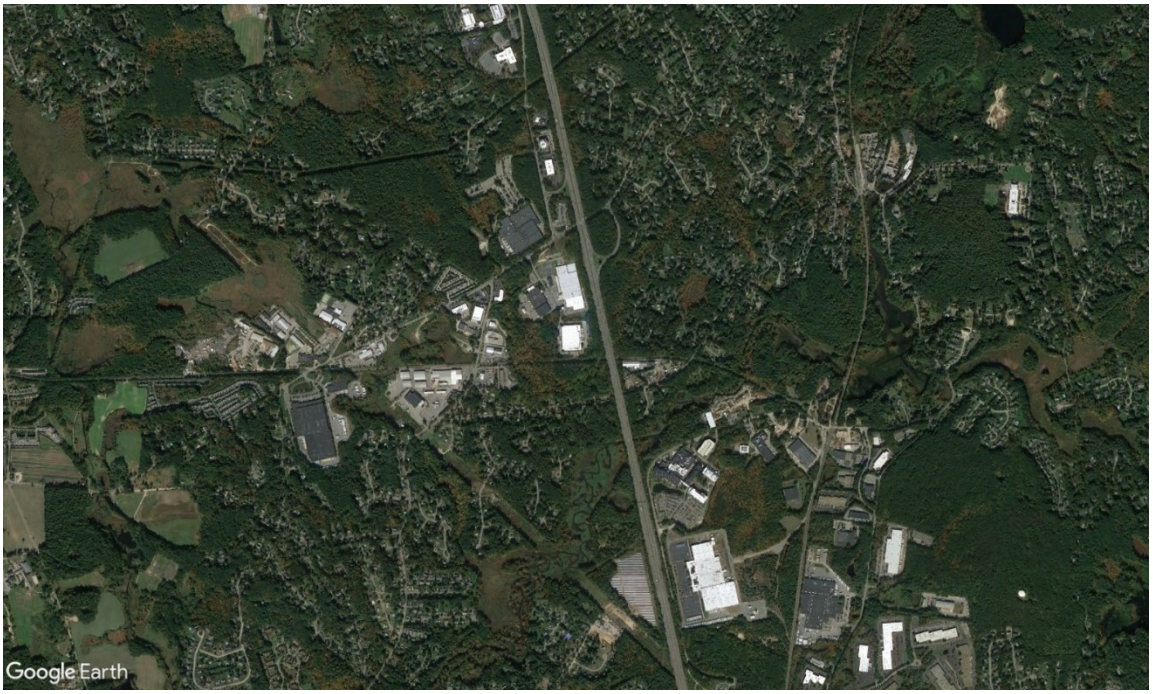
Proposed Mixed-Use Development
22 Everett Street

Westwood, MA



April 13, 2023

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TRAFFIC IMPACT AND ACCESS STUDY

PROPOSED MIXED-USE DEVELOPMENT

22 Everett Street

WESTWOOD, MASSACHUSETTS

Prepared for:

PP EVERETT STREET LLC
Dedham, Massachusetts

April 13, 2023

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SECTION 1: EXECUTIVE SUMMARY

Bayside Engineering has prepared this Traffic Impact and Access Study (TIAS) for the proposed mixed-use development (the "Project"), to be located at 22 Everett Street in Westwood, Massachusetts. The study has been prepared to conform with the March 2014 MassDOT/EOEEA *Transportation Impact Assessment (TIA) Guidelines*.

This report identifies existing traffic operating parameters on key roadways and intersections within the study area, evaluates the anticipated traffic volume increases as a result of the proposed project, analyzes the project's traffic-related impacts, determines the projects access/egress requirements and identifies appropriate mitigating measures designed to minimize the traffic-related impacts created by the project. The following provides a brief summary of the study findings.

Review of the Project and its access plan shows that in relation to roadway capacity, traffic safety, and traffic impacts upon the surrounding roadway network, the proposed project will meet safety standards and have a minimal impact on existing traffic conditions. With the proposed access, in conjunction with the mitigation measures described above, safe and efficient access can be provided to the clienteles of the Project and to the motoring public in the area.

PROJECT DESCRIPTION

The site, containing approximately 6.794± acres (295,947± square feet) of land with approximately 551.5 feet of frontage, is located on the north side of Everett Street, east of Washington Street. The site is bordered by a railroad right-of-way (used by the MBTA for the Franklin Commuter Rail) to the west, commercial developments to the north and east, and Everett Street to the south. Currently, the site contains a large commercial building, consisting of approximately 26,000 gross square feet of commercial space. Access is currently provided to the site by way of three full movement driveways to Everett Street.

The project will consist of the removal of the existing building on the site and the construction of two residential buildings with 158 apartments and 12,000 square feet (sf) of first floor commercial space. Access to the site will be provided by two site driveways.

Parking on the site will be provided for 248 vehicles. Figure 1 shows the site location in relation to the surrounding area.

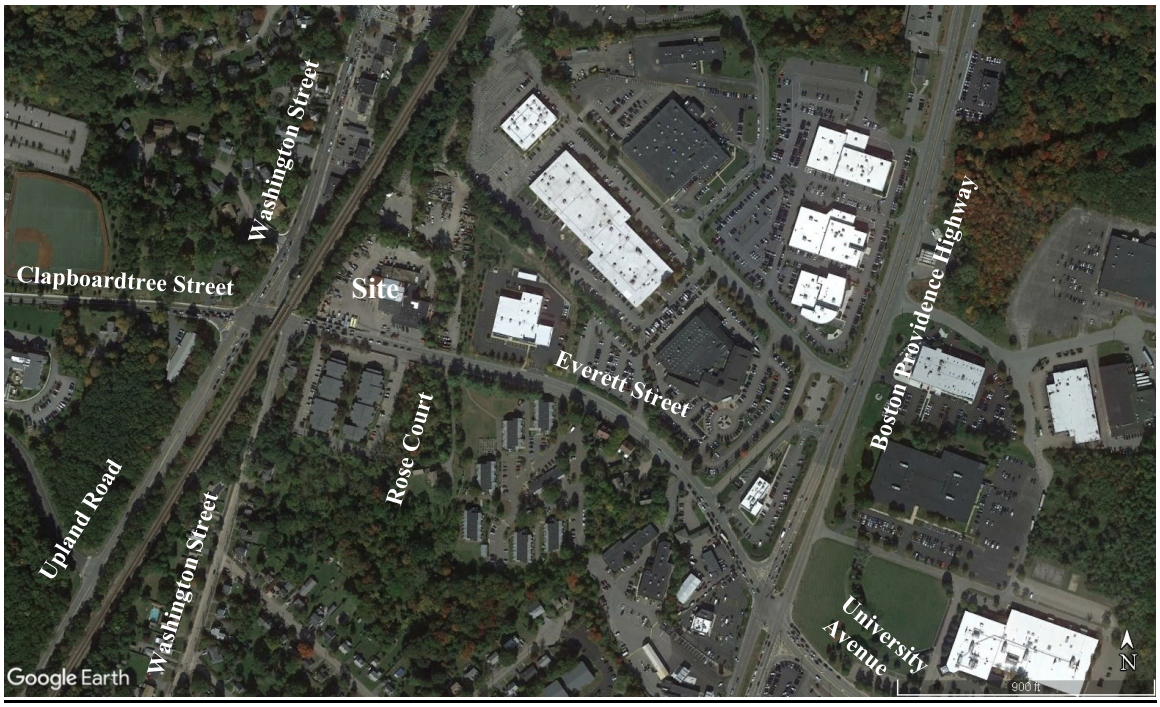

Figure 1
Site Location Map

STUDY AREA

Based on a review of the anticipated trip generation and trip distribution for the proposed development, a local study area was established. The study area includes the following intersections:

- Washington Street, Everett Street, Upland Road and Clapboardtree Street
- Everett Street and existing site driveways (2 locations),
- Everett Street and Rose Court
- Boston Providence Highway, Everett Street and University Avenue

EXISTING CONDITIONS

Evaluation of existing conditions within the study area includes a description of roadway geometrics, traffic constraints, land uses at the intersections, and quantification of traffic volumes.

Existing Traffic Volumes

To establish base traffic conditions within the study area, manual turning movement and vehicle classification counts were obtained in February 2023. Peak-period manual turning movement counts were conducted during the weekday morning peak period (7:00 to 9:00 AM) and weekday evening period (4:00 to 6:30 PM) on February 5, 2023. Peak-period manual turning movement counts were also conducted during the Saturday midday peak period (10:30 AM to 1:30 PM) on February 7, 2023. Daily traffic counts were conducted on Everett Street from February 5 through February 7, 2023 for a two day period using automatic traffic recorders (ATR).

The traffic-volume data gathered as part of this study was collected during the month of February 2023. Data from the MassDOT was reviewed to determine the appropriate seasonal adjustments. Based on available Massachusetts Department of Transportation (MassDOT) data, February represents slightly lower than average month conditions. The February volumes were adjusted upward by a factor of 1.107 to represent average month conditions.

Due to the COVID-19 pandemic, traffic volumes from Spring 2019 through Winter 2021 were lower than normal. To account for this, data from the Massachusetts Department of Transportation's (MassDOT) Mobility Dashboard website and historical traffic volume data were used to adjust for the downturn in traffic volumes. However, effective March 1, 2022, MassDOT has indicated that overall, traffic volumes have established a 'new normal' and no adjustment for COVID-19 is required. The exception is in areas of high office development. Hence, no COVID-19 adjustment is necessary.

Washington Street carries approximately 23,450 vehicles per day (vpd) north of Everett Street. During the weekday morning peak hour, Washington Street carries approximately 2,034 vehicles per hour (vph). During the weekday evening peak hour, Washington Street carries approximately 2,165 vph.

Everett Street carries approximately 13,650 vpd east of the site. During the weekday morning peak hour, Everett Street carries approximately 1,465 vph. During the weekday evening peak hour, Everett Street carries approximately 1,073 vph.

Motor Vehicle Crash Data

Motor vehicle crash data for the study area intersections were obtained from the MassDOT Crash Portal for 2017 through the end of 2022. The motor vehicle crash data was reviewed to determine crash trends in the study area. One hundred and two (102) crashes were reported at the study area intersections. Of the one hundred two (102) crashes, thirty-eight (38) crashes were reported at the intersection of Washington Street, Upland Road, Clapboardtree Street, and Everett Street, two (2) crashes were reported at the intersections of Everett Street, Rose Court, and the site driveways, and sixty-two (62) crashes were reported at the intersection of Boston Providence Highway, Everett Street, and University Avenue. No fatalities were reported.

The study area intersections of Everett Street and Washington Street and Boston Providence Highway, Everett Street and University Avenue are currently on MassDOT's Highway Safety Improvement Program (HSIP) for 2017 to 2019. RSAs have become an integral part of the HSIP process. The purpose of an RSA is to identify potential safety issues and possible opportunities for safety improvements considering all roadway users.

Road Safety Audits (RSA) were performed for each intersection (both dated September 8, 2014). As a result of the Boston Providence Highway, Everett Street and University Avenue RSA, a design project for intersection improvements was initiated and is currently in the design process. The proposed improvements are described in the Planned Roadway Improvements section of this report.

The Washington Street and Everett Street RSA identified a number of measures that would help improve the safety at this intersection for implementation by the MassDOT and the Town of Westwood.

Vehicle Speeds

Existing speed data for Everett Street was also collected. The average speed of vehicles travelling eastbound and westbound on Everett Street, east of the site was found to be 37.6 miles per hour (mph) to 38.0 mph, respectively. The posted speed limit on Everett Street is 30 mph. The 85th percentile speed was found to be 42 mph for both eastbound and westbound vehicles. The 85th percentile speed is the speed at which sight distances are evaluated.

Public Transportation

Public transportation services are provided within the study area by the Massachusetts Bay Transportation Authority (MBTA). Bus Route 34E provides access from Forest Hills Station in Jamaica Plain to Walpole Center in Walpole. The closest bus stop to site is west of the site on Washington Street at the intersection of Everett Street, Washington Street, Upland Road and Clapboardtree Street. Route 34E bus service is provided Monday through Friday from 4:50 AM to 1:30 AM, on Saturday from 5:00 AM to 1:55 AM and on Sunday from 5:35 AM to 1:43 AM.

In Islington Center, the MBTA provides commuter rail access by way of the Islington Station on the Franklin Line. The Islington Station is located approximately ½ mile north of the site.

Planned Roadway Improvements

Officials for MassDOT and the Town of Westwood were contacted regarding roadway improvements planned for the study area intersections. MassDOT is planning changes to the intersection of Boston Providence Highway (Route 1), University Avenue and Everett Street.

Work on this project includes traffic signal upgrades and associated geometric improvements. Related improvements include constructing an additional travel lane in each direction on Route 1, widening to provide dual left-turn lanes on both Route 1 approaches, widening the University Avenue approach to provide an exclusive left-turn lane, a shared left-turn/through lane, a through lane and an exclusive right-turn lane, and widening Everett Street to provide an exclusive left-turn lane and two through lanes permitting right-turns. The project will also upgrade the traffic signals, lengthen the left turn lanes on Route 1, upgrade pedestrian crossings at each leg of the intersection, and upgrade bicycle amenities (loop detectors) at the intersection. Rehabilitation of sidewalks, curbing, median structures, lighting and guard rail are also proposed.

This project is planned to be funded through the 2025 Transportation Improvement Program for the Boston Metropolitan Planning Organization.

PROBABLE IMPACTS OF THE PROJECT

No-Build Traffic Volumes

To determine the impact of site-generated traffic volumes on the roadway network under future conditions, baseline traffic volumes in the study area were projected to the year 2030. Traffic volumes on the roadway network at that time, in the absence of the proposed project, would include existing traffic, new traffic due to general background traffic growth, and traffic related to specific developments by others expected to be completed by 2030. Available data compiled by the Central Transportation Planning Staff (CTPS) indicate that a 0.644 percent (minor arterials) to 0.95 percent (interstate) compounded growth rate would be appropriate to develop future No-Build conditions. For this study, a one (1.0) percent compounded growth was used.

The Town of Westwood and the Town of Norwood were also contacted to determine if any specific background projects could impact future traffic conditions. Based on these contacts, no other projects were identified that would need to be included in the No-Build projections.

However, a small project at 436 Washington Street is being contemplated. Currently at that site is an approximately 3,275 sf one-story building formerly used as a printing shop. The plan is to convert the building into a mixed-used building with 3,275 sf commercial/office space on the first floor and five (5) one-bedroom affordable apartments on the second floor. Traffic from this project would be accounted for in the compounded growth rate used in the No-Build projections.

Build Traffic Volumes

Site generated traffic was based on trip-generation data published by the ITE *Trip Generation* manual[1]. The trip generation data for Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) and ITE LUC 882 – Shopping Center (<40,000 sf) published by the ITE was evaluated to determine the expected trip generation for the proposed project.

On a typical weekday, the proposed project is expected to generate 1,318 vehicle trips (659 vehicles entering and 659 vehicles exiting). During the weekday morning peak hour, 86 vehicle trips (30 vehicles entering and 56 vehicles exiting) are expected. During the weekday evening peak hour, 133 vehicle trips (74 vehicles entering and 59 vehicles exiting) are expected.

TRAFFIC OPERATIONS ANALYSIS

At the signalized intersection of Washington Street, Everett Street, Upland Road and Clapboardtree Street, the intersection currently operates at a poor level of service. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions). Volume to capacity ratios (v/c) at the signalized intersections show very small increases overall. The addition of site-generated traffic will not significantly impact intersection operations at this signalized intersection.

The signalized intersection of Boston Providence Highway, Everett Street and University Avenue also currently operates poorly. MassDOT has a project for the intersection to improve traffic operations. Volume to capacity ratios (v/c) at this signalized intersection shows very small increases overall. The addition of site-generated traffic will not significantly impact intersection operations at this signalized intersection.

The critical movements at all of the unsignalized intersections within the study area all are expected to have v/c ratios below 1.0, indicating capacity for the critical movement.

RECOMMENDATIONS

A comprehensive transportation mitigation program has been developed that is designed to reduce automobile trips associated with the Project and accommodate the additional traffic expected to be generated by the Project in a safe and efficient manner. The elements of the transportation mitigation program have been separated into the following categories: Project Access, and Level-of Service/Congestion Mitigation and are described in the following sections.

[1] *Trip Generation,* Eleventh Edition; Institute of Transportation Engineers; Washington, DC; 2021.

Project Access

Access to the Project site will be provided by way of two driveways to Everett Street. The following recommendations are offered with respect to the design and operation of the Project site driveways:

- The Project primary site driveways will be a minimum of 24 feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle. The west site driveway will consist of one entering lane and two exiting lanes (an exclusive left-turn lane and an exclusive right-turn lane). The east site driveway will consist of one (1) entering lane and one (1) exiting lane.

- Vehicles exiting the Project site will be placed under STOP-sign control with a marked STOP line provided.

- The Project site driveways and internal circulating aisles will be designed to accommodate the turning and maneuvering requirements of service and delivery trucks and emergency vehicles.

- All signs and pavement markings to be installed within the Project site will conform to the applicable standards of the *Manual on Uniform Traffic Control Devices*[2] (MUTCD).

- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveway will be designed and maintained so as not to restrict lines of sight.

- Snow windrows within sight triangle areas of the Project site driveways will be promptly removed where such accumulations would impede sight lines.

- Bicycle racks will be installed at convenient locations within the Project site proximate to the building entrances.

Level-of-Service/Congestion Mitigation

With the implementation of the traffic signal upgrades proposed by MassDOT, the Boston Providence Highway, Everett Street and University Avenue intersection will be able to handle traffic under future No-Build conditions as well as with the additional traffic generated by the project.

Currently, the intersection of Washington Street, Everett Street, Upland Road and Clapboardtree Street operates at a poor level of service. The intersection will continue to operate at a poor level of service, with or without the project. The project will not

[2] *Manual on Uniform Traffic Control Devices;* Federal Highway Administration; Washington D.C.; 2009.

significantly impact intersection operations as the project adds 20 trips during the weekday morning peak hour and 31 trips during the weekday evening peak hour. This represents a 1.0% or less increase during the peak hours.

No additional measures are warranted as a result of the Project.

CONCLUSION

Based on this assessment, the following can be concluded with respect to the Project:

- Two of the study area intersections are on the MassDOT Highway Safety Improvement Program (HSIP) list. Improvements are under design for the intersection of Boston Providence Highway. This project is planned to be funded through the 2025 Transportation Improvement Program for the Boston Metropolitan Planning Organization.

- On a typical weekday, the proposed project is expected to generate 1,318 vehicle trips (659 vehicles entering and 659 vehicles exiting). During the weekday morning peak hour, 86 vehicle trips (30 vehicles entering and 56 vehicles exiting) are expected. During the weekday evening peak hour, 133 vehicle trips (74 vehicles entering and 59 vehicles exiting) are expected.

- The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions). Volume to capacity ratios (v/c) at the signalized intersections show very small increases overall. The v/c ratios for the critical movements at the unsignalized study area intersections are below 1.0, indicating capacity for the movement.

- Lines of sight at the Project site driveway intersections with Everett Street were found to exceed the recommended minimum distances for safe and efficient operation based on the appropriate approach speed.

- A review of the Site Plan for the Project indicates that human-made objects, landscaping, and signs have been appropriately designed and located so as not to inhibit sight lines to and from the Project site driveways along Everett Street.

SECTION 2: EXISTING TRAFFIC CONDITIONS

The evaluation of a proposed project's transportation impacts requires a complete understanding of the existing transportation system within the study area. Existing conditions include roadway geometrics, traffic control, daily and peak hour traffic flows, public transportation and vehicular crash data. Each of these are discussed below.

STUDY AREA

Based on a review of the anticipated trip generation and trip distribution for the proposed development, a local study area was established. The study area includes the following intersections:

- Washington Street, Everett Street, Upland Road and Clapboardtree Street
- Everett Street and existing site driveways (2 locations),
- Everett Street and Rose Court
- Boston Providence Highway, Everett Street and University Avenue

FIELD SURVEY

A comprehensive field inventory of the proposed site was conducted in February 2023. The inventory included collection of existing roadway geometrics, traffic volumes, and safety data for the existing study area intersections and site access driveway locations. Traffic volumes were measured by means of automatic traffic recorder (ATR) counts and substantiated by manual turning movement counts (TMCs) conducted at the study area intersections.

GEOMETRICS

Primary study area roadways are described below. Figure 2 graphically summarizes the existing roadway and intersection characteristics within the study area.

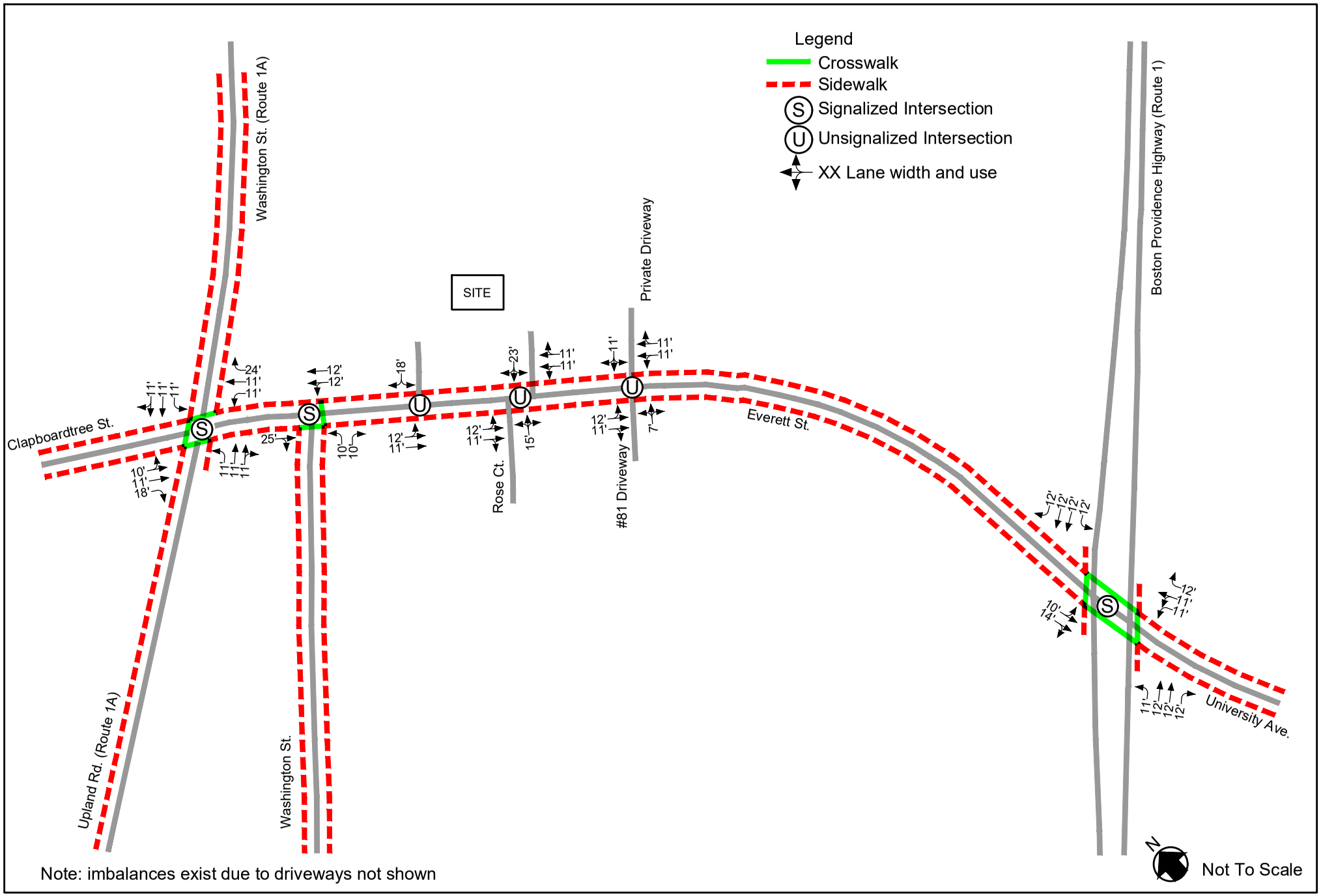

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Figure 2

Existing Lane Use, Travel Lane Width, and Pedestrian/Bicycle Facilities

Roadways

Everett Street

Everett Street is a four-lane Urban Minor Arterial under the jurisdiction of the Town of Norwood. Everett Street traverses the study area in a general east/west direction from Washington Street easterly to Boston Providence Highway (Route 1) in Norwood. The speed limit on Everett Street is 30 mph. Additional turn lanes exist at key intersections. Sidewalks are provided along both sides of Everett Street. Land use in the vicinity of the site consists of commercial and residential properties.

Washington Street

Washington Street (Route 1A) is a Urban Minor Arterial, four-lane local street under the jurisdiction of the Town of Norwood south of Everett Street and the Town of Westwood north of Everett Street. Washington Street traverses the study area in a general north/south direction through both the Town of Norwood and the Town of Westwood. At Clapboardtree Street, Washington Street jogs under the MBTA railroad and then continues southerly into Norwood. At Clapboardtree Street, the road name changes to Upland Road (also Route 1A). The speed limit on Washington Street is 30 mph. Additional turn lanes exist at key intersections. Sidewalks are provided along both sides of Washington Street and the west side of Upland Road. Land use along Washington Street consists of commercial and residential properties.

Intersections

Washington Street, Everett Street, Upland Road and Clapboardtree Street

Everett Street forms the east leg of this five-legged intersection with Washington Street, which forms the north leg and the off-set south leg. Clapboardtree Street forms the west leg. Upland Road forms the south leg. The Everett Street westbound approach consists of a through lane and an exclusive left-turn lane. The Clapboardtree Street eastbound approach consists of a shared left-turn/through lane and a through lane permitting right-turns. The Washington Street southbound approach consists of an exclusive left turn lane and two through lanes permitting right-turns. The Upland Road northbound approach consists of an exclusive left turn lane and two through lanes permitting right-turns. Washington Street northbound off-set approach consists of an exclusive left turn lane and an exclusive right-turn lane. Sidewalks exist along both sides of all approaches to the intersection except for the Upland Road approach where a sidewalk exists on the departure side of the intersection only. Crosswalks exist across all approaches except the Everett Street approach. This intersection is controlled by a traffic signal system (two traffic signals operating as a single system). Land use in the vicinity of the intersection consists of residential properties, the MBTA railroad and commercial properties.

