / 38 Crafts Street Driveway</b>																								
4027461	NEWTON	02/15/2015	Property damage only (none injured)	8:00 AM	No injury	1	Local police	45-54	45-54	D1: (Inattention)	Dark - lighted roadway	Single vehicle crash		Dry	0	0	V1: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: S	Snow	1500000390	V1:(Collision with other fixed object (wall, building, tunnel, etc.))	29	CRAFTS ST
4147123	NEWTON	01/27/2016	Property damage only (none injured)	10:55 AM	No injury	1	Local police	35-44	35-44	D1: (Inattention)	Daylight	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility))		Clear	1600000074 / 1600000074	V1:(Collision with other fixed object (wall, building, tunnel, etc.))	29	CRAFTS ST
4463179	NEWTON	12/03/2017	Property damage only (none injured)	3:58 PM	No injury	1	Local police	55-64	55-64	D1: (Inattention)	Daylight	Angle		Dry	0	0	V1: Backing	V1:(Passenger car)	V1: E	Cloudy	1700001403 / 1700001403	V1:(Collision with utility pole)	29	CRAFTS ST
4702012	NEWTON	04/24/2019	Non-fatal injury	11:59 AM	Possible Injury (C)	2	Local police	55-64	55-64	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Entering traffic lane	V1:(Passenger car) / V2:(Passenger car)	V1: N / V2: N	Clear	1900000413	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	29	CRAFTS ST
4758627	NEWTON	09/16/2019	Property damage only (none injured)	7:27 PM	No Apparent Injury (O)	2	Local police	35-44	35-44	D2: (Unknown),(Unknown)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Parked / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: W	Clear/Clear	1900000948	V1:(Collision with parked motor vehicle) / V2:(Collision with parked motor vehicle)	29	CRAFTS ST
<b>Crafts Street at 36 Crafts Street Driveway</b>																								
4118206	NEWTON	11/24/2015	Property damage only (none injured)	9:22 AM	No injury	3	Local police	25-34	65-74	D1: (Inattention),(Inattention) / D2: (No improper driving),(No improper driving) / D3: (No improper driving),(No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: N / V2: N / V3: N	Clear/Clear	1500001268	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	24	/ / CRAFTS STREET
<b>Crafts Street at Lenglen Road / Whole Foods Driveway</b>																								
4024290	NEWTON	03/13/2015	Non-fatal injury	11:56 AM	Non-fatal injury - Possible	1	Local police	65-74	65-74	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	Daylight	Single vehicle crash	P2: Pedestrian	Dry	0	1	V1: Travelling straight ahead	V1:(Passenger car)	V1: N	Clear	1500000366	V1:(Collision with pedestrian)	19	CRAFTS ST
4054771	NEWTON	05/13/2015	Property damage only (none injured)	1:04 PM	No injury	2	Local police	25-34	25-34		Daylight	Sideswipe, opposite direction		Dry	0	0	V1: Parked / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: Not Reported / V2: Not Reported	Clear	1500000574	V1:(Collision with parked motor vehicle) / V2:(Collision with parked motor vehicle)		LENGLEN ROAD
4186046	NEWTON	04/22/2016	Not Reported	5:39 PM	Not reported	2	Local police				Daylight	Angle		Dry	0	0	V1: Parked / V2: Backing	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: Not Reported	Cloudy/Cloudy	1600000377	V1:(Collision with motor vehicle in traffic) / V2:(Collision with parked motor vehicle)	46	LENGLEN RD

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway
4021770	NEWTON	02/28/2015	Not Reported	2:24 PM	Not reported	1	Local police	65-74	65-74	D1: (No improper driving)	Dusk	Sideswipe, same direction		Dry	0	0	V1: Travelling straight ahead	V1:(Passenger car)	V1: W	Clear	150000313	V1:(Collision with motor vehicle in traffic)		
4121364	NEWTON	11/02/2015	Non-fatal injury	5:14 PM	Non-fatal injury - Non-incapacitating	1	Local police	45-54	45-54	D1: (Unknown),(Unknown)	Dark - lighted roadway	Single vehicle crash	P2: Pedestrian	Dry	0	1	V1: Travelling straight ahead	V1:(Passenger car)	V1: E	Clear/Clear	150000189	V1:(Collision with pedestrian)		
4129848	NEWTON	12/23/2015	Property damage only (none injured)	5:33 PM	No injury	2	Local police	25-34	45-54	D1: (No improper driving) / D2: (Inattention)	Dark - lighted roadway	Rear-end single vehicle crash		Wet	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: N / V2: N	Rain	1500001386	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4215223	NEWTON	05/24/2016	Property damage only (none injured)	2:40 PM	No injury	1	Local police				Daylight	Single vehicle crash	P1: Cyclist	Dry	0	0	V1: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: W	Clear	1600000520	V1:(Collision with cyclist (bicycle, tricycle, unicycle, pedal car))		
4217685	NEWTON	07/02/2016	Non-fatal injury	3:37 PM	Non-fatal injury - Non-incapacitating	1	Local police	35-44	35-44	D1: (Failed to yield right of way),(Disregarded traffic signs, signals, road markings)	Daylight	Single vehicle crash	P2: Pedestrian	Dry	0	1	V1: Travelling straight ahead	V1:(Passenger car)	V1: E	Clear	1600000652 / 1600000652	V1:(Collision with pedestrian)		
4238402	NEWTON	08/23/2016	Property damage only (none injured)	10:00 AM	No injury	2	Local police	18-20	25-34	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: S / V2: E	Clear	1600000824 / 1600000824	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4283485	NEWTON	11/04/2016	Property damage only (none injured)	4:22 PM	No injury	2	Local police	55-64	>84	D1: (Visibility obstructed) / D2: (No improper driving)	Daylight	Sideswipe, opposite direction		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: E	Clear	1600001153 / 1600001153	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4300767	NEWTON	12/07/2016	Property damage only (none injured)	5:06 PM	No injury	1	Local police	55-64	55-64	D1: (No improper driving)	Dark - lighted roadway	Sideswipe, same direction		Dry	0	0	V1: Parked	V1:(Passenger car)	V1: E	Clear	1600001331 / 1600001331	V1:(Collision with motor vehicle in traffic)		
4307867	NEWTON	12/23/2016	Unknown	3:55 PM	Not reported	2	Local police			D2: (Unknown)	Daylight	Unknown		Dry	0	0	V1: Parked / V2: Backing	V1:(Passenger car) / V2:(Other e.g. farm equipment)	V1: W / V2: E	Clear	1600001387	V1:(Collision with motor vehicle in traffic) / V2:(Collision with parked motor vehicle)		
4408746	NEWTON	07/13/2017	Non-fatal injury	5:08 PM	Non-fatal injury - Possible	2	Local police	21-24	45-54	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle		Dry	0	1	V1: Travelling straight ahead / V2: Turning right	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: N	Cloudy	1700000804 / 1700000804	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4453003	NEWTON	10/26/2017	Property damage only (none injured)	8:25 AM	No injury	2	Local police	21-24	25-34	D1: (Failure to keep in proper lane or running off road)	Daylight	Sideswipe, same direction		Wet	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Single-unit truck (2-axle, 6-tires)) / V2:(Passenger car)	V1: E / V2: E	Rain	1700001256 / 1700001256	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4477539	NEWTON	05/24/2016	Property damage only (none injured)	2:40 PM	No injury	1	Local police				Daylight	Single vehicle crash	P1: Cyclist	Dry	0	0	V1: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: W	Clear	1600000520	V1:(Collision with cyclist (bicycle, tricycle, unicycle, pedal car))		
4510095	NEWTON	02/23/2018	Property damage only (none injured)	11:42 AM	No injury	2	Local police	45-54	45-54	D1: (Unknown)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Parked / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Clear	1800000227	V1:(Collision with motor vehicle in traffic) / V2:(Collision with parked motor vehicle)		
4524674	NEWTON	03/18/2018	Property damage only (none injured)	1:52 PM	No injury	2	Local police	35-44	65-74	D1: (No improper driving) / D2: (Inattention)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: S	Clear	1800000311	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4621013	NEWTON	10/12/2018	Property damage only (none injured)	2:49 PM	No injury	2	Local police	25-34	55-64	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: W	Clear	1800001152	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4621091	NEWTON	10/26/2018	Property damage only (none injured)	7:41 AM	No injury	2	Local police	35-44	45-54	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Changing lanes	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Clear	1800001221	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4715013	NEWTON	05/28/2019	Property damage only (none injured)	8:39 AM	No Apparent Injury (O)	2	Local police	25-34	25-34	D1: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Travelling straight ahead / V2: Parked	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: W / V2: W	Cloudy	1900000542	V1:(Collision with parked motor vehicle) / V2:(Collision with motor vehicle in traffic)		
4724263	NEWTON	02/06/2019	Not Reported	2:07 PM	Not reported	1	Local police				Daylight	Sideswipe, same direction		Dry	0	0	V1: Parked	V1:(Passenger car)	V1: W	Clear	1900000151	V1:(Collision with motor vehicle in traffic)		



Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway
4008918	NEWTON	02/07/2015	Property damage only (none injured)	8:49 AM	No injury	2	Local police	45-54	45-54	D1: (Unknown) / D2: (No improper driving)	Daylight	Angle		Wet	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: W / V2: E	Cloudy	1500000181	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4024284	NEWTON	03/08/2015	Property damage only (none injured)	6:01 PM	No injury	2	Local police	35-44	75-84	D1: (No improper driving) / D2: (Glare)	Dusk	Sideswipe, same direction		Dry	0	0	V1: Parked / V2: Backing	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: S / V2: N	Clear	1500000344	V1:(Collision with motor vehicle in traffic) / V2:(Collision with parked motor vehicle)		
4027458	NEWTON	03/05/2015	Property damage only (none injured)	3:42 PM	No injury	2	Local police	25-34	75-84	D1: (No improper driving) / D2: (Visibility obstructed)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Entering traffic lane	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: S / V2: S	Clear/Clear	1500000335	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4054584	NEWTON	05/11/2015	Property damage only (none injured)	10:07 PM	No injury	2	Local police			D1: (No improper driving) / D2: (Inattention)	Dark - lighted roadway	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: W	Clear	1500000564	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4088293	NEWTON	09/08/2015	Non-fatal injury	5:54 AM	Non-fatal injury - Non-incapacitating	2	Local police	45-54	65-74	(Inattention),(Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Dawn	Single vehicle crash	P3: Pedestrian	Dry	0	1	V1: Turning right / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1: N / V2: S	Clear	1500000968	V1:(Collision with pedestrian) / V2:(Unknown)		
4408497	NEWTON	03/24/2017	Non-fatal injury	11:06 PM	Non-fatal injury - Possible	2	Local police	18-20	45-54	D1: (Inattention) / D2: (No improper driving)	Dark - lighted roadway	Sideswipe, opposite direction		Dry	0	1	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: E	Clear	1700000361	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4411246	NEWTON	08/12/2017	Property damage only (none injured)	2:07 PM	No injury	3	Local police	25-34	45-54	D1: (No improper driving) / D2: (Followed too closely) / D3: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: S / V3: S	Cloudy	1700000924 / 1700000924	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		
4439897	NEWTON	09/28/2017	Property damage only (none injured)	7:35 AM	No injury	2	Local police	35-44	45-54	D1: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: S	Clear	1700001126 / 1700001126	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4579657	NEWTON	07/27/2018	Property damage only (none injured)	2:11 PM	No injury	1	Local police	45-54	45-54	D1: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: E	Clear/Clear	1800000874	V1:(Collision with motor vehicle in traffic)		
4621041	NEWTON	10/15/2018	Non-fatal injury	8:07 AM	Non-fatal injury - Possible	2	Local police	25-34	35-44	D1: (No improper driving)	Daylight	Rear-end		Dry	0	1	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: S	Cloudy	1800001164	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4621054	NEWTON	10/17/2018	Property damage only (none injured)	6:07 PM	No injury	2	Local police	25-34	25-34		Dark - lighted roadway	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: W	Clear	1800001179	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway
4004732	NEWTON	01/29/2015	Property damage only (none injured)	12:47 PM	No injury	2	Local police	25-34	65-74	D1: (No improper driving) / D2: (Inattention)	Daylight	Rear-end		Wet	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: E / V2: E	Clear	1500000127	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4021779	NEWTON	03/06/2015	Property damage only (none injured)	9:40 AM	No injury	2	Local police	45-54	45-54	D1: (No improper driving) / D2: (Unknown)	Daylight	Rear-end		Sand, mud, dirt, oil, gravel	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Clear	1500000336	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4035605	NEWTON	04/20/2015	Property damage only (none injured)	12:07 PM	No injury	2	Local police			D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Daylight	Angle		Wet	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: N / V2: W	Rain/Cloudy	1500000494	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4054634	NEWTON	05/27/2015	Property damage only (none injured)	3:59 PM	No injury	2	Local police	25-34	55-64	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: W / V2: W	Clear	1500000637	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4054666	NEWTON	06/14/2015	Property damage only (none injured)	11:59 AM	No injury	2	Local police	25-34	75-84	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: W / V2: N	Clear	1500000697	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4055913	NEWTON	06/18/2015	Property damage only (none injured)	5:29 PM	No injury	2	Local police	25-34	35-44	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Turning right / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Clear	1500000715	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4088335	NEWTON	09/17/2015	Property damage only (none injured)	7:18 AM	No injury	2	Local police	45-54	65-74	D1: (Unknown) / D2: (Unknown)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning right	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: W	Clear	1500001014	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4159394	NEWTON	02/18/2016	Non-fatal injury	10:39 PM	Non-fatal injury - Non-incapacitating	1	Local police	55-64	55-64	D1: (Failed to yield right of way)	Dark - lighted roadway	Single vehicle crash	P2: Pedestrian	Dry	0	1	V1: Travelling straight ahead	V1:(Passenger car)	V1: S	Clear	1600000163 / 1600000163	V1:(Collision with pedestrian)		
4159409	NEWTON	01/21/2016	Non-fatal injury	8:00 AM	Non-fatal injury - Non-incapacitating	1	Local police	35-44	35-44	D1: (No improper driving)	Daylight	Single vehicle crash	P3: Pedestrian	Dry	0	1	V1: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: N	Clear	1600000136 / 1600000136	V1:(Collision with pedestrian)		
4171650	NEWTON	03/22/2016	Property damage only (none injured)	10:29 AM	No injury	2	Local police	35-44	65-74	D1: (No improper driving) / D2: (Unknown)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Changing lanes	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Clear	1600000261	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4186031	NEWTON	04/25/2016	Non-fatal injury	11:10 AM	Non-fatal injury - Non-incapacitating	2	Local police	25-34	35-44	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	2	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Cloudy	1600000388 / 1600000388	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4215537	NEWTON	05/31/2016	Property damage only (none injured)	7:56 AM	No injury	1	Local police	25-34	25-34	D1: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Slowing or stopped in traffic	V1:(Bus (seats for 16 or more, including driver))	V1: E	Clear	1600000533 / 1600000533	V1:(Collision with motor vehicle in traffic)		
4234725	NEWTON	08/13/2016	Non-fatal injury	11:19 AM	Non-fatal injury - Possible	2	Local police	45-54	55-64	D1: (No improper driving) / D2: (Distracted)	Daylight	Rear-end		Not reported	0	2	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Cloudy	1600000789 / 1600000789	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4250512	NEWTON	09/04/2016	Property damage only (none injured)	8:11 PM	No injury	2	Local police	25-34	45-54	D1: (No improper driving),(No improper driving) / D2: (Other improper action)	Dusk	Sideswipe, same direction		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: S	Clear/Clear	1600000871 / 1600000871	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4257934	NEWTON	09/17/2016	Property damage only (none injured)	8:08 PM	No injury	2	Local police	35-44	65-74	D1: (Made an improper turn) / D2: (Unknown)	Dark - lighted roadway	Angle		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: E	Clear	1600000943 / 1600000943	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway
4283440	NEWTON	10/19/2016	Non-fatal injury	4:15 PM	Non-fatal injury - Non-incapacitating	1	Local police	55-64	55-64	D1: (No improper driving)	Daylight	Head-on	P3: Other / P2: Cyclist	Dry	0	1	V1: Travelling straight ahead	V1:(Passenger car)	V1: W	Clear	1600001082 / 1600001082	V1:(Collision with cyclist (bicycle, tricycle, unicycle, pedal car))		
4283455	NEWTON	10/23/2016	Property damage only (none injured)	2:20 PM	No injury	2	Local police	45-54	55-64	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Overtaking/passing / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Clear	1600001100	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4408181	NEWTON	01/25/2017	Not Reported	1:50 AM	Not reported	1	Local police			D1: (Unknown)	Dark - lighted roadway	Single vehicle crash		Wet	0	0	V1: Unknown		V1: W	Rain	1700000078	V1:(Collision with light pole or other post/support)		
4408351	NEWTON	03/09/2017	Property damage only (none injured)	6:23 PM	No injury	2	Local police	55-64	55-64	D1: (No improper driving) / D2: (Inattention)	Dark - lighted roadway	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Clear	1700000288 / 1700000288	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4408361	NEWTON	03/17/2017	Property damage only (none injured)	5:28 PM	No injury	2	Local police	55-64	65-74	D1: (No improper driving) / D2: (Other improper action)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: S / V2: S	Clear/Clear	1700000328 / 1700000328	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4408470	NEWTON	03/15/2017	Property damage only (none injured)	3:25 PM	No injury	3	Local police	25-34	65-74	D1: (Inattention) / D2: (No improper driving) / D3: (No improper driving)	Daylight	Rear-end		Wet	0	0	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car) / V3:(Passenger car)	V1: S / V2: S / V3: S	Clear/Clear	1700000310 / 1700000310	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		
4409223	NEWTON	01/30/2017	Property damage only (none injured)	1:00 PM	No injury	1	Local police	55-64	55-64	D1: (Inattention),(Inattention)	Daylight	Single vehicle crash		Dry	0	0	V1: Turning right	V1:(Tractor/triples)	V1: S	Clear/Clear	1700000098 / 1700000098	V1:(Collision with light pole or other post/support)		
4409283	NEWTON	02/15/2017	Property damage only (none injured)	10:11 PM	No injury	2	Local police	25-34	25-34	D1: (No improper driving)	Dark - lighted roadway	Sideswipe, same direction		Wet	0	0	V1: Slowing or stopped in traffic / V2: Turning right	V1:(Passenger car) / V2:(Tractor/semi-trailer)	V1: W / V2: N	Snow	1700000210 / 1700000210	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4436083	NEWTON	09/15/2017	Property damage only (none injured)	2:46 PM	No injury	2	Local police	35-44	55-64	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Bus (seats for 9-15 people, including driver)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: S	Clear	1700001074 / 1700001074	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4436124	NEWTON	09/23/2017	Property damage only (none injured)	7:37 PM	No injury	2	Local police	25-34	45-54		Dark - lighted roadway	Angle		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: E	Clear	1700001107 / 1700001107	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4452795	NEWTON	11/07/2017	Property damage only (none injured)	7:55 AM	No injury	2	Local police	25-34	55-64	D1: (Failure to keep in proper lane or running off road) / D2: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Entering traffic lane / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Clear	1700001293 / 1700001293	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4463173	NEWTON	11/20/2017	Non-fatal injury	7:36 AM	Non-fatal injury - Possible	2	Local police	21-24	35-44	D1: (No improper driving) / D2: (Failed to yield right of way),(Visibility obstructed)	Daylight	Angle		Dry	0	1	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: W / V2: N	Clear	1700001353 / 1700001353	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4469559	NEWTON	11/28/2017	Property damage only (none injured)	7:53 PM	No injury	2	Local police	25-34	45-54	D1: (Failed to yield right of way) / D2: (No improper driving)	Dark - lighted roadway	Angle		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: E	Clear	1700001386	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4477509	NEWTON	11/07/2016	Non-fatal injury	1:49 PM	Non-fatal injury - Non-incapacitating	2	Local police	25-34	25-34	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (No improper driving)	Not reported	Not reported		Not reported	0	1	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Motorcycle) / V2:(Passenger car)	V1: W / V2: W	Not Reported	1600001165	V1:(Collision with motor vehicle in traffic) / V2:(Collision with cyclist (bicycle, tricycle, unicycle, pedal car))		
4499338	NEWTON	01/24/2018	Property damage only (none injured)	3:00 PM	No injury	2	Local police	16-17	55-64	D1: (No improper driving) / D2: (Disregarded traffic signs, signals, road markings),(Failed to yield right of way)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: E	Clear	1800000117	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway
<b>Washington Street at Adams Street / Lewis Terrace (cont.)</b>																								
4548223	NEWTON	04/13/2018	Non-fatal injury	2:51 PM	Non-fatal injury - Non-incapacitating	2	Local police	21-24	25-34	D1: (No improper driving) / D2: (No improper driving)	Daylight	Angle		Dry	0	1	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: E	Clear	1800000421	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4551946	NEWTON	06/01/2018	Property damage only (none injured)	3:43 PM	No injury	2	Local police	55-64	55-64	D1: (Inattention)	Daylight	Rear-end		Dry	0	0	V1: Changing lanes / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Cloudy	1800000615	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4568085	NEWTON	06/29/2018	Property damage only (none injured)	11:05 AM	No injury	2	Local police	35-44	35-44	D1: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: W / V2: N	Clear	1800000741	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4579653	NEWTON	07/27/2018	Property damage only (none injured)	11:14 AM	No injury	2	Local police	45-54	45-54	D1: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Travelling straight ahead / V2: Parked	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Tractor/triples)	V1: W / V2: W	Clear	1800000869	V1:(Collision with parked motor vehicle) / V2:(Collision with motor vehicle in traffic)		
4579654	NEWTON	07/27/2018	Non-fatal injury	10:55 AM	Non-fatal injury - Incapacitating	2	Local police			D1: (No improper driving)	Daylight	Angle		Dry	0	5	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: N	Clear	1800000871	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4596851	NEWTON	01/25/2017	Not Reported	1:50 AM	Not reported	1	Local police			D1: (Unknown) / D2: (No improper driving)	Dark - lighted roadway	Single vehicle crash		Wet	0	0	V1: Unknown		V1: W	Rain	1700000078	V1:(Collision with light pole or other post/support)		
4605311	NEWTON	09/20/2018	Non-fatal injury	11:13 PM	Non-fatal injury - Possible	2	Local police	25-34	55-64	D1: (No improper driving) / D2: (Disregarded traffic signs, signals, road markings)	Dark - lighted roadway	Angle		Dry	0	1	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: N	Clear	1800001052	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4620990	NEWTON	10/07/2018	Non-fatal injury	1:27 PM	Non-fatal injury - Possible	2	Local police	45-54	55-64	D1: (No improper driving)	Daylight	Angle		Dry	0	1	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: S	Cloudy	1800001127	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4621094	NEWTON	10/26/2018	Property damage only (none injured)	3:10 PM	No injury	3	Local police	25-34	25-34	D1: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Turning right / V2: Travelling straight ahead / V3: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Single-unit truck (2-axle, 6-tires)) / V3:(Truck/trailer)	V1: N / V2: W / V3: W	Clear	1800001225	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		
4702019	NEWTON	04/26/2019	Non-fatal injury	5:39 PM	Possible Injury (C)	3	Local police	35-44	45-54	D1: (Failed to yield right of way),(Unknown) / D2: (Unknown)	Daylight	Angle		Wet	0	0	V1: Turning left / V2: Travelling straight ahead / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: E / V3: N	Rain/Cloudy	1900000422	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		
4724349	NEWTON	02/11/2019	Property damage only (none injured)	5:27 PM	No injury	2	Local police	18-20	18-20		Dark - lighted roadway	Angle			0	0	V1: Travelling straight ahead / V2: Changing lanes	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Clear	1900000170	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4747787	NEWTON	07/15/2019	Property damage only (none injured)	8:11 AM	No Apparent Injury (O)	2	Local police	25-34	75-84	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: E	Clear	1900000723	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4747792	NEWTON	07/31/2019	Property damage only (none injured)	3:06 PM	No Apparent Injury (O)	2	Local police	45-54	75-84	D1: (Unknown) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Turning right / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: W / V2: W	Clear	1900000785	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		
4799244	NEWTON	12/09/2019	Property damage only (none injured)	3:26 PM	No Apparent Injury (O)	2	Local police	25-34	45-54		Daylight	Angle		Wet	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: E	Rain	1900001269	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway
4018964	NEWTON	03/05/2015	Property damage only (none injured)	1:43 AM	No injury	2	Local police	18-20	25-34	D1: (No improper driving) / D2: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	Dark - lighted roadway	Rear-end		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: W	Clear/Clear	150000333	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		JACKSON RD / WASHINGTON ST
4029928	NEWTON	04/01/2015	Property damage only (none injured)	7:40 AM	No injury	1	Local police	21-24	21-24	D1: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: E	Clear	1500000431	V1:(Collision with cyclist (bicycle, tricycle, unicycle, pedal car))		WASHINGTON ST /
4090280	NEWTON	09/01/2015	Property damage only (none injured)	6:56 PM	No injury	2	Local police	21-24	45-54	D1: (No improper driving) / D2: (Unknown)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning right	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: E / V2: E	Clear	1500000950	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	527	WASHINGTON TON ST
4300683	NEWTON	11/15/2016	Property damage only (none injured)	10:18 AM	No injury	2	Local police	25-34	35-44	D1: (No improper driving) / D2: (Made an improper turn)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: E / V2: N	Cloudy	1600001204	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		WASHINGTON TON ST / JACKSON RD /
4408559	NEWTON	05/01/2017	Property damage only (none injured)	4:38 PM	No injury	2	Local police	55-64	55-64	D1: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: W	Cloudy	1700000490 / 1700000490	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		WASHINGTON TON ST
4450616	NEWTON	09/11/2017	Property damage only (none injured)	2:31 PM	No injury	1	Local police	55-64	55-64	D1: (Unknown)	Daylight	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: E	Clear	1700001047 / 1700001047	V1:(Collision with curb)		RD / WASHINGTON TON ST
4477510	NEWTON	11/15/2016	Property damage only (none injured)	10:18 AM	No injury	2	Local police	25-34	25-34	D1: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: E / V2: N	Cloudy	1600001204	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		WASHINGTON TON ST / JACKSON RD
4527529	NEWTON	03/09/2018	Property damage only (none injured)	9:52 AM	No injury	2	Local police	35-44	55-64	D1: (Unknown) / D2: (Failure to keep in proper lane or running off road)	Daylight	Angle		Wet	0	0	V1: Travelling straight ahead / V2: Changing lanes	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Clear	1800000272	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	527	WASHINGTON TON ST
4548221	NEWTON	04/12/2018	Property damage only (none injured)	9:14 AM	No injury	2	Local police	25-34	25-34	D1: (Unknown)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: N	Clear	1800000411	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		WASHINGTON TON ST
4548244	NEWTON	04/26/2018	Property damage only (none injured)	10:45 PM	No injury	1	Local police	45-54	45-54	D1: (Failure to keep in proper lane or running off road)	Dark - lighted roadway	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: E	Clear	1800000470	V1:(Collision with utility pole)	527	WASHINGTON TON ST
4634404	NEWTON	11/13/2018	Property damage only (none injured)	3:39 PM	No injury	2	Local police	45-54	55-64	D1: (No improper driving)	Daylight	Angle		Wet	0	0	V1: Travelling straight ahead / V2: Entering traffic lane	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Cloudy/Rain	1800001307	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	527	WASHINGTON TON ST
4634518	NEWTON	11/26/2018	Non-fatal injury	10:42 AM	Non-fatal injury - Non-incapacitating	2	Local police	35-44	65-74		Daylight	Rear-end		Wet	0	1	V2: Travelling straight ahead / V1: Slowing or stopped in traffic	V2:(Light truck(van, mini-van, pickup, sport utility)) / V1:(Passenger car)	V2: W / V1: W	Rain	1800001360	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)	527	WASHINGTON TON STREET
4724453	NEWTON	06/18/2019	Property damage only (none injured)	7:46 AM	No Apparent Injury (O)	2	Local police	25-34	45-54	D1: (Inattention) / D2: (No improper driving)	Daylight	Angle			0	0	V1: Changing lanes / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Cloudy	1900000626	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		JACKSON RD / WASHINGTON TON ST
4747695	NEWTON	07/20/2019	Non-fatal injury	4:52 PM	Possible Injury (C)	2	Local police	35-44	45-54	D1: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Clear	1900000747	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		JACKSON RD / WASHINGTON TON ST
4784964	NEWTON	11/12/2019	Property damage only (none injured)	2:27 PM	No Apparent Injury (O)	2	Local police	21-24	21-24	D1: (Unknown)	Daylight	Rear-end		Wet	0	0	V1: Travelling straight ahead / V2: Parked	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Cloudy	1900001167	V1:(Collision with parked motor vehicle) / V2:(Collision with motor vehicle in traffic)	527	WASHINGTON TON ST
4799243	NEWTON	12/09/2019	Property damage only (none injured)	2:10 PM	No Apparent Injury (O)	1	Local police	45-54	45-54		Daylight	Rear-end		Wet	0	0	V1: Slowing or stopped in traffic	V1:(Passenger car)	V1: E	Rain	1900001268	V1:(Collision with motor vehicle in traffic)		RD / WASHINGTON TON ST
4799395	NEWTON	12/21/2019	Property damage only (none injured)	11:49 AM	No Apparent Injury (O)	2	Local police	55-64	55-64	D1: (No improper driving) / D2: (Inattention)	Daylight	Sideswipe, same direction		Dry	0	0	V2: Travelling straight ahead / V1: Changing lanes	V2:(Passenger car) / V1:(Unknown heavy truck, cannot classify)	V2: E / V1: E	Clear	1900001325	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)		ROAD / WASHINGTON TON STREET
4799412	NEWTON	12/30/2019	Property damage only (none injured)	5:36 PM	No Apparent Injury (O)	2	Local police	25-34	45-54	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end		Slush	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Sleet, hail (freezing rain or drizzle)/Cloudy	1900001346	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		JACKSON RD / WASHINGTON TON ST



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Vehicular Crash Data  
Crash Rate Worksheets



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton

COUNT DATE : February 2022

DISTRICT : 6

UNSIGNALIZED : X  
0.52

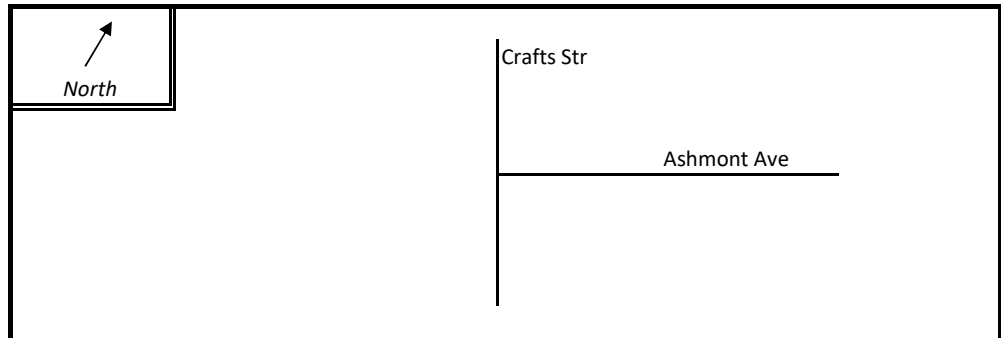
SIGNALIZED :    
0.71

~ INTERSECTION DATA ~

MAJOR STREET : Crafts St

MINOR STREET(S) : Ashmont Ave

**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) :	0	10	475	400		885

" K " FACTOR : 0.090

INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME : 9,833

TOTAL # OF CRASHES : 3 # OF YEARS : 5 AVERAGE # OF CRASHES PER YEAR ( A ) : 0.60

CRASH RATE CALCULATION : 0.17      RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : \_\_\_\_\_  
Project Title & Date: 15548.00 - Proposed Crafts Street Senior Housing



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton

COUNT DATE : February 2022

DISTRICT : 6

UNSIGNALIZED :  X  
0.52

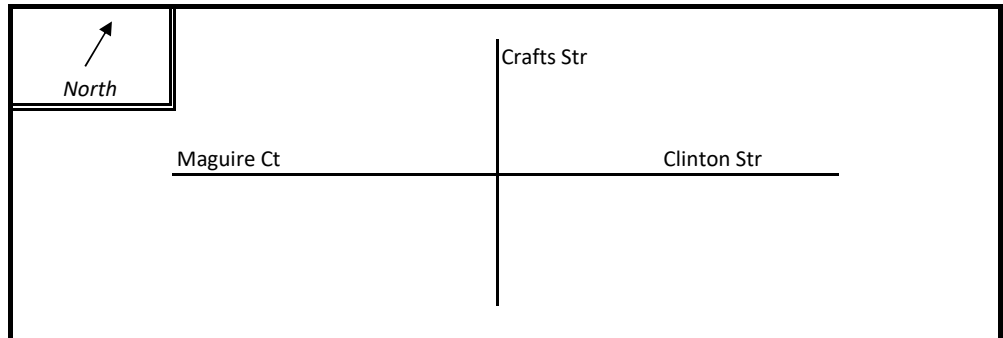
SIGNALIZED :  0.71

~ INTERSECTION DATA ~

MAJOR STREET : Crafts St

MINOR STREET(S) : Clinton Str / Maguire Ct

**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) :	8	7	472	403		890

" K " FACTOR :

INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :

# OF YEARS :

AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**

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

Comments : \_\_\_\_\_  
Project Title & Date: 15548.00 - Proposed Crafts Street Senior Housing





## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton

COUNT DATE : February 2022

DISTRICT : 6

UNSIGNALIZED : X  
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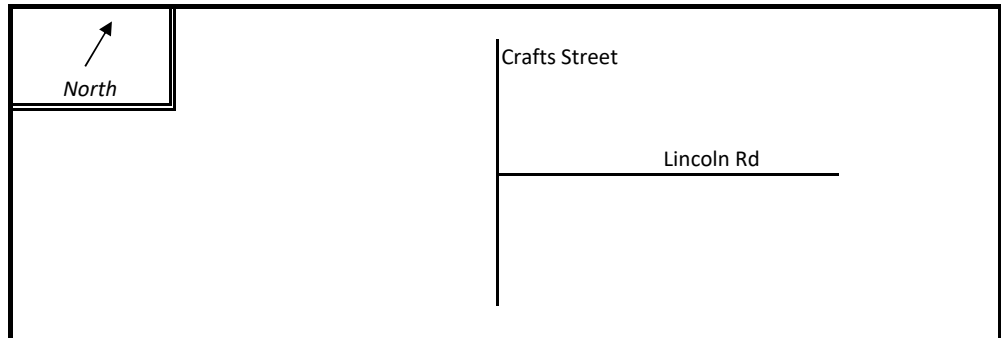
SIGNALIZED :    
0.71

~ INTERSECTION DATA ~

MAJOR STREET : Crafts St

MINOR STREET(S) : Lincoln Rd / 48 Crafts Str 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) :	6	40	490	400		936

" K " FACTOR : 0.090

INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME : 10,400

TOTAL # OF CRASHES : 6

# OF YEARS : 5

AVERAGE # OF CRASHES PER  
YEAR ( A ) : 1.20

**CRASH RATE CALCULATION :** 0.32

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

Comments : \_\_\_\_\_  
Project Title & Date: 15548.00 - Proposed Crafts Street Senior Housing



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton

COUNT DATE : February 2022

DISTRICT : 6

UNSIGNALIZED : X  
0.52

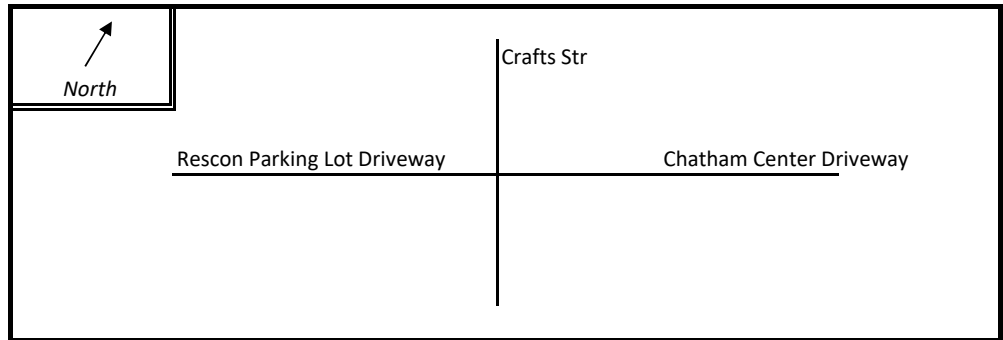
SIGNALIZED : 0.71

~ INTERSECTION DATA ~

MAJOR STREET : Crafts St

MINOR STREET(S) : Chatham Center Driveway / Rescon Parking Lot 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) :	12	40	482	398		932

" K " FACTOR : 0.090

INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME : 10,356

TOTAL # OF CRASHES : 5

# OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR ( A ) : 1.00

**CRASH RATE CALCULATION :** 0.26

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

Comments : \_\_\_\_\_  
Project Title & Date: 15548.00 - Proposed Crafts Street Senior Housing



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton

COUNT DATE : February 2022

DISTRICT : 6

UNSIGNALIZED : X  
0.52

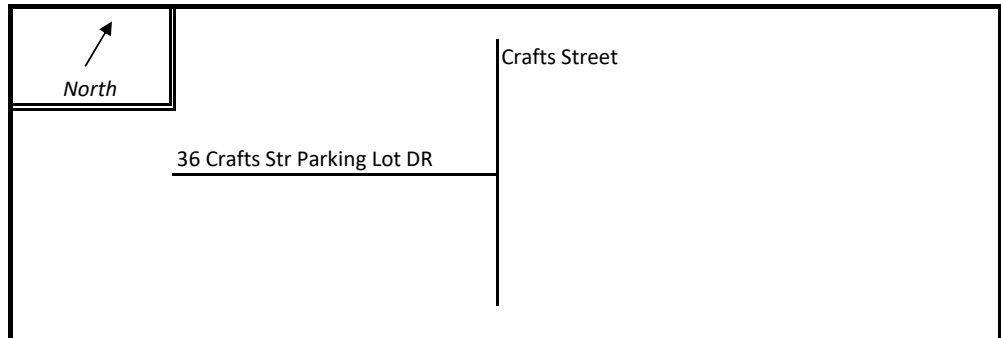
SIGNALIZED :    
0.71

~ INTERSECTION DATA ~

MAJOR STREET : Crafts St

MINOR STREET(S) : 36 Crafts Str Parking Lot 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) :			480	430		910

" K " FACTOR : 0.090

INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME : 10,111

TOTAL # OF CRASHES : 1

# OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR ( A ) : 0.20

CRASH RATE CALCULATION : 0.05

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

Comments : \_\_\_\_\_  
Project Title & Date: 15548.00 - Proposed Crafts Street Senior Housing



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton

COUNT DATE : February 2022

DISTRICT : 6

UNSIGNALIZED : X  
0.52

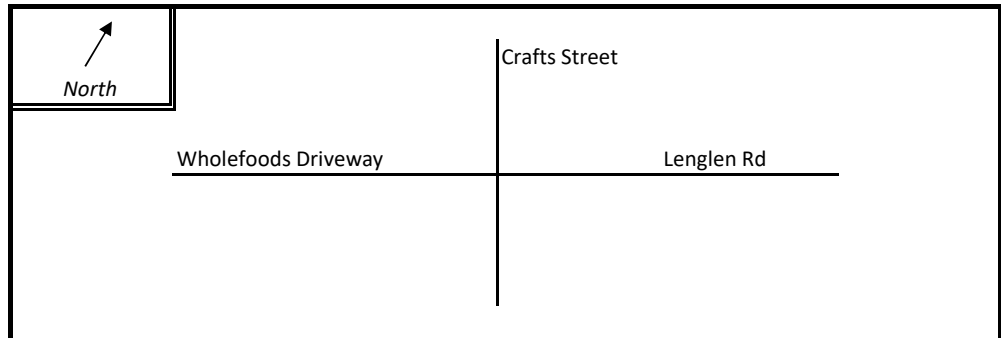
SIGNALIZED : 0.71

~ INTERSECTION DATA ~

MAJOR STREET : Crafts St

MINOR STREET(S) : Lenglen Rd / Whole foods 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) :	136	20	386	432		974

" K " FACTOR : 0.090

INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME : 10,822

TOTAL # OF CRASHES : 3

# OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR ( A ) : 0.60

CRASH RATE CALCULATION : 0.15

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

Comments : \_\_\_\_\_  
Project Title & Date: 15548.00 - Proposed Crafts Street Senior Housing



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton

COUNT DATE : February 2022

DISTRICT : 6

UNSIGNALIZED : X  
0.52

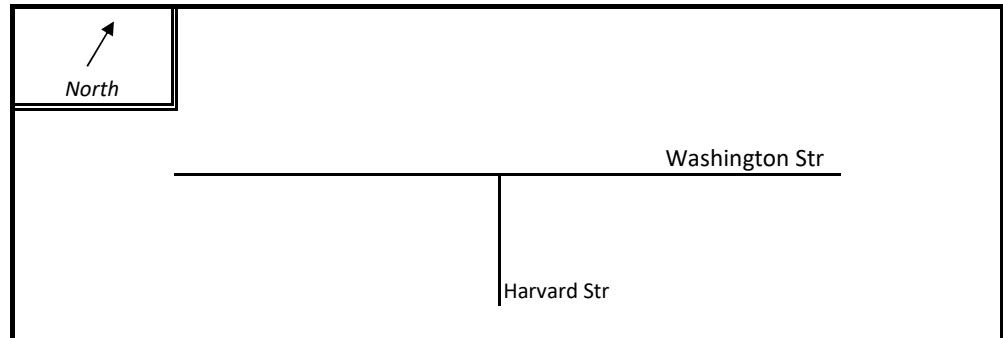
SIGNALIZED :    
0.71

~ INTERSECTION DATA ~

MAJOR STREET : Washington Str

MINOR STREET(S) : Harvard Avenue

**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) :	620	860	120			1,600

" K " FACTOR : 0.090

INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME : 17,778

TOTAL # OF CRASHES : 18    # OF YEARS : 5    AVERAGE # OF CRASHES PER YEAR ( A ) : 3.60

**CRASH RATE CALCULATION :**

0.55

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

Comments : \_\_\_\_\_

Project Title & Date: 15548.00 - Proposed Crafts Street Senior Housing



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton

COUNT DATE : February 2022

DISTRICT : 6

UNSIGNALIZED : X  
0.52

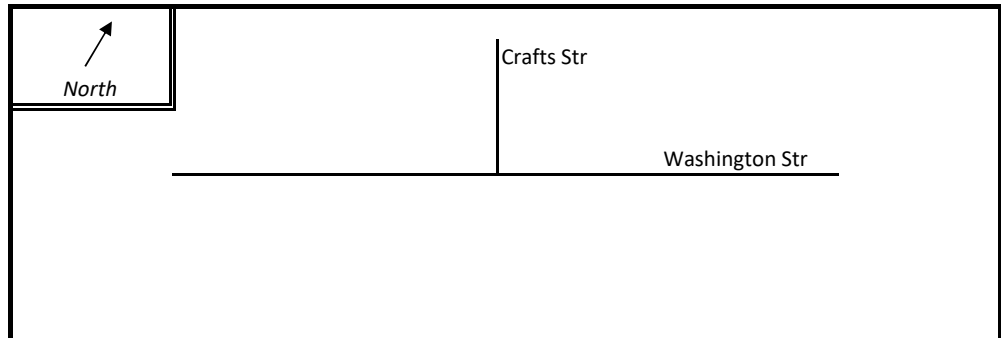
SIGNALIZED : 0.71

~ INTERSECTION DATA ~

MAJOR STREET : Washington Str

MINOR STREET(S) : Crafts Street

**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) :	635	1,066	15	486		2,202

" K " FACTOR : 0.090

INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME : 24,467

TOTAL # OF CRASHES : 11

# OF YEARS : 5

AVERAGE # OF CRASHES PER  
YEAR ( A ) : 2.20

**CRASH RATE CALCULATION :** 0.25

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

Comments : \_\_\_\_\_  
Project Title & Date: 15548.00 - Proposed Crafts Street Senior Housing



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton

COUNT DATE : February 2022

DISTRICT : 6

UNSIGNALIZED : X  
0.52

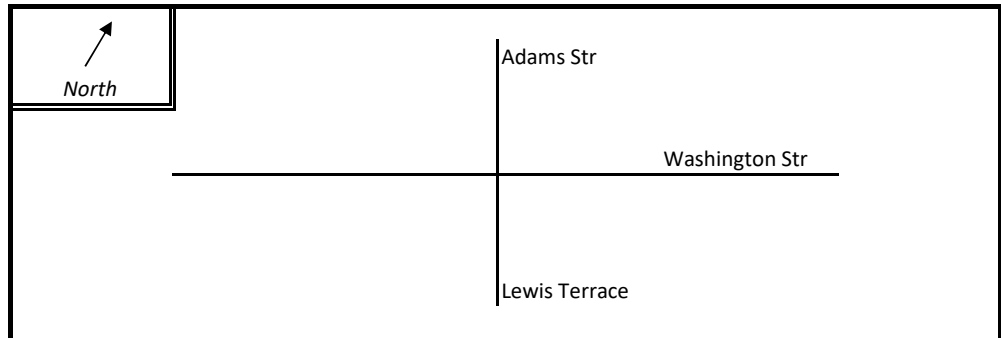
SIGNALIZED :    
0.71

~ INTERSECTION DATA ~

MAJOR STREET : Washington Str

MINOR STREET(S) : Adams Street

**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) :	897	1,250	165	350		2,662

" K " FACTOR : 0.090

INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME : 29,578

TOTAL # OF CRASHES : 44

# OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR ( A ) : 8.80

**CRASH RATE CALCULATION :** 0.82

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

Comments : \_\_\_\_\_  
Project Title & Date: 15548.00 - Proposed Crafts Street Senior Housing



## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Newton

COUNT DATE : February 2022

DISTRICT : 6

UNSIGNALIZED : X  
0.52

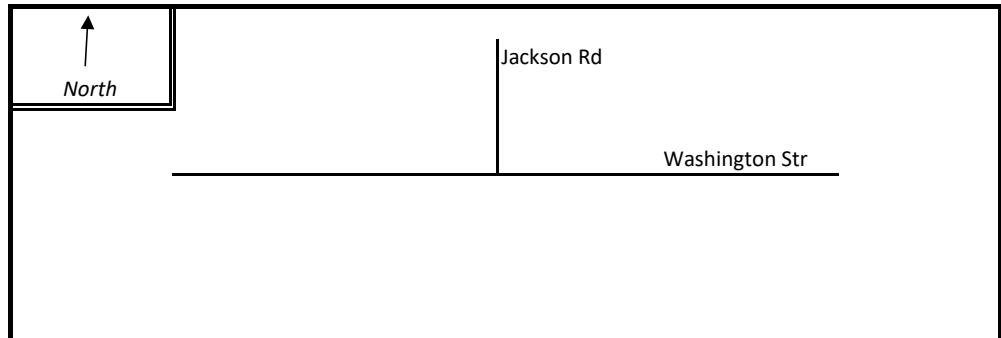
SIGNALIZED : 0.71

~ INTERSECTION DATA ~

MAJOR STREET : Washington Str

MINOR STREET(S) : Jackson Rd

**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) :	1,040	1,220		135		2,395

" K " FACTOR : 0.090

INTERSECTION ADT ( V ) =  
TOTAL DAILY APPROACH VOLUME : 26,611

TOTAL # OF CRASHES : 18    # OF YEARS : 5    AVERAGE # OF CRASHES PER YEAR ( A ) : 3.60

CRASH RATE CALCULATION :

**0.37**

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

Comments : \_\_\_\_\_  
Project Title & Date: 15548.00 - Proposed Crafts Street Senior Housing





### PLANNED / APPROVED BACKGROUND PROJECTS

INTERSECTION	MOVEMENT	BACKGROUND DEVELOPMENTS										TOTAL TRIPS	
		Dunstan East		15 Riverdale Avenue		Russian School of Math		967 Washington Street		386 Watertown Street			
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. Crafts Street at Ashmont Avenue													
Ashmont Avenue	WB L												
	WB R												
Crafts Street	NB T			1	3							1	3
	NB R												
Crafts Street	SB L			4	2							4	2
	SB T												
2. Crafts Street at Clinton Street/Maguire Court													
Maguire Court	EB L												
	EB T												
	EB R												
Clinton Street	WB L												
	WB T												
	WB R												
Crafts Street	NB L												
	NB T			1	3							1	3
	NB R												
Crafts Street	SB L			4	2							4	2
	SB T												
	SB R												
3. Crafts Street at Lincoln Rd/Bus Lot Driveway													
Bus Lot Driveway	EB L												
	EB T												
	EB R												
Lincoln Rd	WB L												
	WB T												
	WB R												
Crafts Street	NB L												
	NB T			1	3							1	3
	NB R												
Crafts Street	SB L			4	2							4	2
	SB T												
	SB R												
4. Crafts Street at Chatham Center Dwy/38 Crafts Street Dwy (Future Site Dwy)													
38 Crafts Street Driveway	EB L												
	EB T												
	EB R												
Chatham Center Driveway	WB L												
	WB T												
	WB R												
Crafts Street	NB L												
	NB T			1	3							1	3
	NB R												
Crafts Street	SB L			4	2							4	2
	SB T												
	SB R												

**PLANNED / APPROVED BACKGROUND PROJECTS**

		BACKGROUND DEVELOPMENTS											
		Dunstan East		15 Riverdale Avenue		Russian School of Math		967 Washington Street		386 Watertown Street		TOTAL TRIPS	
INTERSECTION	MOVEMENT	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
		5. Crafts Street at 36 Crafts Street Driveway											
Crafts Street	NB L												
	NB T			1	3							1	3
Crafts Street	SB T			4	2							4	2
	SB R												
36 Crafts Street Driveway	EB L												
	EB R												
6. Crafts Street at Lenglen Road/Whole Foods Driveway													
Whole Foods Driveway	EB L												
	EB T												
	EB R												
Lenglen Rd	WB L												
	WB T												
	WB R												
Crafts Street	NB L												
	NB T			1	3							1	3
	NB R												
Crafts Street	SB L												
	SB T			4	2							4	2
	SB R												
7. Washington Street at Harvard Street													
Washington Street	EB T	20	10	1	2		15	5	3		1	26	31
	EB R												
Washington Street	WB L			2	1							2	1
	WB T	20	15	2	1		15	2	5	1		25	36
Harvard Street	NB L												
	NB R				1								1
8. Washington Street at Crafts Street													
Washington Street	EB L			1	3							1	3
	EB T	20	10				15	5	3		1	25	29
	EB R												
Washington Street	WB U												
	WB L												
	WB T	20	15				15	2	5	1		23	35
	WB R												
Bank Driveway	NB L												
	NB T												
	NB R												
Crafts Street	SB L												
	SB T												
	SB R			4	2							4	2