Everett Street and Existing West Site Driveway

Everett Street forms the east and west legs of this three-legged unsignalized intersection with the west site driveway which forms the north leg. The Everett Street westbound approach consists of two through lanes permitting right-turn movements. The Everett Street eastbound approach also consists of two through lanes permitting through and left-turn movements. The site driveway approach consists of a single lane permitting left and right-turn movements. The site driveway operates under STOP control. A sidewalk exists along both sides of Everett Street. Land use in the vicinity of the intersection consists of the project site and the Rose Hill Condominiums.

Everett Street, Existing Center Site Driveway and Rose Court

Everett Street forms the east and west legs of this four-legged unsignalized intersection with the center site driveway which forms the north leg and Rose Court (south leg). The Everett Street westbound approach consists of two through lanes permitting right-turn movements. The Everett Street eastbound approach also consists of two through lanes permitting through and left-turn movements. The site driveway approach consists of a single lane permitting left and right-turn movements. The Rose Court approach consists of a single lane permitting left and right-turn movements. The site driveway operates under STOP control. A sidewalk exists along both sides of Everett Street. Land use in the vicinity of the intersection consists of the project site and the Rose Hill Condominiums.

Everett Street and Existing East Site Driveway

Everett Street forms the east and west legs of this four-legged unsignalized intersection with the easternmost site driveway which forms the north leg. The driveway to #81 Everett Street forms the south leg. The Everett Street westbound approach consists of two through lanes permitting right-turn movements. The Everett Street eastbound approach also consists of two through lanes permitting through and left-turn movements. The site driveway approach consists of a single lane permitting left and right-turn movements. The driveway to 81 Everett Street approach consists of a single lane permitting left and right-turn movements. The driveways operate under STOP control. A sidewalk exists along both sides of Everett Street. Land use in the vicinity of the intersection consists of the project site, residential homes and the Rose Hill Condominiums.

Boston Providence Highway, Everett Street and University Avenue

Everett Street forms the west leg of this four-legged intersection with Boston Providence Highway, which forms the north and south legs and University Avenue (east leg). The Everett Street eastbound approach consists of a through lane and an exclusive left-turn lane. The University Avenue eastbound approach consists of an exclusive left-turn lane and two through lanes permitting right-turns. The Boston Providence Highway southbound approach consists of an exclusive left turn lane, two through lanes and an exclusive right-turn lane. The Boston Providence Highway northbound approach consists of an exclusive left turn lane, two through lanes and an exclusive right-turn lane.

Sidewalks exist along both sides of the Everett Street and University Avenue approaches to the intersection. Crosswalks exist across all approaches to the intersection. This intersection is controlled by a traffic signal. Land use in the vicinity of the intersection consists of commercial properties.

TRAFFIC VOLUMES

Existing Traffic Volumes

To establish base traffic conditions within the study area, manual turning movement and vehicle classification counts were obtained in February 2023. Peak-period turning movement counts were conducted during the weekday morning peak period (7:00 to 9:00 AM) and weekday evening period (4:00 to 6:30 PM) on February 8, 2023 at the following intersections:

- Washington Street, Everett Street, Upland Road and Clapboardtree Street
- Everett Street and existing site driveways (2 locations),
- Everett Street and Rose Court
- Boston Providence Highway, Everett Street and University Avenue

Daily traffic counts were conducted on Washington Street (north of Everett Street) and on Everett Street (east of the site) for a two day period using automatic traffic recorders (ATR) on February 8 and 9, 2023.

Analysis of the peak-period traffic counts indicated that the weekday morning commuter peak generally hour occurs between 7:30 and 8:30 AM and the weekday evening commuter peak hour generally occurs between 4:30 and 5:30 PM. The traffic count worksheets are provided in the Appendix.

Seasonal Adjustment

The traffic-volume data gathered as part of this study was collected during the month of February 2023. Available traffic volume data from the MassDOT was reviewed to determine the monthly variations of the traffic volumes. The traffic data showed February volumes to be lower than average month conditions. Therefore, the February traffic volumes were adjusted upwards by a factor of 1.107 to represent average month conditions. The 2023 existing weekday daily and peak-hour traffic volumes are summarized in Table 1. Figures 3 and 4 show the 2023 Existing weekday morning and weekday evening peak hour traffic volumes, respectively. The seasonal worksheets are provided in the Appendix.

Due to the COVID-19 pandemic, traffic volumes from Spring 2019 through Winter 2021 were lower than normal. To account for this, data from the Massachusetts Department of Transportation's (MassDOT) Mobility Dashboard website and historical traffic volume data were used to adjust for the downturn in traffic volumes. However, effective March 1,

2022, MassDOT has indicated that overall, traffic volumes have established a 'new normal' and no adjustment for COVID-19 is required. The exception is in areas of high office development. Hence, no COVID-19 adjustment is necessary.

TABLE 1
EXISTING WEEKDAY TRAFFIC VOLUME SUMMARY[a]

Location	Weekday Traffic Volume[b]	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Traffic Volume[c]	K Factor[d]	Directional Distribution[e]	Traffic Volume	K Factor	Directional Distribution
Washington Street, north of Everett Street	23,450	2,034	8.7	68.2% NB	2,165	9.2	52.0% SB
Everett Street, east of Site	13,650	1,465	10.7	59.3% EB	1,073	7.9	60.6% WB

[a]Two-way traffic volume
[b]Daily traffic expressed in vehicles per day.
[c]Expressed in vehicles per hour.
[d]Percent of daily traffic volumes which occurs during the peak hour.
[e]Percent of peak-hour volume in the predominant direction of travel.
NB = northbound; SB = southbound; EB = eastbound; WB = westbound.

Washington Street carries approximately 23,450 vehicles per day (vpd) north of Everett Street. During the weekday morning peak hour, Washington Street carries approximately 2,034 vehicles per hour (vph). During the weekday evening peak hour, Washington Street carries approximately 2,165 vph.

Everett Street carries approximately 13,650 vpd east of the site. During the weekday morning peak hour, Everett Street carries approximately 1,465 vph. During the weekday evening peak hour, Everett Street carries approximately 1,073 vph.

MOTOR VEHICLE CRASH DATA

Motor vehicle crash data for the study area intersections were obtained from the MassDOT Crash Portal for 2017 through the end of 2022. The motor vehicle crash data was reviewed to determine crash trends in the study area. One hundred and two (102) crashes were reported at the study area intersections. Of the one hundred two (102) crashes, thirty-eight (38) crashes were reported at the intersection of Washington Street, Upland Road, Clapboardtree Street, and Everett Street, two (2) crashes were reported at the intersections of Everett Street, Rose Court, and the site driveways, and sixty-two (62) crashes were reported at the intersection of Boston Providence Highway, Everett Street, and University Avenue (over a quarter of a mile from the site). No fatalities were reported. The crash data is summarized in Table 2 and included in the Appendix.

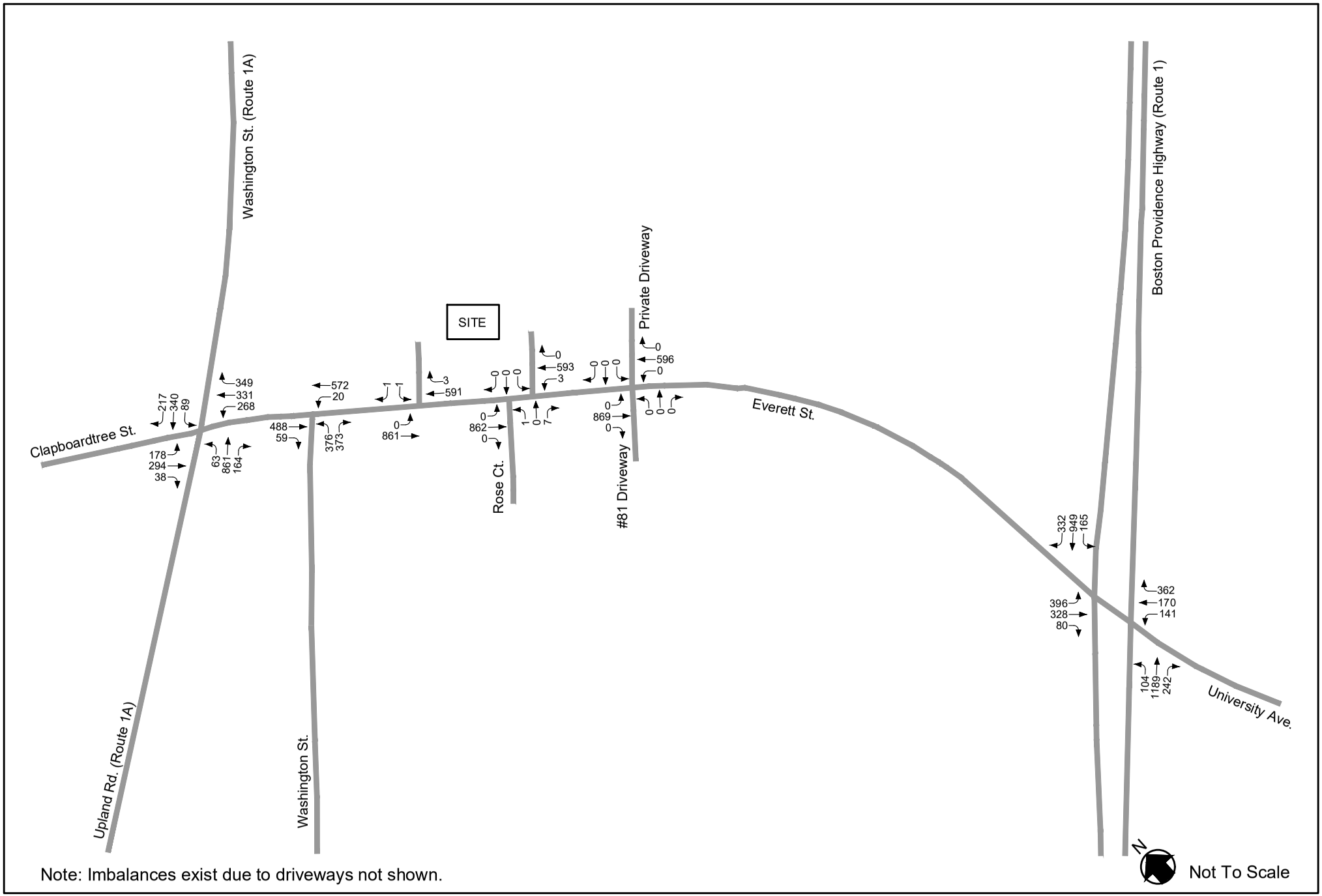

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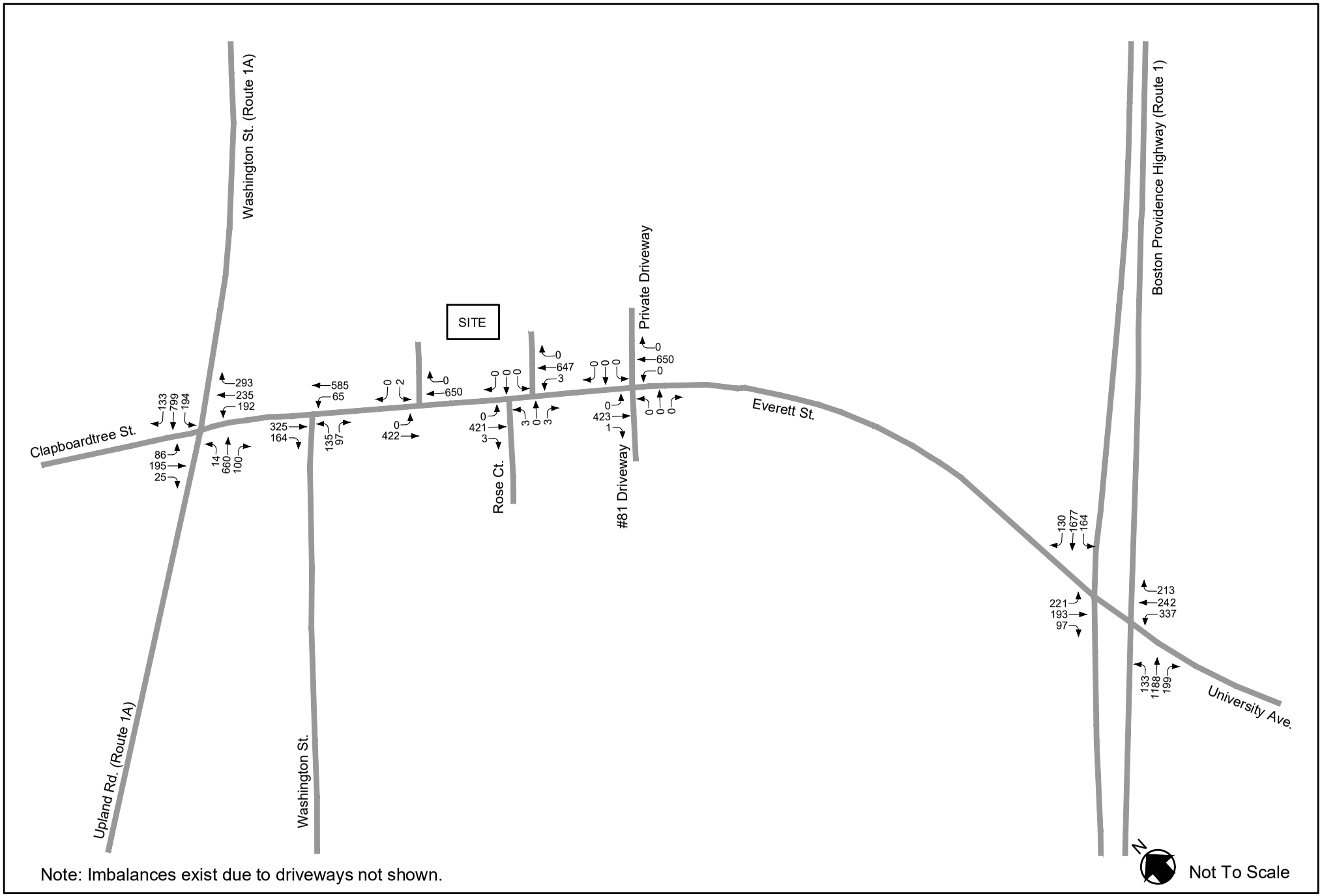
Figure 3

2023 Existing
Weekday Morning
Peak Hour Traffic Volumes



Note: Imbalances exist due to driveways not shown.

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Figure 4

2023 Existing
Weekday Evening
Peak Hour Traffic Volumes

TABLE 2
MOTOR VEHICLE CRASH DATA SUMMARY[a]

Scenario	Washington Street, Upland Road, Clapboardtree Street, and Everett Street	Washington Street and Everett Street	Everett Street, Rose Court, and Site Driveways	Boston Providence Highway, Everett Street, and University Avenue
Year:				
2017	6	1	0	14
2018	2	0	0	19
2019	1	3	2	6
2020	3	0	0	4
2021	7	2	0	10
2022	8	0	0	9
Total	27	6	2	62
Average:	4.50	1.00	0.33	10.33
Crash Rate:	0.36	0.17	0.07	0.51
Significance:	No	No	No	No
Type:				
Angle	8	3	0	18
Rear-End	6	1	0	30
Head-On	1	0	0	0
Sideswipe	3	0	2	7
Single Vehicle Crash	3	0	0	6
Front-To-Front	1	2	0	0
Front-To-Rear	5	0	0	1
Unknown	0	0	0	0
Total	27	6	2	62
Time of Day:				
Weekday (7:00 to 9:00 AM)	4	0	1	10
Weekday (4:00 to 6:00 PM)	4	1	1	8
Remainder of Day	19	5	0	44
Total	27	6	2	62
Pavement Conditions:				
Dry	17	4	1	46
Wet	8	2	0	11
Snow/Ice	2	0	0	4
Other	0	0	0	0
Unknown	0	0	1	1
Total	27	6	2	62
Severity:				
Property Damage Only	21	3	1	42
Personal Injury	6	3	1	19
Fatal Accident	0	0	0	0
Unknown	0	0	0	1
Total	27	6	2	62

[a]Source: MassDOT Impact Crash Portal.
[b]Average crashes over analysis period.
[c]Crash rate per million entering vehicles (mev).
[d]Signalized intersections are significant if rate >0.75 crashes per million vehicles, and unsignalized intersections are significant if rate >0.57 crashes per million vehicles.

The study area intersections of Everett Street and Washington Street and Boston Providence Highway, Everett Street and University Avenue are currently on MassDOT's Highway Safety Improvement Program (HSIP) for 2017 to 2019. RSAs have become an integral part of the HSIP process. The purpose of an RSA is to identify potential safety issues and possible opportunities for safety improvements considering all roadway users.

Road Safety Audits (RSA) were performed for each intersection (both dated September 8, 2014). As a result of the Boston Providence Highway, Everett Street and University Avenue RSA, a design project for intersection improvements was initiated and is currently in the design process. The proposed improvements are described in the Planned Roadway Improvements section of this report.

The Washington Street and Everett Street RSA identified a number of measures that would help improve the safety at this intersection for implementation by the MassDOT and the Town of Westwood.

VEHICLE SPEEDS

Existing speed data for Everett Street was also collected using the ATR. The speed data is summarized in Table 3.

TABLE 3
OBSERVED VEHICLE SPEEDS

Location	Posted Speed Limit (mph)	Direction	Average Observed Speed[a] (mph)	85th Percentile Speed (mph)
Everett Street, east of Site	30	EB	37.6	42
	30	WB	38.0	42

[a]Based on speed data compiled on February 2 and 3, 2022.

As shown in Table 3, the average speed of vehicles travelling eastbound and westbound on Everett Street, west of the site was found to be 37.6 mph to 38.0 mph, respectively. The 85th percentile speed was found to be 42 mph for both eastbound and westbound vehicles. The 85th percentile speed is the speed at which sight distances are evaluated.

PUBLIC TRANSPORTATION

Public transportation services are provided within the study area by the Massachusetts Bay Transportation Authority (MBTA). Bus Route 34E provides access from Forest Hills Station in Jamaica Plain to Walpole Center in Walpole. The closest bus stop to site is west of the site on Washington Street at the intersection of Everett Street, Washington Street, Upland Road and Clapboardtree Street. Route 34E bus service is provided Monday through Friday from 4:50 AM to 1:30 AM, on Saturday from 5:00 AM to 1:55 AM and on Sunday from 5:35 AM to 1:43 AM.

In Islington Center, the MBTA provides commuter rail access by way of the Islington Station on the Franklin Line. The Islington Station is located approximately ½ mile north of the site.

PLANNED ROADWAY IMPROVEMENTS

Officials for MassDOT and the Town of Westwood were contacted regarding roadway improvements planned for the study area intersections. MassDOT is planning changes to the intersection of Boston Providence Highway, University Avenue and Everett Street.

Work on this project includes traffic signal upgrades and associated geometric improvements. Related improvements include constructing an additional travel lane in each direction on Route 1, upgrading of traffic signals, lengthening of left turn lanes on Route 1, upgrading of pedestrian crossings at each leg of the intersection, and upgrading of bicycle amenities (loop detectors) at intersection. Rehabilitation of sidewalks, curbing, median structures, lighting and guard rail are also proposed.

This project is planned to be funded through the 2025 Transportation Improvement Program for the Boston Metropolitan Planning Organization. The current proposed plan for the intersection of Boston Providence Highway, University Avenue and Everett Street is included in the Appendix.

SECTION 3:
2030 NO-BUILD AND BUILD TRAFFIC CONDITIONS

To determine the impact of site-generated traffic volumes on the roadway network under future conditions, baseline traffic volumes in the study area were projected to the year 2030. Traffic volumes on the roadway network at that time, in the absence of the proposed project, would include existing traffic, new traffic due to general background traffic growth, and traffic related to specific developments by others expected to be completed by 2030. Consideration of these factors resulted in the development of 2030 No-Build traffic volumes. Anticipated site-generated traffic volumes were then superimposed upon these No-Build traffic flow networks to develop 2030 Build conditions.

2030 NO-BUILD TRAFFIC VOLUMES

Traffic growth on area roadways is a function of the expected land development in the immediate area as well as the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This produces a more realistic estimate of growth for local traffic. However, the drawback of this procedure is that the potential growth in population and development external to the study area would not be accounted for in the traffic projections.

To provide a conservative analysis framework, both procedures were used.

Background Traffic Growth

Research was performed to determine the historic growth rate for traffic in the study area as well as other planned developments that may affect traffic within the study area for the proposed project. The Central Transportation Planning Staff (CTPS)) was contacted to determine regional growth for Westwood and the surrounding area. Based on this data, growth is expected to occur at a rate of 0.92 percent per year. To provide a conservative analysis, a background growth rate of 1.0 percent per year was applied.

Specific Development by Others

The Town of Westwood and Town of Norwood were contacted to identify specific planned developments in the vicinity of the study that could impact future traffic conditions. Both municipalities indicated that there are no projects that would impact traffic flows in the surrounding area.

However, a small project at 436 Washington Street is being contemplated. Currently at that site is an approximately 3,275 sf one-story building formerly used as a printing shop. The plan is to convert the building into a mixed-used building with 3,275 sf commercial/office space on the first floor and five (5) one-bedroom affordable apartments on the second floor. Traffic from this project would be accounted for in the compounded growth rate used in the No-Build projections.

No-Build Condition Traffic Volumes

The 2030 No-Build weekday morning and evening peak-hour traffic volumes were developed by applying a compounded 1.0 percent annual growth rate to the 2023 Existing peak-hour traffic volumes. Figures 5 and 6 show the projected 2023 No-Build peak hour traffic volumes for the respective weekday morning and weekday evening peak-hours.

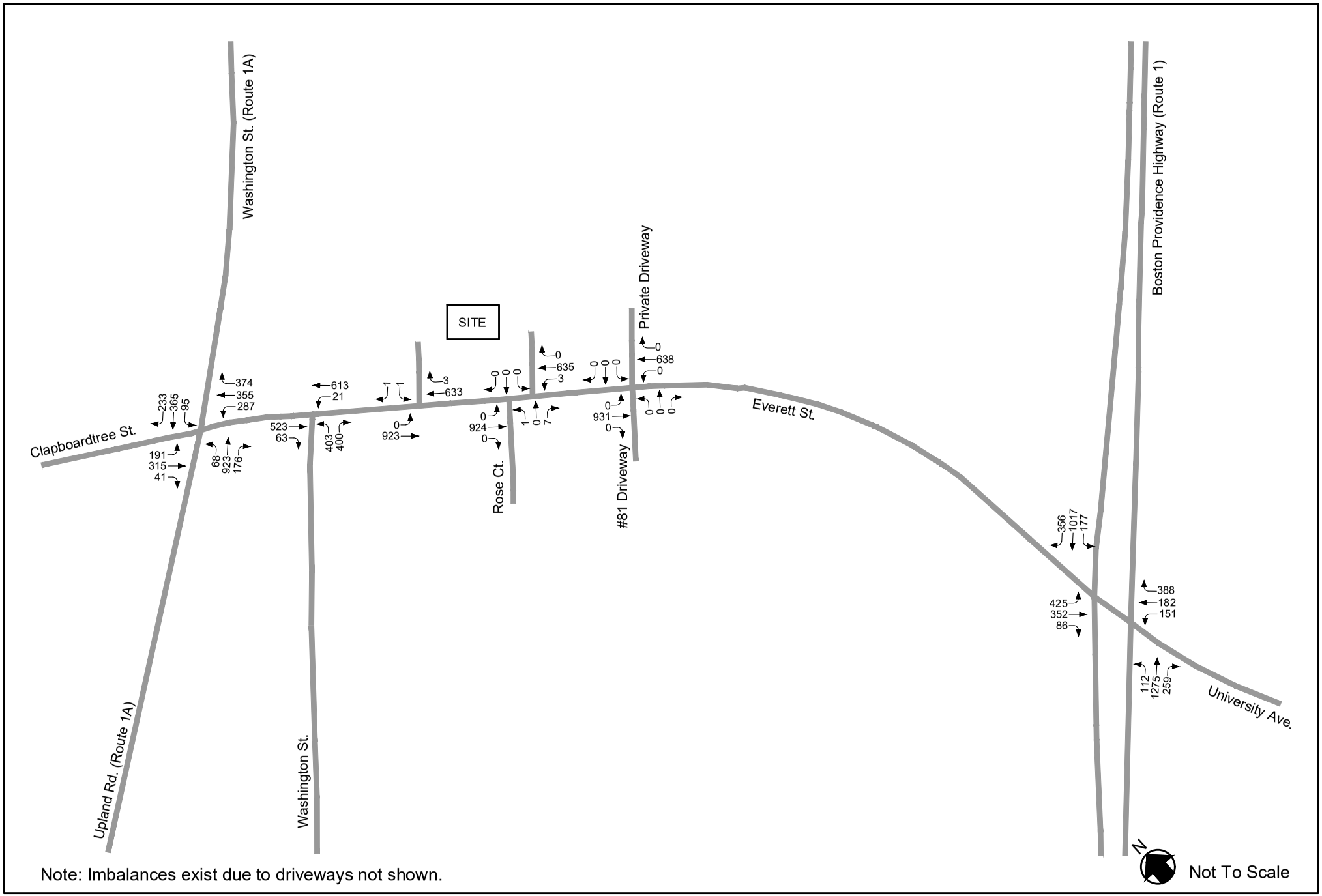

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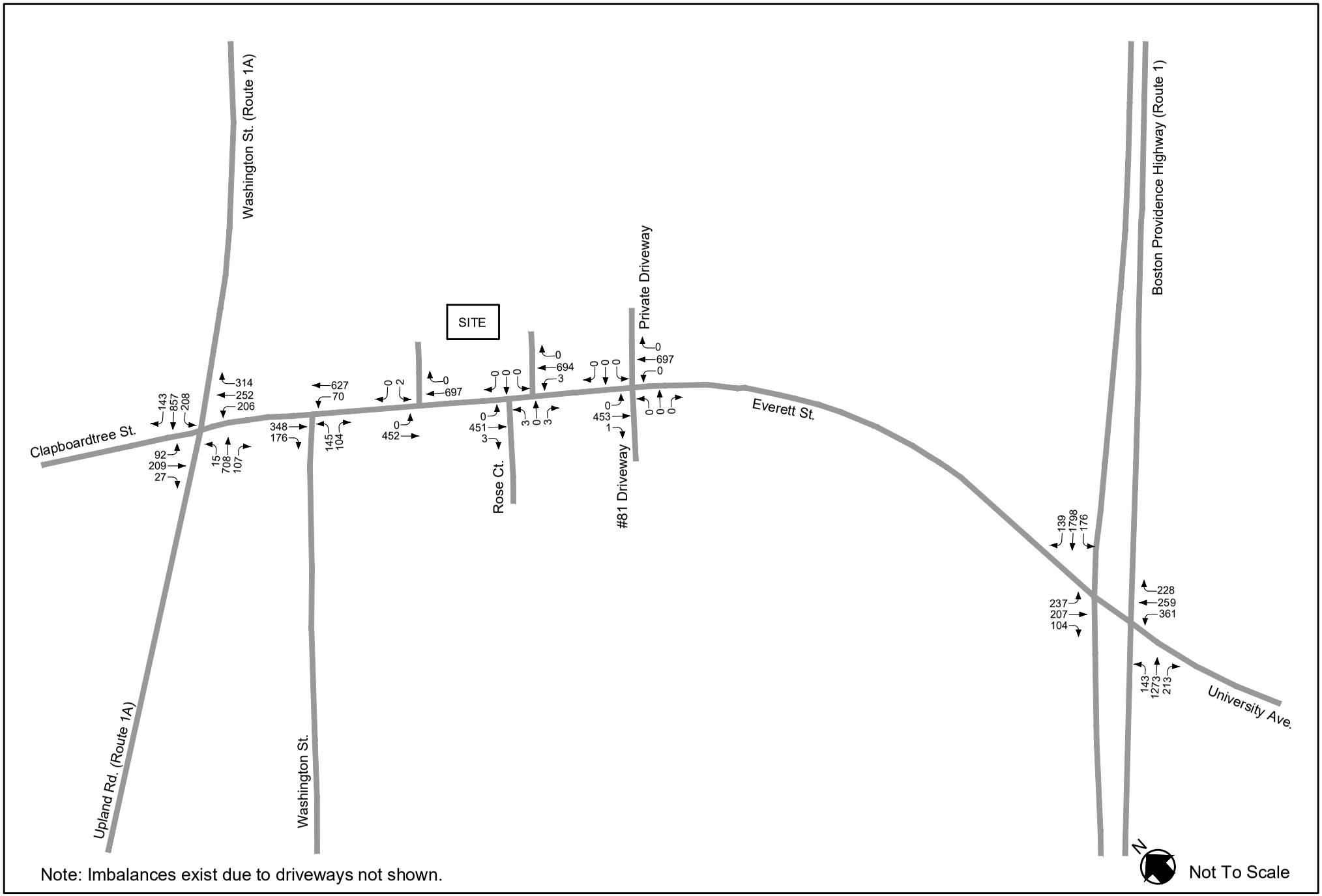
Figure 5

2030 No-Build
Weekday Morning
Peak Hour Traffic Volumes



Note: Imbalances exist due to driveways not shown.

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Figure 6

2030 No-Build
Weekday Evening
Peak Hour Traffic Volumes

FUTURE 2030 BUILD CONDITIONS

Project Description

The project will consist of the removal of the existing building on the site and the construction of two residential buildings with 158 apartments and 12,000 square feet (sf) of first floor commercial space. Access to the site will be provided by two site driveways. Parking on the site will be provided for 248 vehicles.

Traffic Generation

Site generated traffic was based on trip-generation data published by the ITE *Trip Generation* manual[3]. The trip generation data for Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) and ITE LUC 882 – Shopping Center (<40,000 sf) published by the ITE was evaluated to determine the expected trip generation for the proposed project. The expected trip generation is summarized in Table 4 and the trip generation worksheets are included in the Appendix.

TABLE 4
TRIP-GENERATION SUMMARY

	Proposed Residential Trips[a]	Proposed Retail Trips[b]	Total Trips
Average Weekday Daily Traffic	708	736	1,444
Weekday Morning Peak Hour:			
Entering	13	19	32
Exiting	45	13	58
Total	58	32	90
Weekday Evening Peak Hour:			
Entering	38	45	83
Exiting	24	44	68
Total	62	89	151

[a]Based on ITE LUC 221, Multifamily Housing (Mid-Rise); 158 dwelling units.
[b]Based on ITE LUC 822, Strip Retail Plaza (<40k); 12.0 ksf.

Studies have shown that for developments of mixed-use or multi-use sites, it is realistic to assume that there will be some multi-use trips within the site itself. As this proposed project has several types of uses, it is likely that trips will be shared between the residential

[3]*Trip Generation,* Eleventh Edition; Institute of Transportation Engineers; Washington, DC; 2021.

and retail uses. Accordingly, a multi-use rate was used to calculate the external trips generated by the site based on data published in the ITE Trip Generation Handbook. These data revealed a 4 percent internal capture rate for the weekday morning peak hour and a 12 percent internal capture rate during the weekday evening peak hour. The Multi-Use Development Trip Generation and Internal Capture Worksheets are provided in the Appendix. Table 5 summarizes the projected site trips, less the internal capture trips.

TABLE 5
TRIP-GENERATION SUMMARY WITH INTERNAL TRIPS

	Total Site Trips[a]	Internal Trips	Total Site Trips
Average Weekday Daily Traffic	1,444	126	1,318
Weekday Morning Peak Hour:			
Entering	32	2	30
Exiting	58	2	56
Total	90	4	86
Weekday Evening Peak Hour:	83	9	74
Entering	68	9	59
Exiting	151	18	133
Total			

[a]From Table 4.

On a typical weekday, the proposed project is expected to generate 1,318 vehicle trips (659 vehicles entering and 659 vehicles exiting). During the weekday morning peak hour, 86 vehicle trips (30 vehicles entering and 56 vehicles exiting) are expected. During the weekday evening peak hour, 133 vehicle trips (74 vehicles entering and 59 vehicles exiting) are expected.

Trip Distribution

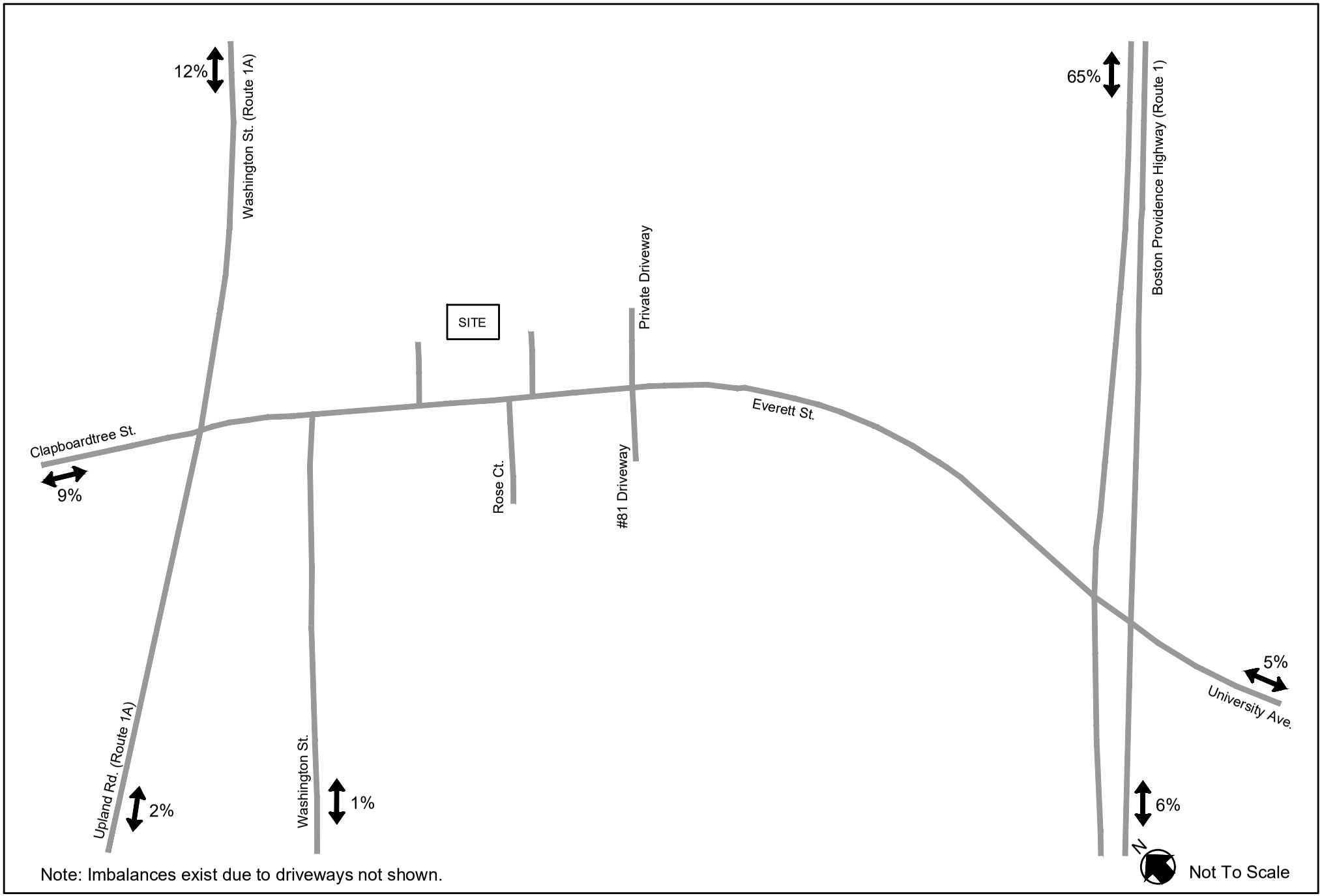
The directional distribution of the vehicular traffic approaching and departing the site is a function of existing travel patterns, similar uses, and the efficiency of the existing roadway system. Table 6 summarizes the expected trip distribution, which is also shown on Figure 7.

TABLE 6
TRIP DISTRIBUTION

Route	Direction	Percent of Mixed-use Trips
Washington Street	North	12
Washington Street	South	1
Upland Road	South	2
Clapboardtree Street	West	9
Boston Providence Highway	North	65
Boston Providence Highway	South	6
University Avenue	East	5
TOTAL		100

Future Traffic Volumes - Build Condition

The site-generated traffic was distributed within the study area according to the percentages summarized in Table 6. The site generated volumes for the project are shown on Figures 8 and 9 for the respective weekday morning and weekday evening peak hours. The existing site generated volumes were removed and the site generated traffic volumes for the Project were then superimposed onto the 2030 No-Build traffic flow networks to reflect the proposed 2030 Build peak hour traffic volumes and are shown on Figures 10 and 11 for the respective weekday morning and weekday evening peak hours. These volumes were used as the basis for all analysis as well as to identify potential mitigation measures to ameliorate the project's impacts.



Note: Imbalances exist due to driveways not shown.

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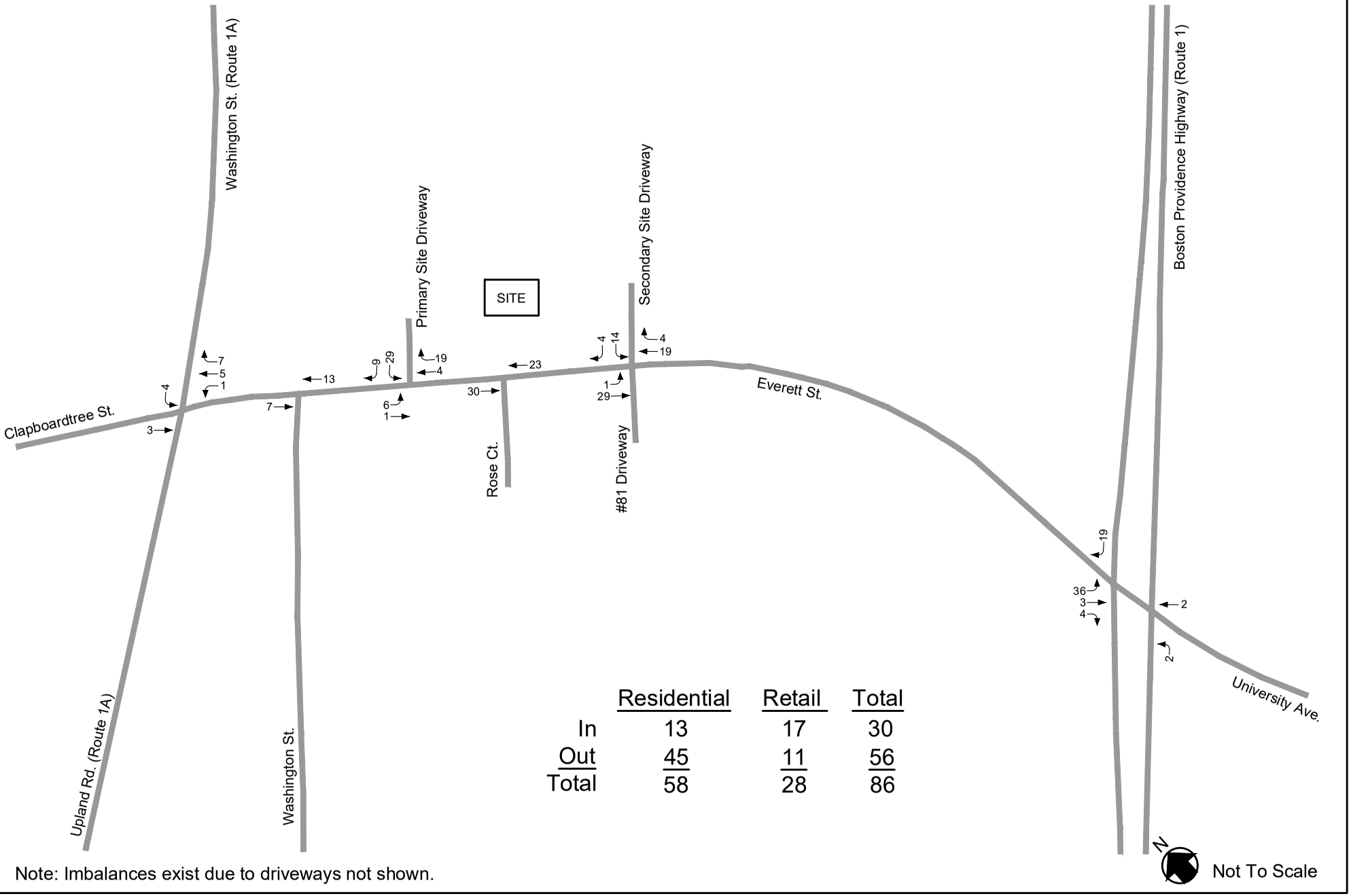
Figure 7

Trip Distribution



	Residential	Retail	Total
In	13	17	30
Out	45	11	56
Total	58	28	86

Note: Imbalances exist due to driveways not shown.

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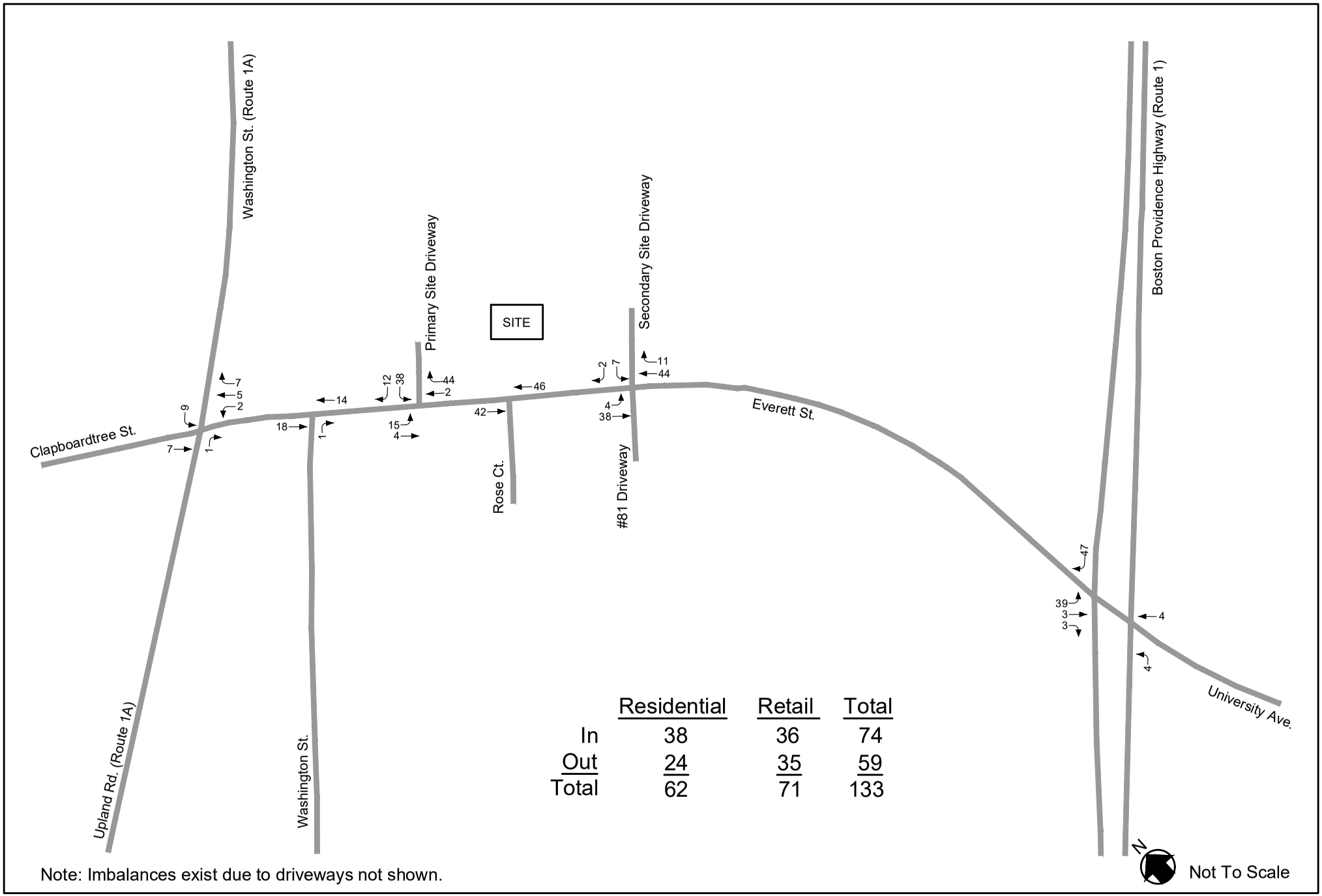
Figure 8

Site-Generated
Weekday Morning



	Residential	Retail	Total
In	38	36	74
Out	24	35	59
Total	62	71	133

Note: Imbalances exist due to driveways not shown.

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Figure 9

Site-Generated
Weekday Evening

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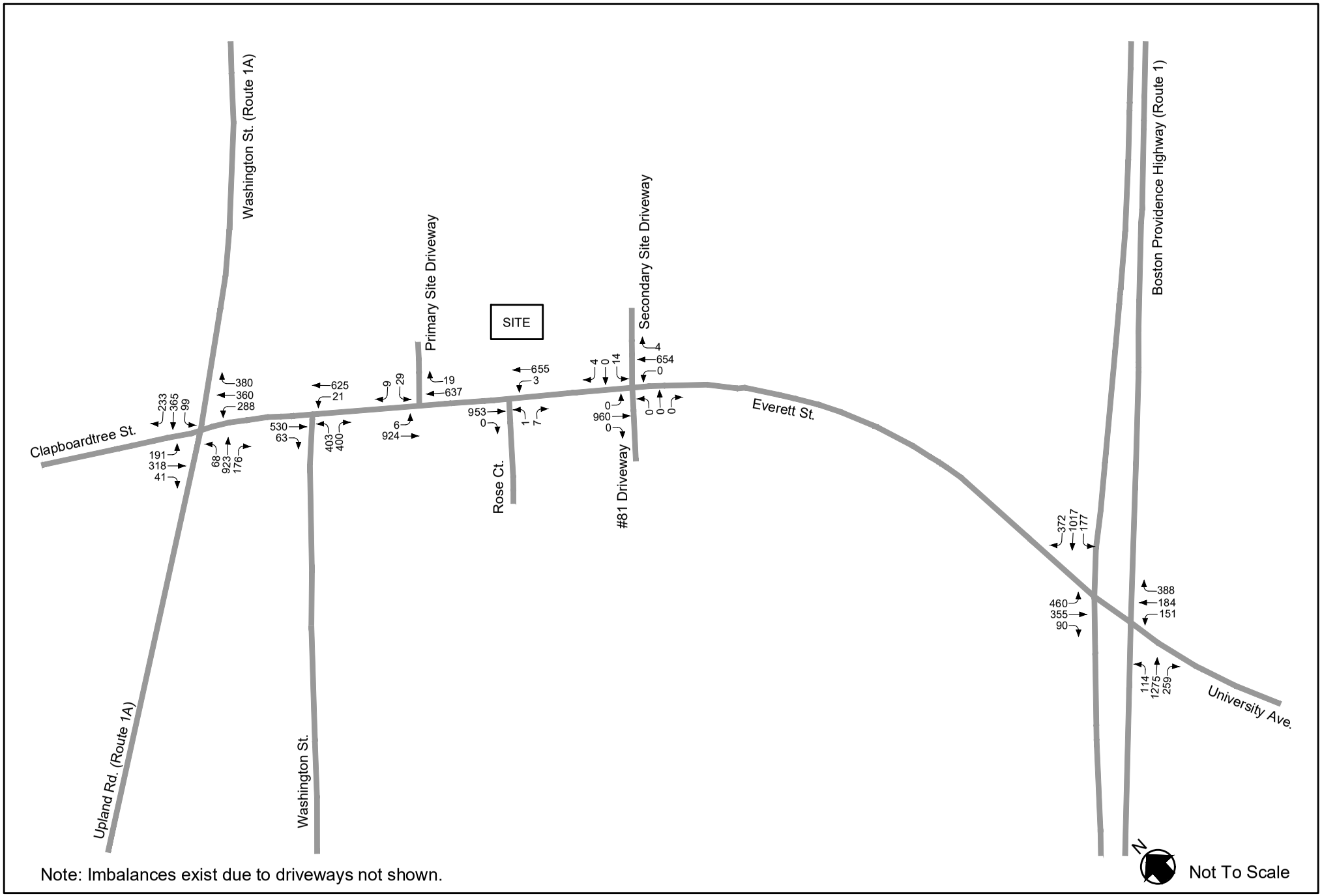

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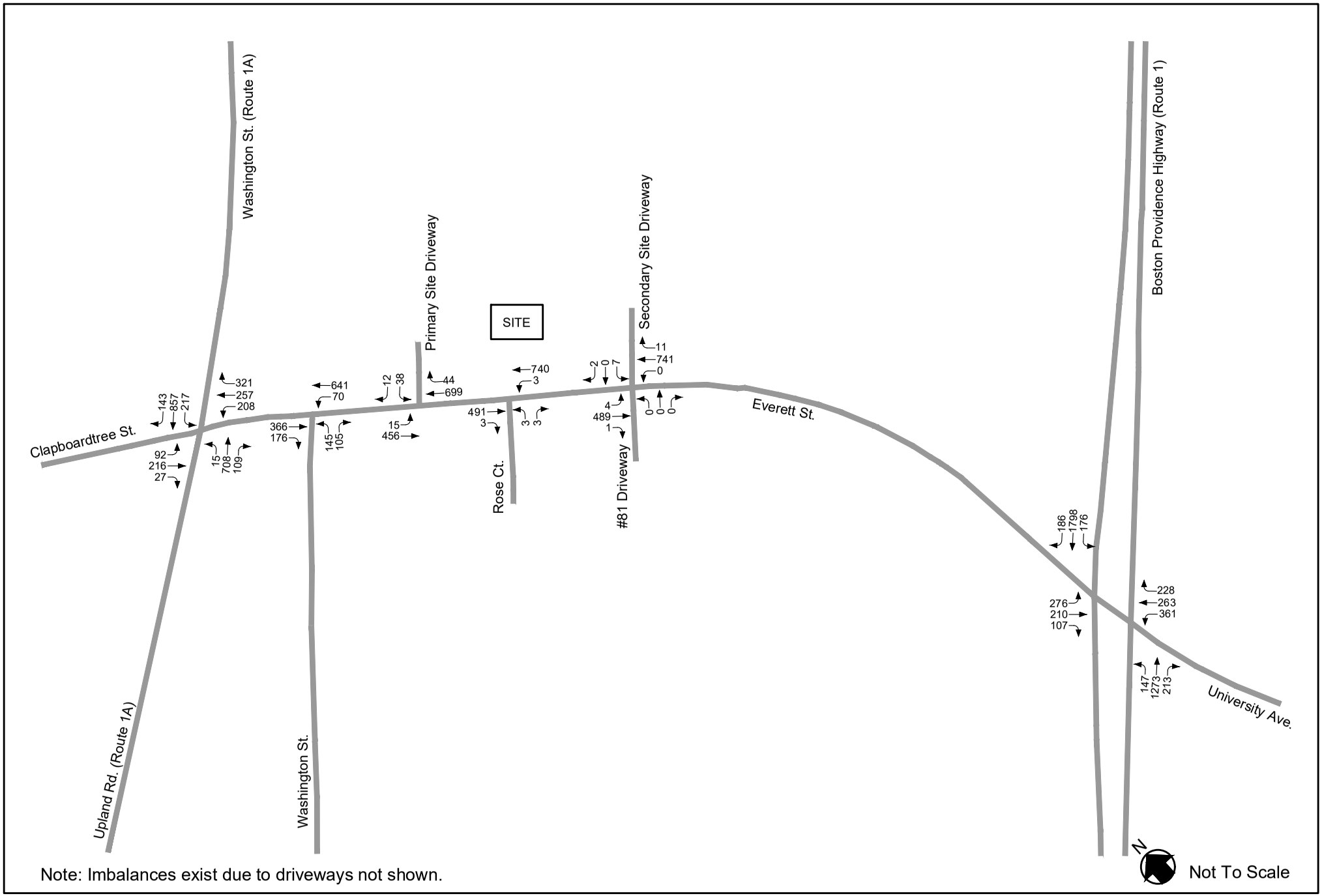
Figure 10

2030 Build
Weekday Morning
Peak Hour Traffic Volumes



Note: Imbalances exist due to driveways not shown.

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Figure 11

2030 Build
Weekday Evening
Peak Hour Traffic Volumes

A summary of peak-hour projected traffic-volume changes in the site vicinity are shown in Table 7. These volumes are based on the expected increases from the site traffic generation.