**PLANNED / APPROVED BACKGROUND PROJECTS**

		BACKGROUND DEVELOPMENTS												
		Dunstan East		15 Riverdale Avenue		Russian School of Math		967 Washington Street		386 Watertown Street		TOTAL TRIPS		
INTERSECTION	MOVEMENT	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
9. Washington Street at Adams Street/ Lewis Terrace														
Washington Street	EB U													
	EB L									1			1	
	EB T	20	10				15	5	3				25	28
	EB R													
Washington Street	WB U													
	WB L													
	WB T	20	15				15	2	5				22	35
Lewis Terrace	WB R			1	3					1	1		2	4
	NB L													
	NB T													
Adams Street	NB R													
	SB L			3	1					1	1		4	2
	SB T													
	SB R									1			1	
10. Washington Street at Jackson Road														
Washington Street	EB L						5							5
	EB T	20	10	3	1		10	5	3	1	2		29	26
Washington Street	WB T	20	15	1	3		10	2	5	1	1		24	34
	WB R													
Jackson Road	SB L													
	SB R						5							5



ITE TRIP GENERATION WORKSHEET

(11th Edition, Updated 2021)

LANDUSE: Continuing Care Retirement Community  
 LANDUSE CODE: 255 Independent Variable --- Units  
 SETTING/LOCATION: General Urban/Suburban  
 JOB NAME: 15548.00 UNITS (#): 209  
 JOB NUMBER: Proposed Crafts Street Senior Housing

**WEEKDAY**

RATES:		# Studies	R <sup>2</sup>	Total Trip Ends			Independent Variable Range			Directional Distribution	
				Average	Low	High	Average	Low	High	Enter	Exit
	DAILY	9	0.98	2.47	1.98	4.71	998	242	2,238	50%	50%
	AM PEAK (ADJACENT ST)	15	0.95	0.15	0.10	0.32	871	242	2,238	65%	35%
	PM PEAK (ADJACENT ST)	15	0.94	0.19	0.14	0.45	871	242	2,238	39%	61%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	518	259	259	670	335	335
AM PEAK (ADJACENT ST)	31	20	11	49	32	17
PM PEAK (ADJACENT ST)	40	15	24	82	32	50



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Trip Distribution Calculations

Home to Work  
Live in Newton

Local Roadways to/from east

Workplace	Count <sup>1</sup>	Adjustment Percentage <sup>2</sup>	Adjusted Count	Percent of Total	Route Distribution										CHECK	Cumulative Total									
					Washington Street to/from west	Washington Street to/from east	Harvard Street to/from south	Lewis Terrace to/from south	Crafts Street to/from north	Ashmont Ave to/from east	Clinton Street to/from east	Lincoln Road to/from east	Total	Washington Street to/from west		Washington Street to/from east	Harvard Street to/from south	Lewis Terrace to/from south	Crafts Street to/from north	Ashmont Ave to/from east	Clinton Street to/from east	Lincoln Road to/from east	Total		
Boston city	12,720	0.5	6,360	23.8%		100%							100%		0.0%	23.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.8%
Newton city	11,950	0.5	5,975	22.3%	40%		40%		10%			10%	100%		8.9%	0.0%	8.9%	0.0%	2.2%	0.0%	0.0%	2.2%	0.0%	2.2%	22.3%
Cambridge city	3,050	1	3,050	11.4%		50%			50%			100%			0.0%	5.7%	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	11.4%
Waltham city	2,230	1	2,230	8.3%					100%			100%			0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%
Wellesley town	925	1	925	3.5%	100%							100%			3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%
Watertown Town city	750	1	750	2.8%					80%		20%	100%			0.0%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.6%	0.0%	0.6%	2.8%
Framingham town	745	1	745	2.8%	20%	80%						100%			0.6%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%
Brookline town	745	1	745	2.8%		100%						100%			0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%
Needham town	610	1	610	2.3%	40%	40%	20%					100%			0.9%	0.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%
Burlington town	460	1	460	1.7%		50%			50%			100%			0.0%	0.9%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
Lexington town	450	1	450	1.7%		20%			80%			100%			0.0%	0.3%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
Quincy city	420	1	420	1.6%					100%			100%			0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Natick town	375	1	375	1.4%	20%	80%						100%			0.3%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%
Malden city	330	1	330	1.2%		100%						100%			0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
Worcester city	320	1	320	1.2%		100%						100%			0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
Lowell city	280	1	280	1.0%		100%						100%			0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Woburn city	280	1	280	1.0%		100%						100%			0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Weston town	260	1	260	1.0%	50%				50%			100%			0.5%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Dedham town	255	1	255	1.0%	30%	50%	20%					100%			0.3%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Marlborough city	235	1	235	0.9%		100%						100%			0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Wayland town	205	1	205	0.8%	20%	50%			30%			100%			0.2%	0.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
Medford city	180	1	180	0.7%		50%			50%			100%			0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
Braintree Town city	180	1	180	0.7%		100%						100%			0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
Billerica town	175	1	175	0.7%		80%			20%			100%			0.0%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
Belmont town	165	1	165	0.6%		80%			20%			100%			0.0%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Canton town	165	1	165	0.6%	30%	50%	20%					100%			0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Concord town	160	1	160	0.6%		80%			20%			100%			0.0%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Norwood town	160	1	160	0.6%	30%	50%	20%					100%			0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Wilmington town	155	1	155	0.6%		100%						100%			0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Bedford town	145	1	145	0.5%		80%			20%			100%			0.0%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Totals	39,080		26,745	100.0%											15.4%	49.7%	9.8%	0.0%	22.3%	0.0%	0.0%	2.8%	0.0%	2.8%	100.0%
															15.0%	50.0%	10.0%	0.0%	22.0%	0.0%	0.0%	3.0%	0.0%	3.0%	100.0%

1 Commuting flow data based on the US Census Bureau Journey to Work data (2012-2016) for the City of Newton.  
2 Adjustments were made to some communities based on the likelihood that people who work in those communities would opt to live closer to their place of employment or closer to transit opportunities.





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Intersection Capacity Analysis Worksheets

15548.00 Crafts Street Newton  
 1: Crafts Street & Ashmont Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	340	5	5	400
Future Volume (vph)	5	5	340	5	5	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1593	0	1824	0	0	1880
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1593	0	1824	0	0	1880
Link Speed (mph)	30		30			30
Link Distance (ft)	250		499			266
Travel Time (s)	5.7		11.3			6.0
Confl. Peds. (#/hr)	1			4	4	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.63	0.63	0.86	0.86	0.87	0.87
Heavy Vehicles (%)	0%	17%	4%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	401	0	0	466
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.0%
ICU Level of Service	A
Analysis Period (min)	15

15548.00 Crafts Street Newton  
 1: Crafts Street & Ashmont Avenue

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	5	340	5	5	400
Future Vol, veh/h	5	5	340	5	5	400
Conflicting Peds, #/hr	1	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	86	86	87	87
Heavy Vehicles, %	0	17	4	0	0	1
Mvmt Flow	8	8	395	6	6	460

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	875	402	0	0	405
Stage 1	402	-	-	-	-
Stage 2	473	-	-	-	-
Critical Hdwy	6.4	6.37	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.453	-	-	2.2
Pot Cap-1 Maneuver	322	617	-	-	1165
Stage 1	680	-	-	-	-
Stage 2	631	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	318	615	-	-	1161
Mov Cap-2 Maneuver	318	-	-	-	-
Stage 1	677	-	-	-	-
Stage 2	626	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	636	1161
HCM Lane V/C Ratio	-	-	0.025	0.005
HCM Control Delay (s)	-	-	10.8	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

15548.00 Crafts Street Newton  
 2: Crafts Street & Maguire Court/Clinton Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	5	10	1	10	5	325	5	10	395	5
Future Volume (vph)	5	0	5	10	1	10	5	325	5	10	395	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1728	0	0	1737	0	0	1835	0	0	1876	0
Flt Permitted		0.976			0.977			0.999			0.999	
Satd. Flow (perm)	0	1728	0	0	1737	0	0	1835	0	0	1876	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		433			491			201			499	
Travel Time (s)		9.8			11.2			4.6			11.3	
Confl. Peds. (#/hr)	1						1	2		2	2	2
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.67	0.67	0.67	0.56	0.56	0.56	0.89	0.89	0.89	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	20%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	38	0	0	377	0	0	466	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	10	1	10	5	325	5	10	395	5
Future Vol, veh/h	5	0	5	10	1	10	5	325	5	10	395	5
Conflicting Peds, #/hr	1	0	0	0	0	1	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	56	56	56	89	89	89	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	3	20	0	1	0
Mvmt Flow	7	0	7	18	2	18	6	365	6	11	449	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	867	861	454	860	861	371	457	0	0	373	0	0
Stage 1	476	476	-	382	382	-	-	-	-	-	-	-
Stage 2	391	385	-	478	479	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	275	295	610	278	295	679	1114	-	-	1197	-	-
Stage 1	574	560	-	645	616	-	-	-	-	-	-	-
Stage 2	637	614	-	572	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	262	288	609	270	288	677	1112	-	-	1195	-	-
Mov Cap-2 Maneuver	262	288	-	270	288	-	-	-	-	-	-	-
Stage 1	569	552	-	639	610	-	-	-	-	-	-	-
Stage 2	613	608	-	558	550	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.3		15.5		0.1		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1112	-	-	366	380	1195	-	-
HCM Lane V/C Ratio	0.005	-	-	0.041	0.099	0.01	-	-
HCM Control Delay (s)	8.3	0	-	15.3	15.5	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

15548.00 Crafts Street Newton  
 3: Crafts Street & Bus Lot Driveway/Lincoln Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	2	25	0	15	10	320	20	25	385	0
Future Volume (vph)	1	0	2	25	0	15	10	320	20	25	385	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	964	0	0	1668	0	0	1782	0	0	1872	0
Flt Permitted		0.988			0.970			0.999			0.997	
Satd. Flow (perm)	0	964	0	0	1668	0	0	1782	0	0	1872	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		340			450			151			201	
Travel Time (s)		7.7			10.2			3.4			4.6	
Confl. Peds. (#/hr)							2		3	3		2
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.75	0.75	0.75	0.82	0.82	0.82	0.86	0.86	0.86	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	100%	0%	0%	13%	100%	3%	0%	4%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	48	0	0	407	0	0	466	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

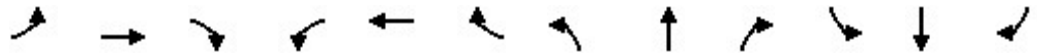
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	2	25	0	15	10	320	20	25	385	0
Future Vol, veh/h	1	0	2	25	0	15	10	320	20	25	385	0
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	3	3	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	82	82	82	86	86	86	88	88	88
Heavy Vehicles, %	0	0	100	0	0	13	100	3	0	4	1	0
Mvmt Flow	1	0	3	30	0	18	12	372	23	28	438	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	913	918	440	907	907	387	440	0	0	398	0	0
Stage 1	496	496	-	411	411	-	-	-	-	-	-	-
Stage 2	417	422	-	496	496	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	7.2	7.1	6.5	6.33	5.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	4.2	3.5	4	3.417	3.1	-	-	2.236	-	-
Pot Cap-1 Maneuver	256	274	455	259	278	637	748	-	-	1150	-	-
Stage 1	559	549	-	622	598	-	-	-	-	-	-	-
Stage 2	617	592	-	559	549	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	238	258	454	247	262	635	747	-	-	1147	-	-
Mov Cap-2 Maneuver	238	258	-	247	262	-	-	-	-	-	-	-
Stage 1	546	530	-	607	584	-	-	-	-	-	-	-
Stage 2	587	578	-	538	530	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.4		18.3		0.3		0.5	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	747	-	-	349	320	1147	-	-
HCM Lane V/C Ratio	0.016	-	-	0.011	0.152	0.025	-	-
HCM Control Delay (s)	9.9	0	-	15.4	18.3	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	1	0	0	1	5	345	25	10	400	1
Future Volume (vph)	5	0	1	0	0	1	5	345	25	10	400	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1778	0	0	1644	0	0	1767	0	0	1862	0
Flt Permitted		0.962						0.999			0.999	
Satd. Flow (perm)	0	1778	0	0	1644	0	0	1767	0	0	1862	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		359			197			99			151	
Travel Time (s)		8.2			4.5			2.3			3.4	
Confl. Peds. (#/hr)			3	3			3		6	6		3
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.63	0.63	0.63	0.25	0.25	0.25	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	4	0	0	436	0	0	478	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.9%

ICU Level of Service A

Analysis Period (min) 15



Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	0	0	1	5	345	25	10	400	1
Future Vol, veh/h	5	0	1	0	0	1	5	345	25	10	400	1
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	6	6	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	25	25	25	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	2	0
Mvmt Flow	8	0	2	0	0	4	6	401	29	12	465	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	923	941	472	928	927	422	469	0	0	436	0	0
Stage 1	493	493	-	434	434	-	-	-	-	-	-	-
Stage 2	430	448	-	494	493	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	252	265	596	250	270	636	1103	-	-	1134	-	-
Stage 1	562	550	-	604	585	-	-	-	-	-	-	-
Stage 2	607	576	-	561	550	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	246	257	593	243	262	632	1100	-	-	1128	-	-
Mov Cap-2 Maneuver	246	257	-	243	262	-	-	-	-	-	-	-
Stage 1	556	541	-	596	577	-	-	-	-	-	-	-
Stage 2	599	569	-	550	541	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.7		10.7		0.1		0.2	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1100	-	-	273	632	1128	-	-
HCM Lane V/C Ratio	0.005	-	-	0.035	0.006	0.01	-	-
HCM Control Delay (s)	8.3	0	-	18.7	10.7	8.2	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

15548.00 Crafts Street Newton  
 5: Crafts Street & 36 Crafts Street Driveway

#260-22  
 2022 Existing Conditions  
 Timing Plan: AM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	375	400	0
Future Volume (vph)	0	0	0	375	400	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1900	0	0	1792	1863	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1792	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	364			107	99	
Travel Time (s)	8.3			2.4	2.3	
Confl. Peds. (#/hr)	3		3			3
Peak Hour Factor	0.92	0.92	0.86	0.86	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	6%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	436	460	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.4%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	375	400	0
Future Vol, veh/h	0	0	0	375	400	0
Conflicting Peds, #/hr	3	0	3	0	0	3
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	86	86	87	87
Heavy Vehicles, %	0	0	0	6	2	0
Mvmt Flow	0	0	0	436	460	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	902	463	463	0	0
Stage 1	463	-	-	-	-
Stage 2	439	-	-	-	-
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	311	603	1109	-	-
Stage 1	638	-	-	-	-
Stage 2	654	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	309	601	1106	-	-
Mov Cap-2 Maneuver	309	-	-	-	-
Stage 1	636	-	-	-	-
Stage 2	652	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1106	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

15548.00 Crafts Street Newton  
6: Crafts Street & Whole Food Driveway/Lenglen Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	25	0	25	5	0	10	0	340	0	1	395	5
Future Volume (vph)	25	0	25	5	0	10	0	340	0	1	395	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1728	0	0	1701	0	0	1776	0	0	1860	0
Flt Permitted		0.976			0.984							
Satd. Flow (perm)	0	1728	0	0	1701	0	0	1776	0	0	1860	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		141			411			288			107	
Travel Time (s)		3.2			9.3			6.5			2.4	
Confl. Peds. (#/hr)	4		6	6		4			6	6		
Confl. Bikes (#/hr)			1			1			3			
Peak Hour Factor	0.63	0.63	0.63	0.70	0.70	0.70	0.91	0.91	0.91	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	21	0	0	374	0	0	472	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.0%
ICU Level of Service	A
Analysis Period (min)	15

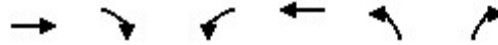
Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	0	25	5	0	10	0	340	0	1	395	5
Future Vol, veh/h	25	0	25	5	0	10	0	340	0	1	395	5
Conflicting Peds, #/hr	4	0	6	6	0	4	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	70	70	70	91	91	91	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	2	0
Mvmt Flow	40	0	40	7	0	14	0	374	0	1	465	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	855	850	474	876	853	384	471	0	0	380	0	0
Stage 1	470	470	-	380	380	-	-	-	-	-	-	-
Stage 2	385	380	-	496	473	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	281	300	595	272	299	668	1101	-	-	1190	-	-
Stage 1	578	563	-	646	617	-	-	-	-	-	-	-
Stage 2	642	617	-	559	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	274	298	592	251	297	662	1101	-	-	1183	-	-
Mov Cap-2 Maneuver	274	298	-	251	297	-	-	-	-	-	-	-
Stage 1	578	562	-	642	613	-	-	-	-	-	-	-
Stage 2	626	613	-	518	561	-	-	-	-	-	-	-

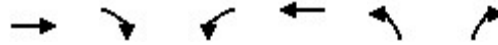
Approach	EB		WB		NB			SB		
HCM Control Delay, s	17.2		13.9		0			0		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1101	-	-	375	428	1183	-	-
HCM Lane V/C Ratio	-	-	-	0.212	0.05	0.001	-	-
HCM Control Delay (s)	0	-	-	17.2	13.9	8	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.2	0	-	-

15548.00 Crafts Street Newton  
7: Harvard Street & Washington Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑↑			↑↑	↑↑		
Traffic Volume (vph)	740	30	95	565	50	60	
Future Volume (vph)	740	30	95	565	50	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Satd. Flow (prot)	3452	0	0	3519	1647	0	
Flt Permitted				0.694	0.978		
Satd. Flow (perm)	3452	0	0	2459	1635	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	6				56		
Link Speed (mph)	30			30	30		
Link Distance (ft)	330			999	440		
Travel Time (s)	7.5			22.7	10.0		
Confl. Peds. (#/hr)		3	3		5	9	
Confl. Bikes (#/hr)		1					
Peak Hour Factor	0.89	0.89	0.95	0.95	0.76	0.76	
Heavy Vehicles (%)	4%	0%	1%	2%	0%	4%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	865	0	0	695	145	0	
Turn Type	NA		Perm	NA	Prot		
Protected Phases	2			6	4	9	
Permitted Phases			6				
Detector Phase	2		6	6	4		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0	6.0	
Minimum Split (s)	15.0		15.0	15.0	13.0	25.0	
Total Split (s)	45.0		45.0	45.0	15.0	25.0	
Total Split (%)	52.9%		52.9%	52.9%	17.6%	29%	
Yellow Time (s)	4.0		4.0	4.0	4.0	2.0	
All-Red Time (s)	3.0		3.0	3.0	3.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	7.0			7.0	7.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min		Min	Min	None	None	
Act Effct Green (s)	26.8			26.8	8.0		
Actuated g/C Ratio	0.51			0.51	0.15		
v/c Ratio	0.49			0.56	0.49		
Control Delay	11.0			12.7	23.5		
Queue Delay	0.0			0.0	0.0		
Total Delay	11.0			12.7	23.5		
LOS	B			B	C		
Approach Delay	11.0			12.7	23.5		
Approach LOS	B			B	C		
Queue Length 50th (ft)	66			56	19		
Queue Length 95th (ft)	224			205	#85		
Internal Link Dist (ft)	250			919	360		
Turn Bay Length (ft)							
Base Capacity (vph)	2653			1889	313		
Starvation Cap Reductn	0			0	0		

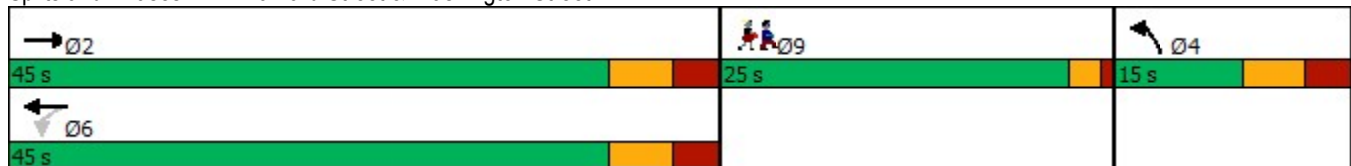


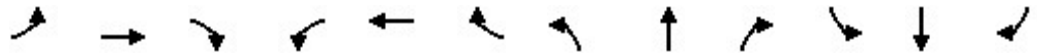
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.33			0.37	0.46		

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	52.9
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	12.8
Intersection LOS:	B
Intersection Capacity Utilization	64.3%
ICU Level of Service	C
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 7: Harvard Street & Washington Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	↔
Traffic Volume (vph)	80	710	1	1	590	260	1	1	2	290	0	135
Future Volume (vph)	80	710	1	1	590	260	1	1	2	290	0	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3466	0	0	3291	0	0	1737	0	0	1770	1568
Flt Permitted		0.647			0.954			0.929			0.950	
Satd. Flow (perm)	0	2253	0	0	3139	0	0	1632	0	0	1765	1541
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					67			4				67
Link Speed (mph)		30			30			30				30
Link Distance (ft)		999			929			144				288
Travel Time (s)		22.7			21.1			3.3				6.5
Confl. Peds. (#/hr)	13					13	5		2	2		5
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.88	0.88	0.88	0.93	0.93	0.93	0.50	0.50	0.50	0.94	0.94	0.94
Heavy Vehicles (%)	18%	2%	0%	0%	3%	4%	0%	0%	0%	2%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	899	0	0	915	0	0	8	0	0	309	144
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Split	NA	pm+ov
Protected Phases	5	2			6			4!		8!	8	5
Permitted Phases	2			6			4					8
Detector Phase	5	2		6	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	13.0		13.0	13.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	13.0	48.0		35.0	35.0		27.0	27.0		27.0	27.0	13.0
Total Split (%)	12.4%	45.7%		33.3%	33.3%		25.7%	25.7%		25.7%	25.7%	12.4%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)		44.9			33.4			18.5			18.5	24.8
Actuated g/C Ratio		0.54			0.40			0.22			0.22	0.30
v/c Ratio		0.69			0.71			0.02			0.79	0.28
Control Delay		21.6			26.7			25.0			48.6	14.7
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		21.6			26.7			25.0			48.6	14.7
LOS		C			C			C			D	B
Approach Delay		21.6			26.7			25.0			37.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)		100			145			1			122	20
Queue Length 95th (ft)		#332			#415			8			#343	87
Internal Link Dist (ft)		919			849			64			208	



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	29%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

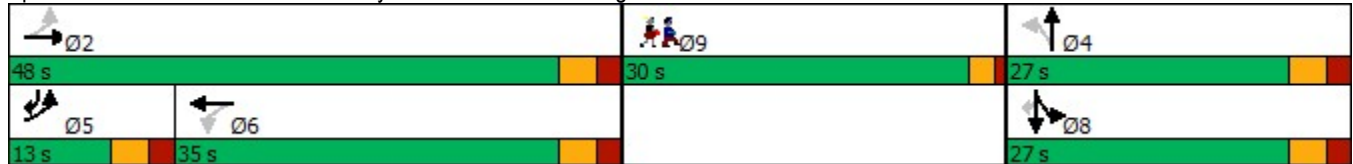


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												50
Base Capacity (vph)		1303			1296			452			487	545
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.69			0.71			0.02			0.63	0.26

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 83.4  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 26.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 82.3%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 ! Phase conflict between lane groups.

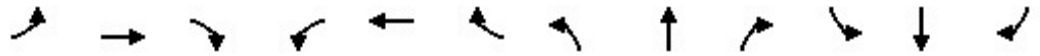
Splits and Phases: 8: Bank Driveway/Crafts Street & Washington Street



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Lane Group	Ø9
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	↔
Traffic Volume (vph)	60	880	25	90	760	200	15	75	145	195	65	80
Future Volume (vph)	60	880	25	90	760	200	15	75	145	195	65	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3510	0	1787	3347	0	0	1708	0	0	1716	1553
Flt Permitted		0.632		0.204				0.997			0.964	
Satd. Flow (perm)	0	2225	0	381	3347	0	0	1707	0	0	1716	1502
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			38			58				94
Link Speed (mph)		30			30			30				30
Link Distance (ft)		929			123			248				747
Travel Time (s)		21.1			2.8			5.6				17.0
Confl. Peds. (#/hr)	17		13	13		17	12					12
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.87	0.87	0.87	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	4%	1%	3%	3%	0%	3%	1%	8%	3%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1060	0	94	1000	0	0	270	0	0	305	94
Turn Type	Perm	NA		custom	NA		Split	NA		Split	NA	custom
Protected Phases		2 3		4	3 4		8	8		1	1	1
Permitted Phases	2 3			3								2
Detector Phase	2 3	2 3		4	3 4		8	8		1	1	1
Switch Phase												
Minimum Initial (s)				6.0			8.0	8.0		8.0	8.0	8.0
Minimum Split (s)				10.0			19.0	19.0		24.0	24.0	24.0
Total Split (s)				14.0			19.0	19.0		24.0	24.0	24.0
Total Split (%)				12.1%			16.4%	16.4%		20.7%	20.7%	20.7%
Yellow Time (s)				3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)				1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)				0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)				4.0			4.0	4.0		4.0	4.0	4.0
Lead/Lag				Lag						Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode				None			None	None		None	None	None
Act Effct Green (s)		55.0		51.0	54.0			15.0			20.0	30.0
Actuated g/C Ratio		0.47		0.44	0.47			0.13			0.17	0.26
v/c Ratio		1.00		0.33	0.63			1.00			1.03	0.20
Control Delay		59.6		8.0	5.5			94.0			108.8	7.2
Queue Delay		34.8		2.7	0.1			82.5			0.0	0.0
Total Delay		94.4		10.8	5.7			176.5			108.8	7.2
LOS		F		B	A			F			F	A
Approach Delay		94.4			6.1			176.5			84.9	
Approach LOS		F			A			F			F	
Queue Length 50th (ft)		~408		6	31			163			~244	0
Queue Length 95th (ft)		#570		m14	49			#320			#385	34
Internal Link Dist (ft)		849			43			168			667	

15548.00 Crafts Street Newton  
 9: Lewis Terrace Rd/Adams Street & Washington Street

#260-22  
 2022 Existing Conditions  
 Timing Plan: AM Peak

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	6.0	8.0
Minimum Split (s)	10.0	25.0
Total Split (s)	14.0	45.0
Total Split (%)	12%	39%
Yellow Time (s)	3.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?		
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		

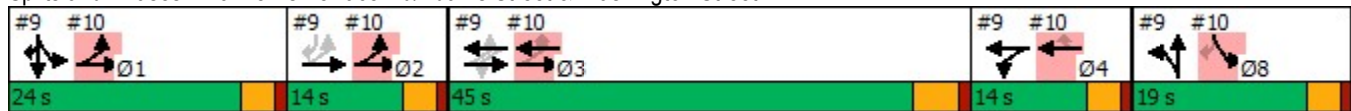


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												75
Base Capacity (vph)		1056		288	1578			271			295	466
Starvation Cap Reductn		0		115	83			0			0	0
Spillback Cap Reductn		167		0	0			235			0	0
Storage Cap Reductn		0		0	0			0			0	0
Reduced v/c Ratio		1.19		0.54	0.67			7.50			1.03	0.20

Intersection Summary

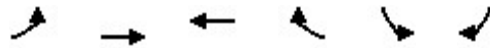
Area Type: Other  
 Cycle Length: 116  
 Actuated Cycle Length: 116  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.03  
 Intersection Signal Delay: 66.7  
 Intersection LOS: E  
 Intersection Capacity Utilization 97.5%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Lewis Terrace Rd/Adams Street & Washington Street



Lane Group	Ø2	Ø3
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

15548.00 Crafts Street Newton  
10: Washington Street & Jackson Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations		↔↔	↔↔	↔	↔	↔				
Traffic Volume (vph)	180	1040	940	105	75	110				
Future Volume (vph)	180	1040	940	105	75	110				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			160	0	50				
Storage Lanes	0			1	1	1				
Taper Length (ft)	25				25					
Satd. Flow (prot)	0	3585	3610	1615	1805	1615				
Flt Permitted		0.527			0.950					
Satd. Flow (perm)	0	1902	3610	1508	1805	1615				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				91		157				
Link Speed (mph)		30	30		30					
Link Distance (ft)		123	507		272					
Travel Time (s)		2.8	11.5		6.2					
Confl. Peds. (#/hr)	16			16						
Confl. Bikes (#/hr)				1						
Peak Hour Factor	0.91	0.91	0.93	0.93	0.68	0.68				
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1341	1011	113	110	162				
Turn Type	custom	NA	NA	Perm	Prot	Perm				
Protected Phases	1 2	1 2 3	3 4		8		1	2	3	4
Permitted Phases	3			3 4		8				
Detector Phase	1 2	1 2 3	3 4	3 4	8	8				
Switch Phase										
Minimum Initial (s)					8.0	8.0	8.0	6.0	8.0	6.0
Minimum Split (s)					19.0	19.0	24.0	10.0	25.0	10.0
Total Split (s)					19.0	19.0	24.0	14.0	45.0	14.0
Total Split (%)					16.4%	16.4%	21%	12%	39%	12%
Yellow Time (s)					3.0	3.0	3.0	3.0	4.0	3.0
All-Red Time (s)					1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0	0.0				
Total Lost Time (s)					4.0	4.0				
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode					None	None	None	Min	None	None
Act Effct Green (s)		75.0	54.0	54.0	15.0	15.0				
Actuated g/C Ratio		0.65	0.47	0.47	0.13	0.13				
v/c Ratio		0.78	0.60	0.15	0.47	0.47				
Control Delay		11.6	24.9	5.8	54.2	12.7				
Queue Delay		48.9	0.0	0.0	0.0	0.7				
Total Delay		60.4	24.9	5.8	54.2	13.4				
LOS		E	C	A	D	B				
Approach Delay		60.4	23.0		29.9					
Approach LOS		E	C		C					
Queue Length 50th (ft)		141	287	9	77	3				
Queue Length 95th (ft)		m136	355	41	100	22				
Internal Link Dist (ft)		43	427		192					





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Turn Bay Length (ft)				160		50				
Base Capacity (vph)		1723	1680	750	233	345				
Starvation Cap Reductn		648	0	0	0	0				
Spillback Cap Reductn		0	0	0	0	45				
Storage Cap Reductn		0	0	0	0	0				
Reduced v/c Ratio		1.25	0.60	0.15	0.47	0.54				

Intersection Summary

Area Type: Other  
 Cycle Length: 116  
 Actuated Cycle Length: 116  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.03  
 Intersection Signal Delay: 42.0 Intersection LOS: D  
 Intersection Capacity Utilization 77.5% ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Washington Street & Jackson Rd



15548.00 Crafts Street Newton  
 1: Crafts Street & Ashmont Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	465	10	5	395
Future Volume (vph)	5	5	465	10	5	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1728	0	1858	0	0	1880
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1728	0	1858	0	0	1880
Link Speed (mph)	30		30			30
Link Distance (ft)	250		499			266
Travel Time (s)	5.7		11.3			6.0
Peak Hour Factor	0.40	0.40	0.92	0.92	0.90	0.90
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	516	0	0	445
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.1%
ICU Level of Service	A
Analysis Period (min)	15

15548.00 Crafts Street Newton  
 1: Crafts Street & Ashmont Avenue

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	5	5	465	10	5	395
Future Vol, veh/h	5	5	465	10	5	395
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	40	40	92	92	90	90
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	13	13	505	11	6	439

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	962	511	0	0	516
Stage 1	511	-	-	-	-
Stage 2	451	-	-	-	-
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	286	567	-	-	1060
Stage 1	606	-	-	-	-
Stage 2	646	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	284	567	-	-	1060
Mov Cap-2 Maneuver	284	-	-	-	-
Stage 1	606	-	-	-	-
Stage 2	641	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	568	1060
HCM Lane V/C Ratio	-	-	0.044	0.005
HCM Control Delay (s)	-	-	11.6	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

15548.00 Crafts Street Newton  
 2: Crafts Street & Maguire Court/Clinton Street

2022 Existing Conditions  
 timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	1	2	2	0	5	2	465	5	5	395	2
Future Volume (vph)	5	1	2	2	0	5	2	465	5	5	395	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1481	0	0	1695	0	0	1878	0	0	1878	0
Flt Permitted		0.970			0.986						0.999	
Satd. Flow (perm)	0	1481	0	0	1695	0	0	1878	0	0	1878	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		433			491			201			499	
Travel Time (s)		9.8			11.2			4.6			11.3	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.38	0.38	0.38	0.42	0.42	0.42	0.89	0.89	0.89	0.96	0.96	0.96
Heavy Vehicles (%)	33%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)	0											
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	17	0	0	530	0	0	418	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.3%
ICU Level of Service	A
Analysis Period (min)	15

15548.00 Crafts Street Newton  
 2: Crafts Street & Maguire Court/Clinton Street

2022 Existing Conditions  
 timing Plan: PM Peak

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	2	2	0	5	2	465	5	5	395	2
Future Vol, veh/h	5	1	2	2	0	5	2	465	5	5	395	2
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	38	38	38	42	42	42	89	89	89	96	96	96
Heavy Vehicles, %	33	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	13	3	5	5	0	12	2	522	6	5	411	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	958	955	412	956	953	527	413	0	0	529	0	0
Stage 1	422	422	-	530	530	-	-	-	-	-	-	-
Stage 2	536	533	-	426	423	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	209	260	644	240	261	555	1157	-	-	1048	-	-
Stage 1	553	592	-	536	530	-	-	-	-	-	-	-
Stage 2	477	528	-	610	591	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	203	258	644	234	259	554	1157	-	-	1047	-	-
Mov Cap-2 Maneuver	203	258	-	234	259	-	-	-	-	-	-	-
Stage 1	552	588	-	534	528	-	-	-	-	-	-	-
Stage 2	465	526	-	599	587	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.5		14.4		0		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1157	-	-	253	398	1047	-	-
HCM Lane V/C Ratio	0.002	-	-	0.083	0.042	0.005	-	-
HCM Control Delay (s)	8.1	0	-	20.5	14.4	8.5	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

15548.00 Crafts Street Newton  
 3: Crafts Street & Bus Lot Driveway/Lincoln Road

2022 Existing Conditions  
 timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	5	20	0	20	5	450	35	25	375	0
Future Volume (vph)	1	0	5	20	0	20	5	450	35	25	375	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1311	0	0	1728	0	0	1838	0	0	1872	0
Flt Permitted		0.992			0.976			0.999			0.997	
Satd. Flow (perm)	0	1311	0	0	1728	0	0	1838	0	0	1872	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		340			450			151			201	
Travel Time (s)		7.7			10.2			3.4			4.6	
Confl. Peds. (#/hr)			1	1					1	1		
Peak Hour Factor	0.50	0.50	0.50	0.73	0.73	0.73	0.89	0.89	0.89	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	33%	0%	0%	0%	100%	1%	3%	4%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	54	0	0	551	0	0	417	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.0%
Analysis Period (min)	15
	ICU Level of Service A

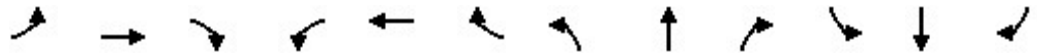
15548.00 Crafts Street Newton  
3: Crafts Street & Bus Lot Driveway/Lincoln Road

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	5	20	0	20	5	450	35	25	375	0
Future Vol, veh/h	1	0	5	20	0	20	5	450	35	25	375	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	73	73	73	89	89	89	96	96	96
Heavy Vehicles, %	0	0	33	0	0	0	100	1	3	4	1	0
Mvmt Flow	2	0	10	27	0	27	6	506	39	26	391	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	994	1001	392	988	982	527	391	0	0	546	0	0
Stage 1	443	443	-	539	539	-	-	-	-	-	-	-
Stage 2	551	558	-	449	443	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.53	7.1	6.5	6.2	5.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.597	3.5	4	3.3	3.1	-	-	2.236	-	-
Pot Cap-1 Maneuver	226	245	594	228	251	555	786	-	-	1013	-	-
Stage 1	598	579	-	530	525	-	-	-	-	-	-	-
Stage 2	522	515	-	593	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	208	234	593	216	240	554	786	-	-	1012	-	-
Mov Cap-2 Maneuver	208	234	-	216	240	-	-	-	-	-	-	-
Stage 1	591	560	-	524	519	-	-	-	-	-	-	-
Stage 2	491	509	-	563	560	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		19		0.1		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	786	-	-	453	311	1012	-	-
HCM Lane V/C Ratio	0.007	-	-	0.026	0.176	0.026	-	-
HCM Control Delay (s)	9.6	0	-	13.2	19	8.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	2	0	10	25	0	15	2	475	5	2	395	1
Future Volume (vph)	2	0	10	25	0	15	2	475	5	2	395	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1676	0	0	1747	0	0	1861	0	0	1881	0
Flt Permitted		0.991			0.970							
Satd. Flow (perm)	0	1676	0	0	1747	0	0	1861	0	0	1881	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		359			197			99			151	
Travel Time (s)		8.2			4.5			2.3			3.4	
Confl. Peds. (#/hr)			2	2			4		1	1		4
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.56	0.56	0.56	0.73	0.73	0.73	0.93	0.93	0.93	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	55	0	0	518	0	0	414	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.0%
ICU Level of Service	A
Analysis Period (min)	15



Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	10	25	0	15	2	475	5	2	395	1
Future Vol, veh/h	2	0	10	25	0	15	2	475	5	2	395	1
Conflicting Peds, #/hr	0	0	2	2	0	0	4	0	1	1	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	73	73	73	93	93	93	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	4	0	18	34	0	21	2	511	5	2	411	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	948	941	418	946	939	515	416	0	0	517	0	0
Stage 1	420	420	-	519	519	-	-	-	-	-	-	-
Stage 2	528	521	-	427	420	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	243	265	639	243	266	564	1154	-	-	1059	-	-
Stage 1	615	593	-	544	536	-	-	-	-	-	-	-
Stage 2	538	535	-	610	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	233	263	635	235	264	563	1150	-	-	1058	-	-
Mov Cap-2 Maneuver	233	263	-	235	264	-	-	-	-	-	-	-
Stage 1	611	589	-	542	534	-	-	-	-	-	-	-
Stage 2	517	533	-	591	589	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		19.6		0		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1150	-	-	493	301	1058	-	-
HCM Lane V/C Ratio	0.002	-	-	0.043	0.182	0.002	-	-
HCM Control Delay (s)	8.1	0	-	12.6	19.6	8.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-	-

15548.00 Crafts Street Newton  
 5: Crafts Street & 36 Crafts Street Driveway

#260-22  
 2022 Existing Conditions  
 timing Plan: PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	480	430	0
Future Volume (vph)	0	0	0	480	430	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1900	0	0	1845	1881	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1845	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	364			107	99	
Travel Time (s)	8.3			2.4	2.3	
Confl. Peds. (#/hr)	2	3	4			4
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	3%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	522	443	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.2% ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	480	430	0
Future Vol, veh/h	0	0	0	480	430	0
Conflicting Peds, #/hr	2	3	4	0	0	4
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	97	97
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	0	0	0	522	443	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	971	450	447	0	0
Stage 1	447	-	-	-	-
Stage 2	524	-	-	-	-
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	283	613	1124	-	-
Stage 1	649	-	-	-	-
Stage 2	598	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	281	609	1120	-	-
Mov Cap-2 Maneuver	281	-	-	-	-
Stage 1	646	-	-	-	-
Stage 2	596	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1120	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

15548.00 Crafts Street Newton  
6: Crafts Street & Whole Food Driveway/Lenglen Rd

2022 Existing Conditions  
timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	80	1	55	5	0	15	0	385	1	2	425	5
Future Volume (vph)	80	1	55	5	0	15	0	385	1	2	425	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1743	0	0	1478	0	0	1845	0	0	1878	0
Flt Permitted		0.971			0.988							
Satd. Flow (perm)	0	1743	0	0	1478	0	0	1845	0	0	1878	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		141			411			288			107	
Travel Time (s)		3.2			9.3			6.5			2.4	
Confl. Peds. (#/hr)	2		2	2		2	3		3	3		3
Peak Hour Factor	0.86	0.86	0.86	0.54	0.54	0.54	0.91	0.91	0.91	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	33%	0%	8%	0%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	0	37	0	0	424	0	0	436	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.5%
Analysis Period (min)	15
	ICU Level of Service A

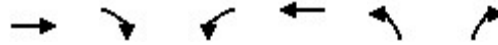
Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	80	1	55	5	0	15	0	385	1	2	425	5
Future Vol, veh/h	80	1	55	5	0	15	0	385	1	2	425	5
Conflicting Peds, #/hr	2	0	2	2	0	2	3	0	3	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	54	54	54	91	91	91	99	99	99
Heavy Vehicles, %	0	0	0	33	0	8	0	3	0	0	1	0
Mvmt Flow	93	1	64	9	0	28	0	423	1	2	429	5

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	879	866	437	897	868	429	437	0	0	427	0	0
Stage 1	439	439	-	427	427	-	-	-	-	-	-	-
Stage 2	440	427	-	470	441	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	270	293	624	230	293	613	1134	-	-	1143	-	-
Stage 1	601	582	-	549	589	-	-	-	-	-	-	-
Stage 2	600	589	-	519	580	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	256	291	621	204	291	610	1131	-	-	1140	-	-
Mov Cap-2 Maneuver	256	291	-	204	291	-	-	-	-	-	-	-
Stage 1	599	579	-	547	587	-	-	-	-	-	-	-
Stage 2	572	587	-	463	577	-	-	-	-	-	-	-

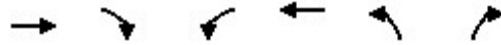
Approach	EB		WB			NB			SB		
HCM Control Delay, s	24.9		14.7			0			0		
HCM LOS	C		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1131	-	-	336	407	1140	-	-
HCM Lane V/C Ratio	-	-	-	0.471	0.091	0.002	-	-
HCM Control Delay (s)	0	-	-	24.9	14.7	8.2	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.4	0.3	0	-	-

15548.00 Crafts Street Newton  
7: Harvard Street & Washington Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑↑			↑↑	↑↑		
Traffic Volume (vph)	580	40	125	735	45	75	
Future Volume (vph)	580	40	125	735	45	75	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Satd. Flow (prot)	3503	0	0	3554	1638	0	
Flt Permitted				0.734	0.981		
Satd. Flow (perm)	3503	0	0	2627	1624	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	11				77		
Link Speed (mph)	30			30	30		
Link Distance (ft)	330			999	440		
Travel Time (s)	7.5			22.7	10.0		
Confl. Peds. (#/hr)		1	1		7	17	
Peak Hour Factor	0.94	0.94	0.89	0.89	0.89	0.89	
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	660	0	0	966	135	0	
Turn Type	NA		Perm	NA	Prot		
Protected Phases	2			6	4	9	
Permitted Phases			6				
Detector Phase	2		6	6	4		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0	6.0	
Minimum Split (s)	15.0		15.0	15.0	13.0	25.0	
Total Split (s)	45.0		45.0	45.0	15.0	25.0	
Total Split (%)	52.9%		52.9%	52.9%	17.6%	29%	
Yellow Time (s)	4.0		4.0	4.0	4.0	2.0	
All-Red Time (s)	3.0		3.0	3.0	3.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	7.0			7.0	7.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min		Min	Min	None	None	
Act Effct Green (s)	36.4			36.4	7.5		
Actuated g/C Ratio	0.65			0.65	0.13		
v/c Ratio	0.29			0.57	0.47		
Control Delay	8.3			12.2	20.7		
Queue Delay	0.0			0.0	0.0		
Total Delay	8.3			12.2	20.7		
LOS	A			B	C		
Approach Delay	8.3			12.2	20.7		
Approach LOS	A			B	C		
Queue Length 50th (ft)	45			88	16		
Queue Length 95th (ft)	163			310	#93		
Internal Link Dist (ft)	250			919	360		
Turn Bay Length (ft)							
Base Capacity (vph)	2509			1879	311		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		

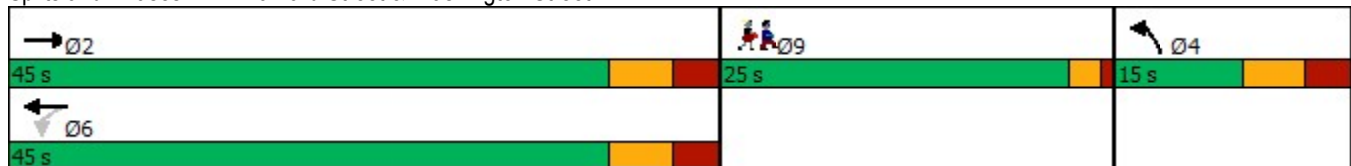


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.26			0.51	0.43		

**Intersection Summary**

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 56.4  
 Natural Cycle: 75  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 11.4      Intersection LOS: B  
 Intersection Capacity Utilization 66.9%      ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Harvard Street & Washington Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	↕
Traffic Volume (vph)	75	555	5	5	755	305	5	5	5	300	1	185
Future Volume (vph)	75	555	5	5	755	305	5	5	5	300	1	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3502	0	0	3381	0	0	1777	0	0	1793	1599
Flt Permitted		0.560			0.951			0.846			0.953	
Satd. Flow (perm)	0	1973	0	0	3216	0	0	1524	0	0	1788	1565
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			57			10				89
Link Speed (mph)		30			30			30				30
Link Distance (ft)		999			929			144				288
Travel Time (s)		22.7			21.1			3.3				6.5
Confl. Peds. (#/hr)	6		2	2		6	9		2	2		9
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.50	0.50	0.50	0.96	0.96	0.96
Heavy Vehicles (%)	5%	2%	0%	0%	1%	2%	0%	0%	0%	1%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	765	0	0	1211	0	0	30	0	0	314	193
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Split	NA	pm+ov
Protected Phases	5	2			6			4!		8!	8	5
Permitted Phases	2			6			4					8
Detector Phase	5	2		6	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	13.0		13.0	13.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	13.0	48.0		35.0	35.0		27.0	27.0		27.0	27.0	13.0
Total Split (%)	12.4%	45.7%		33.3%	33.3%		25.7%	25.7%		25.7%	25.7%	12.4%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)		43.7			32.1			18.6			18.6	25.0
Actuated g/C Ratio		0.53			0.39			0.23			0.23	0.30
v/c Ratio		0.66			0.94			0.09			0.78	0.36
Control Delay		20.7			41.3			24.1			46.9	14.8
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		20.7			41.3			24.1			46.9	14.8
LOS		C			D			C			D	B
Approach Delay		20.7			41.3			24.1			34.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		81			226			6			119	26
Queue Length 95th (ft)		231			#620			17			#350	110
Internal Link Dist (ft)		919			849			64			208	
Turn Bay Length (ft)												50



Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	29%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

15548.00 Crafts Street Newton  
 8: Bank Driveway/Crafts Street & Washington Street

2022 Existing Conditions  
 timing Plan: PM Peak

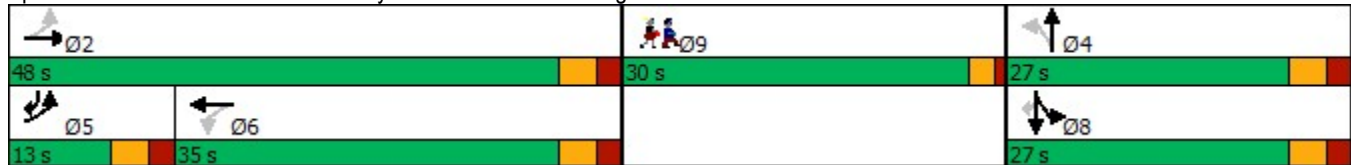


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1202			1290			435			504	577
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.64			0.94			0.07			0.62	0.33

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	82.2
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	33.5
Intersection LOS:	C
Intersection Capacity Utilization	84.5%
ICU Level of Service	E
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
! Phase conflict between lane groups.	

Splits and Phases: 8: Bank Driveway/Crafts Street & Washington Street



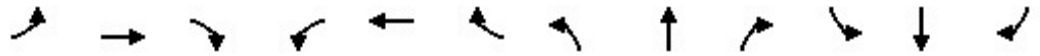
15548.00 Crafts Street Newton  
8: Bank Driveway/Crafts Street & Washington Street

**#260-22**  
2022 Existing Conditions  
timing Plan: PM Peak

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Lane Group	Ø9
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕↕			↕	↖
Traffic Volume (vph)	75	775	45	85	940	225	15	70	80	185	75	90
Future Volume (vph)	75	775	45	85	940	225	15	70	80	185	75	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3505	0	1805	3406	0	0	1768	0	0	1787	1615
Flt Permitted		0.542		0.246				0.996			0.966	
Satd. Flow (perm)	0	1907	0	466	3406	0	0	1767	0	0	1787	1582
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			34			34				94
Link Speed (mph)		30			30			30				30
Link Distance (ft)		929			123			248				747
Travel Time (s)		21.1			2.8			5.6				17.0
Confl. Peds. (#/hr)	9		5	5		9	5					5
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.86	0.86	0.86	0.89	0.89	0.89
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	0%	0%	0%	3%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	983	0	90	1239	0	0	191	0	0	292	101
Turn Type	Perm	NA		custom	NA		Split	NA		Split	NA	custom
Protected Phases		2 3		4	3 4		8	8		1	1	1
Permitted Phases	2 3			3								2
Detector Phase	2 3	2 3		4	3 4		8	8		1	1	1
Switch Phase												
Minimum Initial (s)				6.0			8.0	8.0		8.0	8.0	8.0
Minimum Split (s)				10.0			19.0	19.0		24.0	24.0	24.0
Total Split (s)				14.0			19.0	19.0		24.0	24.0	24.0
Total Split (%)				12.1%			16.4%	16.4%		20.7%	20.7%	20.7%
Yellow Time (s)				3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)				1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)				0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)				4.0			4.0	4.0		4.0	4.0	4.0
Lead/Lag				Lag						Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode				None			None	None		None	None	None
Act Effct Green (s)		55.0		51.0	54.0			13.2			20.0	30.0
Actuated g/C Ratio		0.48		0.45	0.47			0.12			0.18	0.26
v/c Ratio		1.17dl		0.28	0.76			0.82			0.93	0.21
Control Delay		79.1		4.4	5.1			67.0			84.0	8.3
Queue Delay		13.2		3.2	0.3			91.7			0.0	0.0
Total Delay		92.3		7.6	5.4			158.7			84.0	8.3
LOS		F		A	A			F			F	A
Approach Delay		92.3			5.6			158.7			64.5	
Approach LOS		F			A			F			E	
Queue Length 50th (ft)		~433		4	26			115			218	4
Queue Length 95th (ft)		#566		m7	41			#201			#383	43
Internal Link Dist (ft)		849			43			168			667	
Turn Bay Length (ft)												75

15548.00 Crafts Street Newton  
 9: Lewis Terrace Rd/Adams Street & Washington Street

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	6.0	8.0
Minimum Split (s)	10.0	25.0
Total Split (s)	14.0	45.0
Total Split (%)	12%	39%
Yellow Time (s)	3.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?		
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		

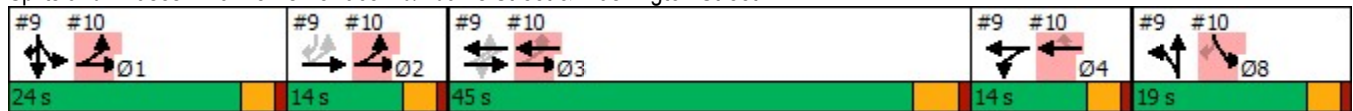


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		921		325	1628			262			313	490
Starvation Cap Reductn		0		160	65			0			0	0
Spillback Cap Reductn		42		0	0			209			0	0
Storage Cap Reductn		0		0	0			0			0	0
Reduced v/c Ratio		1.12		0.55	0.79			3.60			0.93	0.21

Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	114.2
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.07
Intersection Signal Delay:	53.1
Intersection LOS:	D
Intersection Capacity Utilization	96.5%
ICU Level of Service	F
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	
dl Defacto Left Lane. Recode with 1 though lane as a left lane.	