TABLE 7
TRAFFIC-VOLUME INCREASES AVERAGE MONTH CONDITIONS[a]

Location/Peak Hour	2030 No-Build	2030 Build	Volume Change over No-Build	Percent Change over No-Build
Washington Street north of Everett Street				
Weekday Morning	2,181	2,191	10	0.5%
Weekday Evening	2,322	2,338	16	0.7%
Washington Street south of Everett Street				
Weekday Morning	887	887	0	0.0%
Weekday Evening	495	496	1	0.2%
Upland Road south of Everett Street				
Weekday Morning	1,860	1,861	1	0.1%
Weekday Evening	1,920	1,924	4	0.2%
Clapboardtree Street west of Washington Street				
Weekday Morning	1,203	1,211	8	0.7%
Weekday Evening	738	750	12	1.6%
Boston Providence Highway south of Everett Street				
Weekday Morning	2,900	2,906	6	0.2%
Weekday Evening	3,892	3,899	7	0.2%
Boston Providence Highway north of Everett Street				
Weekday Morning	3,638	3,689	51	1.4%
Weekday Evening	3,851	3,937	86	2.2%
University Avenue east of Boston Providence Turnpike				
Weekday Morning	1,509	1,514	5	0.3%
Weekday Evening	1,444	1,451	7	0.5%

[a]All volumes are vehicles per hour, total of both directions.

As shown in Table 7, project-related increases are in the range of 0 to 86 vehicles during the weekday morning and weekday evening peak hours entering the study area. This is equivalent to approximately two (2) percent or less.

SECTION 4: ANALYSIS

To assess intersection operations, capacity analyses were conducted for Existing, No-Build, and Build traffic-volume conditions. Capacity analyses provide an indication of how well the study area intersections serve existing and projected traffic volumes. Vehicle queue analyses provide a secondary measure of the operational characteristics of an intersection or section of roadway under study in terms of lane use and demand.

METHODOLOGY

Levels of Service

Level of service (LOS) is a quantitative measure used to describe the operation of an intersection or roadway segment. The level of service definition is described by the quality of traffic flow and is primarily defined in terms of traffic delays. The primary result of capacity analyses[4] is the assignment of a level of service to traffic intersections or roadway segments under various traffic-flow conditions. Six levels of service are defined for traffic intersections and roadway segments. Levels of service range from LOS A to LOS F. LOS A represents very good operating conditions and LOS F represents very poor operating conditions.

Signalized Intersections

Levels of service for signalized intersections are calculated using the methodology and procedures described in the 2010 *Highway Capacity Manual*[5]*(HCM)*. The methodology assesses the intersection based on type of signal operation, signal timing and phasing, progression, vehicle mix, and intersection geometrics. Level-of-service designations are based on the delay per vehicle. Table 8 summarizes the relationship between level of service and delay. The calculated delay values result in level-of-service designations which

[4]The capacity analysis methodology is based on procedures presented in the *Highway Capacity Manual;* Transportation Research Board; Washington, DC; 2010.

[5]*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

are applied to individual lane groups, to individual intersection approaches, and to the entire intersection. In the 2010 HCM methodology, the critical lane group volume to capacity ratio is reported.

TABLE 8
LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS[a]

Delay per Vehicle (Seconds)	Defined Level of Service $v/c^b < 1.0$	Defined Level of Service $v/c^b > 1.0$
≤10.0	A	F
10.1 to 20.0	B	F
20.1 to 35.0	C	F
35.1 to 55.0	D	F
55.1 to 80.0	E	F
>80.0	F	F

[a]*Highway Capacity Manual*; Transportation Research Board; Broad, DC; 2010; page 18-6.
[b]Volume to capacity ratio.

Unsignalized Intersections

The level of service for an unsignalized intersection is determined by the methodology and procedures described in the 2010 HCM. The level of service for unsignalized intersections is measured in terms of average delay for the critical movements (typically side street turning movements or mainline turning movements). The delay for the critical movements is a function of the available capacity for the movement and the degree of saturation of the lane group containing the critical movement. The delay calculation includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. The definitions for level of service at unsignalized intersections are also provided in the 2010 *Highway Capacity Manual*. Table 9 summarizes the relationship between level of service and average control delay for the critical movements at unsignalized intersections.

TABLE 9
LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[a]

Average Delay (seconds per vehicle)	Defined Level of Service v/c[b] < 1.0	Defined Level of Service v/c > 1.0
≤ 10.0	A	F
10.1 to 15.0	B	F
15.1 to 25.0	C	F
25.1 to 35.0	D	F
35.1 to 50.0	E	F
>50.0	F	F

[a]*Highway Capacity Manual*; Transportation Research Board; Broad, DC; 2010; page 19-2
[b]Volume to capacity ratio.

The analytical methodologies used for the analysis of unsignalized intersections use conservative analysis parameters, such as high critical gaps. The critical gap is defined as the minimum time between successive main line vehicles for a side street vehicle to execute the appropriate turning maneuver. Actual field observations indicate that drivers at the study area intersections accept smaller gaps in traffic than those used in the analysis procedures and therefore experience less delay than calculated by the HCM methodology. **The analysis results from the HCM model overstate the actual delays experienced in the field.** It should be noted that the unsignalized intersections along heavily trafficked roadways operate at constrained levels and the resulting calculated results of the unsignalized intersection analyses should be considered highly conservative.

CAPACITY ANALYSIS RESULTS

Level-of-service analyses were conducted for both average and peak month conditions for 2023 Existing, 2030 No-Build and 2030 Build conditions for the intersections within the study area. The results of the unsignalized capacity analyses are summarized in Table 10. The signalized analyses are summarized in Table 11 and in Table 12. Detailed analysis sheets are presented in the Appendix.

TABLE 10
UNSIGNALIZED LEVEL-OF-SERVICE ANALYSIS SUMMARY

Critical Movement/ Peak Hour	2023 Existing					2030 No-Build					2030 Build				
	Demand[a]	V/C[b]	Delay[c]	LOS[d]	Queue[e]	Demand	V/C	Delay	LOS	Queue	Demand	V/C	Delay	LOS	Queue
Everett Street and Existing West Site Driveway															
All movements from Site Driveway (SB):															
Weekday Morning	2	0.01	16.9	C	0.0	2	0.01	18.2	C	0.0	--	--	--	--	--
Weekday Evening	2	0.03	18.7	C	2.5	2	0.03	20.2	C	2.5	--	--	--	--	--
Everett Street and Proposed West Site Driveway															
Left-turn movements from Site Driveway (SB):															
Weekday Morning	--	--	--	--	--	--	--	--	--	--	29	0.35	38.2	E	37.5
Weekday Evening	--	--	--	--	--	--	--	--	--	--	38	0.70	52.5	F	112.5
Right-turn movements from Site Driveway (SB):															
Weekday Morning	--	--	--	--	--	--	--	--	--	--	9	0.03	10.8	B	2.5
Weekday Evening	--	--	--	--	--	--	--	--	--	--	12	0.08	11.5	B	7.5
Everett Street and Existing East Site Driveway/Rose Court															
All movements from Site Driveway (SB):															
Weekday Morning	0	--	0	A	0.0	0	--	0	A	0.0	--	--	--	--	--
Weekday Evening	0	--	0	A	0.0	0	--	0	A	0.0	--	--	--	--	--
All movements from Rose Court (NB):															
Weekday Morning	8	0.04	14.9	B	2.5	8	0.04	15.9	C	2.5	8	0.04	15.2	C	2.5
Weekday Evening	6	0.03	14.0	B	2.5	6	0.03	14.8	B	2.5	6	0.03	14.4	B	2.5

[a]Demand of critical movements in vehicles per hour. [b]Volume-to-capacity ratio. [c]Delay in seconds per vehicle. [d]Level of service. [e]95th percentile queue in feet.

TABLE 10 (Cont.)
UNSIGNALIZED LEVEL-OF-SERVICE ANALYSIS SUMMARY

Critical Movement/ Peak Hour	2023 Existing					2030 No-Build					2030 Build				
	Demand[a]	V/C[b]	Delay[c]	LOS[d]	Queue[e]	Demand	V/C	Delay	LOS	Queue	Demand	V/C	Delay	LOS	Queue
Everett Street and Existing East Site Driveway/Proposed East Site Driveway/#81 Driveway															
All movements from Site Driveway (SB):															
Weekday Morning	0	--	0	A	0.0	0	--	0	A	0.0	18	0.46	46.5	E	52.5
Weekday Evening	0	--	0	A	0.0	0	--	0	A	0.0	9	0.17	25.8	D	15.0

[a]Demand of critical movements in vehicles per hour. [b]Volume-to-capacity ratio. [c]Delay in seconds per vehicle. [d]Level of service. [e]95th percentile queue in feet.

TABLE 11
SIGNALIZED LEVEL-OF-SERVICE SUMMARY
WASHINGTON STREET, UPLAND ROAD, CLAPBOARDTREE STREET AND EVERETT STREET

	2023 Existing				2030 No-Build				2030 Build			
Peak Hour/Lane Group	V/C[a]	Delay[b]	LOS[c]	Queue[d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Weekday Morning												
Eastbound Lt/Th/Rt	4.92dl	820.2	F	598/575	5.27dl	907.0	F	653/620	5.27dl	914.0	F	657/625
Westbound Lt	0.90	80.0	E	294/136	0.96	85.7	F	315/135	0.97	86.0	F	316/134
Westbound Th/Rt	0.99	63.3	E	293/8	1.07	89.7	F	576/8	1.09	96.6	F	588/10
Northbound Lt	0.49	77.9	E	65/119	0.53	79.7	E	70/127	0.53	79.7	E	70/127
Northbound Th/Rt	2.61	794.7	F	951/1093	2.79	879.3	F	1036/1178	2.79	879.3	F	1036/1178
Southbound Lt	0.72	89.6	F	112/155	0.76	94.3	F	119/164	0.80	99.0	F	123/181
Southbound Th/Rt	1.47	289.8	F	464/465	1.59	341.1	F	521/515	1.59	341.1	F	521/515
Overall	**1.51**	**469.2**	**F**	**--**	**1.62**	**526.4**	**F**	**--**	**1.64**	**527.6**	**F**	**--**
Weekday Evening												
Eastbound Lt/Th/Rt	3.67dl	534.4	F	430/554	1.41dl	235.9	F	227/336	1.56dl	263.5	F	238/348
Westbound Lt	0.89	79.1	E	297/135	0.68	69.8	E	228/116	0.69	69.8	E	231/116
Westbound Th/Rt	0.97	57.9	E	283/0	0.80	83.3	F	334/81	0.82	84.8	F	347/83
Northbound Lt	0.53	80.8	F	65/120	0.12	66.1	E	15/41	0.12	66.1	E	15/41
Northbound Th/Rt	2.57	777.1	F	957/1100	2.03	538.3	F	713/850	2.04	540.4	F	715/852
Southbound Lt	0.55	76.4	E	89/15331	1.28	230.9	F	271/443	1.33	251.8	F	289/465
Southbound Th/Rt	1.14	152.7	F	0/437	2.22	619.2	F	871/1013	2.22	619.2	F	871/1013
Overall	**1.36**	**387.2**	**F**	--	**1.23**	**397.4**	**F**	**--**	**1.25**	**400.5**	**F**	**--**

[a]Maximum volume-to-capacity ratio.
[b]Delay in seconds per vehicle.
[c]Level of service.
[d]Average Queue (ft)/95th %tile Queue (ft)
Lt = Left; Th = Through; Rt = Right.

TABLE 12
SIGNALIZED LEVEL-OF-SERVICE SUMMARY
EVERETT STREET AND WASHINGTON STREET

	2023 Existing				2030 No-Build				2030 Build			
Peak Hour/Lane Group	V/C[a]	Delay[b]	LOS[c]	Queue[d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Weekday Morning												
Eastbound Th/Rt	0.67	36.5	D	291/145	0.72	38.6	D	311/147	0.73	39.1	D	317/151
Westbound Lt/Th	1.71	395.9	F	491/619	1.83	451.5	F	541/671	1.87	466.7	F	555/686
Northbound Lt	2.02	542.4	F	610/823	2.17	607.4	F	669/886	2.17	607.4	F	669/886
Northbound Rt	0.75	88.3	F	101/297	0.91	112.0	F	139/361	0.91	112.0	F	139/361
Overall	**0.89**	**253.4**	**F**	--	**0.95**	**288.0**	**F**	**--**	**0.96**	**292.8**	**F**	**--**
Weekday Evening												
Eastbound Th/Rt	0.60	31.8	C	292/173	0.58	41.7	D	352/254	0.60	42.1	D	365/254
Westbound Lt/Th	1.69	386.2	F	493/623	2.21	621.7	F	640/772	2.26	643.7	F	656/790
Northbound Lt	2.16	602.9	F	665/860	0.83	96.4	F	160/280	0.83	96.4	F	160/280
Northbound Rt	0.91	113.4	F	137/336	0.08	59.5	E	0/58	0.08	59.5	E	0/58
Overall	**0.87**	**274.3**	**F**	**--**	**0.74**	**323.8**	F	**--**	**0.75**	**333.5**	**F**	**--**

[a]Maximum volume-to-capacity ratio.
[b]Delay in seconds per vehicle.
[c]Level of service.
[d]Average Queue (ft)/95th %tile Queue (ft)
Lt = Left; Th = Through; Rt = Right.

TABLE 13
SIGNALIZED LEVEL-OF-SERVICE SUMMARY
BOSTON PROVIDENCE HIGHWAY, EVERETT STREET AND UNIVERSITY AVENUE

	2023 Existing				2030 No-Build				2030 Build			
Peak Hour/Lane Group	V/C[a]	Delay[b]	LOS[c]	Queue[d]	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Weekday Morning												
Northbound Lt	0.47	22.8	C	43/75	0.55	57.2	E	46/78	0.56	57.5	E	47/79
Northbound Th	0.93	48.8	D	502/650	0.96	58.4	E	379/479	0.96	58.4	E	379/479
Northbound Rt	0.22	25.7	C	26/86	0.26	20.1	C	65/123	0.26	20.7	C	66/125
Southbound Lt	0.86	60.8	E	87/216	0.78	68.9	E	74/130	0.78	68.9	E	74/130
Southbound Th	0.71	33.5	C	344/433	0.75	42.5	D	276/330	0.75	42.5	D	276/330
Southbound Rt	0.22	24.8	C	0/60	0.36	18.4	B	72/138	0.39	18.3	B	87/156
Eastbound Lt	--	--	--	--	0.96	85.7	F	257/452	0.97	87.1	F	270/472
Eastbound Lt/Th/Rt	6.90	649.2	F	585/717	--	--	--	--	--	--	--	--
Eastbound Th/Rt	--	--	--	--	0.92	63.3	E	252/365	0.93	64.4	E	265/385
Westbound Lt	0.56	48.4	D	119/185	0.48	46.0	D	97/157	0.51	47.4	D	100/161
Westbound Th/Rt	1.12	94.9	F	224/319	--	--	--	--	--	--	--	--
Westbound Th	--	--	--	--	0.49	45.4	D	103/140	0.52	46.5	D	104/141
Westbound Rt	--	--	--	--	0.98	101.0	F	175/344	1.02	114.4	F	183/350
Overall	**1.24**	**155.5**	**F**	**--**	**0.99**	**55.5**	**E**	**--**	**1.00**	**57.0**	**E**	--
Weekday Evening												
Northbound Lt	0.62	26.6	C	38/102	0.93	105.6	F	61/128	0.94	107.7	F	63/132
Northbound Th	0.76	26.1	C	356/460	0.75	37.4	D	336/394	0.79	39.5	D	348/408
Northbound Rt	0.14	16.2	D	0/40	0.18	16.1	B	35/76	0.17	15.9	B	22/60
Southbound Lt	0.69	24.9	C	49/125	0.58	54.1	D	73/112	0.76	66.6	E	75/132
Southbound Th	1.06	67.1	E	698/880	0.94	44.8	D	520/631	1.05	73.1	E	604/700
Southbound Rt	0.11	15.4	B	10/45	0.10	13.9	B	7/35	0.17	14.3	B	29/63
Eastbound Lt	--	--	--	--	0.99	112.3	F	169/338	0.83	66.5	E	175/308
Eastbound Lt/Th/Rt	2.83	738.3	F	317/438	--	--	--	--	--	--	--	--
Eastbound Th/Rt	--	--	--	--	0.91	76.0	E	152/253	0.76	53.1	D	158/219
Westbound Lt	1.41	253.0	F	312/481	0.96	94.7	F	201/350	0.88	75.2	E	197/332
Westbound Th/Rt	1.16	139.2	F	223/325	--	--	--	--	--	--	--	--
Westbound Th	--	--	--	--	0.94	76.1	E	207/293	0.88	62.6	E	206/279
Westbound Rt	--	--	--	--	0.18	44.1	D	1/63	0.18	42.3	D	1/62
Overall	**1.25**	**141.7**	**F**	**--**	**0.99**	**52.3**	**D**	**--**	**1.00**	**57.5**	**E**	**--**

[a]Maximum volume-to-capacity ratio.
[b]Delay in seconds per vehicle.
[c]Level of service.
[d]Average Queue (ft)/95th %tile Queue (ft)
Lt = Left; Th = Through; Rt = Right.

Washington Street, Everett Street, Upland Road and Clapboardtree Street

Under 2023 existing conditions, the signalized intersection is modeled to operate at LOS F during the weekday morning and weekday evening peak hours. Under future 2030 No-Build conditions, the intersection will continue to operate at LOS F during the weekday morning peak and weekday evening peak hours. Under future 2030 Build conditions, the intersection is expected to continue to operate at LOS F during the weekday morning and weekday evening peak hours.

Everett Street and Washington Street

Under 2023 existing conditions, the signalized intersection is modeled to operate at LOS F during the weekday morning and weekday evening peak hours. Under future 2030 No-Build conditions, the intersection will continue to operate at LOS F during the weekday morning peak and weekday evening peak hours. Under future 2030 Build conditions, the intersection is expected to continue to operate at LOS F during the weekday morning and weekday evening peak hours.

Everett Street and Existing West Site Driveway

Under 2023 Existing conditions, the critical movements (all movements from the existing site driveway) are modeled to operate at LOS C or better during the weekday morning and weekday evening peak hours. Under future 2030 No-Build conditions, the site driveway is expected to operate at LOS C or better during the weekday morning and weekday evening peak hours. Under future 2030 Build conditions, the site driveway is to be relocated slightly and widened to provide an exclusive left-turn lane and an exclusive right-turn lane exiting the site. The left-turn critical movements are expected to operate at LOS E and the right-turn movements at LOS B during the weekday morning peak hour. The left-turn critical movements are expected to operate at LOS F and the right-turn movements at LOS B during the weekday evening peak hour. The volume to capacity ratios (v/c) are projected to be below 1.0 (theoretical capacity) indicating capacity for the left or right turn movement.

Everett Street, Existing Center Site Driveway and Rose Court

Under 2023 Existing conditions, the critical movements (all movements from Rose Court) are modeled to operate at LOS B during the weekday morning and weekday evening peak hours. Under future 2030 No-Build conditions, the site driveway is expected to operate at LOS C or better during the weekday morning and weekday evening peak hours. Under future 2030 Build conditions, the site driveway is to be closed. Under future 2030 Build conditions, movements from Rose Court are projected to operate at LOS C or better during the weekday morning and weekday evening peak hours.

Everett Street and Existing East Site Driveway

Under 2023 Existing conditions, the critical movements (all movements from the existing

site driveway) are modeled to operate at LOS A during the weekday morning and weekday evening peak hours. Under future 2030 No-Build conditions, the site driveway is expected to operate at LOS A during the weekday morning and weekday evening peak hours. Movements from Rose Court are projected to operate at LOS C or better during the weekday morning and weekday evening peak hours. Under future 2030 Build conditions, movements from Rose Court are projected to operate at LOS E or better during the weekday morning and weekday evening peak hours. The v/c ratios are projected to be below 1.0, indicating capacity for the left or right turn movement.

Boston Providence Highway, Everett Street and University Avenue

Under 2023 existing conditions, this signalized intersection is modeled to operate at LOS F during the weekday morning and weekday evening peak hours. Under future 2030 No-Build conditions, with the proposed MassDOT improvements, the intersection is projected to operate at LOS E during the weekday morning peak and LOS D during the weekday evening peak hour. Under future 2030 Build conditions, with the proposed MassDOT improvements, the intersection is expected to operate at LOS E during the weekday morning and weekday evening peak hours.

SIGHT DISTANCE

Sight distance measurements were performed at the proposed site driveway intersections with Everett Street in accordance with Massachusetts Department of Transportation (MassDOT) and American Association of State Highway and Transportation Officials (AASHTO) standards. Stopping sight distance (SSD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. Table 14 presents the measured SSD at the site access intersections. The sight distance calculations are included in the Appendix.

TABLE 14
SIGHT DISTANCE SUMMARY

	Required Minimum (Feet)[a]	Measured (Feet)
Everett Street and Proposed West Site Driveway		
Stopping Sight Distance:		
Everett Street approaching from the east	323	400+
Everett Street approaching from the west	323	365 [b]
Intersection Sight Distance:		
Site Driveway looking to the east	401[c]/463[d]	400+
Site Driveway looking to the west	401[c]/463[d]	365 [b]
Everett Street and Proposed East Site Driveway		
Stopping Sight Distance:		
Everett Street approaching from the east	323	400+
Everett Street approaching from the west	323	400+
Intersection Sight Distance:		
Site Driveway looking to the east	401[c]/463[d]	400+
Site Driveway looking to the west	401[c]/463[d]	400+

[a]Recommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*; American Association of State Highway and Transportation Officials (AASHTO); 2018 and based on 85th percentile speed.
[b]Distance to Upland Road.
[c]Recommended minimum value for vehicles turning right exiting a roadway under STOP-sign control.
[d]Recommended minimum value for vehicles turning left exiting a roadway under STOP-sign control.

As can be seen in Table 14, the SSD measurements performed at Everett Street and the proposed site driveway intersections indicate that the intersection exceeds the recommended minimum requirements based on the 85th percentile speeds. In accordance with the AASHTO manual, *"If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road."* Accordingly, the ISD should be at least equal to the SSD, which would allow a driver approaching the minor road to safely stop. It is recommended that any landscaping or site signage be set-back from Everett Street to not impede sight lines.

SECTION 5: RECOMMENDATIONS AND CONCLUSION

RECOMMENDATIONS

A comprehensive transportation mitigation program has been developed that is designed to reduce automobile trips associated with the Project and accommodate the additional traffic expected to be generated by the Project in a safe and efficient manner. The elements of the transportation mitigation program have been separated into the following categories: Project Access, and Level-of Service/Congestion Mitigation and are described in the following sections.

Project Access

Access to the Project site will be provided by way of two driveways to Everett Street. The following recommendations are offered with respect to the design and operation of the Project site driveways:

- The Project primary site driveways will be a minimum of 24 feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle. The west site driveway will consist of one entering lane and two exiting lanes (an exclusive left-turn lane and an exclusive right-turn lane). The east site driveway will consist of one (1) entering lane and one (1) exiting lane.

- Vehicles exiting the Project site will be placed under STOP-sign control with a marked STOP line provided.

- The Project site driveways and internal circulating aisles will be designed to accommodate the turning and maneuvering requirements of service and delivery trucks and emergency vehicles.

- All signs and pavement markings to be installed within the Project site will conform to the applicable standards of the *Manual on Uniform Traffic Control Devices*[6] (MUTCD).

- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project site driveway will be designed and maintained so as not to restrict lines of sight.

- Snow windrows within sight triangle areas of the Project site driveways will be promptly removed where such accumulations would impede sight lines.

- Bicycle racks will be installed at convenient locations within the Project site proximate to the building entrances.

Level-of-Service/Congestion Mitigation

With the implementation of the traffic signal upgrades proposed by MassDOT, the Boston Providence Highway, Everett Street and University Avenue intersection will be able to handle traffic under future No-Build conditions as well as with the additional traffic generated by the project.

Currently, the intersection of Washington Street, Everett Street, Upland Road and Clapboardtree Street operates at a poor level of service. The intersection will continue to operate at a poor level of service, with or without the project. The project will not significantly impact intersection operations as the project adds 20 trips during the weekday morning peak hour and 31 trips during the weekday evening peak hour. This represents a 1.0% or less increase during the peak hours.

No additional measures are warranted as a result of the Project.

CONCLUSION

Based on this assessment, the following can be concluded with respect to the Project:

- Two of the study area intersections are on the MassDOT Highway Safety Improvement Program (HSIP) list. Improvements are under design for the intersection of Boston Providence Highway. This project is planned to be funded through the 2025 Transportation Improvement Program for the Boston Metropolitan Planning Organization.

- On a typical weekday, the proposed project is expected to generate 1,318 vehicle trips (659 vehicles entering and 659 vehicles exiting). During the weekday morning peak hour, 86 vehicle trips (30 vehicles entering and 56

[6] *Manual on Uniform Traffic Control Devices;* Federal Highway Administration; Washington D.C.; 2009.

vehicles exiting) are expected. During the weekday evening peak hour, 133 vehicle trips (74 vehicles entering and 59 vehicles exiting) are expected.

- The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions). Volume to capacity ratios (v/c) at the signalized intersections show very small increases overall. The v/c ratios for the critical movements at the unsignalized study area intersections are below 1.0, indicating capacity for the movement.

- Lines of sight at the Project site driveway intersections with Everett Street were found to exceed the recommended minimum distances for safe and efficient operation based on the appropriate approach speed.

- A review of the Site Plan for the Project indicates that human-made objects, landscaping, and signs have been appropriately designed and located so as not to inhibit sight lines to and from the Project site driveways along Everett Street.

APPENDIX

Traffic Count Data
Seasonal Adjustment
Crash Data Worksheets
Roadway Improvement Plans
Trip Generation Worksheets
Trip Distribution Worksheets
Capacity Analysis Worksheets
Sight Distance Worksheets

Traffic Count Data

PDI File #: **239126 A-1**
Location: **N: Washington St (Route 1A) S: Upland Rd (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Cars and Heavy Vehicles (Combined)

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:00 AM	42	66	9	0	117	0	47	45	0	92	30	225	7	0	262	2	24	28	0	54	525
7:15 AM	34	78	15	0	127	0	52	43	0	95	30	210	5	0	245	2	36	38	0	76	543
7:30 AM	41	64	15	0	120	0	85	61	0	146	36	195	9	0	240	8	57	36	0	101	607
7:45 AM	62	73	13	0	148	0	87	55	0	142	41	208	16	0	265	7	53	39	0	99	654
Total	179	281	52	0	512	0	271	204	0	475	137	838	37	0	1012	19	170	141	0	330	2329
8:00 AM	66	97	26	1	190	0	95	49	0	144	33	171	30	0	234	10	92	51	0	153	721
8:15 AM	27	73	26	0	126	0	29	74	0	103	38	204	2	0	244	9	59	31	0	99	572
8:30 AM	19	74	28	0	121	0	28	58	0	86	22	195	6	0	223	8	44	22	0	74	504
8:45 AM	21	89	25	0	135	0	34	59	0	93	32	151	3	0	186	5	63	27	0	95	509
Total	133	333	105	1	572	0	186	240	0	426	125	721	41	0	887	32	258	131	0	421	2306
Grand Total	312	614	157	1	1084	0	457	444	0	901	262	1559	78	0	1899	51	428	272	0	751	4635
Approach %	28.8	56.6	14.5	0.1		0.0	50.7	49.3	0.0		13.8	82.1	4.1	0.0		6.8	57.0	36.2	0.0		
Total %	6.7	13.2	3.4	0.0	23.4	0.0	9.9	9.6	0.0	19.4	5.7	33.6	1.7	0.0	41.0	1.1	9.2	5.9	0.0	16.2	
Exiting Leg Total					1832					847					1109					847	4635
Cars	290	601	145	1	1037	0	441	426	0	867	245	1523	77	0	1845	50	417	260	0	727	4476
% Cars	92.9	97.9	92.4	100.0	95.7	0.0	96.5	95.9	0.0	96.2	93.5	97.7	98.7	0.0	97.2	98.0	97.4	95.6	0.0	96.8	96.6
Exiting Leg Total					1784					807					1077					808	4476
Heavy Vehicles	22	13	12	0	47	0	16	18	0	34	17	36	1	0	54	1	11	12	0	24	159
% Heavy Vehicles	7.1	2.1	7.6	0.0	4.3	0.0	3.5	4.1	0.0	3.8	6.5	2.3	1.3	0.0	2.8	2.0	2.6	4.4	0.0	3.2	3.4
Exiting Leg Total					48					40					32					39	159

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

7:30 AM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:30 AM	41	64	15	0	120	0	85	61	0	146	36	195	9	0	240	8	57	36	0	101	607
7:45 AM	62	73	13	0	148	0	87	55	0	142	41	208	16	0	265	7	53	39	0	99	654
8:00 AM	66	97	26	1	190	0	95	49	0	144	33	171	30	0	234	10	92	51	0	153	721
8:15 AM	27	73	26	0	126	0	29	74	0	103	38	204	2	0	244	9	59	31	0	99	572
Total Volume	196	307	80	1	584	0	296	239	0	535	148	778	57	0	983	34	261	157	0	452	2554
% Approach Total	33.6	52.6	13.7	0.2		0.0	55.3	44.7	0.0		15.1	79.1	5.8	0.0		7.5	57.7	34.7	0.0		
PHF	0.742	0.791	0.769	0.250	0.768	0.000	0.779	0.807	0.000	0.916	0.902	0.935	0.475	0.000	0.927	0.850	0.709	0.770	0.000	0.739	0.886
Cars	186	302	74	1	563	0	288	230	0	518	136	761	57	0	954	34	254	148	0	436	2471
Cars %	94.9	98.4	92.5	100.0	96.4	0.0	97.3	96.2	0.0	96.8	91.9	97.8	100.0	0.0	97.0	100.0	97.3	94.3	0.0	96.5	96.8
Heavy Vehicles	10	5	6	0	21	0	8	9	0	17	12	17	0	0	29	0	7	9	0	16	83
Heavy Vehicles %	5.1	1.6	7.5	0.0	3.6	0.0	2.7	3.8	0.0	3.2	8.1	2.2	0.0	0.0	3.0	0.0	2.7	5.7	0.0	3.5	3.2
Cars Enter Leg	186	302	74	1	563	0	288	230	0	518	136	761	57	0	954	34	254	148	0	436	2471
Heavy Enter Leg	10	5	6	0	21	0	8	9	0	17	12	17	0	0	29	0	7	9	0	16	83
Total Entering Leg	196	307	80	1	584	0	296	239	0	535	148	778	57	0	983	34	261	157	0	452	2554
Cars Exiting Leg					910					464					566					531	2471
Heavy Exiting Leg					26					25					14					18	83
Total Exiting Leg					936					489					580					549	2554

PDI File #: **239126 A-1**
Location: **N: Washington St (Route 1A) S: Upland Rd (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars**

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:00 AM	38	62	9	0	109	0	45	42	0	87	28	221	7	0	256	1	22	28	0	51	503
7:15 AM	31	77	13	0	121	0	49	41	0	90	30	208	5	0	243	2	36	37	0	75	529
7:30 AM	37	63	13	0	113	0	81	59	0	140	35	191	9	0	235	8	55	36	0	99	587
7:45 AM	60	72	11	0	143	0	85	52	0	137	37	203	16	0	256	7	50	37	0	94	630
Total	166	274	46	0	486	0	260	194	0	454	130	823	37	0	990	18	163	138	0	319	2249
8:00 AM	64	95	25	1	185	0	93	45	0	138	31	169	30	0	230	10	90	46	0	146	699
8:15 AM	25	72	25	0	122	0	29	74	0	103	33	198	2	0	233	9	59	29	0	97	555
8:30 AM	15	72	26	0	113	0	27	56	0	83	22	186	5	0	213	8	44	21	0	73	482
8:45 AM	20	88	23	0	131	0	32	57	0	89	29	147	3	0	179	5	61	26	0	92	491
Total	124	327	99	1	551	0	181	232	0	413	115	700	40	0	855	32	254	122	0	408	2227
Grand Total	290	601	145	1	1037	0	441	426	0	867	245	1523	77	0	1845	50	417	260	0	727	4476
Approach %	28.0	58.0	14.0	0.1		0.0	50.9	49.1	0.0		13.3	82.5	4.2	0.0		6.9	57.4	35.8	0.0		
Total %	6.5	13.4	3.2	0.0	23.2	0.0	9.9	9.5	0.0	19.4	5.5	34.0	1.7	0.0	41.2	1.1	9.3	5.8	0.0	16.2	
Exiting Leg Total					1784					807					1077					808	4476

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

7:30 AM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:30 AM	37	63	13	0	113	0	81	59	0	140	35	191	9	0	235	8	55	36	0	99	587
7:45 AM	60	72	11	0	143	0	85	52	0	137	37	203	16	0	256	7	50	37	0	94	630
8:00 AM	64	95	25	1	185	0	93	45	0	138	31	169	30	0	230	10	90	46	0	146	699
8:15 AM	25	72	25	0	122	0	29	74	0	103	33	198	2	0	233	9	59	29	0	97	555
Total Volume	186	302	74	1	563	0	288	230	0	518	136	761	57	0	954	34	254	148	0	436	2471
% Approach Total	33.0	53.6	13.1	0.2		0.0	55.6	44.4	0.0		14.3	79.8	6.0	0.0		7.8	58.3	33.9	0.0		
PHF	0.727	0.795	0.740	0.250	0.761	0.000	0.774	0.777	0.000	0.925	0.919	0.937	0.475	0.000	0.932	0.850	0.706	0.804	0.000	0.747	0.884
Entering Leg	186	302	74	1	563	0	288	230	0	518	136	761	57	0	954	34	254	148	0	436	2471
Exiting Leg					910					464					566					531	2471
Total					1473					982					1520					967	4942

PDI File #: **239126 A-1**
Location: **N: Washington St (Route 1A) S: Upland Rd (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:00 AM	4	4	0	0	8	0	2	3	0	5	2	4	0	0	6	1	2	0	0	3	22
7:15 AM	3	1	2	0	6	0	3	2	0	5	0	2	0	0	2	0	0	1	0	1	14
7:30 AM	4	1	2	0	7	0	4	2	0	6	1	4	0	0	5	0	2	0	0	2	20
7:45 AM	2	1	2	0	5	0	2	3	0	5	4	5	0	0	9	0	3	2	0	5	24
Total	13	7	6	0	26	0	11	10	0	21	7	15	0	0	22	1	7	3	0	11	80
8:00 AM	2	2	1	0	5	0	2	4	0	6	2	2	0	0	4	0	2	5	0	7	22
8:15 AM	2	1	1	0	4	0	0	0	0	0	5	6	0	0	11	0	0	2	0	2	17
8:30 AM	4	2	2	0	8	0	1	2	0	3	0	9	1	0	10	0	0	1	0	1	22
8:45 AM	1	1	2	0	4	0	2	2	0	4	3	4	0	0	7	0	2	1	0	3	18
Total	9	6	6	0	21	0	5	8	0	13	10	21	1	0	32	0	4	9	0	13	79
Grand Total	22	13	12	0	47	0	16	18	0	34	17	36	1	0	54	1	11	12	0	24	159
Approach %	46.8	27.7	25.5	0.0		0.0	47.1	52.9	0.0		31.5	66.7	1.9	0.0		4.2	45.8	50.0	0.0		
Total %	13.8	8.2	7.5	0.0	29.6	0.0	10.1	11.3	0.0	21.4	10.7	22.6	0.6	0.0	34.0	0.6	6.9	7.5	0.0	15.1	
Exiting Leg Total					48					40					32					39	159
Buses	18	7	6	0	31	0	6	3	0	9	1	6	0	0	7	0	6	7	0	13	60
% Buses	81.8	53.8	50.0	0.0	66.0	0.0	37.5	16.7	0.0	26.5	5.9	16.7	0.0	0.0	13.0	0.0	54.5	58.3	0.0	54.2	37.7
Exiting Leg Total					13					13					10					24	60
Single-Unit Trucks	4	6	6	0	16	0	9	12	0	21	12	26	1	0	39	1	4	5	0	10	86
% Single-Unit	18.2	46.2	50.0	0.0	34.0	0.0	56.3	66.7	0.0	61.8	70.6	72.2	100.0	0.0	72.2	100.0	36.4	41.7	0.0	41.7	54.1
Exiting Leg Total					31					22					19					14	86
Articulated Trucks	0	0	0	0	0	0	1	3	0	4	4	4	0	0	8	0	1	0	0	1	13
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	6.3	16.7	0.0	11.8	23.5	11.1	0.0	0.0	14.8	0.0	9.1	0.0	0.0	4.2	8.2
Exiting Leg Total					4					5					3					1	13

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

7:45 AM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:45 AM	2	1	2	0	5	0	2	3	0	5	4	5	0	0	9	0	3	2	0	5	24
8:00 AM	2	2	1	0	5	0	2	4	0	6	2	2	0	0	4	0	2	5	0	7	22
8:15 AM	2	1	1	0	4	0	0	0	0	0	5	6	0	0	11	0	0	2	0	2	17
8:30 AM	4	2	2	0	8	0	1	2	0	3	0	9	1	0	10	0	0	1	0	1	22
Total Volume	10	6	6	0	22	0	5	9	0	14	11	22	1	0	34	0	5	10	0	15	85
% Approach Total	45.5	27.3	27.3	0.0		0.0	35.7	64.3	0.0		32.4	64.7	2.9	0.0		0.0	33.3	66.7	0.0		
PHF	0.625	0.750	0.750	0.000	0.688	0.000	0.625	0.563	0.000	0.583	0.550	0.611	0.250	0.000	0.773	0.000	0.417	0.500	0.000	0.536	0.885
Buses	8	1	2	0	11	0	1	2	0	3	1	3	0	0	4	0	4	5	0	9	27
Buses %	80.0	16.7	33.3	0.0	50.0	0.0	20.0	22.2	0.0	21.4	9.1	13.6	0.0	0.0	11.8	0.0	80.0	50.0	0.0	60.0	31.8
Single-Unit Trucks	2	5	4	0	11	0	3	6	0	9	8	17	1	0	26	0	1	5	0	6	52
Single-Unit %	20.0	83.3	66.7	0.0	50.0	0.0	60.0	66.7	0.0	64.3	72.7	77.3	100.0	0.0	76.5	0.0	20.0	50.0	0.0	40.0	61.2
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	2	2	0	0	4	0	0	0	0	0	6
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	20.0	11.1	0.0	14.3	18.2	9.1	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	7.1
Buses	8	1	2	0	11	0	1	2	0	3	1	3	0	0	4	0	4	5	0	9	27
Single-Unit Trucks	2	5	4	0	11	0	3	6	0	9	8	17	1	0	26	0	1	5	0	6	52
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	2	2	0	0	4	0	0	0	0	0	6
Total Entering Leg	10	6	6	0	22	0	5	9	0	14	11	22	1	0	34	0	5	10	0	15	85
Buses					8					7					3					9	27
Single-Unit Trucks					22					13					11					6	52
Articulated Trucks					2					2					1					1	6
Total Exiting Leg					32					22					15					16	85

PDI File #: **239126 A-1**
Location: **N: Washington St (Route 1A) S: Upland Rd (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Buses

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:00 AM	3	3	0	0	6	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	9
7:15 AM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	6
7:30 AM	4	1	2	0	7	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	11
7:45 AM	2	0	0	0	2	0	0	1	0	1	0	1	0	0	1	0	2	1	0	3	7
Total	11	5	3	0	19	0	3	2	0	5	0	3	0	0	3	0	4	2	0	6	33
8:00 AM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	2	4	0	6	10
8:15 AM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
8:30 AM	3	1	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	7
8:45 AM	1	1	1	0	3	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	7
Total	7	2	3	0	12	0	3	1	0	4	1	3	0	0	4	0	2	5	0	7	27
Grand Total	18	7	6	0	31	0	6	3	0	9	1	6	0	0	7	0	6	7	0	13	60
Approach %	58.1	22.6	19.4	0.0		0.0	66.7	33.3	0.0		14.3	85.7	0.0	0.0		0.0	46.2	53.8	0.0		
Total %	30.0	11.7	10.0	0.0	51.7	0.0	10.0	5.0	0.0	15.0	1.7	10.0	0.0	0.0	11.7	0.0	10.0	11.7	0.0	21.7	
Exiting Leg Total					13					13					10					24	60

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

7:15 AM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:15 AM	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	6
7:30 AM	4	1	2	0	7	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	11
7:45 AM	2	0	0	0	2	0	0	1	0	1	0	1	0	0	1	0	2	1	0	3	7
8:00 AM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	2	4	0	6	10
Total Volume	10	2	4	0	16	0	3	2	0	5	0	2	0	0	2	0	5	6	0	11	34
% Approach Total	62.5	12.5	25.0	0.0		0.0	60.0	40.0	0.0		0.0	100.0	0.0	0.0		0.0	45.5	54.5	0.0		
PHF	0.625	0.500	0.500	0.000	0.571	0.000	0.750	0.500	0.000	0.625	0.000	0.500	0.000	0.000	0.500	0.000	0.625	0.375	0.000	0.458	0.773
Entering Leg	10	2	4	0	16	0	3	2	0	5	0	2	0	0	2	0	5	6	0	11	34
Exiting Leg					8					9					4					13	34
Total					24					14					6					24	68

PDI File #: **239126 A-1**
Location: **N: Washington St (Route 1A) S: Upland Rd (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:00 AM	1	1	0	0	2	0	1	2	0	3	1	3	0	0	4	1	1	0	0	2	11
7:15 AM	1	0	1	0	2	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	7
7:45 AM	0	1	2	0	3	0	2	2	0	4	4	3	0	0	7	0	1	1	0	2	16
Total	2	2	3	0	7	0	8	7	0	15	5	9	0	0	14	1	2	1	0	4	40
8:00 AM	0	2	0	0	2	0	0	3	0	3	2	2	0	0	4	0	0	1	0	1	10
8:15 AM	1	1	0	0	2	0	0	0	0	0	2	5	0	0	7	0	0	2	0	2	11
8:30 AM	1	1	2	0	4	0	1	1	0	2	0	7	1	0	8	0	0	1	0	1	15
8:45 AM	0	0	1	0	1	0	0	1	0	1	3	3	0	0	6	0	2	0	0	2	10
Total	2	4	3	0	9	0	1	5	0	6	7	17	1	0	25	0	2	4	0	6	46
Grand Total	4	6	6	0	16	0	9	12	0	21	12	26	1	0	39	1	4	5	0	10	86
Approach %	25.0	37.5	37.5	0.0		0.0	42.9	57.1	0.0		30.8	66.7	2.6	0.0		10.0	40.0	50.0	0.0		
Total %	4.7	7.0	7.0	0.0	18.6	0.0	10.5	14.0	0.0	24.4	14.0	30.2	1.2	0.0	45.3	1.2	4.7	5.8	0.0	11.6	
Exiting Leg Total					31					22					19					14	86

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

7:45 AM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:45 AM	0	1	2	0	3	0	2	2	0	4	4	3	0	0	7	0	1	1	0	2	16
8:00 AM	0	2	0	0	2	0	0	3	0	3	2	2	0	0	4	0	0	1	0	1	10
8:15 AM	1	1	0	0	2	0	0	0	0	0	2	5	0	0	7	0	0	2	0	2	11
8:30 AM	1	1	2	0	4	0	1	1	0	2	0	7	1	0	8	0	0	1	0	1	15
Total Volume	2	5	4	0	11	0	3	6	0	9	8	17	1	0	26	0	1	5	0	6	52
% Approach Total	18.2	45.5	36.4	0.0		0.0	33.3	66.7	0.0		30.8	65.4	3.8	0.0		0.0	16.7	83.3	0.0		
PHF	0.500	0.625	0.500	0.000	0.688	0.000	0.375	0.500	0.000	0.563	0.500	0.607	0.250	0.000	0.813	0.000	0.250	0.625	0.000	0.750	0.813
Entering Leg	2	5	4	0	11	0	3	6	0	9	8	17	1	0	26	0	1	5	0	6	52
Exiting Leg					22					13					11					6	52
Total					33					22					37					12	104

PDI File #: **239126 A-1**
Location: **N: Washington St (Route 1A) S: Upland Rd (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Articulated Trucks**

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
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	0	0	0	0	0	0	0	1	0	1	2	3	0	0	5	0	1	0	0	1	7
8:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
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	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	2	0	3	2	1	0	0	3	0	0	0	0	0	6
Grand Total	0	0	0	0	0	0	1	3	0	4	4	4	0	0	8	0	1	0	0	1	13
Approach %	0.0	0.0	0.0	0.0		0.0	25.0	75.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	7.7	23.1	0.0	30.8	30.8	30.8	0.0	0.0	61.5	0.0	7.7	0.0	0.0	7.7	
Exiting Leg Total					4					5					3					1	13

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

7:30 AM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	1	1	0	2	3	2	0	0	5	0	1	0	0	1	8
% Approach Total	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		60.0	40.0	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	0.250	0.250	0.000	0.250	0.375	0.500	0.000	0.000	0.417	0.000	0.250	0.000	0.000	0.250	0.667
Entering Leg	0	0	0	0	0	0	1	1	0	2	3	2	0	0	5	0	1	0	0	1	8
Exiting Leg					2					4					1					1	8
Total					2					6					6					2	16

PDI File #: **239126 A-1**
Location: **N: Washington St (Route 1A) S: Upland Rd (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Bicycles (on Roadway and Crosswalks)

	Washington Street (Route 1A) from North							Everett Street from East							Upland Road (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	0	0	0	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
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
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	1	1	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	2
Total	1	1	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	2
Grand Total	1	1	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	2
Approach %	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	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	50.0	50.0	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	
Exiting Leg Total							0							0							1							1	2

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

8:00 AM	Washington Street (Route 1A) from North							Everett Street from East							Upland Road (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	1	1	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	2
Total Volume	1	1	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	2
% Approach Total	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	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.250	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	0.250
Entering Leg	1	1	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	2
Exiting Leg							0							0							1							1	2
Total							2							0							1							1	4

PDI File #: **239126 A-1**
Location: **N: Washington St (Route 1A) S: Upland Rd (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Pedestrians

	Washington Street (Route 1A) from North							Everett Street from East							Upland Road (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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	1	1	2	4
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	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	1	0	1	2
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	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	3	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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	1	0	1	1
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	1	2
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	1	2	3	4
Grand Total	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3	3	6	11
Approach %	0	0	0	0	50	50		0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	50	50		
Total %	0	0	0	0	18.2	18.2	36.4	0	0	0	0	0	0	0	0	0	0	0	9.09	0	9.09	0	0	0	0	27.3	27.3	54.5	
Exiting Leg Total							4							0							1							6	11

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

7:00 AM	Washington Street (Route 1A) from North							Everett Street from East							Upland Road (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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	1	1	2	4
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	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	1	0	1	2
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	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	3	7
% Approach Total	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	100.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.438
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1	3	7
Exiting Leg							3							0							1							3	7
Total							6							0							2							6	14

PDI File #: **239126 A-1**
Location: **N: Washington Street (Route 1A) S: Upland Road (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
4:00 PM	29	181	45	0	255	51	46	39	0	136	27	145	6	0	178	11	48	29	0	88	657
4:15 PM	31	200	43	0	274	52	44	31	0	127	17	127	5	0	149	9	31	33	0	73	623
4:30 PM	33	189	44	0	266	58	55	42	0	155	19	147	1	0	167	4	45	23	0	72	660
4:45 PM	29	196	34	0	259	55	54	36	0	145	24	135	4	0	163	7	40	21	0	68	635
Total	122	766	166	0	1054	216	199	148	0	563	87	554	16	0	657	31	164	106	0	301	2575
5:00 PM	29	169	49	0	247	77	53	40	0	170	20	165	5	0	190	6	46	17	0	69	676
5:15 PM	29	168	47	0	244	71	46	51	0	168	26	149	3	0	178	6	44	17	0	67	657
5:30 PM	28	164	51	0	243	69	41	37	0	147	17	135	5	0	157	4	37	21	0	62	609
5:45 PM	29	151	46	0	226	34	47	40	0	121	17	115	6	0	138	7	36	32	0	75	560
Total	115	652	193	0	960	251	187	168	0	606	80	564	19	0	663	23	163	87	0	273	2502
6:00 PM	19	161	39	0	219	47	46	33	0	126	9	96	1	0	106	2	33	26	0	61	512
6:15 PM	27	109	37	0	173	42	40	35	0	117	19	102	2	0	123	4	30	6	0	40	453
Total	46	270	76	0	392	89	86	68	0	243	28	198	3	0	229	6	63	32	0	101	965
Grand Total	283	1688	435	0	2406	556	472	384	0	1412	195	1316	38	0	1549	60	390	225	0	675	6042
Approach %	11.8	70.2	18.1	0.0		39.4	33.4	27.2	0.0		12.6	85.0	2.5	0.0		8.9	57.8	33.3	0.0		
Total %	4.7	27.9	7.2	0.0	39.8	9.2	7.8	6.4	0.0	23.4	3.2	21.8	0.6	0.0	25.6	1.0	6.5	3.7	0.0	11.2	
Exiting Leg Total					2097					1020					2132					793	6042
Cars	279	1673	425	0	2377	548	471	380	0	1399	187	1304	37	0	1528	59	380	222	0	661	5965
% Cars	98.6	99.1	97.7	0.0	98.8	98.6	99.8	99.0	0.0	99.1	95.9	99.1	97.4	0.0	98.6	98.3	97.4	98.7	0.0	97.9	98.7
Exiting Leg Total					2074					992					2112					787	5965
Heavy Vehicles	4	15	10	0	29	8	1	4	0	13	8	12	1	0	21	1	10	3	0	14	77
% Heavy Vehicles	1.4	0.9	2.3	0.0	1.2	1.4	0.2	1.0	0.0	0.9	4.1	0.9	2.6	0.0	1.4	1.7	2.6	1.3	0.0	2.1	1.3
Exiting Leg Total					23					28					20					6	77

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
4:30 PM	33	189	44	0	266	58	55	42	0	155	19	147	1	0	167	4	45	23	0	72	660
4:45 PM	29	196	34	0	259	55	54	36	0	145	24	135	4	0	163	7	40	21	0	68	635
5:00 PM	29	169	49	0	247	77	53	40	0	170	20	165	5	0	190	6	46	17	0	69	676
5:15 PM	29	168	47	0	244	71	46	51	0	168	26	149	3	0	178	6	44	17	0	67	657
Total Volume	120	722	174	0	1016	261	208	169	0	638	89	596	13	0	698	23	175	78	0	276	2628
% Approach Total	11.8	71.1	17.1	0.0		40.9	32.6	26.5	0.0		12.8	85.4	1.9	0.0		8.3	63.4	28.3	0.0		
PHF	0.909	0.921	0.888	0.000	0.955	0.847	0.945	0.828	0.000	0.938	0.856	0.903	0.650	0.000	0.918	0.821	0.951	0.848	0.000	0.958	0.972
Cars	117	717	170	0	1004	258	207	167	0	632	87	594	12	0	693	23	172	77	0	272	2601
Cars %	97.5	99.3	97.7	0.0	98.8	98.9	99.5	98.8	0.0	99.1	97.8	99.7	92.3	0.0	99.3	100.0	98.3	98.7	0.0	98.6	99.0
Heavy Vehicles	3	5	4	0	12	3	1	2	0	6	2	2	1	0	5	0	3	1	0	4	27
Heavy Vehicles %	2.5	0.7	2.3	0.0	1.2	1.1	0.5	1.2	0.0	0.9	2.2	0.3	7.7	0.0	0.7	0.0	1.7	1.3	0.0	1.4	1.0
Cars Enter Leg	117	717	170	0	1004	258	207	167	0	632	87	594	12	0	693	23	172	77	0	272	2601
Heavy Enter Leg	3	5	4	0	12	3	1	2	0	6	2	2	1	0	5	0	3	1	0	4	27
Total Entering Leg	120	722	174	0	1016	261	208	169	0	638	89	596	13	0	698	23	175	78	0	276	2628
Cars Exiting Leg					929					429					907					336	2601
Heavy Exiting Leg					6					9					7					5	27
Total Exiting Leg					935					438					914					341	2628

PDI File #: **239126 A-1**
Location: **N: Washington Street (Route 1A) S: Upland Road (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Cars**