Splits and Phases: 9: Lewis Terrace Rd/Adams Street & Washington Street



Lane Group	Ø2	Ø3
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

15548.00 Crafts Street Newton  
 10: Washington Street & Jackson Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations		↕↕	↕↕	↗	↖	↗				
Traffic Volume (vph)	75	965	1155	65	40	95				
Future Volume (vph)	75	965	1155	65	40	95				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			160	0	50				
Storage Lanes	0			1	1	1				
Taper Length (ft)	25				25					
Satd. Flow (prot)	0	3530	3539	1615	1805	1615				
Flt Permitted		0.635			0.950					
Satd. Flow (perm)	0	2251	3539	1523	1805	1615				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				46		113				
Link Speed (mph)		30	30		30					
Link Distance (ft)		123	507		272					
Travel Time (s)		2.8	11.5		6.2					
Confl. Peds. (#/hr)	13			13						
Peak Hour Factor	0.91	0.91	0.93	0.93	0.84	0.84				
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1142	1242	70	48	113				
Turn Type	custom	NA	NA	Perm	Prot	Perm				
Protected Phases	1 2	1 2 3	3 4		8		1	2	3	4
Permitted Phases	3			3 4		8				
Detector Phase	1 2	1 2 3	3 4	3 4	8	8				
Switch Phase										
Minimum Initial (s)					8.0	8.0	8.0	6.0	8.0	6.0
Minimum Split (s)					19.0	19.0	24.0	10.0	25.0	10.0
Total Split (s)					19.0	19.0	24.0	14.0	45.0	14.0
Total Split (%)					16.4%	16.4%	21%	12%	39%	12%
Yellow Time (s)					3.0	3.0	3.0	3.0	4.0	3.0
All-Red Time (s)					1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0	0.0				
Total Lost Time (s)					4.0	4.0				
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode					None	None	None	Min	None	None
Act Effct Green (s)		75.0	54.0	54.0	13.2	13.2				
Actuated g/C Ratio		0.66	0.47	0.47	0.12	0.12				
v/c Ratio		0.61	0.74	0.09	0.23	0.40				
Control Delay		3.4	28.1	8.0	48.5	12.8				
Queue Delay		49.8	0.0	0.0	0.0	0.4				
Total Delay		53.3	28.1	8.0	48.5	13.1				
LOS		D	C	A	D	B				
Approach Delay		53.3	27.1		23.7					
Approach LOS		D	C		C					
Queue Length 50th (ft)		52	392	10	33	0				
Queue Length 95th (ft)		m51	479	36	65	43				
Internal Link Dist (ft)		43	427		192					
Turn Bay Length (ft)				160		50				





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Base Capacity (vph)		1859	1673	744	237	310				
Starvation Cap Reductn		858	0	0	0	0				
Spillback Cap Reductn		0	0	0	0	35				
Storage Cap Reductn		0	0	0	0	0				
Reduced v/c Ratio		1.14	0.74	0.09	0.20	0.41				

Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	114.2
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.07
Intersection Signal Delay:	38.3
Intersection LOS:	D
Intersection Capacity Utilization	78.3%
ICU Level of Service	D
Analysis Period (min)	15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Washington Street & Jackson Rd



15548.00 Crafts Street Newton  
 1: Crafts Street & Ashmont Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	355	5	5	420
Future Volume (vph)	5	5	355	5	5	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1593	0	1824	0	0	1880
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1593	0	1824	0	0	1880
Link Speed (mph)	30		30			30
Link Distance (ft)	250		499			266
Travel Time (s)	5.7		11.3			6.0
Confl. Peds. (#/hr)	1			4	4	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	17%	4%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	391	0	0	462
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.1%
ICU Level of Service	A
Analysis Period (min)	15

15548.00 Crafts Street Newton  
1: Crafts Street & Ashmont Avenue

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	355	5	5	420
Future Vol, veh/h	5	5	355	5	5	420
Conflicting Peds, #/hr	1	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	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	17	4	0	0	1
Mvmt Flow	5	5	386	5	5	457

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	861	393	0	0	395
Stage 1	393	-	-	-	-
Stage 2	468	-	-	-	-
Critical Hdwy	6.4	6.37	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.453	-	-	2.2
Pot Cap-1 Maneuver	329	624	-	-	1175
Stage 1	686	-	-	-	-
Stage 2	634	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	325	622	-	-	1171
Mov Cap-2 Maneuver	325	-	-	-	-
Stage 1	683	-	-	-	-
Stage 2	630	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	650	1171
HCM Lane V/C Ratio	-	-	0.017	0.005
HCM Control Delay (s)	-	-	10.6	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

15548.00 Crafts Street Newton  
 2: Crafts Street & Maguire Court/Clinton Street

2029 No-Build Conditions  
 timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	5	10	1	10	5	340	5	10	415	5
Future Volume (vph)	5	0	5	10	1	10	5	340	5	10	415	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1728	0	0	1736	0	0	1836	0	0	1878	0
Flt Permitted		0.976			0.977			0.999			0.999	
Satd. Flow (perm)	0	1728	0	0	1736	0	0	1836	0	0	1878	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		433			491			201			499	
Travel Time (s)		9.8			11.2			4.6			11.3	
Confl. Peds. (#/hr)	1					1	2		2	2		2
Confl. Bikes (#/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%	0%	0%	0%	0%	0%	0%	3%	20%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	23	0	0	380	0	0	467	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.2%
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	0	5	10	1	10	5	340	5	10	415	5
Future Vol, veh/h	5	0	5	10	1	10	5	340	5	10	415	5
Conflicting Peds, #/hr	1	0	0	0	0	1	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	20	0	1	0
Mvmt Flow	5	0	5	11	1	11	5	370	5	11	451	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	868	865	456	863	865	376	458	0	0	377	0	0
Stage 1	478	478	-	385	385	-	-	-	-	-	-	-
Stage 2	390	387	-	478	480	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	275	294	609	277	294	675	1114	-	-	1193	-	-
Stage 1	572	559	-	642	614	-	-	-	-	-	-	-
Stage 2	638	613	-	572	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	265	288	608	270	288	673	1112	-	-	1191	-	-
Mov Cap-2 Maneuver	265	288	-	270	288	-	-	-	-	-	-	-
Stage 1	567	551	-	637	609	-	-	-	-	-	-	-
Stage 2	622	608	-	560	550	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.1		15.1		0.1		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1112	-	-	369	379	1191	-	-
HCM Lane V/C Ratio	0.005	-	-	0.029	0.06	0.009	-	-
HCM Control Delay (s)	8.3	0	-	15.1	15.1	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

15548.00 Crafts Street Newton  
 3: Crafts Street & Bus Lot Driveway/Lincoln Road

2029 No-Build Conditions  
 timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	2	25	0	15	10	335	20	25	405	0
Future Volume (vph)	1	0	2	25	0	15	10	335	20	25	405	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1021	0	0	1670	0	0	1786	0	0	1872	0
Flt Permitted		0.984			0.970			0.999			0.997	
Satd. Flow (perm)	0	1021	0	0	1670	0	0	1786	0	0	1872	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		340			450			151			201	
Travel Time (s)		7.7			10.2			3.4			4.6	
Confl. Peds. (#/hr)							2		3	3		2
Confl. Bikes (#/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%	0%	100%	0%	0%	13%	100%	3%	0%	4%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	43	0	0	397	0	0	467	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.7% ICU Level of Service A
Analysis Period (min)	15

15548.00 Crafts Street Newton  
3: Crafts Street & Bus Lot Driveway/Lincoln Road

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	2	25	0	15	10	335	20	25	405	0
Future Vol, veh/h	1	0	2	25	0	15	10	335	20	25	405	0
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	3	3	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	100	0	0	13	100	3	0	4	1	0
Mvmt Flow	1	0	2	27	0	16	11	364	22	27	440	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	901	907	442	895	896	378	442	0	0	389	0	0
Stage 1	496	496	-	400	400	-	-	-	-	-	-	-
Stage 2	405	411	-	495	496	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	7.2	7.1	6.5	6.33	5.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	4.2	3.5	4	3.417	3.1	-	-	2.236	-	-
Pot Cap-1 Maneuver	261	278	453	264	282	645	747	-	-	1159	-	-
Stage 1	559	549	-	630	605	-	-	-	-	-	-	-
Stage 2	626	598	-	560	549	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	244	263	452	252	267	643	746	-	-	1156	-	-
Mov Cap-2 Maneuver	244	263	-	252	267	-	-	-	-	-	-	-
Stage 1	547	531	-	616	592	-	-	-	-	-	-	-
Stage 2	599	585	-	540	531	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	15.3		17.7		0.3			0.5		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	746	-	-	352	326	1156	-	-
HCM Lane V/C Ratio	0.015	-	-	0.009	0.133	0.024	-	-
HCM Control Delay (s)	9.9	0	-	15.3	17.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	1	0	0	1	5	360	25	10	420	1
Future Volume (vph)	5	0	1	0	0	1	5	360	25	10	420	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1782	0	0	1644	0	0	1767	0	0	1862	0
Flt Permitted		0.960						0.999			0.999	
Satd. Flow (perm)	0	1782	0	0	1644	0	0	1767	0	0	1862	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		359			197			99			151	
Travel Time (s)		8.2			4.5			2.3			3.4	
Confl. Peds. (#/hr)			3	3			3		6	6		3
Confl. Bikes (#/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%	0%	0%	0%	0%	0%	0%	7%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	1	0	0	423	0	0	469	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 40.0%

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	1	0	0	1	5	360	25	10	420	1
Future Vol, veh/h	5	0	1	0	0	1	5	360	25	10	420	1
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	6	6	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	2	0
Mvmt Flow	5	0	1	0	0	1	5	391	27	11	457	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	898	917	464	904	904	411	461	0	0	424	0	0
Stage 1	483	483	-	421	421	-	-	-	-	-	-	-
Stage 2	415	434	-	483	483	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	262	274	602	260	279	645	1111	-	-	1146	-	-
Stage 1	569	556	-	614	592	-	-	-	-	-	-	-
Stage 2	619	585	-	569	556	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	257	266	599	254	271	641	1108	-	-	1139	-	-
Mov Cap-2 Maneuver	257	266	-	254	271	-	-	-	-	-	-	-
Stage 1	564	547	-	607	585	-	-	-	-	-	-	-
Stage 2	614	578	-	559	547	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18		10.6		0.1		0.2	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1108	-	-	284	641	1139	-	-
HCM Lane V/C Ratio	0.005	-	-	0.023	0.002	0.01	-	-
HCM Control Delay (s)	8.3	0	-	18	10.6	8.2	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

15548.00 Crafts Street Newton  
 5: Crafts Street & 36 Crafts Street Driveway

#260-22  
 2029 No-Build Conditions  
 timing Plan: AM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	390	420	0
Future Volume (vph)	0	0	0	390	420	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1900	0	0	1792	1863	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1792	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	364			107	99	
Travel Time (s)	8.3			2.4	2.3	
Confl. Peds. (#/hr)	3		3			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	6%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	424	457	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.4%
Analysis Period (min)	15
	ICU Level of Service A

15548.00 Crafts Street Newton  
5: Crafts Street & 36 Crafts Street Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	390	420	0
Future Vol, veh/h	0	0	0	390	420	0
Conflicting Peds, #/hr	3	0	3	0	0	3
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	6	2	0
Mvmt Flow	0	0	0	424	457	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	887	460	460	0	-	0
Stage 1	460	-	-	-	-	-
Stage 2	427	-	-	-	-	-
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	317	605	1112	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	315	603	1109	-	-	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1109	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

15548.00 Crafts Street Newton  
6: Crafts Street & Whole Food Driveway/Lenglen Rd

2029 No-Build Conditions  
timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	25	0	25	5	0	10	0	355	0	1	415	5
Future Volume (vph)	25	0	25	5	0	10	0	355	0	1	415	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1728	0	0	1697	0	0	1776	0	0	1861	0
Flt Permitted		0.976			0.985							
Satd. Flow (perm)	0	1728	0	0	1697	0	0	1776	0	0	1861	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		141			411			288			107	
Travel Time (s)		3.2			9.3			6.5			2.4	
Confl. Peds. (#/hr)	4		6	6		4			6	6		
Confl. Bikes (#/hr)			1			1			3			
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%	0%	0%	0%	0%	0%	7%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	16	0	0	386	0	0	457	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.0%
ICU Level of Service	A
Analysis Period (min)	15

15548.00 Crafts Street Newton  
6: Crafts Street & Whole Food Driveway/Lenglen Rd

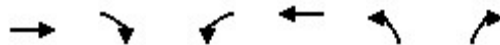
Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	0	25	5	0	10	0	355	0	1	415	5
Future Vol, veh/h	25	0	25	5	0	10	0	355	0	1	415	5
Conflicting Peds, #/hr	4	0	6	6	0	4	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	2	0
Mvmt Flow	27	0	27	5	0	11	0	386	0	1	451	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	852	848	460	867	850	396	456	0	0	392	0	0
Stage 1	456	456	-	392	392	-	-	-	-	-	-	-
Stage 2	396	392	-	475	458	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	282	301	605	275	300	658	1115	-	-	1178	-	-
Stage 1	588	572	-	637	610	-	-	-	-	-	-	-
Stage 2	633	610	-	574	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	276	299	602	259	298	652	1115	-	-	1171	-	-
Mov Cap-2 Maneuver	276	299	-	259	298	-	-	-	-	-	-	-
Stage 1	588	571	-	633	606	-	-	-	-	-	-	-
Stage 2	620	606	-	544	569	-	-	-	-	-	-	-

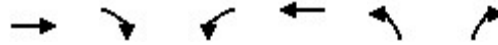
Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.1		13.6		0		0	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1115	-	-	378	433	1171	-	-
HCM Lane V/C Ratio	-	-	-	0.144	0.038	0.001	-	-
HCM Control Delay (s)	0	-	-	16.1	13.6	8.1	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

15548.00 Crafts Street Newton  
7: Harvard Street & Washington Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑↑			↑↑	↑↑		
Traffic Volume (vph)	790	30	100	610	50	60	
Future Volume (vph)	790	30	100	610	50	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Satd. Flow (prot)	3452	0	0	3519	1647	0	
Flt Permitted				0.697	0.978		
Satd. Flow (perm)	3452	0	0	2470	1635	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	6				56		
Link Speed (mph)	30			30	30		
Link Distance (ft)	330			999	440		
Travel Time (s)	7.5			22.7	10.0		
Confl. Peds. (#/hr)		3	3		5	9	
Confl. Bikes (#/hr)		1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	4%	0%	1%	2%	0%	4%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	892	0	0	772	119	0	
Turn Type	NA		Perm	NA	Prot		
Protected Phases	2			6	4		9
Permitted Phases			6				
Detector Phase	2		6	6	4		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0		6.0
Minimum Split (s)	15.0		15.0	15.0	13.0		25.0
Total Split (s)	45.0		45.0	45.0	15.0		25.0
Total Split (%)	52.9%		52.9%	52.9%	17.6%		29%
Yellow Time (s)	4.0		4.0	4.0	4.0		2.0
All-Red Time (s)	3.0		3.0	3.0	3.0		1.0
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	7.0			7.0	7.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min		Min	Min	None		None
Act Effct Green (s)	34.0			34.0	7.8		
Actuated g/C Ratio	0.63			0.63	0.15		
v/c Ratio	0.41			0.49	0.41		
Control Delay	9.5			11.2	21.1		
Queue Delay	0.0			0.0	0.0		
Total Delay	9.5			11.2	21.1		
LOS	A			B	C		
Approach Delay	9.5			11.2	21.1		
Approach LOS	A			B	C		
Queue Length 50th (ft)	69			65	16		
Queue Length 95th (ft)	237			236	#93		
Internal Link Dist (ft)	250			919	360		
Turn Bay Length (ft)							
Base Capacity (vph)	2567			1836	316		
Starvation Cap Reductn	0			0	0		

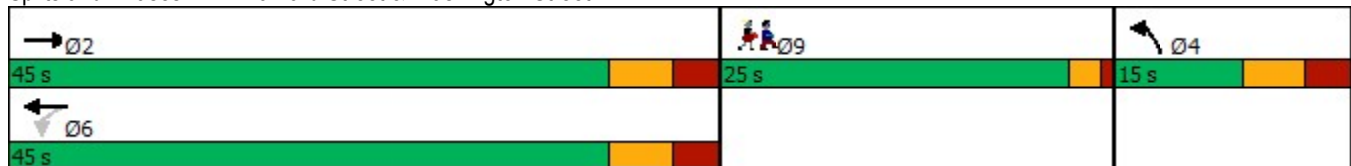


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.35			0.42	0.38		

Intersection Summary

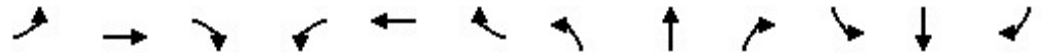
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	53.7
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization	67.0%
ICU Level of Service	C
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 7: Harvard Street & Washington Street



15548.00 Crafts Street Newton  
8: Bank Driveway/Crafts Street & Washington Street

2029 No-Build Conditions  
timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	↔
Traffic Volume (vph)	85	760	1	1	635	270	1	1	2	300	0	145
Future Volume (vph)	85	760	1	1	635	270	1	1	2	300	0	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3467	0	0	3296	0	0	1737	0	0	1770	1568
Flt Permitted		0.619			0.954			0.937			0.950	
Satd. Flow (perm)	0	2156	0	0	3144	0	0	1646	0	0	1765	1541
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					63			2				70
Link Speed (mph)		30			30			30				30
Link Distance (ft)		999			929			144				288
Travel Time (s)		22.7			21.1			3.3				6.5
Confl. Peds. (#/hr)	13					13	5		2	2		5
Confl. Bikes (#/hr)			2									
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 (%)	18%	2%	0%	0%	3%	4%	0%	0%	0%	2%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	919	0	0	984	0	0	4	0	0	326	158
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Split	NA	pm+ov
Protected Phases	5	2			6			4!		8!	8	5
Permitted Phases	2			6			4					8
Detector Phase	5	2		6	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	13.0		13.0	13.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	13.0	48.0		35.0	35.0		27.0	27.0		27.0	27.0	13.0
Total Split (%)	12.4%	45.7%		33.3%	33.3%		25.7%	25.7%		25.7%	25.7%	12.4%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)		44.7			33.3			19.6			19.6	25.9
Actuated g/C Ratio		0.53			0.39			0.23			0.23	0.31
v/c Ratio		0.74			0.77			0.01			0.79	0.30
Control Delay		23.7			29.5			26.2			48.6	15.0
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		23.7			29.5			26.2			48.6	15.0
LOS		C			C			C			D	B
Approach Delay		23.7			29.5			26.3			37.6	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)		112			172			1			131	23
Queue Length 95th (ft)		#391			#471			10			#371	95
Internal Link Dist (ft)		919			849			64			208	



15548.00 Crafts Street Newton

8: Bank Driveway/Crafts Street & Washington Street

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	29%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

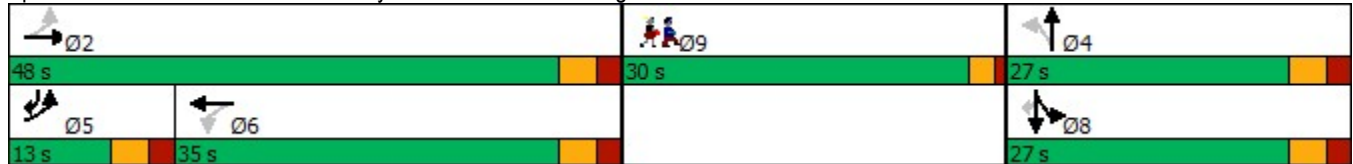


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												50
Base Capacity (vph)		1239			1276			447			479	560
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.74			0.77			0.01			0.68	0.28

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 84.4  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 28.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 85.9%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 ! Phase conflict between lane groups.

Splits and Phases: 8: Bank Driveway/Crafts Street & Washington Street



Lane Group	Ø9
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕↕			↖	↖
Traffic Volume (vph)	60	935	25	95	810	210	15	80	150	205	65	85
Future Volume (vph)	60	935	25	95	810	210	15	80	150	205	65	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3510	0	1787	3348	0	0	1710	0	0	1713	1553
Flt Permitted		0.608		0.182				0.997			0.963	
Satd. Flow (perm)	0	2140	0	340	3348	0	0	1708	0	0	1713	1502
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			37			56				94
Link Speed (mph)		30			30			30				30
Link Distance (ft)		929			123			248				747
Travel Time (s)		21.1			2.8			5.6				17.0
Confl. Peds. (#/hr)	17		13	13		17	12					12
Confl. Bikes (#/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 (%)	2%	2%	4%	1%	3%	3%	0%	3%	1%	8%	3%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1108	0	103	1108	0	0	266	0	0	294	92
Turn Type	Perm	NA		custom	NA		Split	NA		Split	NA	custom
Protected Phases		2 3		4	3 4		8	8		1	1	1
Permitted Phases	2 3			3								2
Detector Phase	2 3	2 3		4	3 4		8	8		1	1	1
Switch Phase												
Minimum Initial (s)				6.0			8.0	8.0		8.0	8.0	8.0
Minimum Split (s)				10.0			19.0	19.0		24.0	24.0	24.0
Total Split (s)				14.0			19.0	19.0		24.0	24.0	24.0
Total Split (%)				12.1%			16.4%	16.4%		20.7%	20.7%	20.7%
Yellow Time (s)				3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)				1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)				0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)				4.0			4.0	4.0		4.0	4.0	4.0
Lead/Lag				Lag						Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode				None			None	None		None	None	None
Act Effct Green (s)		55.0		51.0	54.0			15.0			20.0	30.0
Actuated g/C Ratio		0.47		0.44	0.47			0.13			0.17	0.26
v/c Ratio		1.09		0.38	0.70			0.99			1.00	0.20
Control Delay		86.5		9.1	5.5			92.6			100.2	7.0
Queue Delay		5.1		3.5	0.0			87.8			0.0	0.0
Total Delay		91.7		12.6	5.6			180.4			100.2	7.0
LOS		F		B	A			F			F	A
Approach Delay		91.7			6.2			180.4			78.0	
Approach LOS		F			A			F			E	
Queue Length 50th (ft)		~492		5	26			161			222	0
Queue Length 95th (ft)		#628		m18	42			#336			#402	38
Internal Link Dist (ft)		849			43			168			667	

15548.00 Crafts Street Newton  
 9: Lewis Terrace Rd/Adams Street & Washington Street

#260-22  
 2029 No-Build Conditions  
 timing Plan: AM Peak

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	6.0	8.0
Minimum Split (s)	10.0	25.0
Total Split (s)	14.0	45.0
Total Split (%)	12%	39%
Yellow Time (s)	3.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?		
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		

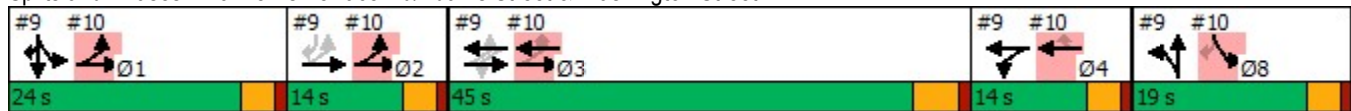


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												75
Base Capacity (vph)		1016		274	1578			269			295	466
Starvation Cap Reductn		0		103	17			0			0	0
Spillback Cap Reductn		217		0	0			236			0	0
Storage Cap Reductn		0		0	0			0			0	0
Reduced v/c Ratio		1.39		0.60	0.71			8.06			1.00	0.20

Intersection Summary

Area Type: Other  
 Cycle Length: 116  
 Actuated Cycle Length: 116  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.09  
 Intersection Signal Delay: 63.0  
 Intersection LOS: E  
 Intersection Capacity Utilization 101.7%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Lewis Terrace Rd/Adams Street & Washington Street



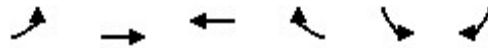
Lane Group	Ø2	Ø3
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