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
4:00 PM	28	178	44	0	250	50	46	39	0	135	25	142	6	0	173	11	47	29	0	87	645
4:15 PM	31	197	42	0	270	51	44	30	0	125	16	125	5	0	146	8	30	33	0	71	612
4:30 PM	32	188	42	0	262	58	54	42	0	154	19	147	1	0	167	4	45	23	0	72	655
4:45 PM	29	195	33	0	257	54	54	36	0	144	24	135	3	0	162	7	40	21	0	68	631
Total	120	758	161	0	1039	213	198	147	0	558	84	549	15	0	648	30	162	106	0	298	2543
5:00 PM	29	168	48	0	245	76	53	40	0	169	18	164	5	0	187	6	43	17	0	66	667
5:15 PM	27	166	47	0	240	70	46	49	0	165	26	148	3	0	177	6	44	16	0	66	648
5:30 PM	28	163	50	0	241	68	41	37	0	146	17	133	5	0	155	4	37	21	0	62	604
5:45 PM	29	149	45	0	223	33	47	40	0	120	16	114	6	0	136	7	36	31	0	74	553
Total	113	646	190	0	949	247	187	166	0	600	77	559	19	0	655	23	160	85	0	268	2472
6:00 PM	19	161	38	0	218	47	46	32	0	125	8	95	1	0	104	2	29	25	0	56	503
6:15 PM	27	108	36	0	171	41	40	35	0	116	18	101	2	0	121	4	29	6	0	39	447
Total	46	269	74	0	389	88	86	67	0	241	26	196	3	0	225	6	58	31	0	95	950
Grand Total	279	1673	425	0	2377	548	471	380	0	1399	187	1304	37	0	1528	59	380	222	0	661	5965
Approach %	11.7	70.4	17.9	0.0		39.2	33.7	27.2	0.0		12.2	85.3	2.4	0.0		8.9	57.5	33.6	0.0		
Total %	4.7	28.0	7.1	0.0	39.8	9.2	7.9	6.4	0.0	23.5	3.1	21.9	0.6	0.0	25.6	1.0	6.4	3.7	0.0	11.1	
Exiting Leg Total					2074					992					2112					787	5965

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
4:30 PM	32	188	42	0	262	58	54	42	0	154	19	147	1	0	167	4	45	23	0	72	655
4:45 PM	29	195	33	0	257	54	54	36	0	144	24	135	3	0	162	7	40	21	0	68	631
5:00 PM	29	168	48	0	245	76	53	40	0	169	18	164	5	0	187	6	43	17	0	66	667
5:15 PM	27	166	47	0	240	70	46	49	0	165	26	148	3	0	177	6	44	16	0	66	648
Total Volume	117	717	170	0	1004	258	207	167	0	632	87	594	12	0	693	23	172	77	0	272	2601
% Approach Total	11.7	71.4	16.9	0.0		40.8	32.8	26.4	0.0		12.6	85.7	1.7	0.0		8.5	63.2	28.3	0.0		
PHF	0.914	0.919	0.885	0.000	0.958	0.849	0.958	0.852	0.000	0.935	0.837	0.905	0.600	0.000	0.926	0.821	0.956	0.837	0.000	0.944	0.975
Entering Leg	117	717	170	0	1004	258	207	167	0	632	87	594	12	0	693	23	172	77	0	272	2601
Exiting Leg					929					429					907					336	2601
Total					1933					1061					1600					608	5202

PDI File #: **239126 A-1**
Location: **N: Washington Street (Route 1A) S: Upland Road (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

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

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
4:00 PM	1	3	1	0	5	1	0	0	0	1	2	3	0	0	5	0	1	0	0	1	12
4:15 PM	0	3	1	0	4	1	0	1	0	2	1	2	0	0	3	1	1	0	0	2	11
4:30 PM	1	1	2	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	4
Total	2	8	5	0	15	3	1	1	0	5	3	5	1	0	9	1	2	0	0	3	32
5:00 PM	0	1	1	0	2	1	0	0	0	1	2	1	0	0	3	0	3	0	0	3	9
5:15 PM	2	2	0	0	4	1	0	2	0	3	0	1	0	0	1	0	0	1	0	1	9
5:30 PM	0	1	1	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
5:45 PM	0	2	1	0	3	1	0	0	0	1	1	1	0	0	2	0	0	1	0	1	7
Total	2	6	3	0	11	4	0	2	0	6	3	5	0	0	8	0	3	2	0	5	30
6:00 PM	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	4	1	0	5	9
6:15 PM	0	1	1	0	2	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	6
Total	0	1	2	0	3	1	0	1	0	2	2	2	0	0	4	0	5	1	0	6	15
Grand Total	4	15	10	0	29	8	1	4	0	13	8	12	1	0	21	1	10	3	0	14	77
Approach %	13.8	51.7	34.5	0.0		61.5	7.7	30.8	0.0		38.1	57.1	4.8	0.0		7.1	71.4	21.4	0.0		
Total %	5.2	19.5	13.0	0.0	37.7	10.4	1.3	5.2	0.0	16.9	10.4	15.6	1.3	0.0	27.3	1.3	13.0	3.9	0.0	18.2	
Exiting Leg Total					23					28					20					6	77
Buses	1	7	7	0	15	6	1	3	0	10	3	7	1	0	11	1	1	2	0	4	40
% Buses	25.0	46.7	70.0	0.0	51.7	75.0	100.0	75.0	0.0	76.9	37.5	58.3	100.0	0.0	52.4	100.0	10.0	66.7	0.0	28.6	51.9
Exiting Leg Total					15					11					11					3	40
Single-Unit Trucks	3	7	3	0	13	2	0	1	0	3	5	5	0	0	10	0	9	1	0	10	36
% Single-Unit	75.0	46.7	30.0	0.0	44.8	25.0	0.0	25.0	0.0	23.1	62.5	41.7	0.0	0.0	47.6	0.0	90.0	33.3	0.0	71.4	46.8
Exiting Leg Total					8					17					8					3	36
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	6.7	0.0	0.0	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	1.3
Exiting Leg Total					0					0					1					0	1

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
4:00 PM	1	3	1	0	5	1	0	0	0	1	2	3	0	0	5	0	1	0	0	1	12
4:15 PM	0	3	1	0	4	1	0	1	0	2	1	2	0	0	3	1	1	0	0	2	11
4:30 PM	1	1	2	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	4
Total Volume	2	8	5	0	15	3	1	1	0	5	3	5	1	0	9	1	2	0	0	3	32
% Approach Total	13.3	53.3	33.3	0.0		60.0	20.0	20.0	0.0		33.3	55.6	11.1	0.0		33.3	66.7	0.0	0.0		
PHF	0.500	0.667	0.625	0.000	0.750	0.750	0.250	0.250	0.000	0.625	0.375	0.417	0.250	0.000	0.450	0.250	0.500	0.000	0.000	0.375	0.667
Buses	0	2	3	0	5	2	1	1	0	4	1	3	1	0	5	1	0	0	0	1	15
Buses %	0.0	25.0	60.0	0.0	33.3	66.7	100.0	100.0	0.0	80.0	33.3	60.0	100.0	0.0	55.6	100.0	0.0	0.0	0.0	33.3	46.9
Single-Unit Trucks	2	5	2	0	9	1	0	0	0	1	2	2	0	0	4	0	2	0	0	2	16
Single-Unit %	100.0	62.5	40.0	0.0	60.0	33.3	0.0	0.0	0.0	20.0	66.7	40.0	0.0	0.0	44.4	0.0	100.0	0.0	0.0	66.7	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	12.5	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Buses	0	2	3	0	5	2	1	1	0	4	1	3	1	0	5	1	0	0	0	1	15
Single-Unit Trucks	2	5	2	0	9	1	0	0	0	1	2	2	0	0	4	0	2	0	0	2	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	2	8	5	0	15	3	1	1	0	5	3	5	1	0	9	1	2	0	0	3	32
Buses					5					4					4					2	15
Single-Unit Trucks					3					6					5					2	16
Articulated Trucks					0					0					1					0	1
Total Exiting Leg					8					10					10					4	32

PDI File #: **239126 A-1**
Location: **N: Washington Street (Route 1A) S: Upland Road (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Buses**

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
4:00 PM	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	4
4:15 PM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	5
4:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	4
Total	0	2	3	0	5	2	1	1	0	4	1	3	1	0	5	1	0	0	0	1	15
5:00 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	5
5:15 PM	1	1	0	0	2	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	5
5:30 PM	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
5:45 PM	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	5
Total	1	4	2	0	7	3	0	1	0	4	2	3	0	0	5	0	1	2	0	3	19
6:00 PM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
6:15 PM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	2	0	3	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	6
Grand Total	1	7	7	0	15	6	1	3	0	10	3	7	1	0	11	1	1	2	0	4	40
Approach %	6.7	46.7	46.7	0.0		60.0	10.0	30.0	0.0		27.3	63.6	9.1	0.0		25.0	25.0	50.0	0.0		
Total %	2.5	17.5	17.5	0.0	37.5	15.0	2.5	7.5	0.0	25.0	7.5	17.5	2.5	0.0	27.5	2.5	2.5	5.0	0.0	10.0	
Exiting Leg Total					15					11					11					3	40

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

5:00 PM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
5:00 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	5
5:15 PM	1	1	0	0	2	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	5
5:30 PM	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
5:45 PM	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	5
Total Volume	1	4	2	0	7	3	0	1	0	4	2	3	0	0	5	0	1	2	0	3	19
% Approach Total	14.3	57.1	28.6	0.0		75.0	0.0	25.0	0.0		40.0	60.0	0.0	0.0		0.0	33.3	66.7	0.0		
PHF	0.250	0.500	0.500	0.000	0.875	0.750	0.000	0.250	0.000	0.500	0.500	0.375	0.000	0.000	0.625	0.000	0.250	0.500	0.000	0.750	0.950
Entering Leg	1	4	2	0	7	3	0	1	0	4	2	3	0	0	5	0	1	2	0	3	19
Exiting Leg					8					5					5					1	19
Total					15					9					10					4	38

PDI File #: **239126 A-1**
Location: **N: Washington Street (Route 1A) S: Upland Road (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Single-Unit Trucks**

	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
4:00 PM	1	3	1	0	5	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	8
4:15 PM	0	1	0	0	1	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	5
4:30 PM	1	1	1	0	3	0	0	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
Total	2	5	2	0	9	1	0	0	0	1	2	2	0	0	4	0	2	0	0	2	16
5:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	2	0	0	2	4
5:15 PM	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
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	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	2	1	0	4	1	0	1	0	2	1	2	0	0	3	0	2	0	0	2	11
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	1	0	5	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	5	1	0	6	9
Grand Total	3	7	3	0	13	2	0	1	0	3	5	5	0	0	10	0	9	1	0	10	36
Approach %	23.1	53.8	23.1	0.0		66.7	0.0	33.3	0.0		50.0	50.0	0.0	0.0		0.0	90.0	10.0	0.0		
Total %	8.3	19.4	8.3	0.0	36.1	5.6	0.0	2.8	0.0	8.3	13.9	13.9	0.0	0.0	27.8	0.0	25.0	2.8	0.0	27.8	
Exiting Leg Total					8					17					8					3	36

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Washington Street (Route 1A) from North					Everett Street from East					Upland Road (Route 1A) from South					Clapboardtree Street 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	Total
4:00 PM	1	3	1	0	5	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	8
4:15 PM	0	1	0	0	1	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	5
4:30 PM	1	1	1	0	3	0	0	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
Total Volume	2	5	2	0	9	1	0	0	0	1	2	2	0	0	4	0	2	0	0	2	16
% Approach Total	22.2	55.6	22.2	0.0		100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.417	0.500	0.000	0.450	0.250	0.000	0.000	0.000	0.250	0.500	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	2	5	2	0	9	1	0	0	0	1	2	2	0	0	4	0	2	0	0	2	16
Exiting Leg					3					6					5					2	16
Total					12					7					9					4	32

PDI File #: **239126 A-1**
Location: **N: Washington Street (Route 1A) S: Upland Road (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Articulated Trucks**

	Washington Street (Route 1A)					Everett Street					Upland Road (Route 1A)					Clapboardtree Street					
	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	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	1	0	0	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	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	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 06:30 PM begins at:

4:00 PM	Washington Street (Route 1A)					Everett Street					Upland Road (Route 1A)					Clapboardtree Street					
	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	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	1	0	0	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	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	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
Total					1					0					1					0	2

PDI File #: **239126 A-1**
Location: **N: Washington Street (Route 1A) S: Upland Road (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 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)

	Washington Street (Route 1A) from North							Everett Street from East							Upland Road (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	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	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	1	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	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	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	1	0	1	1	1
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	0	0	0	0	0	0	0
6:15 PM	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	1
Total	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	1
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3
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	50.0	0.0	0.0	50.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	66.7	
Exiting Leg Total							1							1							0							1	3

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

5:30 PM	Washington Street (Route 1A) from North							Everett Street from East							Upland Road (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:30 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	1	0	1	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	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
6:15 PM	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	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
% 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	0.0	100.0	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	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Exiting Leg							1							0							0							1	2
Total							1							1							0							2	4

PDI File #: **239126 A-1**
Location: **N: Washington Street (Route 1A) S: Upland Road (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Pedestrians

	Washington Street (Route 1A) from North							Everett Street from East							Upland Road (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
5:00 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
5:15 PM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
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	1	0	1	1
Total	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	7
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	0	0	0	0	0	0	0
6:15 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
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	0	1
Grand Total	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	8
Approach %	0	0	0	0	66.7	33.3		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	50	50		
Total %	0	0	0	0	50	25	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	12.5	25	
Exiting Leg Total							6							0							0							2	8

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

5:00 PM	Washington Street (Route 1A) from North							Everett Street from East							Upland Road (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
5:00 PM	0	0	0	0	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
5:15 PM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
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	1	0	1	1
Total Volume	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	7
% Approach Total	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.375	0.250	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.438
Entering Leg	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	7
Exiting Leg							5							0							0							2	7
Total							10							0							0							4	14

PDI File #: **239126 A2 AM redo**
Location: **N: Ramp to Washington St NB S: Washington Street**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Cars and Heavy Vehicles (Combined)

	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:00 AM	0	0	0	0	0	13	84	0	0	97	75	63	8	0	146	8	56	0	0	64	307
7:15 AM	0	0	0	0	0	9	73	2	0	84	68	56	22	0	146	5	75	0	0	80	310
7:30 AM	0	0	0	0	0	18	117	5	0	140	84	58	33	0	175	11	94	0	0	105	420
7:45 AM	0	0	0	0	0	13	118	5	0	136	83	66	26	0	175	7	101	0	0	108	419
Total	0	0	0	0	0	53	392	12	0	457	310	243	89	0	642	31	326	0	0	357	1456
8:00 AM	0	0	0	0	0	22	121	5	0	148	70	48	28	0	146	17	132	0	0	149	443
8:15 AM	0	0	0	0	0	21	87	3	0	111	100	67	14	0	181	18	112	0	0	130	422
8:30 AM	0	0	0	0	0	18	82	2	0	102	77	32	4	0	113	13	83	0	0	96	311
8:45 AM	0	0	0	0	0	20	82	3	0	105	63	53	11	0	127	14	103	0	0	117	349
Total	0	0	0	0	0	81	372	13	0	466	310	200	57	0	567	62	430	0	0	492	1525
Grand Total	0	0	0	0	0	134	764	25	0	923	620	443	146	0	1209	93	756	0	0	849	2981
Approach %	0.0	0.0	0.0	0.0		14.5	82.8	2.7	0.0		51.3	36.6	12.1	0.0		11.0	89.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	4.5	25.6	0.8	0.0	31.0	20.8	14.9	4.9	0.0	40.6	3.1	25.4	0.0	0.0	28.5	
Exiting Leg Total					577					1376					118					910	2981
Cars	0	0	0	0	0	125	733	25	0	883	617	430	143	0	1190	87	720	0	0	807	2880
% Cars	0.0	0.0	0.0	0.0	0.0	93.3	95.9	100.0	0.0	95.7	99.5	97.1	97.9	0.0	98.4	93.5	95.2	0.0	0.0	95.1	96.6
Exiting Leg Total					555					1337					112					876	2880
Heavy Vehicles	0	0	0	0	0	9	31	0	0	40	3	13	3	0	19	6	36	0	0	42	101
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	6.7	4.1	0.0	0.0	4.3	0.5	2.9	2.1	0.0	1.6	6.5	4.8	0.0	0.0	4.9	3.4
Exiting Leg Total					22					39					6					34	101

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

7:30 AM	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:30 AM	0	0	0	0	0	18	117	5	0	140	84	58	33	0	175	11	94	0	0	105	420
7:45 AM	0	0	0	0	0	13	118	5	0	136	83	66	26	0	175	7	101	0	0	108	419
8:00 AM	0	0	0	0	0	22	121	5	0	148	70	48	28	0	146	17	132	0	0	149	443
8:15 AM	0	0	0	0	0	21	87	3	0	111	100	67	14	0	181	18	112	0	0	130	422
Total Volume	0	0	0	0	0	74	443	18	0	535	337	239	101	0	677	53	439	0	0	492	1704
% Approach Total	0.0	0.0	0.0	0.0		13.8	82.8	3.4	0.0		49.8	35.3	14.9	0.0		10.8	89.2	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.841	0.915	0.900	0.000	0.904	0.843	0.892	0.765	0.000	0.935	0.736	0.831	0.000	0.000	0.826	0.962
Cars	0	0	0	0	0	66	428	18	0	512	336	229	99	0	664	50	416	0	0	466	1642
Cars %	0.0	0.0	0.0	0.0	0.0	89.2	96.6	100.0	0.0	95.7	99.7	95.8	98.0	0.0	98.1	94.3	94.8	0.0	0.0	94.7	96.4
Heavy Vehicles	0	0	0	0	0	8	15	0	0	23	1	10	2	0	13	3	23	0	0	26	62
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	10.8	3.4	0.0	0.0	4.3	0.3	4.2	2.0	0.0	1.9	5.7	5.2	0.0	0.0	5.3	3.6
Cars Enter Leg	0	0	0	0	0	66	428	18	0	512	336	229	99	0	664	50	416	0	0	466	1642
Heavy Enter Leg	0	0	0	0	0	8	15	0	0	23	1	10	2	0	13	3	23	0	0	26	62
Total Entering Leg	0	0	0	0	0	74	443	18	0	535	337	239	101	0	677	53	439	0	0	492	1704
Cars Exiting Leg					295					752					68					527	1642
Heavy Exiting Leg					18					24					3					17	62
Total Exiting Leg					313					776					71					544	1704

PDI File #: **239126 A redo**
Location: **N: Ramp to Washington St NB S: Washington Street**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars**

	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:00 AM	0	0	0	0	0	12	79	0	0	91	74	62	8	0	144	8	51	0	0	59	294
7:15 AM	0	0	0	0	0	9	68	2	0	79	68	56	22	0	146	4	74	0	0	78	303
7:30 AM	0	0	0	0	0	15	111	5	0	131	84	55	33	0	172	10	90	0	0	100	403
7:45 AM	0	0	0	0	0	12	114	5	0	131	83	64	25	0	172	7	91	0	0	98	401
Total	0	0	0	0	0	48	372	12	0	432	309	237	88	0	634	29	306	0	0	335	1401
8:00 AM	0	0	0	0	0	20	116	5	0	141	70	46	27	0	143	16	128	0	0	144	428
8:15 AM	0	0	0	0	0	19	87	3	0	109	99	64	14	0	177	17	107	0	0	124	410
8:30 AM	0	0	0	0	0	18	79	2	0	99	76	31	4	0	111	13	81	0	0	94	304
8:45 AM	0	0	0	0	0	20	79	3	0	102	63	52	10	0	125	12	98	0	0	110	337
Total	0	0	0	0	0	77	361	13	0	451	308	193	55	0	556	58	414	0	0	472	1479
Grand Total	0	0	0	0	0	125	733	25	0	883	617	430	143	0	1190	87	720	0	0	807	2880
Approach %	0.0	0.0	0.0	0.0		14.2	83.0	2.8	0.0		51.8	36.1	12.0	0.0		10.8	89.2	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	4.3	25.5	0.9	0.0	30.7	21.4	14.9	5.0	0.0	41.3	3.0	25.0	0.0	0.0	28.0	
Exiting Leg Total					555					1337					112					876	2880

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

7:30 AM	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:30 AM	0	0	0	0	0	15	111	5	0	131	84	55	33	0	172	10	90	0	0	100	403
7:45 AM	0	0	0	0	0	12	114	5	0	131	83	64	25	0	172	7	91	0	0	98	401
8:00 AM	0	0	0	0	0	20	116	5	0	141	70	46	27	0	143	16	128	0	0	144	428
8:15 AM	0	0	0	0	0	19	87	3	0	109	99	64	14	0	177	17	107	0	0	124	410
Total Volume	0	0	0	0	0	66	428	18	0	512	336	229	99	0	664	50	416	0	0	466	1642
% Approach Total	0.0	0.0	0.0	0.0		12.9	83.6	3.5	0.0		50.6	34.5	14.9	0.0		10.7	89.3	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.825	0.922	0.900	0.000	0.908	0.848	0.895	0.750	0.000	0.938	0.735	0.813	0.000	0.000	0.809	0.959
Entering Leg	0	0	0	0	0	66	428	18	0	512	336	229	99	0	664	50	416	0	0	466	1642
Exiting Leg					295					752					68					527	1642
Total					295					1264					732					993	3284

PDI File #: **239126 A redo**
Location: **N: Ramp to Washington St NB S: Washington Street**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:00 AM	0	0	0	0	0	1	5	0	0	6	1	1	0	0	2	0	5	0	0	5	13
7:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	7
7:30 AM	0	0	0	0	0	3	6	0	0	9	0	3	0	0	3	1	4	0	0	5	17
7:45 AM	0	0	0	0	0	1	4	0	0	5	0	2	1	0	3	0	10	0	0	10	18
Total	0	0	0	0	0	5	20	0	0	25	1	6	1	0	8	2	20	0	0	22	55
8:00 AM	0	0	0	0	0	2	5	0	0	7	0	2	1	0	3	1	4	0	0	5	15
8:15 AM	0	0	0	0	0	2	0	0	0	2	1	3	0	0	4	1	5	0	0	6	12
8:30 AM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	2	0	0	2	7
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	2	5	0	0	7	12
Total	0	0	0	0	0	4	11	0	0	15	2	7	2	0	11	4	16	0	0	20	46
Grand Total	0	0	0	0	0	9	31	0	0	40	3	13	3	0	19	6	36	0	0	42	101
Approach %	0.0	0.0	0.0	0.0		22.5	77.5	0.0	0.0		15.8	68.4	15.8	0.0		14.3	85.7	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	8.9	30.7	0.0	0.0	39.6	3.0	12.9	3.0	0.0	18.8	5.9	35.6	0.0	0.0	41.6	
Exiting Leg Total					22					39					6					34	101
Buses	0	0	0	0	0	1	8	0	0	9	0	7	2	0	9	5	8	0	0	13	31
% Buses	0.0	0.0	0.0	0.0	0.0	11.1	25.8	0.0	0.0	22.5	0.0	53.8	66.7	0.0	47.4	83.3	22.2	0.0	0.0	31.0	30.7
Exiting Leg Total					8					8					5					10	31
Single-Unit Trucks	0	0	0	0	0	8	20	0	0	28	3	5	0	0	8	1	23	0	0	24	60
% Single-Unit	0.0	0.0	0.0	0.0	0.0	88.9	64.5	0.0	0.0	70.0	100.0	38.5	0.0	0.0	42.1	16.7	63.9	0.0	0.0	57.1	59.4
Exiting Leg Total					13					26					1					20	60
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	5	0	0	5	10
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	7.5	0.0	7.7	33.3	0.0	10.5	0.0	13.9	0.0	0.0	11.9	9.9
Exiting Leg Total					1					5					0					4	10

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

7:30 AM	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:30 AM	0	0	0	0	0	3	6	0	0	9	0	3	0	0	3	1	4	0	0	5	17
7:45 AM	0	0	0	0	0	1	4	0	0	5	0	2	1	0	3	0	10	0	0	10	18
8:00 AM	0	0	0	0	0	2	5	0	0	7	0	2	1	0	3	1	4	0	0	5	15
8:15 AM	0	0	0	0	0	2	0	0	0	2	1	3	0	0	4	1	5	0	0	6	12
Total Volume	0	0	0	0	0	8	15	0	0	23	1	10	2	0	13	3	23	0	0	26	62
% Approach Total	0.0	0.0	0.0	0.0		34.8	65.2	0.0	0.0		7.7	76.9	15.4	0.0		11.5	88.5	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.667	0.625	0.000	0.000	0.639	0.250	0.833	0.500	0.000	0.813	0.750	0.575	0.000	0.000	0.650	0.861
Buses	0	0	0	0	0	1	4	0	0	5	0	5	1	0	6	3	7	0	0	10	21
Buses %	0.0	0.0	0.0	0.0	0.0	12.5	26.7	0.0	0.0	21.7	0.0	50.0	50.0	0.0	46.2	100.0	30.4	0.0	0.0	38.5	33.9
Single-Unit Trucks	0	0	0	0	0	7	9	0	0	16	1	4	0	0	5	0	12	0	0	12	33
Single-Unit %	0.0	0.0	0.0	0.0	0.0	87.5	60.0	0.0	0.0	69.6	100.0	40.0	0.0	0.0	38.5	0.0	52.2	0.0	0.0	46.2	53.2
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	4	0	0	4	8
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	8.7	0.0	10.0	50.0	0.0	15.4	0.0	17.4	0.0	0.0	15.4	12.9
Buses	0	0	0	0	0	1	4	0	0	5	0	5	1	0	6	3	7	0	0	10	21
Single-Unit Trucks	0	0	0	0	0	7	9	0	0	16	1	4	0	0	5	0	12	0	0	12	33
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	4	0	0	4	8
Total Entering Leg	0	0	0	0	0	8	15	0	0	23	1	10	2	0	13	3	23	0	0	26	62
Buses					6					7					3					5	21
Single-Unit Trucks					11					13					0					9	33
Articulated Trucks					1					4					0					3	8
Total Exiting Leg					18					24					3					17	62

PDI File #: **239126 A redo**
Location: **N: Ramp to Washington St NB S: Washington Street**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Buses**

	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	2	0	0	3	6
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	2	0	0	2	5
Total	0	0	0	0	0	0	5	0	0	5	0	3	1	0	4	2	5	0	0	7	16
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	1	1	0	0	2	6
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	1	0	0	0	1	4
Total	0	0	0	0	0	1	3	0	0	4	0	4	1	0	5	3	3	0	0	6	15
Grand Total	0	0	0	0	0	1	8	0	0	9	0	7	2	0	9	5	8	0	0	13	31
Approach %	0.0	0.0	0.0	0.0		11.1	88.9	0.0	0.0		0.0	77.8	22.2	0.0		38.5	61.5	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.2	25.8	0.0	0.0	29.0	0.0	22.6	6.5	0.0	29.0	16.1	25.8	0.0	0.0	41.9	
Exiting Leg Total					8					8					5					10	31

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

7:30 AM	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	2	0	0	3	6
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	2	0	0	2	5
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	1	1	0	0	2	6
Total Volume	0	0	0	0	0	1	4	0	0	5	0	5	1	0	6	3	7	0	0	10	21
% Approach Total	0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		0.0	83.3	16.7	0.0		30.0	70.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.625	0.000	0.417	0.250	0.000	0.500	0.750	0.875	0.000	0.000	0.833	0.875
Entering Leg	0	0	0	0	0	1	4	0	0	5	0	5	1	0	6	3	7	0	0	10	21
Exiting Leg					6					7					3					5	21
Total					6					12					9					15	42

PDI File #: **239126 A redo**
Location: **N: Ramp to Washington St NB S: Washington Street**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:00 AM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	3	0	0	3	9
7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
7:30 AM	0	0	0	0	0	3	4	0	0	7	0	2	0	0	2	0	0	0	0	0	9
7:45 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	8	0	0	8	12
Total	0	0	0	0	0	5	14	0	0	19	1	3	0	0	4	0	12	0	0	12	35
8:00 AM	0	0	0	0	0	2	3	0	0	5	0	1	0	0	1	0	2	0	0	2	8
8:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	2	0	0	2	4
8:30 AM	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	0	2	0	0	2	6
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	7
Total	0	0	0	0	0	3	6	0	0	9	2	2	0	0	4	1	11	0	0	12	25
Grand Total	0	0	0	0	0	8	20	0	0	28	3	5	0	0	8	1	23	0	0	24	60
Approach %	0.0	0.0	0.0	0.0		28.6	71.4	0.0	0.0		37.5	62.5	0.0	0.0		4.2	95.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	13.3	33.3	0.0	0.0	46.7	5.0	8.3	0.0	0.0	13.3	1.7	38.3	0.0	0.0	40.0	
Exiting Leg Total					13					26					1					20	60

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

7:00 AM	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:00 AM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	3	0	0	3	9
7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
7:30 AM	0	0	0	0	0	3	4	0	0	7	0	2	0	0	2	0	0	0	0	0	9
7:45 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	8	0	0	8	12
Total Volume	0	0	0	0	0	5	14	0	0	19	1	3	0	0	4	0	12	0	0	12	35
% Approach Total	0.0	0.0	0.0	0.0		26.3	73.7	0.0	0.0		25.0	75.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.417	0.875	0.000	0.000	0.679	0.250	0.375	0.000	0.000	0.500	0.000	0.375	0.000	0.000	0.375	0.729
Entering Leg	0	0	0	0	0	5	14	0	0	19	1	3	0	0	4	0	12	0	0	12	35
Exiting Leg					8					13					0					14	35
Total					8					32					4					26	70

PDI File #: **239126 A redo**
Location: **N: Ramp to Washington St NB S: Washington Street**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Articulated Trucks**

	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:00 AM	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	2	0	0	2	6
Grand Total	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	5	0	0	5	10
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	30.0	0.0	10.0	10.0	0.0	20.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total					1					5					0					4	10

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

7:30 AM	Ramp to Washington St NB					Everett Street					Washington Street					Clapboardtree Street					
	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	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	4	0	0	4	8
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.250	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.667
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	4	0	0	4	8
Exiting Leg					1					4					0					3	8
Total					1					6					2					7	16

PDI File #: **239126 A redo**
Location: **N: Ramp to Washington St NB S: Washington Street**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Bicycles (on Roadway and Crosswalks)

	Ramp to Washington St NB							Everett Street							Washington Street							Clapboardtree Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	0	0	0	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
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
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	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	1
Total	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	1
Grand Total	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	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		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	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	
Exiting Leg Total							0							1							0							0	1

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

8:00 AM	Ramp to Washington St NB							Everett Street							Washington Street							Clapboardtree Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	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	1
Total Volume	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	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		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	0.000	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	0.250
Entering Leg	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	1
Exiting Leg							0							1							0							0	1
Total							0							1							1							0	2

PDI File #: **239126 A redo**
Location: **N: Ramp to Washington St NB S: Washington Street**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Pedestrians**

	Ramp to Washington St NB							Everett Street							Washington Street							Clapboardtree Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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	2
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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
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	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
8:00 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	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
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	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
Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	2	2	4	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	6
Approach %	0	0	0	0	50	50		0	0	0	0	100	0		0	0	0	0	100	0		0	0	0	0	0	0		
Total %	0	0	0	0	33.3	33.3	66.7	0	0	0	0	16.7	0	16.7	0	0	0	0	16.7	0	16.7	0	0	0	0	0	0	0	
Exiting Leg Total							4							1							1							0	6

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

7:00 AM	Ramp to Washington St NB							Everett Street							Washington Street							Clapboardtree Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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	2
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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
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	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
% Approach Total	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	100.0	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	0.500	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
Exiting Leg							3							0							1							0	4
Total							6							0							2							0	8

PDI File #: **239126 A-2**
Location:
Location: **E: Everett Street W: Clapboardtree Street SE: Washington Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class:

Cars and Heavy Vehicles (Combined)

	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:00 PM	111	12	0	123	27	30	0	57	43	75	0	118	298
4:15 PM	110	13	0	123	16	24	0	40	35	54	0	89	252
4:30 PM	134	11	0	145	21	28	0	49	30	77	0	107	301
4:45 PM	119	13	0	132	20	37	0	57	31	67	0	98	287
Total	474	49	0	523	84	119	0	203	139	273	0	412	1138
5:00 PM	142	21	0	163	21	23	0	44	40	81	0	121	328
5:15 PM	133	14	0	147	26	34	0	60	47	68	0	115	322
5:30 PM	124	13	0	137	21	26	0	47	40	67	0	107	291
5:45 PM	100	10	0	110	18	19	0	37	33	65	0	98	245
Total	499	58	0	557	86	102	0	188	160	281	0	441	1186
6:00 PM	111	11	0	122	15	23	0	38	21	57	0	78	238
6:15 PM	94	12	0	106	25	22	0	47	22	65	0	87	240
Total	205	23	0	228	40	45	0	85	43	122	0	165	478
Grand Total	1178	130	0	1308	210	266	0	476	342	676	0	1018	2802
Approach %	90.1	9.9	0.0		44.1	55.9	0.0		33.6	66.4	0.0		
Total %	42.0	4.6	0.0	46.7	7.5	9.5	0.0	17.0	12.2	24.1	0.0	36.3	
Exiting Leg Total				886				472				1444	2802
Cars	1173	130	0	1303	208	259	0	467	334	654	0	988	2758
% Cars	99.6	100.0	0.0	99.6	99.0	97.4	0.0	98.1	97.7	96.7	0.0	97.1	98.4
Exiting Leg Total				862				464				1432	2758
Heavy Vehicles	5	0	0	5	2	7	0	9	8	22	0	30	44
% Heavy Vehicles	0.4	0.0	0.0	0.4	1.0	2.6	0.0	1.9	2.3	3.3	0.0	2.9	1.6
Exiting Leg Total				24				8				12	44

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:30 PM	134	11	0	145	21	28	0	49	30	77	0	107	301
4:45 PM	119	13	0	132	20	37	0	57	31	67	0	98	287
5:00 PM	142	21	0	163	21	23	0	44	40	81	0	121	328
5:15 PM	133	14	0	147	26	34	0	60	47	68	0	115	322
Total Volume	528	59	0	587	88	122	0	210	148	293	0	441	1238
% Approach Total	89.9	10.1	0.0		41.9	58.1	0.0		33.6	66.4	0.0		
PHF	0.930	0.702	0.000	0.900	0.846	0.824	0.000	0.875	0.787	0.904	0.000	0.911	0.944
Cars	525	59	0	584	86	120	0	206	145	287	0	432	1222
Cars %	99.4	100.0	0.0	99.5	97.7	98.4	0.0	98.1	98.0	98.0	0.0	98.0	98.7
Heavy Vehicles	3	0	0	3	2	2	0	4	3	6	0	9	16
Heavy Vehicles %	0.6	0.0	0.0	0.5	2.3	1.6	0.0	1.9	2.0	2.0	0.0	2.0	1.3
Cars Enter Leg	525	59	0	584	86	120	0	206	145	287	0	432	1222
Heavy Enter Leg	3	0	0	3	2	2	0	4	3	6	0	9	16
Total Entering Leg	528	59	0	587	88	122	0	210	148	293	0	441	1238
Cars Exiting Leg				373				204				645	1222
Heavy Exiting Leg				8				3				5	16
Total Exiting Leg				381				207				650	1238

PDI File #: **239126 A-2**
Location:
Location: **E: Everett Street W: Clapboardtree Street SE: Washington Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Cars**

	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:00 PM	111	12	0	123	27	29	0	56	43	72	0	115	294
4:15 PM	109	13	0	122	16	23	0	39	34	52	0	86	247
4:30 PM	133	11	0	144	19	28	0	47	29	76	0	105	296
4:45 PM	119	13	0	132	20	36	0	56	30	67	0	97	285
Total	472	49	0	521	82	116	0	198	136	267	0	403	1122
5:00 PM	142	21	0	163	21	23	0	44	39	76	0	115	322
5:15 PM	131	14	0	145	26	33	0	59	47	68	0	115	319
5:30 PM	124	13	0	137	21	25	0	46	38	66	0	104	287
5:45 PM	100	10	0	110	18	18	0	36	33	63	0	96	242
Total	497	58	0	555	86	99	0	185	157	273	0	430	1170
6:00 PM	110	11	0	121	15	23	0	38	20	52	0	72	231
6:15 PM	94	12	0	106	25	21	0	46	21	62	0	83	235
Total	204	23	0	227	40	44	0	84	41	114	0	155	466
Grand Total	1173	130	0	1303	208	259	0	467	334	654	0	988	2758
Approach %	90.0	10.0	0.0		44.5	55.5	0.0		33.8	66.2	0.0		
Total %	42.5	4.7	0.0	47.2	7.5	9.4	0.0	16.9	12.1	23.7	0.0	35.8	
Exiting Leg Total				862				464				1432	2758

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:30 PM	133	11	0	144	19	28	0	47	29	76	0	105	296
4:45 PM	119	13	0	132	20	36	0	56	30	67	0	97	285
5:00 PM	142	21	0	163	21	23	0	44	39	76	0	115	322
5:15 PM	131	14	0	145	26	33	0	59	47	68	0	115	319
Total Volume	525	59	0	584	86	120	0	206	145	287	0	432	1222
% Approach Total	89.9	10.1	0.0		41.7	58.3	0.0		33.6	66.4	0.0		
PHF	0.924	0.702	0.000	0.896	0.827	0.833	0.000	0.873	0.771	0.944	0.000	0.939	0.949
Entering Leg	525	59	0	584	86	120	0	206	145	287	0	432	1222
Exiting Leg				373				204				645	1222
Total				957				410				1077	2444

PDI File #: **239126 A-2**
Location:
Location: **E: Everett Street W: Clapboardtree Street SE: Washington Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

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

	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	0	1	0	3	0	3	4
4:15 PM	1	0	0	1	0	1	0	1	1	2	0	3	5
4:30 PM	1	0	0	1	2	0	0	2	1	1	0	2	5
4:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	2	0	0	2	2	3	0	5	3	6	0	9	16
5:00 PM	0	0	0	0	0	0	0	0	1	5	0	6	6
5:15 PM	2	0	0	2	0	1	0	1	0	0	0	0	3
5:30 PM	0	0	0	0	0	1	0	1	2	1	0	3	4
5:45 PM	0	0	0	0	0	1	0	1	0	2	0	2	3
Total	2	0	0	2	0	3	0	3	3	8	0	11	16
6:00 PM	1	0	0	1	0	0	0	0	1	5	0	6	7
6:15 PM	0	0	0	0	0	1	0	1	1	3	0	4	5
Total	1	0	0	1	0	1	0	1	2	8	0	10	12
Grand Total	5	0	0	5	2	7	0	9	8	22	0	30	44
Approach %	100.0	0.0	0.0		22.2	77.8	0.0		26.7	73.3	0.0		
Total %	11.4	0.0	0.0	11.4	4.5	15.9	0.0	20.5	18.2	50.0	0.0	68.2	
Exiting Leg Total				24				8				12	44
Buses	3	0	0	3	0	7	0	7	8	5	0	13	23
% Buses	60.0	0.0	0.0	60.0	0.0	100.0	0.0	77.8	100.0	22.7	0.0	43.3	52.3
Exiting Leg Total				5				8				10	23
Single-Unit Trucks	2	0	0	2	2	0	0	2	0	17	0	17	21
% Single-Unit	40.0	0.0	0.0	40.0	100.0	0.0	0.0	22.2	0.0	77.3	0.0	56.7	47.7
Exiting Leg Total				19				0				2	21
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 06:30 PM begins at:

5:30 PM	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
5:30 PM	0	0	0	0	0	1	0	1	2	1	0	3	4
5:45 PM	0	0	0	0	0	1	0	1	0	2	0	2	3
6:00 PM	1	0	0	1	0	0	0	0	1	5	0	6	7
6:15 PM	0	0	0	0	0	1	0	1	1	3	0	4	5
Total Volume	1	0	0	1	0	3	0	3	4	11	0	15	19
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		26.7	73.3	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.750	0.000	0.750	0.500	0.550	0.000	0.625	0.679
Buses	1	0	0	1	0	3	0	3	4	2	0	6	10
Buses %	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	18.2	0.0	40.0	52.6
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	9	0	9	9
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.8	0.0	60.0	47.4
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	1	0	0	1	0	3	0	3	4	2	0	6	10
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	9	0	9	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	0	0	1	0	3	0	3	4	11	0	15	19
Buses				2				4				4	10
Single-Unit Trucks				9				0				0	9
Articulated Trucks				0				0				0	0
Total Exiting Leg				11				4				4	19

PDI File #: **239126 A-2**
Location:
Location: **E: Everett Street W: Clapboardtree Street SE: Washington Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Buses**

	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:30 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	1	0	0	1	0	3	0	3	3	1	0	4	8
5:00 PM	0	0	0	0	0	0	0	0	1	2	0	3	3
5:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	1	2	1	0	3	4
5:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	1	0	0	1	0	3	0	3	3	4	0	7	11
6:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	1	0	0	1	0	1	0	1	2	0	0	2	4
Grand Total	3	0	0	3	0	7	0	7	8	5	0	13	23
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		61.5	38.5	0.0		
Total %	13.0	0.0	0.0	13.0	0.0	30.4	0.0	30.4	34.8	21.7	0.0	56.5	
Exiting Leg Total				5				8				10	23

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:45 PM	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	1	2	0	3	3
5:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	1	2	1	0	3	4
Total Volume	1	0	0	1	0	3	0	3	4	3	0	7	11
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		57.1	42.9	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.750	0.000	0.750	0.500	0.375	0.000	0.583	0.688
Entering Leg	1	0	0	1	0	3	0	3	4	3	0	7	11
Exiting Leg				3				4				4	11
Total				4				7				11	22

PDI File #: **239126 A-2**
Location:
Location: **E: Everett Street W: Clapboardtree Street SE: Washington Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Single-Unit Trucks**

	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:30 PM	0	0	0	0	2	0	0	2	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	2	0	0	2	0	5	0	5	8
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
5:15 PM	1	0	0	1	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
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	0	0	0	0	4	0	4	5
6:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	5
6:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	0	0	0	0	8	0	8	8
Grand Total	2	0	0	2	2	0	0	2	0	17	0	17	21
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	9.5	0.0	0.0	9.5	9.5	0.0	0.0	9.5	0.0	81.0	0.0	81.0	
Exiting Leg Total				19				0				2	21

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:15 PM	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:30 PM	0	0	0	0	2	0	0	2	0	1	0	1	3
4:45 PM	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	3	0	3	3
Total Volume	1	0	0	1	2	0	0	2	0	6	0	6	9
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.750
Entering Leg	1	0	0	1	2	0	0	2	0	6	0	6	9
Exiting Leg				8				0				1	9
Total				9				2				7	18

PDI File #: **239126 A-2**
Location:
Location: **E: Everett Street W: Clapboardtree Street SE: Washington Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Articulated Trucks**

	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Everett Street				Washington Street				Clapboardtree Street				
	from East				from Southeast				from West				
	Thru	Hard Left	U-Turn	Total	Hard Right	Bear Left	U-Turn	Total	Bear Right	Thru	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: **239126 A-2**
Location:
Location: **E: Everett Street W: Clapboardtree Street SE: Washington Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 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)

	Everett Street						Washington Street						Clapboardtree Street						
	from East						from Southeast						from West						
	Thru	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Left	U-Turn	CW-SWB	CW-NEB	Total	Bear Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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
6:00 PM	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	1	0	0	0	1	0	0	0	0	0	0	1
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	100.0	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						1	1

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

5:30 PM	Everett Street						Washington Street						Clapboardtree Street						
	from East						from Southeast						from West						
	Thru	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Left	U-Turn	CW-SWB	CW-NEB	Total	Bear Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
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
6:00 PM	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	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	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	0.250	0.000	0.000	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	1	0	0	0	1	0	0	0	0	0	0	1
Exiting Leg						0						0						1	1
Total						0						1						1	2

PDI File #: **239126 A-2**
Location:
Location: **E: Everett Street W: Clapboardtree Street SE: Washington Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Pedestrians

	Everett Street						Washington Street						Clapboardtree Street						
	from East						from Southeast						from West						
	Thru	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Left	U-Turn	CW-SWB	CW-NEB	Total	Bear Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	1	0	0	0	1	0	1	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
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	1	1	0	0	0	1	0	1	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	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
6:00 PM	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
Total	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	1	0	0	0	1	0	1	0	0	0	1	1	2	4
Approach %	0	0	0	0	100		0	0	0	100	0		0	0	0	50	50		
Total %	0	0	0	0	25	25	0	0	0	25	0	25	0	0	0	25	25	50	
Exiting Leg Total						1						1						2	4

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Everett Street						Washington Street						Clapboardtree Street						
	from East						from Southeast						from West						
	Thru	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Left	U-Turn	CW-SWB	CW-NEB	Total	Bear Right	Thru	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	1	0	0	0	1	0	1	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
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	1	1	0	0	0	1	0	1	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	100.0	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	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	2
Exiting Leg						1						1						0	2
Total						2						2						0	4

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Cars and Heavy Vehicles (Combined)

	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	1	0	93	0	93	129	0	0	129	223
7:15 AM	0	0	0	0	1	86	0	87	142	0	0	142	229
7:30 AM	0	1	0	1	1	138	0	139	179	0	0	179	319
7:45 AM	0	0	0	0	0	138	0	138	185	0	0	185	323
Total	0	2	0	2	2	455	0	457	635	0	0	635	1094
8:00 AM	1	0	0	1	1	149	0	150	201	0	0	201	352
8:15 AM	0	0	0	0	1	111	0	112	216	0	0	216	328
8:30 AM	0	2	0	2	0	90	0	90	155	1	0	156	248
8:45 AM	0	1	0	1	1	104	0	105	166	0	0	166	272
Total	1	3	0	4	3	454	0	457	738	1	0	739	1200
Grand Total	1	5	0	6	5	909	0	914	1373	1	0	1374	2294
Approach %	16.7	83.3	0.0		0.5	99.5	0.0		99.9	0.1	0.0		
Total %	0.0	0.2	0.0	0.3	0.2	39.6	0.0	39.8	59.9	0.0	0.0	59.9	
Exiting Leg Total				6				1378				910	2294
Cars	1	3	0	4	4	870	0	874	1334	1	0	1335	2213
% Cars	100.0	60.0	0.0	66.7	80.0	95.7	0.0	95.6	97.2	100.0	0.0	97.2	96.5
Exiting Leg Total				5				1337				871	2213
Heavy Vehicles	0	2	0	2	1	39	0	40	39	0	0	39	81
% Heavy Vehicles	0.0	40.0	0.0	33.3	20.0	4.3	0.0	4.4	2.8	0.0	0.0	2.8	3.5
Exiting Leg Total				1				41				39	81

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

7:30 AM	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:30 AM	0	1	0	1	1	138	0	139	179	0	0	179	319
7:45 AM	0	0	0	0	0	138	0	138	185	0	0	185	323
8:00 AM	1	0	0	1	1	149	0	150	201	0	0	201	352
8:15 AM	0	0	0	0	1	111	0	112	216	0	0	216	328
Total Volume	1	1	0	2	3	536	0	539	781	0	0	781	1322
% Approach Total	50.0	50.0	0.0		0.6	99.4	0.0		100.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.750	0.899	0.000	0.898	0.904	0.000	0.000	0.904	0.939
Cars	1	1	0	2	2	514	0	516	759	0	0	759	1277
Cars %	100.0	100.0	0.0	100.0	66.7	95.9	0.0	95.7	97.2	0.0	0.0	97.2	96.6
Heavy Vehicles	0	0	0	0	1	22	0	23	22	0	0	22	45
Heavy Vehicles %	0.0	0.0	0.0	0.0	33.3	4.1	0.0	4.3	2.8	0.0	0.0	2.8	3.4
Cars Enter Leg	1	1	0	2	2	514	0	516	759	0	0	759	1277
Heavy Enter Leg	0	0	0	0	1	22	0	23	22	0	0	22	45
Total Entering Leg	1	1	0	2	3	536	0	539	781	0	0	781	1322
Cars Exiting Leg				2				760				515	1277
Heavy Exiting Leg				1				22				22	45
Total Exiting Leg				3				782				537	1322

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars**

	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	1	0	87	0	87	123	0	0	123	211
7:15 AM	0	0	0	0	1	79	0	80	141	0	0	141	221
7:30 AM	0	1	0	1	1	130	0	131	175	0	0	175	307
7:45 AM	0	0	0	0	0	133	0	133	178	0	0	178	311
Total	0	2	0	2	2	429	0	431	617	0	0	617	1050
8:00 AM	1	0	0	1	0	144	0	144	197	0	0	197	342
8:15 AM	0	0	0	0	1	107	0	108	209	0	0	209	317
8:30 AM	0	1	0	1	0	89	0	89	151	1	0	152	242
8:45 AM	0	0	0	0	1	101	0	102	160	0	0	160	262
Total	1	1	0	2	2	441	0	443	717	1	0	718	1163
Grand Total	1	3	0	4	4	870	0	874	1334	1	0	1335	2213
Approach %	25.0	75.0	0.0		0.5	99.5	0.0		99.9	0.1	0.0		
Total %	0.0	0.1	0.0	0.2	0.2	39.3	0.0	39.5	60.3	0.0	0.0	60.3	
Exiting Leg Total				5				1337				871	2213

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

7:30 AM	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:30 AM	0	1	0	1	1	130	0	131	175	0	0	175	307
7:45 AM	0	0	0	0	0	133	0	133	178	0	0	178	311
8:00 AM	1	0	0	1	0	144	0	144	197	0	0	197	342
8:15 AM	0	0	0	0	1	107	0	108	209	0	0	209	317
Total Volume	1	1	0	2	2	514	0	516	759	0	0	759	1277
% Approach Total	50.0	50.0	0.0		0.4	99.6	0.0		100.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.500	0.892	0.000	0.896	0.908	0.000	0.000	0.908	0.933
Entering Leg	1	1	0	2	2	514	0	516	759	0	0	759	1277
Exiting Leg				2				760				515	1277
Total				4				1276				1274	2554

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	6	0	6	6	0	0	6	12
7:15 AM	0	0	0	0	0	7	0	7	1	0	0	1	8
7:30 AM	0	0	0	0	0	8	0	8	4	0	0	4	12
7:45 AM	0	0	0	0	0	5	0	5	7	0	0	7	12
Total	0	0	0	0	0	26	0	26	18	0	0	18	44
8:00 AM	0	0	0	0	1	5	0	6	4	0	0	4	10
8:15 AM	0	0	0	0	0	4	0	4	7	0	0	7	11
8:30 AM	0	1	0	1	0	1	0	1	4	0	0	4	6
8:45 AM	0	1	0	1	0	3	0	3	6	0	0	6	10
Total	0	2	0	2	1	13	0	14	21	0	0	21	37
Grand Total	0	2	0	2	1	39	0	40	39	0	0	39	81
Approach %	0.0	100.0	0.0		2.5	97.5	0.0		100.0	0.0	0.0		
Total %	0.0	2.5	0.0	2.5	1.2	48.1	0.0	49.4	48.1	0.0	0.0	48.1	
Exiting Leg Total				1				41				39	81
Buses	0	0	0	0	0	9	0	9	8	0	0	8	17
% Buses	0.0	0.0	0.0	0.0	0.0	23.1	0.0	22.5	20.5	0.0	0.0	20.5	21.0
Exiting Leg Total				0				8				9	17
Single-Unit Trucks	0	2	0	2	1	28	0	29	25	0	0	25	56
% Single-Unit	0.0	100.0	0.0	100.0	100.0	71.8	0.0	72.5	64.1	0.0	0.0	64.1	69.1
Exiting Leg Total				1				27				28	56
Articulated Trucks	0	0	0	0	0	2	0	2	6	0	0	6	8
% Articulated	0.0	0.0	0.0	0.0	0.0	5.1	0.0	5.0	15.4	0.0	0.0	15.4	9.9
Exiting Leg Total				0				6				2	8

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

7:30 AM	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	8	0	8	4	0	0	4	12
7:45 AM	0	0	0	0	0	5	0	5	7	0	0	7	12
8:00 AM	0	0	0	0	1	5	0	6	4	0	0	4	10
8:15 AM	0	0	0	0	0	4	0	4	7	0	0	7	11
Total Volume	0	0	0	0	1	22	0	23	22	0	0	22	45
% Approach Total	0.0	0.0	0.0		4.3	95.7	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.688	0.000	0.719	0.786	0.000	0.000	0.786	0.938
Buses	0	0	0	0	0	5	0	5	7	0	0	7	12
Buses %	0.0	0.0	0.0	0.0	0.0	22.7	0.0	21.7	31.8	0.0	0.0	31.8	26.7
Single-Unit Trucks	0	0	0	0	1	17	0	18	11	0	0	11	29
Single-Unit %	0.0	0.0	0.0	0.0	100.0	77.3	0.0	78.3	50.0	0.0	0.0	50.0	64.4
Articulated Trucks	0	0	0	0	0	0	0	0	4	0	0	4	4
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.2	8.9
Buses	0	0	0	0	0	5	0	5	7	0	0	7	12
Single-Unit Trucks	0	0	0	0	1	17	0	18	11	0	0	11	29
Articulated Trucks	0	0	0	0	0	0	0	0	4	0	0	4	4
Total Entering Leg	0	0	0	0	1	22	0	23	22	0	0	22	45
Buses				0				7				5	12
Single-Unit Trucks				1				11				17	29
Articulated Trucks				0				4				0	4
Total Exiting Leg				1				22				22	45