15548.00 Crafts Street Newton  
10: Washington Street & Jackson Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations		↕↕	↕↕	↗	↖	↗				
Traffic Volume (vph)	185	1105	1000	110	80	115				
Future Volume (vph)	185	1105	1000	110	80	115				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			160	0	50				
Storage Lanes	0			1	1	1				
Taper Length (ft)	25				25					
Satd. Flow (prot)	0	3585	3610	1615	1805	1615				
Flt Permitted		0.510			0.950					
Satd. Flow (perm)	0	1841	3610	1508	1805	1615				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				90		125				
Link Speed (mph)		30	30		30					
Link Distance (ft)		123	507		272					
Travel Time (s)		2.8	11.5		6.2					
Confl. Peds. (#/hr)	16			16						
Confl. Bikes (#/hr)				1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1402	1087	120	87	125				
Turn Type	custom	NA	NA	Perm	Prot	Perm				
Protected Phases	1 2	1 2 3	3 4		8		1	2	3	4
Permitted Phases	3			3 4		8				
Detector Phase	1 2	1 2 3	3 4	3 4	8	8				
Switch Phase										
Minimum Initial (s)					8.0	8.0	8.0	6.0	8.0	6.0
Minimum Split (s)					19.0	19.0	24.0	10.0	25.0	10.0
Total Split (s)					19.0	19.0	24.0	14.0	45.0	14.0
Total Split (%)					16.4%	16.4%	21%	12%	39%	12%
Yellow Time (s)					3.0	3.0	3.0	3.0	4.0	3.0
All-Red Time (s)					1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0	0.0				
Total Lost Time (s)					4.0	4.0				
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode					None	None	None	Min	None	None
Act Effct Green (s)		75.0	54.0	54.0	15.0	15.0				
Actuated g/C Ratio		0.65	0.47	0.47	0.13	0.13				
v/c Ratio		0.82	0.65	0.16	0.37	0.39				
Control Delay		15.0	26.0	6.3	51.4	12.0				
Queue Delay		48.6	0.0	0.0	0.0	0.4				
Total Delay		63.6	26.0	6.3	51.4	12.4				
LOS		E	C	A	D	B				
Approach Delay		63.6	24.0		28.4					
Approach LOS		E	C		C					
Queue Length 50th (ft)		193	318	12	60	0				
Queue Length 95th (ft)		m151	391	45	112	55				
Internal Link Dist (ft)		43	427		192					





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Turn Bay Length (ft)				160		50				
Base Capacity (vph)		1701	1680	750	233	317				
Starvation Cap Reductn		646	0	0	0	0				
Spillback Cap Reductn		0	16	0	0	36				
Storage Cap Reductn		0	0	0	0	0				
Reduced v/c Ratio		1.33	0.65	0.16	0.37	0.44				

Intersection Summary

Area Type: Other  
 Cycle Length: 116  
 Actuated Cycle Length: 116  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.09  
 Intersection Signal Delay: 44.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 81.1%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Washington Street & Jackson Rd



15548.00 Crafts Street Newton  
 1: Crafts Street & Ashmont Avenue






Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	485	10	5	410
Future Volume (vph)	5	5	485	10	5	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1728	0	1858	0	0	1880
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1728	0	1858	0	0	1880
Link Speed (mph)	30		30			30
Link Distance (ft)	250		499			266
Travel Time (s)	5.7		11.3			6.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	538	0	0	451
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.1%
ICU Level of Service	A
Analysis Period (min)	15

15548.00 Crafts Street Newton  
1: Crafts Street & Ashmont Avenue

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	485	10	5	410
Future Vol, veh/h	5	5	485	10	5	410
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	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	2	0	0	1
Mvmt Flow	5	5	527	11	5	446

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	989	533	0	0	538
Stage 1	533	-	-	-	-
Stage 2	456	-	-	-	-
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	276	551	-	-	1040
Stage 1	593	-	-	-	-
Stage 2	643	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	274	551	-	-	1040
Mov Cap-2 Maneuver	274	-	-	-	-
Stage 1	593	-	-	-	-
Stage 2	639	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	548	1040
HCM Lane V/C Ratio	-	-	0.02	0.005
HCM Control Delay (s)	-	-	11.7	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

15548.00 Crafts Street Newton  
 2: Crafts Street & Maguire Court/Clinton Street

2029 No-Build Conditions  
 timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	1	2	2	0	5	2	485	5	5	415	2
Future Volume (vph)	5	1	2	2	0	5	2	485	5	5	415	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1476	0	0	1694	0	0	1880	0	0	1878	0
Flt Permitted		0.970			0.986						0.999	
Satd. Flow (perm)	0	1476	0	0	1694	0	0	1880	0	0	1878	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		433			491			201			499	
Travel Time (s)		9.8			11.2			4.6			11.3	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/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 (%)	33%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)	0											
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	7	0	0	534	0	0	458	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.3%
ICU Level of Service	A
Analysis Period (min)	15

15548.00 Crafts Street Newton  
 2: Crafts Street & Maguire Court/Clinton Street

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	2	2	0	5	2	485	5	5	415	2
Future Vol, veh/h	5	1	2	2	0	5	2	485	5	5	415	2
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	33	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	5	1	2	2	0	5	2	527	5	5	451	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	999	999	452	999	998	532	453	0	0	533	0	0
Stage 1	462	462	-	535	535	-	-	-	-	-	-	-
Stage 2	537	537	-	464	463	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	195	245	612	224	246	551	1118	-	-	1045	-	-
Stage 1	525	568	-	533	527	-	-	-	-	-	-	-
Stage 2	476	526	-	582	568	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	191	243	612	221	244	550	1118	-	-	1044	-	-
Mov Cap-2 Maneuver	191	243	-	221	244	-	-	-	-	-	-	-
Stage 1	523	565	-	531	525	-	-	-	-	-	-	-
Stage 2	469	524	-	575	565	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.7		14.5		0		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1118	-	-	238	386	1044	-	-
HCM Lane V/C Ratio	0.002	-	-	0.037	0.02	0.005	-	-
HCM Control Delay (s)	8.2	0	-	20.7	14.5	8.5	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

15548.00 Crafts Street Newton  
 3: Crafts Street & Bus Lot Driveway/Lincoln Road

2029 No-Build Conditions  
 timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	1	0	5	20	0	20	5	470	35	25	395	0
Future Volume (vph)	1	0	5	20	0	20	5	470	35	25	395	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1311	0	0	1728	0	0	1845	0	0	1872	0
Flt Permitted		0.992			0.976						0.997	
Satd. Flow (perm)	0	1311	0	0	1728	0	0	1845	0	0	1872	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		340			450			151			201	
Travel Time (s)		7.7			10.2			3.4			4.6	
Confl. Peds. (#/hr)			1	1					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%	33%	0%	0%	0%	100%	1%	3%	4%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	44	0	0	554	0	0	456	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	49.1%
Analysis Period (min)	15
	ICU Level of Service A

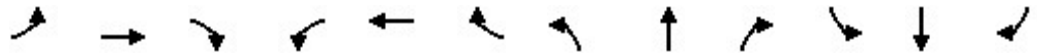
15548.00 Crafts Street Newton  
3: Crafts Street & Bus Lot Driveway/Lincoln Road

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	5	20	0	20	5	470	35	25	395	0
Future Vol, veh/h	1	0	5	20	0	20	5	470	35	25	395	0
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	33	0	0	0	100	1	3	4	1	0
Mvmt Flow	1	0	5	22	0	22	5	511	38	27	429	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1034	1043	430	1028	1024	531	429	0	0	550	0	0
Stage 1	483	483	-	541	541	-	-	-	-	-	-	-
Stage 2	551	560	-	487	483	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.53	7.1	6.5	6.2	5.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.597	3.5	4	3.3	3.1	-	-	2.236	-	-
Pot Cap-1 Maneuver	212	231	564	214	237	552	756	-	-	1010	-	-
Stage 1	569	556	-	529	524	-	-	-	-	-	-	-
Stage 2	522	514	-	566	556	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	197	220	563	204	226	551	756	-	-	1009	-	-
Mov Cap-2 Maneuver	197	220	-	204	226	-	-	-	-	-	-	-
Stage 1	563	537	-	523	518	-	-	-	-	-	-	-
Stage 2	496	508	-	540	537	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.5		19.1		0.1		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	756	-	-	430	298	1009	-	-
HCM Lane V/C Ratio	0.007	-	-	0.015	0.146	0.027	-	-
HCM Control Delay (s)	9.8	0	-	13.5	19.1	8.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	2	0	10	25	0	15	2	495	5	2	415	1
Future Volume (vph)	2	0	10	25	0	15	2	495	5	2	415	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1670	0	0	1751	0	0	1861	0	0	1881	0
Flt Permitted		0.992			0.970							
Satd. Flow (perm)	0	1670	0	0	1751	0	0	1861	0	0	1881	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		359			197			99			151	
Travel Time (s)		8.2			4.5			2.3			3.4	
Confl. Peds. (#/hr)			2	2			4		1	1		4
Confl. Bikes (#/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%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	43	0	0	545	0	0	454	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 41.0%

ICU Level of Service A

Analysis Period (min) 15



Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	10	25	0	15	2	495	5	2	415	1
Future Vol, veh/h	2	0	10	25	0	15	2	495	5	2	415	1
Conflicting Peds, #/hr	0	0	2	2	0	0	4	0	1	1	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	2	0	11	27	0	16	2	538	5	2	451	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1013	1008	458	1009	1006	542	456	0	0	544	0	0
Stage 1	460	460	-	546	546	-	-	-	-	-	-	-
Stage 2	553	548	-	463	460	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	219	242	607	221	243	544	1115	-	-	1035	-	-
Stage 1	585	569	-	526	521	-	-	-	-	-	-	-
Stage 2	521	520	-	583	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	211	239	604	215	240	543	1111	-	-	1034	-	-
Mov Cap-2 Maneuver	211	239	-	215	240	-	-	-	-	-	-	-
Stage 1	581	565	-	524	519	-	-	-	-	-	-	-
Stage 2	504	518	-	570	565	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	20.3	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	461	278	1034	-	-
HCM Lane V/C Ratio	0.002	-	-	0.028	0.156	0.002	-	-
HCM Control Delay (s)	8.2	0	-	13	20.3	8.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

15548.00 Crafts Street Newton  
 5: Crafts Street & 36 Crafts Street Driveway



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	500	450	0
Future Volume (vph)	0	0	0	500	450	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1900	0	0	1845	1881	0
Flt Permitted						
Satd. Flow (perm)	1900	0	0	1845	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	364			107	99	
Travel Time (s)	8.3			2.4	2.3	
Confl. Peds. (#/hr)	2	3	4			4
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	3%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	543	489	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.3% ICU Level of Service A
Analysis Period (min)	15

15548.00 Crafts Street Newton

5: Crafts Street &amp; 36 Crafts Street Driveway

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	500	450	0
Future Vol, veh/h	0	0	0	500	450	0
Conflicting Peds, #/hr	2	3	4	0	0	4
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	3	1	0
Mvmt Flow	0	0	0	543	489	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1038	496	493	0	0
Stage 1	493	-	-	-	-
Stage 2	545	-	-	-	-
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	258	578	1081	-	-
Stage 1	618	-	-	-	-
Stage 2	585	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	256	574	1077	-	-
Mov Cap-2 Maneuver	256	-	-	-	-
Stage 1	616	-	-	-	-
Stage 2	583	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1077	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

15548.00 Crafts Street Newton  
 6: Crafts Street & Whole Food Driveway/Lenglen Rd

2029 No-Build Conditions  
 timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	80	1	55	5	0	15	0	405	1	2	445	5
Future Volume (vph)	80	1	55	5	0	15	0	405	1	2	445	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1743	0	0	1478	0	0	1845	0	0	1880	0
Flt Permitted		0.971			0.988							
Satd. Flow (perm)	0	1743	0	0	1478	0	0	1845	0	0	1880	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		141			411			288			107	
Travel Time (s)		3.2			9.3			6.5			2.4	
Confl. Peds. (#/hr)	2		2	2		2	3		3	3		3
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%	0%	33%	0%	8%	0%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	21	0	0	441	0	0	491	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.6%
ICU Level of Service	A
Analysis Period (min)	15

15548.00 Crafts Street Newton  
6: Crafts Street & Whole Food Driveway/Lenglen Rd

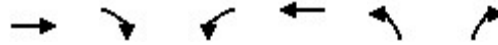
Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	80	1	55	5	0	15	0	405	1	2	445	5
Future Vol, veh/h	80	1	55	5	0	15	0	405	1	2	445	5
Conflicting Peds, #/hr	2	0	2	2	0	2	3	0	3	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	33	0	8	0	3	0	0	1	0
Mvmt Flow	87	1	60	5	0	16	0	440	1	2	484	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	945	938	492	967	940	446	492	0	0	444	0	0
Stage 1	494	494	-	444	444	-	-	-	-	-	-	-
Stage 2	451	444	-	523	496	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	244	266	581	206	266	600	1082	-	-	1127	-	-
Stage 1	561	550	-	537	579	-	-	-	-	-	-	-
Stage 2	592	579	-	485	549	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	236	264	578	183	264	597	1079	-	-	1124	-	-
Mov Cap-2 Maneuver	236	264	-	183	264	-	-	-	-	-	-	-
Stage 1	559	547	-	535	577	-	-	-	-	-	-	-
Stage 2	575	577	-	432	546	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	26.6		15		0		0	
HCM LOS	D		C					

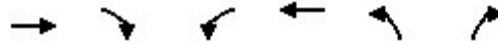
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1079	-	-	311	381	1124	-	-
HCM Lane V/C Ratio	-	-	-	0.475	0.057	0.002	-	-
HCM Control Delay (s)	0	-	-	26.6	15	8.2	0	-
HCM Lane LOS	A	-	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.4	0.2	0	-	-

15548.00 Crafts Street Newton  
7: Harvard Street & Washington Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑↑			↑↑	↑↑		
Traffic Volume (vph)	630	40	130	795	45	80	
Future Volume (vph)	630	40	130	795	45	80	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Satd. Flow (prot)	3507	0	0	3554	1634	0	
Flt Permitted				0.714	0.982		
Satd. Flow (perm)	3507	0	0	2555	1621	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	10				83		
Link Speed (mph)	30			30	30		
Link Distance (ft)	330			999	440		
Travel Time (s)	7.5			22.7	10.0		
Confl. Peds. (#/hr)		1	1		7	17	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	728	0	0	1005	136	0	
Turn Type	NA		Perm	NA	Prot		
Protected Phases	2			6	4	9	
Permitted Phases			6				
Detector Phase	2		6	6	4		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0	6.0	
Minimum Split (s)	15.0		15.0	15.0	13.0	25.0	
Total Split (s)	45.0		45.0	45.0	15.0	25.0	
Total Split (%)	52.9%		52.9%	52.9%	17.6%	29%	
Yellow Time (s)	4.0		4.0	4.0	4.0	2.0	
All-Red Time (s)	3.0		3.0	3.0	3.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	7.0			7.0	7.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min		Min	Min	None	None	
Act Effct Green (s)	37.8			37.8	7.2		
Actuated g/C Ratio	0.60			0.60	0.11		
v/c Ratio	0.35			0.66	0.52		
Control Delay	8.6			13.8	21.7		
Queue Delay	0.0			0.0	0.0		
Total Delay	8.6			13.8	21.7		
LOS	A			B	C		
Approach Delay	8.6			13.8	21.7		
Approach LOS	A			B	C		
Queue Length 50th (ft)	51			94	17		
Queue Length 95th (ft)	183			#378	#92		
Internal Link Dist (ft)	250			919	360		
Turn Bay Length (ft)							
Base Capacity (vph)	2171			1579	284		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		

15548.00 Crafts Street Newton  
7: Harvard Street & Washington Street

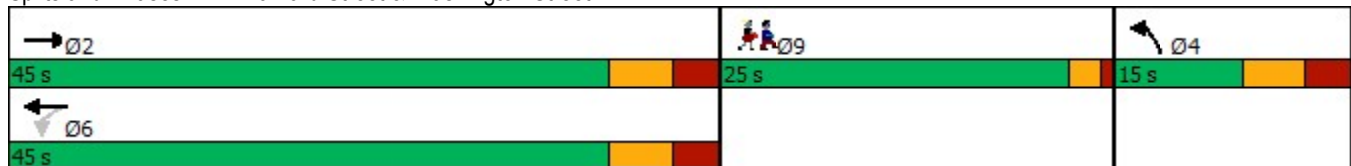


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.34			0.64	0.48		

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 63.1  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 12.4      Intersection LOS: B  
 Intersection Capacity Utilization 70.4%      ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Harvard Street & Washington Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	↕
Traffic Volume (vph)	80	605	5	5	815	320	5	5	5	310	1	195
Future Volume (vph)	80	605	5	5	815	320	5	5	5	310	1	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3502	0	0	3386	0	0	1777	0	0	1793	1599
Flt Permitted		0.551			0.952			0.892			0.953	
Satd. Flow (perm)	0	1941	0	0	3223	0	0	1608	0	0	1788	1565
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			55			5				90
Link Speed (mph)		30			30			30				30
Link Distance (ft)		999			929			144				288
Travel Time (s)		22.7			21.1			3.3				6.5
Confl. Peds. (#/hr)	6		2	2		6	9		2	2		9
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 (%)	5%	2%	0%	0%	1%	2%	0%	0%	0%	1%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	750	0	0	1239	0	0	15	0	0	338	212
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Split	NA	pm+ov
Protected Phases	5	2			6			4!		8!	8	5
Permitted Phases	2			6			4					8
Detector Phase	5	2		6	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	13.0		13.0	13.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	13.0	48.0		35.0	35.0		27.0	27.0		27.0	27.0	13.0
Total Split (%)	12.4%	45.7%		33.3%	33.3%		25.7%	25.7%		25.7%	25.7%	12.4%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)		43.4			31.9			20.2			20.2	26.5
Actuated g/C Ratio		0.52			0.38			0.24			0.24	0.32
v/c Ratio		0.67			0.98			0.04			0.78	0.38
Control Delay		21.3			49.6			26.0			46.8	15.3
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		21.3			49.6			26.0			46.8	15.3
LOS		C			D			C			D	B
Approach Delay		21.3			49.6			26.0			34.7	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		88			253			3			130	31
Queue Length 95th (ft)		#264			#667			23			#388	124
Internal Link Dist (ft)		919			849			64			208	
Turn Bay Length (ft)												50



15548.00 Crafts Street Newton

8: Bank Driveway/Crafts Street & Washington Street

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	29%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

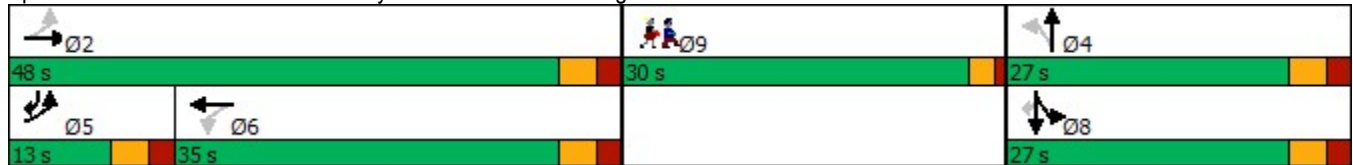


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1160			1262			444			492	597
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.65			0.98			0.03			0.69	0.36

**Intersection Summary**

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 83.6  
 Natural Cycle: 110  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 37.9  
 Intersection LOS: D  
 Intersection Capacity Utilization 88.7%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 ! Phase conflict between lane groups.

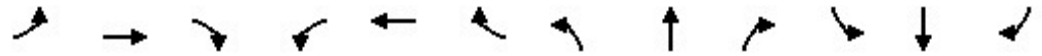
Splits and Phases: 8: Bank Driveway/Crafts Street & Washington Street



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Lane Group	Ø9
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

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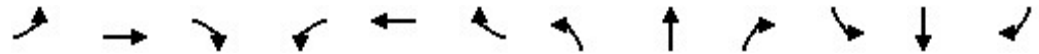


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕↕			↖	↖
Traffic Volume (vph)	80	830	45	90	1010	235	15	70	85	195	80	95
Future Volume (vph)	80	830	45	90	1010	235	15	70	85	195	80	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3505	0	1805	3411	0	0	1764	0	0	1787	1615
Flt Permitted		0.516		0.220				0.996			0.966	
Satd. Flow (perm)	0	1816	0	417	3411	0	0	1763	0	0	1787	1582
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			32			36				94
Link Speed (mph)		30			30			30				30
Link Distance (ft)		929			123			248				747
Travel Time (s)		21.1			2.8			5.6				17.0
Confl. Peds. (#/hr)	9		5	5		9	5					5
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%	0%	0%	0%	3%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1038	0	98	1353	0	0	184	0	0	299	103
Turn Type	Perm	NA		custom	NA		Split	NA		Split	NA	custom
Protected Phases		2 3		4	3 4		8	8		1	1	1
Permitted Phases	2 3			3								2
Detector Phase	2 3	2 3		4	3 4		8	8		1	1	1
Switch Phase												
Minimum Initial (s)				6.0			8.0	8.0		8.0	8.0	8.0
Minimum Split (s)				10.0			19.0	19.0		24.0	24.0	24.0
Total Split (s)				14.0			19.0	19.0		24.0	24.0	24.0
Total Split (%)				12.1%			16.4%	16.4%		20.7%	20.7%	20.7%
Yellow Time (s)				3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)				1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)				0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)				4.0			4.0	4.0		4.0	4.0	4.0
Lead/Lag				Lag						Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode				None			None	None		None	None	None
Act Effct Green (s)		55.0		51.0	54.0			12.8			20.0	30.0
Actuated g/C Ratio		0.48		0.45	0.47			0.11			0.18	0.26
v/c Ratio		1.24dl		0.32	0.83			0.80			0.95	0.21
Control Delay		121.1		4.5	6.1			64.7			87.7	8.6
Queue Delay		0.4		3.9	0.3			113.4			0.0	0.0
Total Delay		121.5		8.4	6.4			178.1			87.7	8.6
LOS		F		A	A			F			F	A
Approach Delay		121.5			6.5			178.1			67.4	
Approach LOS		F			A			F			E	
Queue Length 50th (ft)		~493		4	28			107			223	5
Queue Length 95th (ft)		#632		m7	43			#204			#400	46
Internal Link Dist (ft)		849			43			168			667	
Turn Bay Length (ft)												75

15548.00 Crafts Street Newton  
 9: Lewis Terrace Rd/Adams Street & Washington Street

#260-22  
 2029 No-Build Conditions  
 timing Plan: PM Peak

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	6.0	8.0
Minimum Split (s)	10.0	25.0
Total Split (s)	14.0	45.0
Total Split (%)	12%	39%
Yellow Time (s)	3.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?		
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		881		308	1635			263			314	492
Starvation Cap Reductn		0		143	38			0			0	0
Spillback Cap Reductn		67		0	0			232			0	0
Storage Cap Reductn		0		0	0			0			0	0
Reduced v/c Ratio		1.28		0.59	0.85			5.94			0.95	0.21

Intersection Summary

Area Type: Other  
 Cycle Length: 116  
 Actuated Cycle Length: 113.8  
 Natural Cycle: 140  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.18  
 Intersection Signal Delay: 63.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 101.5%  
 ICU Level of Service G  
 Analysis Period (min) 15

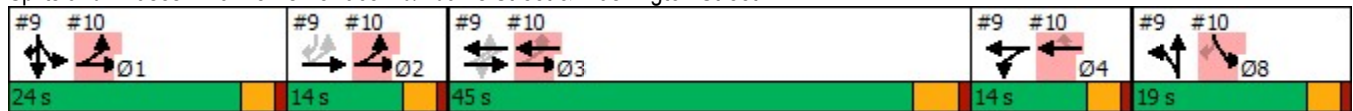
~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

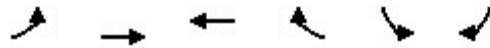
Splits and Phases: 9: Lewis Terrace Rd/Adams Street & Washington Street



Lane Group	Ø2	Ø3
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

15548.00 Crafts Street Newton  
10: Washington Street & Jackson Rd

2029 No-Build Conditions  
timing Plan: PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations		↕↕	↕↕	↗	↖	↗				
Traffic Volume (vph)	85	1025	1230	65	40	105				
Future Volume (vph)	85	1025	1230	65	40	105				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			160	0	50				
Storage Lanes	0			1	1	1				
Taper Length (ft)	25				25					
Satd. Flow (prot)	0	3530	3539	1615	1805	1615				
Flt Permitted		0.581			0.950					
Satd. Flow (perm)	0	2059	3539	1523	1805	1615				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				43		114				
Link Speed (mph)		30	30		30					
Link Distance (ft)		123	507		272					
Travel Time (s)		2.8	11.5		6.2					
Confl. Peds. (#/hr)	13			13						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1206	1337	71	43	114				
Turn Type	custom	NA	NA	Perm	Prot	Perm				
Protected Phases	1 2	1 2 3	3 4		8		1	2	3	4
Permitted Phases	3			3 4		8				
Detector Phase	1 2	1 2 3	3 4	3 4	8	8				
Switch Phase										
Minimum Initial (s)					8.0	8.0	8.0	6.0	8.0	6.0
Minimum Split (s)					19.0	19.0	24.0	10.0	25.0	10.0
Total Split (s)					19.0	19.0	24.0	14.0	45.0	14.0
Total Split (%)					16.4%	16.4%	21%	12%	39%	12%
Yellow Time (s)					3.0	3.0	3.0	3.0	4.0	3.0
All-Red Time (s)					1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0	0.0				
Total Lost Time (s)					4.0	4.0				
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode					None	None	None	Min	None	None
Act Effct Green (s)		75.0	54.0	54.0	12.8	12.8				
Actuated g/C Ratio		0.66	0.47	0.47	0.11	0.11				
v/c Ratio		0.67	0.80	0.10	0.21	0.40				
Control Delay		6.2	30.0	8.7	48.2	12.9				
Queue Delay		49.8	0.0	0.0	0.0	0.4				
Total Delay		56.0	30.0	8.7	48.2	13.4				
LOS		E	C	A	D	B				
Approach Delay		56.0	29.0		22.9					
Approach LOS		E	C		C					
Queue Length 50th (ft)		58	436	11	29	0				
Queue Length 95th (ft)		m47	536	37	65	53				
Internal Link Dist (ft)		43	427		192					
Turn Bay Length (ft)				160		50				





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Base Capacity (vph)		1797	1679	745	238	311				
Starvation Cap Reductn		817	0	0	0	0				
Spillback Cap Reductn		0	0	0	0	40				
Storage Cap Reductn		0	0	0	0	0				
Reduced v/c Ratio		1.23	0.80	0.10	0.18	0.42				

Intersection Summary	
Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	113.8
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.18
Intersection Signal Delay:	40.4
Intersection LOS:	D
Intersection Capacity Utilization	82.3%
ICU Level of Service	E
Analysis Period (min)	15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Washington Street & Jackson Rd



15548.00 Crafts Street Newton  
 1: Crafts Street & Ashmont Avenue

#260-22  
 2029 Build Conditions  
 timing Plan: AM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	355	5	5	425
Future Volume (vph)	5	5	355	5	5	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1593	0	1824	0	0	1880
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1593	0	1824	0	0	1880
Link Speed (mph)	30		30			30
Link Distance (ft)	250		499			266
Travel Time (s)	5.7		11.3			6.0
Confl. Peds. (#/hr)	1			4	4	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	17%	4%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	391	0	0	467
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.4%
ICU Level of Service	A
Analysis Period (min)	15

15548.00 Crafts Street Newton  
 1: Crafts Street & Ashmont Avenue

#260-22  
 2029 Build Conditions  
 timing Plan: AM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	355	5	5	425
Future Vol, veh/h	5	5	355	5	5	425
Conflicting Peds, #/hr	1	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	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	17	4	0	0	1
Mvmt Flow	5	5	386	5	5	462

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	866	393	0	0	395
Stage 1	393	-	-	-	-
Stage 2	473	-	-	-	-
Critical Hdwy	6.4	6.37	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.453	-	-	2.2
Pot Cap-1 Maneuver	326	624	-	-	1175
Stage 1	686	-	-	-	-
Stage 2	631	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	322	622	-	-	1171
Mov Cap-2 Maneuver	322	-	-	-	-
Stage 1	683	-	-	-	-
Stage 2	627	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	644	1171
HCM Lane V/C Ratio	-	-	0.017	0.005
HCM Control Delay (s)	-	-	10.7	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

15548.00 Crafts Street Newton  
 2: Crafts Street & Maguire Court/Clinton Street

#260-22  
 2029 Build Conditions  
 timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	5	10	1	10	5	340	5	10	420	5
Future Volume (vph)	5	0	5	10	1	10	5	340	5	10	420	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1728	0	0	1736	0	0	1836	0	0	1878	0
Flt Permitted		0.976			0.977			0.999			0.999	
Satd. Flow (perm)	0	1728	0	0	1736	0	0	1836	0	0	1878	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		433			491			201			499	
Travel Time (s)		9.8			11.2			4.6			11.3	
Confl. Peds. (#/hr)	1					1	2		2	2		2
Confl. Bikes (#/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%	0%	0%	0%	0%	0%	0%	3%	20%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	23	0	0	380	0	0	473	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.4%
ICU Level of Service	A
Analysis Period (min)	15

15548.00 Crafts Street Newton

2: Crafts Street &amp; Maguire Court/Clinton Street

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	0	5	10	1	10	5	340	5	10	420	5
Future Vol, veh/h	5	0	5	10	1	10	5	340	5	10	420	5
Conflicting Peds, #/hr	1	0	0	0	0	1	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	20	0	1	0
Mvmt Flow	5	0	5	11	1	11	5	370	5	11	457	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	874	871	462	869	871	376	464	0	0	377	0	0
Stage 1	484	484	-	385	385	-	-	-	-	-	-	-
Stage 2	390	387	-	484	486	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	272	291	604	274	291	675	1108	-	-	1193	-	-
Stage 1	568	555	-	642	614	-	-	-	-	-	-	-
Stage 2	638	613	-	568	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	262	285	603	267	285	673	1106	-	-	1191	-	-
Mov Cap-2 Maneuver	262	285	-	267	285	-	-	-	-	-	-	-
Stage 1	563	547	-	637	609	-	-	-	-	-	-	-
Stage 2	622	608	-	556	546	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.2		15.2		0.1		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1106	-	-	365	376	1191	-	-
HCM Lane V/C Ratio	0.005	-	-	0.03	0.061	0.009	-	-
HCM Control Delay (s)	8.3	0	-	15.2	15.2	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

15548.00 Crafts Street Newton  
 3: Crafts Street & Lincoln Road

#260-22  
 2029 Build Conditions  
 timing Plan: AM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	15	340	20	25	410
Future Volume (vph)	25	15	340	20	25	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1670	0	1833	0	0	1872
Flt Permitted	0.970					0.997
Satd. Flow (perm)	1670	0	1833	0	0	1872
Link Speed (mph)	30		30			30
Link Distance (ft)	450		151			201
Travel Time (s)	10.2		3.4			4.6
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 (%)	0%	13%	3%	0%	4%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	392	0	0	473
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	25	15	340	20	25	410
Future Vol, veh/h	25	15	340	20	25	410
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	13	3	0	4	1
Mvmt Flow	27	16	370	22	27	446

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	884	384	0	0	395
Stage 1	384	-	-	-	-
Stage 2	500	-	-	-	-
Critical Hdwy	6.4	6.33	-	-	4.14
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.236
Pot Cap-1 Maneuver	318	640	-	-	1153
Stage 1	693	-	-	-	-
Stage 2	613	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	307	638	-	-	1150
Mov Cap-2 Maneuver	307	-	-	-	-
Stage 1	691	-	-	-	-
Stage 2	594	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	381	1150
HCM Lane V/C Ratio	-	-	0.114	0.024
HCM Control Delay (s)	-	-	15.7	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	10	0	10	0	0	1	25	350	25	10	420	5
Future Volume (vph)	10	0	10	0	0	1	25	350	25	10	420	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1728	0	0	1644	0	0	1771	0	0	1860	0
Flt Permitted		0.976						0.997			0.999	
Satd. Flow (perm)	0	1728	0	0	1644	0	0	1771	0	0	1860	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		359			300			99			151	
Travel Time (s)		8.2			6.8			2.3			3.4	
Confl. Peds. (#/hr)			3	3			3		6	6		3
Confl. Bikes (#/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%	0%	0%	0%	0%	0%	0%	7%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	1	0	0	434	0	0	473	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.7% ICU Level of Service A
Analysis Period (min)	15



15548.00 Crafts Street Newton

4: Crafts Street & Site Driveway/Chatham Center Driveway

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	10	0	10	0	0	1	25	350	25	10	420	5
Future Vol, veh/h	10	0	10	0	0	1	25	350	25	10	420	5
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	6	6	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	2	0
Mvmt Flow	11	0	11	0	0	1	27	380	27	11	457	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	933	952	466	944	941	400	465	0	0	413	0	0
Stage 1	485	485	-	454	454	-	-	-	-	-	-	-
Stage 2	448	467	-	490	487	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	248	261	601	244	265	654	1107	-	-	1157	-	-
Stage 1	567	555	-	589	573	-	-	-	-	-	-	-
Stage 2	594	565	-	564	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	239	247	598	229	251	650	1104	-	-	1150	-	-
Mov Cap-2 Maneuver	239	247	-	229	251	-	-	-	-	-	-	-
Stage 1	547	546	-	567	551	-	-	-	-	-	-	-
Stage 2	574	544	-	545	545	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	16.2		10.5		0.5			0.2		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1104	-	-	342	650	1150	-	-
HCM Lane V/C Ratio	0.025	-	-	0.064	0.002	0.009	-	-
HCM Control Delay (s)	8.3	0	-	16.2	10.5	8.2	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

15548.00 Crafts Street Newton  
 6: Crafts Street & Whole Food Driveway/Lenglen Rd

#260-22  
 2029 Build Conditions  
 timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	25	0	25	5	0	10	0	365	0	1	420	5
Future Volume (vph)	25	0	25	5	0	10	0	365	0	1	420	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1728	0	0	1697	0	0	1776	0	0	1861	0
Flt Permitted		0.976			0.985							
Satd. Flow (perm)	0	1728	0	0	1697	0	0	1776	0	0	1861	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		141			411			288			107	
Travel Time (s)		3.2			9.3			6.5			2.4	
Confl. Peds. (#/hr)	4		6	6		4			6	6		
Confl. Bikes (#/hr)			1			1			3			
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%	0%	0%	0%	0%	0%	7%	0%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	16	0	0	397	0	0	463	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.3%
ICU Level of Service	A
Analysis Period (min)	15

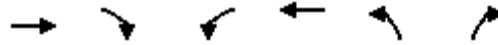
Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	0	25	5	0	10	0	365	0	1	420	5
Future Vol, veh/h	25	0	25	5	0	10	0	365	0	1	420	5
Conflicting Peds, #/hr	4	0	6	6	0	4	0	0	6	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	2	0
Mvmt Flow	27	0	27	5	0	11	0	397	0	1	457	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	869	865	466	884	867	407	462	0	0	403	0	0
Stage 1	462	462	-	403	403	-	-	-	-	-	-	-
Stage 2	407	403	-	481	464	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	274	294	601	268	293	648	1110	-	-	1167	-	-
Stage 1	584	568	-	628	603	-	-	-	-	-	-	-
Stage 2	625	603	-	570	567	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	268	292	598	253	291	642	1110	-	-	1160	-	-
Mov Cap-2 Maneuver	268	292	-	253	291	-	-	-	-	-	-	-
Stage 1	584	567	-	624	599	-	-	-	-	-	-	-
Stage 2	612	599	-	540	566	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	16.4		13.8		0			0		
HCM LOS	C		B							

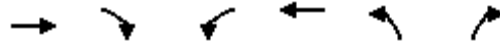
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1110	-	-	370	424	1160	-	-
HCM Lane V/C Ratio	-	-	-	0.147	0.038	0.001	-	-
HCM Control Delay (s)	0	-	-	16.4	13.8	8.1	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

15548.00 Crafts Street Newton  
7: Harvard Street & Washington Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑↑			↑↑	↑↑		
Traffic Volume (vph)	790	30	100	610	50	60	
Future Volume (vph)	790	30	100	610	50	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Satd. Flow (prot)	3452	0	0	3519	1647	0	
Flt Permitted				0.697	0.978		
Satd. Flow (perm)	3452	0	0	2470	1635	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	6				56		
Link Speed (mph)	30			30	30		
Link Distance (ft)	330			999	440		
Travel Time (s)	7.5			22.7	10.0		
Confl. Peds. (#/hr)		3	3		5	9	
Confl. Bikes (#/hr)		1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	4%	0%	1%	2%	0%	4%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	892	0	0	772	119	0	
Turn Type	NA		Perm	NA	Prot		
Protected Phases	2			6	4		9
Permitted Phases			6				
Detector Phase	2		6	6	4		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0		6.0
Minimum Split (s)	15.0		15.0	15.0	13.0		25.0
Total Split (s)	45.0		45.0	45.0	15.0		25.0
Total Split (%)	52.9%		52.9%	52.9%	17.6%		29%
Yellow Time (s)	4.0		4.0	4.0	4.0		2.0
All-Red Time (s)	3.0		3.0	3.0	3.0		1.0
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	7.0			7.0	7.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min		Min	Min	None		None
Act Effct Green (s)	34.0			34.0	7.8		
Actuated g/C Ratio	0.63			0.63	0.15		
v/c Ratio	0.41			0.49	0.41		
Control Delay	9.5			11.2	21.1		
Queue Delay	0.0			0.0	0.0		
Total Delay	9.5			11.2	21.1		
LOS	A			B	C		
Approach Delay	9.5			11.2	21.1		
Approach LOS	A			B	C		
Queue Length 50th (ft)	69			65	16		
Queue Length 95th (ft)	237			236	#93		
Internal Link Dist (ft)	250			919	360		
Turn Bay Length (ft)							
Base Capacity (vph)	2567			1836	316		
Starvation Cap Reductn	0			0	0		

15548.00 Crafts Street Newton  
7: Harvard Street & Washington Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.35			0.42	0.38		

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	53.7
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization	67.0%
ICU Level of Service	C
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 7: Harvard Street & Washington Street

 45 s	 25 s	 15 s
 45 s		

15548.00 Crafts Street Newton  
8: Bank Driveway/Crafts Street & Washington Street

2029 Build Conditions  
timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	↕
Traffic Volume (vph)	90	760	1	1	635	275	1	1	2	305	0	145
Future Volume (vph)	90	760	1	1	635	275	1	1	2	305	0	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3464	0	0	3295	0	0	1737	0	0	1770	1568
Flt Permitted		0.601			0.954			0.937			0.950	
Satd. Flow (perm)	0	2092	0	0	3143	0	0	1646	0	0	1765	1541
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					65			2				69
Link Speed (mph)		30			30			30				30
Link Distance (ft)		999			929			144				288
Travel Time (s)		22.7			21.1			3.3				6.5
Confl. Peds. (#/hr)	13					13	5		2	2		5
Confl. Bikes (#/hr)			2									
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 (%)	18%	2%	0%	0%	3%	4%	0%	0%	0%	2%	0%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	925	0	0	990	0	0	4	0	0	332	158
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Split	NA	pm+ov
Protected Phases	5	2			6			4!		8!	8	5
Permitted Phases	2			6			4					8
Detector Phase	5	2		6	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	13.0		13.0	13.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	13.0	48.0		35.0	35.0		27.0	27.0		27.0	27.0	13.0
Total Split (%)	12.4%	45.7%		33.3%	33.3%		25.7%	25.7%		25.7%	25.7%	12.4%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)		44.6			33.2			20.0			20.0	26.3
Actuated g/C Ratio		0.53			0.39			0.24			0.24	0.31
v/c Ratio		0.77			0.78			0.01			0.79	0.30
Control Delay		24.9			29.9			26.2			48.5	15.1
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		24.9			29.9			26.2			48.5	15.1
LOS		C			C			C			D	B
Approach Delay		24.9			29.9			26.3			37.7	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)		116			176			1			133	24
Queue Length 95th (ft)		#409			#475			10			#381	96
Internal Link Dist (ft)		919			849			64			208	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	29%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

15548.00 Crafts Street Newton  
 8: Bank Driveway/Crafts Street & Washington Street

2029 Build Conditions  
 timing Plan: AM Peak

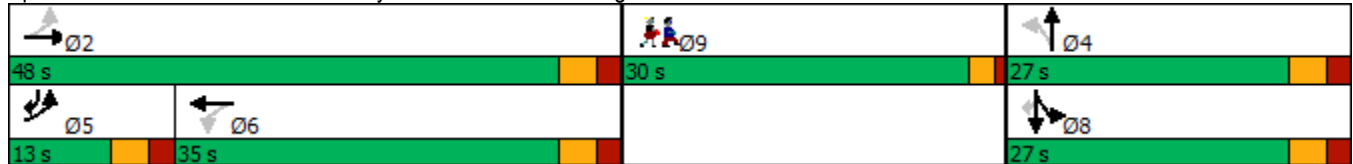


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												50
Base Capacity (vph)		1202			1270			444			476	564
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.77			0.78			0.01			0.70	0.28

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 84.7  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 29.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 86.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 ! Phase conflict between lane groups.

Splits and Phases: 8: Bank Driveway/Crafts Street & Washington Street

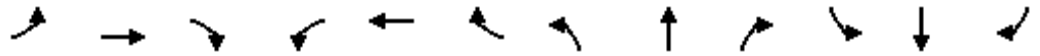




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Lane Group	Ø9
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕↕			↕↕			↕	↕
Traffic Volume (vph)	60	940	25	95	815	210	15	80	150	205	65	85
Future Volume (vph)	60	940	25	95	815	210	15	80	150	205	65	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3510	0	1787	3348	0	0	1710	0	0	1713	1553
Flt Permitted		0.606		0.179				0.997			0.963	
Satd. Flow (perm)	0	2133	0	335	3348	0	0	1708	0	0	1713	1502
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			37			56				94
Link Speed (mph)		30			30			30				30
Link Distance (ft)		929			123			248				747
Travel Time (s)		21.1			2.8			5.6				17.0
Confl. Peds. (#/hr)	17		13	13		17	12					12
Confl. Bikes (#/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 (%)	2%	2%	4%	1%	3%	3%	0%	3%	1%	8%	3%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1114	0	103	1114	0	0	266	0	0	294	92
Turn Type	Perm	NA		custom	NA		Split	NA		Split	NA	custom
Protected Phases		2 3		4	3 4		8	8		1	1	1
Permitted Phases	2 3			3								2
Detector Phase	2 3	2 3		4	3 4		8	8		1	1	1
Switch Phase												
Minimum Initial (s)				6.0			8.0	8.0		8.0	8.0	8.0
Minimum Split (s)				10.0			19.0	19.0		24.0	24.0	24.0
Total Split (s)				14.0			19.0	19.0		24.0	24.0	24.0
Total Split (%)				12.1%			16.4%	16.4%		20.7%	20.7%	20.7%
Yellow Time (s)				3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)				1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)				0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)				4.0			4.0	4.0		4.0	4.0	4.0
Lead/Lag				Lag						Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode				None			None	None		None	None	None
Act Effct Green (s)		55.0		51.0	54.0			15.0			20.0	30.0
Actuated g/C Ratio		0.47		0.44	0.47			0.13			0.17	0.26
v/c Ratio		1.10		0.38	0.71			0.99			1.00	0.20
Control Delay		90.3		9.3	5.6			92.6			100.2	7.0
Queue Delay		1.3		3.5	0.0			87.8			0.0	0.0
Total Delay		91.6		12.8	5.6			180.4			100.2	7.0
LOS		F		B	A			F			F	A
Approach Delay		91.6			6.2			180.4			78.0	
Approach LOS		F			A			F			E	
Queue Length 50th (ft)		~498		5	26			161			222	0
Queue Length 95th (ft)		#635		m19	42			#336			#402	38
Internal Link Dist (ft)		849			43			168			667	

15548.00 Crafts Street Newton  
 9: Lewis Terrace Rd/Adams Street & Washington Street

#260-22  
 2029 Build Conditions  
 timing Plan: AM Peak

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	6.0	8.0
Minimum Split (s)	10.0	25.0
Total Split (s)	14.0	45.0
Total Split (%)	12%	39%
Yellow Time (s)	3.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?		
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		

15548.00 Crafts Street Newton  
 9: Lewis Terrace Rd/Adams Street & Washington Street

2029 Build Conditions  
 timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												75
Base Capacity (vph)		1012		272	1578			269			295	466
Starvation Cap Reductn		0		102	17			0			0	0
Spillback Cap Reductn		221		0	0			236			0	0
Storage Cap Reductn		0		0	0			0			0	0
Reduced v/c Ratio		1.41		0.61	0.71			8.06			1.00	0.20

Intersection Summary

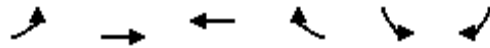
Area Type: Other  
 Cycle Length: 116  
 Actuated Cycle Length: 116  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.10  
 Intersection Signal Delay: 62.9  
 Intersection LOS: E  
 Intersection Capacity Utilization 101.9%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Lewis Terrace Rd/Adams Street & Washington Street



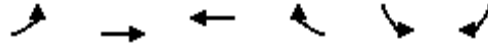
Lane Group	Ø2	Ø3
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

15548.00 Crafts Street Newton  
10: Washington Street & Jackson Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations		↕↕	↕↕	↗	↖	↗				
Traffic Volume (vph)	185	1110	1005	110	80	115				
Future Volume (vph)	185	1110	1005	110	80	115				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			160	0	50				
Storage Lanes	0			1	1	1				
Taper Length (ft)	25				25					
Satd. Flow (prot)	0	3585	3610	1615	1805	1615				
Flt Permitted		0.509			0.950					
Satd. Flow (perm)	0	1837	3610	1508	1805	1615				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				90		125				
Link Speed (mph)		30	30		30					
Link Distance (ft)		123	507		272					
Travel Time (s)		2.8	11.5		6.2					
Confl. Peds. (#/hr)	16			16						
Confl. Bikes (#/hr)				1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1408	1092	120	87	125				
Turn Type	custom	NA	NA	Perm	Prot	Perm				
Protected Phases	1 2	1 2 3	3 4		8		1	2	3	4
Permitted Phases	3			3 4		8				
Detector Phase	1 2	1 2 3	3 4	3 4	8	8				
Switch Phase										
Minimum Initial (s)					8.0	8.0	8.0	6.0	8.0	6.0
Minimum Split (s)					19.0	19.0	24.0	10.0	25.0	10.0
Total Split (s)					19.0	19.0	24.0	14.0	45.0	14.0
Total Split (%)					16.4%	16.4%	21%	12%	39%	12%
Yellow Time (s)					3.0	3.0	3.0	3.0	4.0	3.0
All-Red Time (s)					1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0	0.0				
Total Lost Time (s)					4.0	4.0				
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode					None	None	None	Min	None	None
Act Effct Green (s)		75.0	54.0	54.0	15.0	15.0				
Actuated g/C Ratio		0.65	0.47	0.47	0.13	0.13				
v/c Ratio		0.83	0.65	0.16	0.37	0.39				
Control Delay		15.3	26.0	6.3	51.4	12.0				
Queue Delay		48.6	0.0	0.0	0.0	0.4				
Total Delay		63.8	26.0	6.3	51.4	12.4				
LOS		E	C	A	D	B				
Approach Delay		63.8	24.1		28.4					
Approach LOS		E	C		C					
Queue Length 50th (ft)		198	320	12	60	0				
Queue Length 95th (ft)		m151	394	45	112	55				
Internal Link Dist (ft)		43	427		192					

15548.00 Crafts Street Newton  
10: Washington Street & Jackson Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Turn Bay Length (ft)				160		50				
Base Capacity (vph)		1700	1680	750	233	317				
Starvation Cap Reductn		647	0	0	0	0				
Spillback Cap Reductn		0	17	0	0	36				
Storage Cap Reductn		0	0	0	0	0				
Reduced v/c Ratio		1.34	0.66	0.16	0.37	0.44				

Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	116
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.10
Intersection Signal Delay:	44.2
Intersection LOS:	D
Intersection Capacity Utilization	81.3%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 10: Washington Street & Jackson Rd



15548.00 Crafts Street Newton  
 1: Crafts Street & Ashmont Avenue

#260-22  
 2029 Build Conditions  
 timing Plan: PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	495	10	5	415
Future Volume (vph)	5	5	495	10	5	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1728	0	1858	0	0	1880
Flt Permitted	0.976					0.999
Satd. Flow (perm)	1728	0	1858	0	0	1880
Link Speed (mph)	30		30			30
Link Distance (ft)	250		499			266
Travel Time (s)	5.7		11.3			6.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	549	0	0	456
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.7%
ICU Level of Service	A
Analysis Period (min)	15



15548.00 Crafts Street Newton  
 1: Crafts Street & Ashmont Avenue

#260-22  
 2029 Build Conditions  
 timing Plan: PM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	495	10	5	415
Future Vol, veh/h	5	5	495	10	5	415
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	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	2	0	0	1
Mvmt Flow	5	5	538	11	5	451

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1005	544	0	0	549
Stage 1	544	-	-	-	-
Stage 2	461	-	-	-	-
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	270	543	-	-	1031
Stage 1	586	-	-	-	-
Stage 2	639	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	268	543	-	-	1031
Mov Cap-2 Maneuver	268	-	-	-	-
Stage 1	586	-	-	-	-
Stage 2	635	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	536	1031
HCM Lane V/C Ratio	-	-	0.02	0.005
HCM Control Delay (s)	-	-	11.9	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

15548.00 Crafts Street Newton  
 2: Crafts Street & Maguire Court/Clinton Street

#260-22  
 2029 Build Conditions  
 timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	1	2	2	0	5	2	495	5	5	425	2
Future Volume (vph)	5	1	2	2	0	5	2	495	5	5	425	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1476	0	0	1694	0	0	1880	0	0	1878	0
Flt Permitted		0.970			0.986						0.999	
Satd. Flow (perm)	0	1476	0	0	1694	0	0	1880	0	0	1878	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		433			491			201			499	
Travel Time (s)		9.8			11.2			4.6			11.3	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/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 (%)	33%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)	0											
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	7	0	0	545	0	0	469	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.9%
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	2	2	0	5	2	495	5	5	425	2
Future Vol, veh/h	5	1	2	2	0	5	2	495	5	5	425	2
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	33	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	5	1	2	2	0	5	2	538	5	5	462	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1021	1021	463	1021	1020	543	464	0	0	544	0	0
Stage 1	473	473	-	546	546	-	-	-	-	-	-	-
Stage 2	548	548	-	475	474	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	188	238	603	217	239	544	1108	-	-	1035	-	-
Stage 1	517	562	-	526	521	-	-	-	-	-	-	-
Stage 2	469	520	-	574	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	185	235	603	214	236	543	1108	-	-	1034	-	-
Mov Cap-2 Maneuver	185	235	-	214	236	-	-	-	-	-	-	-
Stage 1	515	558	-	524	519	-	-	-	-	-	-	-
Stage 2	462	518	-	567	557	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.2		14.7		0		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1108	-	-	231	377	1034	-	-
HCM Lane V/C Ratio	0.002	-	-	0.038	0.02	0.005	-	-
HCM Control Delay (s)	8.3	0	-	21.2	14.7	8.5	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

15548.00 Crafts Street Newton  
 3: Crafts Street & Lincoln Road

#260-22  
 2029 Build Conditions  
 timing Plan: PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	20	480	35	25	405
Future Volume (vph)	20	20	480	35	25	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1728	0	1862	0	0	1872
Flt Permitted	0.976					0.997
Satd. Flow (perm)	1728	0	1862	0	0	1872
Link Speed (mph)	30		30			30
Link Distance (ft)	450		151			201
Travel Time (s)	10.2		3.4			4.6
Confl. Peds. (#/hr)	1			1	1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	1%	3%	4%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	560	0	0	467
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.8%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	20	480	35	25	405
Future Vol, veh/h	20	20	480	35	25	405
Conflicting Peds, #/hr	1	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	3	4	1
Mvmt Flow	22	22	522	38	27	440

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1037	542	0	0	561
Stage 1	542	-	-	-	-
Stage 2	495	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236
Pot Cap-1 Maneuver	258	544	-	-	1000
Stage 1	587	-	-	-	-
Stage 2	617	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	248	543	-	-	999
Mov Cap-2 Maneuver	248	-	-	-	-
Stage 1	586	-	-	-	-
Stage 2	594	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	340	999
HCM Lane V/C Ratio	-	-	0.128	0.027
HCM Control Delay (s)	-	-	17.1	8.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	10	0	40	25	0	15	25	490	5	2	415	10
Future Volume (vph)	10	0	40	25	0	15	25	490	5	2	415	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1678	0	0	1751	0	0	1859	0	0	1876	0
Flt Permitted		0.990			0.970			0.998				
Satd. Flow (perm)	0	1678	0	0	1751	0	0	1859	0	0	1876	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		359			197			99			151	
Travel Time (s)		8.2			4.5			2.3			3.4	
Confl. Peds. (#/hr)			2	2			4		1	1		4
Confl. Bikes (#/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%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	43	0	0	565	0	0	464	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.6%
ICU Level of Service	B
Analysis Period (min)	15

15548.00 Crafts Street Newton

4: Crafts Street & Site Driveway/Chatham Center Driveway

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	40	25	0	15	25	490	5	2	415	10
Future Vol, veh/h	10	0	40	25	0	15	25	490	5	2	415	10
Conflicting Peds, #/hr	0	0	2	2	0	0	4	0	1	1	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	11	0	43	27	0	16	27	533	5	2	451	11

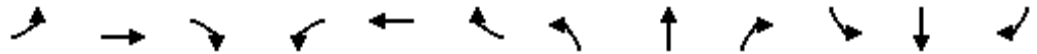
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1063	1058	463	1075	1061	537	466	0	0	539	0	0
Stage 1	465	465	-	591	591	-	-	-	-	-	-	-
Stage 2	598	593	-	484	470	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	203	227	603	199	226	548	1106	-	-	1040	-	-
Stage 1	581	566	-	497	498	-	-	-	-	-	-	-
Stage 2	492	497	-	568	563	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	191	217	600	179	216	547	1102	-	-	1039	-	-
Mov Cap-2 Maneuver	191	217	-	179	216	-	-	-	-	-	-	-
Stage 1	558	562	-	479	480	-	-	-	-	-	-	-
Stage 2	461	479	-	524	559	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.8		23.4		0.4		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1102	-	-	420	239	1039	-	-
HCM Lane V/C Ratio	0.025	-	-	0.129	0.182	0.002	-	-
HCM Control Delay (s)	8.3	0	-	14.8	23.4	8.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.7	0	-	-

15548.00 Crafts Street Newton  
 6: Crafts Street & Whole Food Driveway/Lenglen Rd

2029 Build Conditions  
 timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	80	1	55	5	0	15	0	425	1	2	475	5
Future Volume (vph)	80	1	55	5	0	15	0	425	1	2	475	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1743	0	0	1478	0	0	1845	0	0	1880	0
Flt Permitted		0.971			0.988							
Satd. Flow (perm)	0	1743	0	0	1478	0	0	1845	0	0	1880	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		141			411			288			107	
Travel Time (s)		3.2			9.3			6.5			2.4	
Confl. Peds. (#/hr)	2		2	2		2	3		3	3		3
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%	0%	33%	0%	8%	0%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	21	0	0	463	0	0	523	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.2%
ICU Level of Service	A
Analysis Period (min)	15



Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	80	1	55	5	0	15	0	425	1	2	475	5
Future Vol, veh/h	80	1	55	5	0	15	0	425	1	2	475	5
Conflicting Peds, #/hr	2	0	2	2	0	2	3	0	3	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	33	0	8	0	3	0	0	1	0
Mvmt Flow	87	1	60	5	0	16	0	462	1	2	516	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	999	992	524	1021	994	468	524	0	0	466	0	0
Stage 1	526	526	-	466	466	-	-	-	-	-	-	-
Stage 2	473	466	-	555	528	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	224	248	557	188	247	583	1053	-	-	1106	-	-
Stage 1	539	532	-	522	566	-	-	-	-	-	-	-
Stage 2	576	566	-	465	531	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	216	246	554	166	245	580	1050	-	-	1103	-	-
Mov Cap-2 Maneuver	216	246	-	166	245	-	-	-	-	-	-	-
Stage 1	537	529	-	520	564	-	-	-	-	-	-	-
Stage 2	559	564	-	412	528	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	30.1		15.7		0			0		
HCM LOS	D		C							

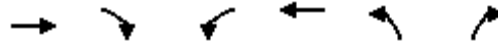
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	287	357	1103	-	-
HCM Lane V/C Ratio	-	-	-	0.515	0.061	0.002	-	-
HCM Control Delay (s)	0	-	-	30.1	15.7	8.3	0	-
HCM Lane LOS	A	-	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.8	0.2	0	-	-

15548.00 Crafts Street Newton  
7: Harvard Street & Washington Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Lane Configurations	↑↑			↑↑	↑↑		
Traffic Volume (vph)	635	40	135	800	45	80	
Future Volume (vph)	635	40	135	800	45	80	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Satd. Flow (prot)	3507	0	0	3554	1634	0	
Flt Permitted				0.708	0.982		
Satd. Flow (perm)	3507	0	0	2534	1621	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	10				83		
Link Speed (mph)	30			30	30		
Link Distance (ft)	330			999	440		
Travel Time (s)	7.5			22.7	10.0		
Confl. Peds. (#/hr)		1	1		7	17	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	733	0	0	1017	136	0	
Turn Type	NA		Perm	NA	Prot		
Protected Phases	2			6	4		9
Permitted Phases			6				
Detector Phase	2		6	6	4		
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0		6.0
Minimum Split (s)	15.0		15.0	15.0	13.0		25.0
Total Split (s)	45.0		45.0	45.0	15.0		25.0
Total Split (%)	52.9%		52.9%	52.9%	17.6%		29%
Yellow Time (s)	4.0		4.0	4.0	4.0		2.0
All-Red Time (s)	3.0		3.0	3.0	3.0		1.0
Lost Time Adjust (s)	0.0			0.0	0.0		
Total Lost Time (s)	7.0			7.0	7.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min		Min	Min	None		None
Act Effct Green (s)	39.3			39.3	7.2		
Actuated g/C Ratio	0.61			0.61	0.11		
v/c Ratio	0.34			0.66	0.53		
Control Delay	8.5			13.9	22.3		
Queue Delay	0.0			0.0	0.0		
Total Delay	8.5			13.9	22.3		
LOS	A			B	C		
Approach Delay	8.5			13.9	22.3		
Approach LOS	A			B	C		
Queue Length 50th (ft)	51			96	17		
Queue Length 95th (ft)	184			#388	#92		
Internal Link Dist (ft)	250			919	360		
Turn Bay Length (ft)							
Base Capacity (vph)	2152			1552	278		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		

15548.00 Crafts Street Newton  
7: Harvard Street & Washington Street

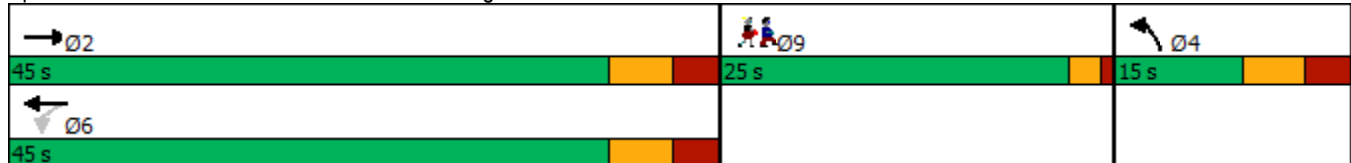


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø9
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.34			0.66	0.49		

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 64.6  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 12.4      Intersection LOS: B  
 Intersection Capacity Utilization 70.8%      ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Harvard Street & Washington Street



15548.00 Crafts Street Newton  
8: Bank Driveway/Crafts Street & Washington Street

2029 Build Conditions  
timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	↕
Traffic Volume (vph)	85	605	5	5	815	335	5	5	5	330	1	205
Future Volume (vph)	85	605	5	5	815	335	5	5	5	330	1	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3502	0	0	3377	0	0	1777	0	0	1793	1599
Flt Permitted		0.530			0.952			0.892			0.953	
Satd. Flow (perm)	0	1867	0	0	3215	0	0	1608	0	0	1788	1565
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			59			5				89
Link Speed (mph)		30			30			30				30
Link Distance (ft)		999			929			144				288
Travel Time (s)		22.7			21.1			3.3				6.5
Confl. Peds. (#/hr)	6		2	2		6	9		2	2		9
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 (%)	5%	2%	0%	0%	1%	2%	0%	0%	0%	1%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	755	0	0	1255	0	0	15	0	0	360	223
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Split	NA	pm+ov
Protected Phases	5	2			6			4!		8!	8	5
Permitted Phases	2			6			4					8
Detector Phase	5	2		6	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	13.0		13.0	13.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	13.0	48.0		35.0	35.0		27.0	27.0		27.0	27.0	13.0
Total Split (%)	12.4%	45.7%		33.3%	33.3%		25.7%	25.7%		25.7%	25.7%	12.4%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		5.0			5.0			5.0			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)		43.1			31.7			21.9			21.9	28.2
Actuated g/C Ratio		0.51			0.37			0.26			0.26	0.33
v/c Ratio		0.71			1.02			0.04			0.78	0.38
Control Delay		23.0			58.9			25.6			46.2	15.7
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		23.0			58.9			25.6			46.2	15.7
LOS		C			E			C			D	B
Approach Delay		23.0			58.9			25.6			34.5	
Approach LOS		C			E			C			C	
Queue Length 50th (ft)		91			263			3			141	34
Queue Length 95th (ft)		#282			#678			23			#423	134
Internal Link Dist (ft)		919			849			64			208	
Turn Bay Length (ft)												50

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	30.0
Total Split (s)	30.0
Total Split (%)	29%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	

15548.00 Crafts Street Newton  
 8: Bank Driveway/Crafts Street & Washington Street

2029 Build Conditions  
 timing Plan: PM Peak

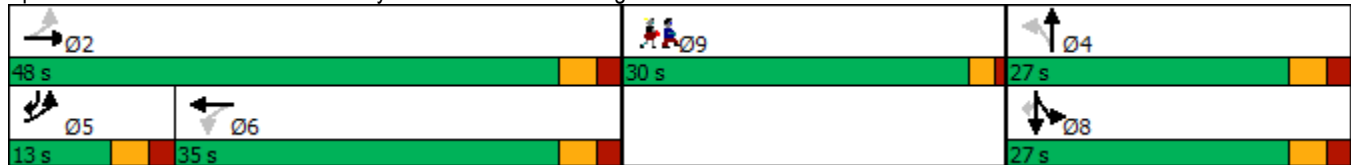


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1098			1232			434			480	615
Starvation Cap Reductn		0			0			0			0	0
Spillback Cap Reductn		0			0			0			0	0
Storage Cap Reductn		0			0			0			0	0
Reduced v/c Ratio		0.69			1.02			0.03			0.75	0.36

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 85.1  
 Natural Cycle: 120  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 42.8  
 Intersection LOS: D  
 Intersection Capacity Utilization 90.4%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 ! Phase conflict between lane groups.

Splits and Phases: 8: Bank Driveway/Crafts Street & Washington Street



---

Lane Group	Ø9
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

---



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕↕			↖	↖
Traffic Volume (vph)	80	850	45	90	1025	235	15	70	85	195	80	95
Future Volume (vph)	80	850	45	90	1025	235	15	70	85	195	80	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		75
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3505	0	1805	3411	0	0	1764	0	0	1787	1615
Flt Permitted		0.514		0.210				0.996			0.966	
Satd. Flow (perm)	0	1809	0	398	3411	0	0	1763	0	0	1787	1582
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			32			36				94
Link Speed (mph)		30			30			30				30
Link Distance (ft)		929			123			248				747
Travel Time (s)		21.1			2.8			5.6				17.0
Confl. Peds. (#/hr)	9		5	5		9	5					5
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%	0%	0%	0%	3%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1060	0	98	1369	0	0	184	0	0	299	103
Turn Type	Perm	NA		custom	NA		Split	NA		Split	NA	custom
Protected Phases		2 3		4	3 4		8	8		1	1	1
Permitted Phases	2 3			3								2
Detector Phase	2 3	2 3		4	3 4		8	8		1	1	1
Switch Phase												
Minimum Initial (s)				6.0			8.0	8.0		8.0	8.0	8.0
Minimum Split (s)				10.0			19.0	19.0		24.0	24.0	24.0
Total Split (s)				14.0			19.0	19.0		24.0	24.0	24.0
Total Split (%)				12.1%			16.4%	16.4%		20.7%	20.7%	20.7%
Yellow Time (s)				3.0			3.0	3.0		3.0	3.0	3.0
All-Red Time (s)				1.0			1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)				0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)				4.0			4.0	4.0		4.0	4.0	4.0
Lead/Lag				Lag						Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode				None			None	None		None	None	None
Act Effct Green (s)		55.0		51.0	54.0			12.8			20.0	30.0
Actuated g/C Ratio		0.48		0.45	0.47			0.11			0.18	0.26
v/c Ratio		1.24dl		0.32	0.84			0.80			0.95	0.21
Control Delay		133.3		4.6	6.5			64.7			87.7	8.6
Queue Delay		0.5		4.0	0.3			119.9			0.0	0.0
Total Delay		133.9		8.6	6.8			184.6			87.7	8.6
LOS		F		A	A			F			F	A
Approach Delay		133.9			7.0			184.6			67.4	
Approach LOS		F			A			F			E	
Queue Length 50th (ft)		~513		4	28			107			223	5
Queue Length 95th (ft)		#652		m7	48			#204			#400	46
Internal Link Dist (ft)		849			43			168			667	
Turn Bay Length (ft)												75



15548.00 Crafts Street Newton  
 9: Lewis Terrace Rd/Adams Street & Washington Street

#260-22  
 2029 Build Conditions  
 timing Plan: PM Peak

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	6.0	8.0
Minimum Split (s)	10.0	25.0
Total Split (s)	14.0	45.0
Total Split (%)	12%	39%
Yellow Time (s)	3.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?		
Recall Mode	Min	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		

15548.00 Crafts Street Newton  
 9: Lewis Terrace Rd/Adams Street & Washington Street

2029 Build Conditions  
 timing Plan: PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		877		302	1635			263			314	492
Starvation Cap Reductn		0		139	36			0			0	0
Spillback Cap Reductn		81		0	0			236			0	0
Storage Cap Reductn		0		0	0			0			0	0
Reduced v/c Ratio		1.33		0.60	0.86			6.81			0.95	0.21

**Intersection Summary**

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 113.8

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.21

Intersection Signal Delay: 68.5      Intersection LOS: E

Intersection Capacity Utilization 102.4%      ICU Level of Service G

Analysis Period (min) 15

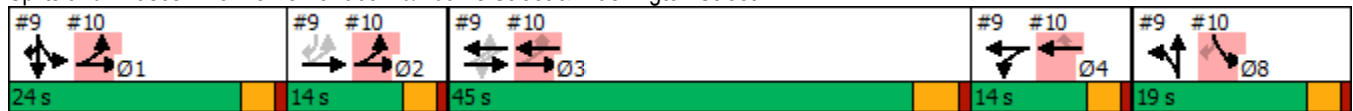
~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

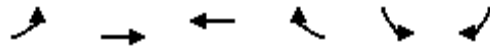
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 9: Lewis Terrace Rd/Adams Street & Washington Street



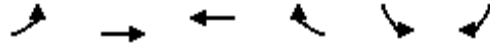
Lane Group	Ø2	Ø3
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

15548.00 Crafts Street Newton  
10: Washington Street & Jackson Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Lane Configurations		↕↕	↕↕	↗	↖	↗				
Traffic Volume (vph)	85	1045	1245	65	40	105				
Future Volume (vph)	85	1045	1245	65	40	105				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			160	0	50				
Storage Lanes	0			1	1	1				
Taper Length (ft)	25				25					
Satd. Flow (prot)	0	3530	3539	1615	1805	1615				
Flt Permitted		0.577			0.950					
Satd. Flow (perm)	0	2045	3539	1523	1805	1615				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				43		114				
Link Speed (mph)		30	30		30					
Link Distance (ft)		123	507		272					
Travel Time (s)		2.8	11.5		6.2					
Confl. Peds. (#/hr)	13			13						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1228	1353	71	43	114				
Turn Type	custom	NA	NA	Perm	Prot	Perm				
Protected Phases	1 2	1 2 3	3 4		8		1	2	3	4
Permitted Phases	3			3 4		8				
Detector Phase	1 2	1 2 3	3 4	3 4	8	8				
Switch Phase										
Minimum Initial (s)					8.0	8.0	8.0	6.0	8.0	6.0
Minimum Split (s)					19.0	19.0	24.0	10.0	25.0	10.0
Total Split (s)					19.0	19.0	24.0	14.0	45.0	14.0
Total Split (%)					16.4%	16.4%	21%	12%	39%	12%
Yellow Time (s)					3.0	3.0	3.0	3.0	4.0	3.0
All-Red Time (s)					1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)					0.0	0.0				
Total Lost Time (s)					4.0	4.0				
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Recall Mode					None	None	None	Min	None	None
Act Effct Green (s)		75.0	54.0	54.0	12.8	12.8				
Actuated g/C Ratio		0.66	0.47	0.47	0.11	0.11				
v/c Ratio		0.69	0.81	0.10	0.21	0.40				
Control Delay		7.0	30.5	8.7	48.2	12.9				
Queue Delay		49.8	0.0	0.0	0.0	0.5				
Total Delay		56.7	30.5	8.7	48.2	13.4				
LOS		E	C	A	D	B				
Approach Delay		56.7	29.4		22.9					
Approach LOS		E	C		C					
Queue Length 50th (ft)		68	444	11	29	0				
Queue Length 95th (ft)		m47	546	37	65	53				
Internal Link Dist (ft)		43	427		192					
Turn Bay Length (ft)				160		50				

15548.00 Crafts Street Newton  
10: Washington Street & Jackson Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3	Ø4
Base Capacity (vph)		1791	1679	745	238	311				
Starvation Cap Reductn		813	0	0	0	0				
Spillback Cap Reductn		0	0	0	0	44				
Storage Cap Reductn		0	0	0	0	0				
Reduced v/c Ratio		1.26	0.81	0.10	0.18	0.43				

Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	113.8
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.21
Intersection Signal Delay:	41.0
Intersection LOS:	D
Intersection Capacity Utilization	83.3%
ICU Level of Service	E
Analysis Period (min)	15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Washington Street & Jackson Rd





**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																				
<b>Project Information</b> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Project Number:</b> 15548.00</td> <td style="width: 50%;"><b>Analyst:</b> VHB</td> </tr> <tr> <td><b>City/Town, State:</b> Newton, MA</td> <td><b>Client:</b></td> </tr> <tr> <td><b>Location:</b> Crafts Street Proposed Site Driveway</td> <td></td> </tr> </table>	<b>Project Number:</b> 15548.00	<b>Analyst:</b> VHB	<b>City/Town, State:</b> Newton, MA	<b>Client:</b>	<b>Location:</b> Crafts Street Proposed Site Driveway		<b>ISD and SSD Calculations</b> (rounded up to the next highest 5 feet) [sources: SSD - AASHTO, pp.110-117; ISD - AASHTO, pp. 650 - 664] <i>Cases are described in detail on subsequent pages. In summary...</i> 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]														
<b>Project Number:</b> 15548.00	<b>Analyst:</b> VHB																				
<b>City/Town, State:</b> Newton, MA	<b>Client:</b>																				
<b>Location:</b> Crafts Street Proposed Site Driveway																					
<b>Street Names and Directions</b> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><b>Major Street name:</b> Crafts Street</td> <td style="width: 10%;">NB/SB</td> <td style="width: 60%;"><b>Street Notes</b></td> </tr> <tr> <td><b>Minor Street name:</b> Site Driveway</td> <td>EB/WB</td> <td>85th percentile speed not obtained</td> </tr> <tr> <td><b>Minor Street intersects from the:</b> west</td> <td></td> <td>Posted speed limit used</td> </tr> </table>	<b>Major Street name:</b> Crafts Street	NB/SB	<b>Street Notes</b>	<b>Minor Street name:</b> Site Driveway	EB/WB	85th percentile speed not obtained	<b>Minor Street intersects from the:</b> west		Posted speed limit used	<p><b>Desirable Calculated ...</b></p> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>... ISD, case B1:</b></td> <td style="width: 20%; text-align: center;">365</td> <td style="width: 30%;"><b>Condition Met?</b></td> </tr> <tr> <td><b>... ISD, case B2:</b></td> <td style="text-align: center;">300</td> <td><b>Yes</b></td> </tr> <tr> <td><b>... ISD, case B3:</b></td> <td style="text-align: center;">320</td> <td><b>Yes</b></td> </tr> </table> <p style="font-size: small; text-align: center;">[note: if number of lanes crossed exceeds 6, or if grades are steep, consult the manual]</p>	<b>... ISD, case B1:</b>	365	<b>Condition Met?</b>	<b>... ISD, case B2:</b>	300	<b>Yes</b>	<b>... ISD, case B3:</b>	320	<b>Yes</b>		
<b>Major Street name:</b> Crafts Street	NB/SB	<b>Street Notes</b>																			
<b>Minor Street name:</b> Site Driveway	EB/WB	85th percentile speed not obtained																			
<b>Minor Street intersects from the:</b> west		Posted speed limit used																			
<b>... ISD, case B1:</b>	365	<b>Condition Met?</b>																			
<b>... ISD, case B2:</b>	300	<b>Yes</b>																			
<b>... ISD, case B3:</b>	320	<b>Yes</b>																			
<b>The minor street predominantly serves...</b> Passenger Cars <b>Sight distance location intersection is...</b> Proposed <b>Total number of lanes on Major Street is...</b> 2 <b>Grade Information</b> [enter down slope as a negative number]	<p><b>Minimum Calculated ...</b></p> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>... ISD, case B1:</b></td> <td style="width: 20%; text-align: center;">230</td> <td style="width: 30%;"><b>Condition Met?</b></td> </tr> <tr> <td><b>... ISD, case B2:</b></td> <td style="text-align: center;">210</td> <td><b>Yes</b></td> </tr> <tr> <td><b>... ISD, case B3:</b></td> <td style="text-align: center;">230</td> <td><b>Yes</b></td> </tr> </table> <p style="font-size: small; text-align: center;">[note: minimum ISD is equal to required SSD]</p>	<b>... ISD, case B1:</b>	230	<b>Condition Met?</b>	<b>... ISD, case B2:</b>	210	<b>Yes</b>	<b>... ISD, case B3:</b>	230	<b>Yes</b>											
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<b>Major Street Approach Grade:</b> 0.00% NB 0.00% SB <b>Minor Street Approach Grade:</b> 0.00% NB 0.00% SB	<p><b>Calculated ...</b></p> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>... SSD:</b></td> <td style="width: 20%; text-align: center;">230</td> <td style="width: 20%;">traveling NB</td> <td style="width: 10%;"><b>Condition Met?</b></td> </tr> <tr> <td></td> <td style="text-align: center;">210</td> <td>traveling SB</td> <td><b>Yes</b></td> </tr> </table>	<b>... SSD:</b>	230	traveling NB	<b>Condition Met?</b>		210	traveling SB	<b>Yes</b>												
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<b>Major Street Speed Information</b> <table style="width:100%; border-collapse: collapse;"> <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%;"></td> <td style="width: 10%; text-align: center;"><i>Observed *</i></td> </tr> <tr> <td></td> <td style="text-align: center;">n/a</td> <td style="text-align: center;">NB</td> <td></td> <td style="text-align: center;">33</td> </tr> <tr> <td></td> <td style="text-align: center;">n/a</td> <td style="text-align: center;">SB</td> <td></td> <td style="text-align: center;">31</td> </tr> </table> <p style="font-size: small; text-align: center;">* note: off-peak 85th percentile speeds</p>		<i>Posted</i>			<i>Observed *</i>		n/a	NB		33		n/a	SB		31	<b>Section IV</b> <b>AASHTO Guidance</b> 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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<b>Section II</b> <b>ISD and SSD Observations</b> <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.	<table style="width:100%; border-collapse: collapse;"> <tr> <td colspan="4" style="text-align: center;"><b>Limiting Factors:</b></td> </tr> <tr> <td style="width: 20%;"><b>Observed ISD:</b></td> <td style="width: 10%; text-align: center;">552</td> <td style="width: 10%;">looking left [north]</td> <td style="width: 60%;">horizontal curvature</td> </tr> <tr> <td>(rounded to nearest 5 feet)</td> <td style="text-align: center;">485</td> <td>looking right [south]</td> <td>to intersection with Washington St</td> </tr> <tr> <td><b>Observed SSD:</b></td> <td style="text-align: center;">485</td> <td>traveling NB</td> <td>from intersection with Washington St</td> </tr> <tr> <td>(rounded to nearest 5 feet)</td> <td style="text-align: center;">567</td> <td>traveling SB</td> <td>horizontal curvature</td> </tr> </table>	<b>Limiting Factors:</b>				<b>Observed ISD:</b>	552	looking left [north]	horizontal curvature	(rounded to nearest 5 feet)	485	looking right [south]	to intersection with Washington St	<b>Observed SSD:</b>	485	traveling NB	from intersection with Washington St	(rounded to nearest 5 feet)	567	traveling SB	horizontal curvature
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