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Buses**

	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
7:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
Total	0	0	0	0	0	5	0	5	5	0	0	5	10
8:00 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
8:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
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
Total	0	0	0	0	0	4	0	4	3	0	0	3	7
Grand Total	0	0	0	0	0	9	0	9	8	0	0	8	17
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	52.9	0.0	52.9	47.1	0.0	0.0	47.1	
Exiting Leg Total				0				8				9	17

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

7:30 AM	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
7:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
8:00 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
8:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	0	0	0	0	0	5	0	5	7	0	0	7	12
% Approach Total	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	0.625	0.000	0.625	0.875	0.000	0.000	0.875	0.750
Entering Leg	0	0	0	0	0	5	0	5	7	0	0	7	12
Exiting Leg				0				7				5	12
Total				0				12				12	24

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	4	0	4	4	0	0	4	8
7:15 AM	0	0	0	0	0	6	0	6	1	0	0	1	7
7:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	6
7:45 AM	0	0	0	0	0	4	0	4	5	0	0	5	9
Total	0	0	0	0	0	20	0	20	10	0	0	10	30
8:00 AM	0	0	0	0	1	4	0	5	2	0	0	2	7
8:15 AM	0	0	0	0	0	3	0	3	4	0	0	4	7
8:30 AM	0	1	0	1	0	0	0	0	3	0	0	3	4
8:45 AM	0	1	0	1	0	1	0	1	6	0	0	6	8
Total	0	2	0	2	1	8	0	9	15	0	0	15	26
Grand Total	0	2	0	2	1	28	0	29	25	0	0	25	56
Approach %	0.0	100.0	0.0		3.4	96.6	0.0		100.0	0.0	0.0		
Total %	0.0	3.6	0.0	3.6	1.8	50.0	0.0	51.8	44.6	0.0	0.0	44.6	
Exiting Leg Total				1				27				28	56

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

7:00 AM	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	4	0	4	4	0	0	4	8
7:15 AM	0	0	0	0	0	6	0	6	1	0	0	1	7
7:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	6
7:45 AM	0	0	0	0	0	4	0	4	5	0	0	5	9
Total Volume	0	0	0	0	0	20	0	20	10	0	0	10	30
% Approach Total	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	0.833	0.000	0.833	0.500	0.000	0.000	0.500	0.833
Entering Leg	0	0	0	0	0	20	0	20	10	0	0	10	30
Exiting Leg				0				10				20	30
Total				0				30				30	60

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Articulated Trucks**

	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
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	2	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	3	0	0	3	4
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	2	0	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	3	0	0	3	4
Grand Total	0	0	0	0	0	2	0	2	6	0	0	6	8
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	25.0	0.0	25.0	75.0	0.0	0.0	75.0	
Exiting Leg Total				0				6				2	8

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

7:00 AM	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
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	2	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	3	0	0	3	4
% Approach Total	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	0.250	0.000	0.250	0.375	0.000	0.000	0.375	0.500
Entering Leg	0	0	0	0	0	1	0	1	3	0	0	3	4
Exiting Leg				0				3				1	4
Total				0				4				4	8

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Bicycles (on Roadway and Crosswalks)

	Driveway from North						Everett Street from East						Everett Street 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	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	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	1	0	0	0	0	1	1
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		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	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 07:00 AM to 09:00 AM begins at:

8:00 AM	Driveway from North						Everett Street from East						Everett Street 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	Total
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	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		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	0.000	0.250	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	1	0	0	0	0	1	1
Exiting Leg						0						1						0	1
Total						0						1						1	2

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Pedestrians

	Driveway from North						Everett Street from East						Everett Street 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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0	0	0	100	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						4						0						0	4

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

7:00 AM	Driveway from North						Everett Street from East						Everett Street 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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 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	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg						2						0						0	2
Total						4						0						0	4

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Cars and Heavy Vehicles (Combined)**

	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	1	1	115	0	116	105	0	0	105	222
4:15 PM	0	1	0	1	0	113	0	113	70	0	0	70	184
4:30 PM	0	2	0	2	0	140	0	140	99	0	0	99	241
4:45 PM	0	0	0	0	0	131	1	132	90	0	0	90	222
Total	1	3	0	4	1	499	1	501	364	0	0	364	869
5:00 PM	0	0	0	0	0	159	0	159	102	0	0	102	261
5:15 PM	0	0	0	0	0	151	0	151	97	0	0	97	248
5:30 PM	0	0	0	0	0	140	0	140	93	0	0	93	233
5:45 PM	0	0	0	0	0	113	0	113	85	0	0	85	198
Total	0	0	0	0	0	563	0	563	377	0	0	377	940
6:00 PM	0	0	0	0	0	106	0	106	71	0	0	71	177
6:15 PM	0	0	0	0	0	102	0	102	90	0	0	90	192
Total	0	0	0	0	0	208	0	208	161	0	0	161	369
Grand Total	1	3	0	4	1	1270	1	1272	902	0	0	902	2178
Approach %	25.0	75.0	0.0		0.1	99.8	0.1		100.0	0.0	0.0		
Total %	0.0	0.1	0.0	0.2	0.0	58.3	0.0	58.4	41.4	0.0	0.0	41.4	
Exiting Leg Total				1				906				1271	2178
Cars	1	3	0	4	1	1266	1	1268	879	0	0	879	2151
% Cars	100.0	100.0	0.0	100.0	100.0	99.7	100.0	99.7	97.5	0.0	0.0	97.5	98.8
Exiting Leg Total				1				883				1267	2151
Heavy Vehicles	0	0	0	0	0	4	0	4	23	0	0	23	27
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	2.5	0.0	0.0	2.5	1.2
Exiting Leg Total				0				23				4	27

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:30 PM	0	2	0	2	0	140	0	140	99	0	0	99	241
4:45 PM	0	0	0	0	0	131	1	132	90	0	0	90	222
5:00 PM	0	0	0	0	0	159	0	159	102	0	0	102	261
5:15 PM	0	0	0	0	0	151	0	151	97	0	0	97	248
Total Volume	0	2	0	2	0	581	1	582	388	0	0	388	972
% Approach Total	0.0	100.0	0.0		0.0	99.8	0.2		100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.000	0.914	0.250	0.915	0.951	0.000	0.000	0.951	0.931
Cars	0	2	0	2	0	579	1	580	380	0	0	380	962
Cars %	0.0	100.0	0.0	100.0	0.0	99.7	100.0	99.7	97.9	0.0	0.0	97.9	99.0
Heavy Vehicles	0	0	0	0	0	2	0	2	8	0	0	8	10
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	2.1	0.0	0.0	2.1	1.0
Cars Enter Leg	0	2	0	2	0	579	1	580	380	0	0	380	962
Heavy Enter Leg	0	0	0	0	0	2	0	2	8	0	0	8	10
Total Entering Leg	0	2	0	2	0	581	1	582	388	0	0	388	972
Cars Exiting Leg				0				383				579	962
Heavy Exiting Leg				0				8				2	10
Total Exiting Leg				0				391				581	972

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Cars**

	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	1	0	0	1	1	115	0	116	101	0	0	101	218
4:15 PM	0	1	0	1	0	112	0	112	68	0	0	68	181
4:30 PM	0	2	0	2	0	139	0	139	96	0	0	96	237
4:45 PM	0	0	0	0	0	131	1	132	90	0	0	90	222
Total	1	3	0	4	1	497	1	499	355	0	0	355	858
5:00 PM	0	0	0	0	0	159	0	159	97	0	0	97	256
5:15 PM	0	0	0	0	0	150	0	150	97	0	0	97	247
5:30 PM	0	0	0	0	0	140	0	140	93	0	0	93	233
5:45 PM	0	0	0	0	0	113	0	113	84	0	0	84	197
Total	0	0	0	0	0	562	0	562	371	0	0	371	933
6:00 PM	0	0	0	0	0	105	0	105	66	0	0	66	171
6:15 PM	0	0	0	0	0	102	0	102	87	0	0	87	189
Total	0	0	0	0	0	207	0	207	153	0	0	153	360
Grand Total	1	3	0	4	1	1266	1	1268	879	0	0	879	2151
Approach %	25.0	75.0	0.0		0.1	99.8	0.1		100.0	0.0	0.0		
Total %	0.0	0.1	0.0	0.2	0.0	58.9	0.0	58.9	40.9	0.0	0.0	40.9	
Exiting Leg Total				1				883				1267	2151

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:30 PM	0	2	0	2	0	139	0	139	96	0	0	96	237
4:45 PM	0	0	0	0	0	131	1	132	90	0	0	90	222
5:00 PM	0	0	0	0	0	159	0	159	97	0	0	97	256
5:15 PM	0	0	0	0	0	150	0	150	97	0	0	97	247
Total Volume	0	2	0	2	0	579	1	580	380	0	0	380	962
% Approach Total	0.0	100.0	0.0		0.0	99.8	0.2		100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.000	0.910	0.250	0.912	0.979	0.000	0.000	0.979	0.939
Entering Leg	0	2	0	2	0	579	1	580	380	0	0	380	962
Exiting Leg				0				383				579	962
Total				2				963				959	1924

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

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

	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	4
4:15 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
4:30 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	9	0	0	9	11
5:00 PM	0	0	0	0	0	0	0	0	5	0	0	5	5
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
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	1	0	0	1	1
Total	0	0	0	0	0	1	0	1	6	0	0	6	7
6:00 PM	0	0	0	0	0	1	0	1	5	0	0	5	6
6:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	1	0	1	8	0	0	8	9
Grand Total	0	0	0	0	0	4	0	4	23	0	0	23	27
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	14.8	0.0	14.8	85.2	0.0	0.0	85.2	
Exiting Leg Total				0				23				4	27
Buses	0	0	0	0	0	3	0	3	5	0	0	5	8
% Buses	0.0	0.0	0.0	0.0	0.0	75.0	0.0	75.0	21.7	0.0	0.0	21.7	29.6
Exiting Leg Total				0				5				3	8
Single-Unit Trucks	0	0	0	0	0	1	0	1	18	0	0	18	19
% Single-Unit	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	78.3	0.0	0.0	78.3	70.4
Exiting Leg Total				0				18				1	19
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 06:30 PM begins at:

4:15 PM	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
4:30 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	5	0	0	5	5
Total Volume	0	0	0	0	0	2	0	2	10	0	0	10	12
% Approach Total	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	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.600
Buses	0	0	0	0	0	1	0	1	3	0	0	3	4
Buses %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	30.0	0.0	0.0	30.0	33.3
Single-Unit Trucks	0	0	0	0	0	1	0	1	7	0	0	7	8
Single-Unit %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	70.0	0.0	0.0	70.0	66.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	1	0	1	3	0	0	3	4
Single-Unit Trucks	0	0	0	0	0	1	0	1	7	0	0	7	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	2	0	2	10	0	0	10	12
Buses				0				3				1	4
Single-Unit Trucks				0				7				1	8
Articulated Trucks				0				0				0	0
Total Exiting Leg				0				10				2	12

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Buses**

	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	2	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
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	1	0	0	1	1
Total	0	0	0	0	0	1	0	1	3	0	0	3	4
6:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	3	0	3	5	0	0	5	8
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	37.5	0.0	37.5	62.5	0.0	0.0	62.5	
Exiting Leg Total				0				5				3	8

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:15 PM	Driveway from North				Everett Street from East				Everett Street from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	1	0	1	3	0	0	3	4
% Approach Total	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	0.250	0.000	0.250	0.375	0.000	0.000	0.375	0.500
Entering Leg	0	0	0	0	0	1	0	1	3	0	0	3	4
Exiting Leg				0				3				1	4
Total				0				4				4	8

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Single-Unit Trucks**

	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	7	0	0	7	8
5:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	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	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	3	0	0	3	3
6:00 PM	0	0	0	0	0	0	0	0	5	0	0	5	5
6:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	8	0	0	8	8
Grand Total	0	0	0	0	0	1	0	1	18	0	0	18	19
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	5.3	0.0	5.3	94.7	0.0	0.0	94.7	
Exiting Leg Total				0				18				1	19

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	7	0	0	7	8
% Approach Total	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	0.250	0.000	0.250	0.583	0.000	0.000	0.583	0.667
Entering Leg	0	0	0	0	0	1	0	1	7	0	0	7	8
Exiting Leg				0				7				1	8
Total				0				8				8	16

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Articulated Trucks**

	Driveway				Everett Street				Everett Street				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				0	0

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

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

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 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)

	Driveway from North						Everett Street from East						Everett Street 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	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	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
6:00 PM	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
Total	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
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		
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	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Driveway from North						Everett Street from East						Everett Street 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	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 Volume	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		
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
Entering Leg	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
Total						0						0						0	0

PDI File #: **239126 B**
Location: **N: Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Pedestrians

	Driveway from North						Everett Street from East						Everett Street 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	Total
4:00 PM	0	0	0	1	2	3	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	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	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	1	0	1	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
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	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Approach %	0	0	0	28.571	71.429		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	28.571	71.429	100	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						7						0						0	7

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

5:00 PM	Driveway from North						Everett Street from East						Everett Street 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	Total
5:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	1	0	1	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
5:45 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	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	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Exiting Leg						4						0						0	4
Total						8						0						0	8

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Cars and Heavy Vehicles (Combined)

	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	0	132	0	0	132	227
7:15 AM	1	0	0	0	1	0	87	0	0	87	0	0	0	0	0	0	142	1	0	143	231
7:30 AM	0	0	0	0	0	0	140	0	0	140	3	0	0	0	3	0	178	0	0	178	321
7:45 AM	0	0	0	0	0	0	142	0	0	142	1	0	0	0	1	0	186	0	0	186	329
Total	1	0	0	0	1	0	464	0	0	464	4	0	0	0	4	0	638	1	0	639	1108
8:00 AM	0	0	0	0	0	0	148	2	0	150	2	0	1	0	3	0	202	0	0	202	355
8:15 AM	0	0	0	0	0	0	110	1	0	111	0	0	0	0	0	0	217	0	0	217	328
8:30 AM	0	0	0	0	0	0	90	0	0	90	1	0	0	0	1	0	158	0	0	158	249
8:45 AM	0	0	0	0	0	0	107	1	0	108	1	0	1	0	2	2	167	0	0	169	279
Total	0	0	0	0	0	0	455	4	0	459	4	0	2	0	6	2	744	0	0	746	1211
Grand Total	1	0	0	0	1	0	919	4	0	923	8	0	2	0	10	2	1382	1	0	1385	2319
Approach %	100.0	0.0	0.0	0.0		0.0	99.6	0.4	0.0		80.0	0.0	20.0	0.0		0.1	99.8	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.6	0.2	0.0	39.8	0.3	0.0	0.1	0.0	0.4	0.1	59.6	0.0	0.0	59.7	
Exiting Leg Total					1					1390					6					922	2319
Cars	1	0	0	0	1	0	882	4	0	886	8	0	2	0	10	1	1339	1	0	1341	2238
% Cars	100.0	0.0	0.0	0.0	100.0	0.0	96.0	100.0	0.0	96.0	100.0	0.0	100.0	0.0	100.0	50.0	96.9	100.0	0.0	96.8	96.5
Exiting Leg Total					1					1347					5					885	2238
Heavy Vehicles	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	1	43	0	0	44	81
% Heavy Vehicles	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	0.0	0.0	50.0	3.1	0.0	0.0	3.2	3.5
Exiting Leg Total					0					43					1					37	81

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

7:30 AM	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
7:30 AM	0	0	0	0	0	0	140	0	0	140	3	0	0	0	3	0	178	0	0	178	321
7:45 AM	0	0	0	0	0	0	142	0	0	142	1	0	0	0	1	0	186	0	0	186	329
8:00 AM	0	0	0	0	0	0	148	2	0	150	2	0	1	0	3	0	202	0	0	202	355
8:15 AM	0	0	0	0	0	0	110	1	0	111	0	0	0	0	0	0	217	0	0	217	328
Total Volume	0	0	0	0	0	0	540	3	0	543	6	0	1	0	7	0	783	0	0	783	1333
% Approach Total	0.0	0.0	0.0	0.0		0.0	99.4	0.6	0.0		85.7	0.0	14.3	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.912	0.375	0.000	0.905	0.500	0.000	0.250	0.000	0.583	0.000	0.902	0.000	0.000	0.902	0.939
Cars	0	0	0	0	0	0	520	3	0	523	6	0	1	0	7	0	758	0	0	758	1288
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	96.3	100.0	0.0	96.3	100.0	0.0	100.0	0.0	100.0	0.0	96.8	0.0	0.0	96.8	96.6
Heavy Vehicles	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	25	0	0	25	45
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.2	3.4
Cars Enter Leg	0	0	0	0	0	0	520	3	0	523	6	0	1	0	7	0	758	0	0	758	1288
Heavy Enter Leg	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	25	0	0	25	45
Total Entering Leg	0	0	0	0	0	0	540	3	0	543	6	0	1	0	7	0	783	0	0	783	1333
Cars Exiting Leg					0					764					3					521	1288
Heavy Exiting Leg					0					25					0					20	45
Total Exiting Leg					0					789					3					541	1333

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars**

	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	0	127	0	0	127	216
7:15 AM	1	0	0	0	1	0	80	0	0	80	0	0	0	0	0	0	141	1	0	142	223
7:30 AM	0	0	0	0	0	0	132	0	0	132	3	0	0	0	3	0	174	0	0	174	309
7:45 AM	0	0	0	0	0	0	136	0	0	136	1	0	0	0	1	0	177	0	0	177	314
Total	1	0	0	0	1	0	437	0	0	437	4	0	0	0	4	0	619	1	0	620	1062
8:00 AM	0	0	0	0	0	0	144	2	0	146	2	0	1	0	3	0	197	0	0	197	346
8:15 AM	0	0	0	0	0	0	108	1	0	109	0	0	0	0	0	0	210	0	0	210	319
8:30 AM	0	0	0	0	0	0	89	0	0	89	1	0	0	0	1	0	152	0	0	152	242
8:45 AM	0	0	0	0	0	0	104	1	0	105	1	0	1	0	2	1	161	0	0	162	269
Total	0	0	0	0	0	0	445	4	0	449	4	0	2	0	6	1	720	0	0	721	1176
Grand Total	1	0	0	0	1	0	882	4	0	886	8	0	2	0	10	1	1339	1	0	1341	2238
Approach %	100.0	0.0	0.0	0.0		0.0	99.5	0.5	0.0		80.0	0.0	20.0	0.0		0.1	99.9	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.4	0.2	0.0	39.6	0.4	0.0	0.1	0.0	0.4	0.0	59.8	0.0	0.0	59.9	
Exiting Leg Total					1					1347					5					885	2238

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

7:30 AM	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
7:30 AM	0	0	0	0	0	0	132	0	0	132	3	0	0	0	3	0	174	0	0	174	309
7:45 AM	0	0	0	0	0	0	136	0	0	136	1	0	0	0	1	0	177	0	0	177	314
8:00 AM	0	0	0	0	0	0	144	2	0	146	2	0	1	0	3	0	197	0	0	197	346
8:15 AM	0	0	0	0	0	0	108	1	0	109	0	0	0	0	0	0	210	0	0	210	319
Total Volume	0	0	0	0	0	0	520	3	0	523	6	0	1	0	7	0	758	0	0	758	1288
% Approach Total	0.0	0.0	0.0	0.0		0.0	99.4	0.6	0.0		85.7	0.0	14.3	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.903	0.375	0.000	0.896	0.500	0.000	0.250	0.000	0.583	0.000	0.902	0.000	0.000	0.902	0.931
Entering Leg	0	0	0	0	0	0	520	3	0	523	6	0	1	0	7	0	758	0	0	758	1288
Exiting Leg					0					764					3					521	1288
Total					0					1287					10					1279	2576

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
7:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8
7:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12
7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	15
Total	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	19	0	0	19	46
8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10
Total	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	1	24	0	0	25	35
Grand Total	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	1	43	0	0	44	81
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		2.3	97.7	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	45.7	0.0	0.0	45.7	0.0	0.0	0.0	0.0	0.0	1.2	53.1	0.0	0.0	54.3	
Exiting Leg Total					0					43					1					37	81
Buses	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	17
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	24.3	0.0	0.0	24.3	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0.0	0.0	18.2	21.0
Exiting Leg Total					0					8					0					9	17
Single-Unit Trucks	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	1	29	0	0	30	55
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	67.6	0.0	0.0	67.6	0.0	0.0	0.0	0.0	0.0	100.0	67.4	0.0	0.0	68.2	67.9
Exiting Leg Total					0					29					1					25	55
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	13.6	11.1
Exiting Leg Total					0					6					0					3	9

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

7:00 AM	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
7:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8
7:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12
7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	15
Total Volume	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	19	0	0	19	46
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.844	0.000	0.000	0.844	0.000	0.000	0.000	0.000	0.000	0.000	0.528	0.000	0.000	0.528	0.767
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0	26.3	0.0	0.0	26.3	21.7
Single-Unit Trucks	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	11	0	0	11	31
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	74.1	0.0	0.0	74.1	0.0	0.0	0.0	0.0	0.0	0.0	57.9	0.0	0.0	57.9	67.4
Articulated Trucks	0	0	0	0	0	0	2	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	0.0	7.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	15.8	0.0	0.0	15.8	10.9
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Single-Unit Trucks	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	11	0	0	11	31
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total Entering Leg	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	19	0	0	19	46
Buses					0					5					0					5	10
Single-Unit Trucks					0					11					0					20	31
Articulated Trucks					0					3					0					2	5
Total Exiting Leg					0					19					0					27	46

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Buses

	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Grand Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	17
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	52.9	0.0	0.0	52.9	0.0	0.0	0.0	0.0	0.0	0.0	47.1	0.0	0.0	47.1	
Exiting Leg Total					0					8					0					9	17

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

7:30 AM	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.875	0.750
Entering Leg	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
Exiting Leg					0					7					0					5	12
Total					0					12					0					12	24

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	Driveway from North					Everett Street from East					Rose Court from South					Everett Street 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	Total
7:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
7:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
7:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	11
Total	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	11	0	0	11	31
8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6	0	0	7	8
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	18	0	0	19	24
Grand Total	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	1	29	0	0	30	55
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		3.3	96.7	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	45.5	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	1.8	52.7	0.0	0.0	54.5	
Exiting Leg Total					0					29					1					25	55

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

7:00 AM	Driveway from North					Everett Street from East					Rose Court from South					Everett Street 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	Total
7:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
7:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
7:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	11
Total Volume	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	11	0	0	11	31
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.393	0.000	0.000	0.393	0.705
Entering Leg	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	11	0	0	11	31
Exiting Leg					0					11					0					20	31
Total					0					31					0					31	62

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Articulated Trucks**

	Driveway from North					Everett Street from East					Rose Court from South					Everett Street 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	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	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	2	0	0	2	2
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	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
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	100.0	0.0	0.0		
Total %	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	0.0	66.7	0.0	0.0	66.7	
Exiting Leg Total					0					6					0					3	9

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

7:00 AM	Driveway from North					Everett Street from East					Rose Court from South					Everett Street 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	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	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	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.625
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Exiting Leg					0					3					0					2	5
Total					0					5					0					5	10

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Everett Street from East							Rose Court from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	0	0	0	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
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
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	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	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Grand Total	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	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	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	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							0	1

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

8:00 AM	Driveway from North							Everett Street from East							Rose Court from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	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	1	1
Total Volume	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	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	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	0.000	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	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	1	1
Exiting Leg							0							1							0							0	1
Total							0							1							0							1	2

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class: **Pedestrians**

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

	Driveway from North							Everett Street from East							Rose Court from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	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	2	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	9
8:00 AM	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	1
8:15 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	0	0	1
8:30 AM	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
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	0	0	1
Total	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	7	2	9	0	0	0	0	0	0	0	13
Approach %	0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	77.8	22.2		0	0	0	0	0	0		
Total %	0	0	0	0	30.8	0	30.8	0	0	0	0	0	0	0	0	0	0	0	53.8	15.4	69.2	0	0	0	0	0	0	0	
Exiting Leg Total							4							0							9							0	13

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

7:15 AM	Driveway from North							Everett Street from East							Rose Court from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	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	2	0	2	0	0	0	0	0	0	0	2
8:00 AM	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	1
Total Volume	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	10
% 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	75.0	25.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	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	0.000	0.500	0.500	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	10
Exiting Leg							2							0							8							0	10
Total							4							0							16							0	20

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	114	2	0	116	0	0	0	0	0	1	102	0	0	103	219
4:15 PM	0	0	0	0	0	0	111	0	0	111	0	0	1	0	1	1	68	0	0	69	181
4:30 PM	0	0	0	0	0	0	139	1	0	140	0	0	1	0	1	1	94	0	0	95	236
4:45 PM	0	0	0	0	0	0	134	0	0	134	0	0	2	0	2	0	89	0	0	89	225
Total	0	0	0	0	0	0	498	3	0	501	0	0	4	0	4	3	353	0	0	356	861
5:00 PM	0	0	0	0	0	0	154	2	0	156	2	0	1	0	3	0	103	0	0	103	262
5:15 PM	0	0	0	0	0	0	155	1	0	156	1	0	0	0	1	2	95	0	0	97	254
5:30 PM	0	0	0	0	0	0	146	0	0	146	0	0	0	0	0	1	91	0	0	92	238
5:45 PM	0	0	0	0	0	0	122	1	0	123	1	0	0	0	1	0	85	0	0	85	209
Total	0	0	0	0	0	0	577	4	0	581	4	0	1	0	5	3	374	0	0	377	963
6:00 PM	0	0	0	0	0	0	107	1	0	108	0	0	0	0	0	0	74	0	0	74	182
6:15 PM	0	0	0	0	0	0	101	1	0	102	0	0	1	0	1	0	88	0	0	88	191
Total	0	0	0	0	0	0	208	2	0	210	0	0	1	0	1	0	162	0	0	162	373
Grand Total	0	0	0	0	0	0	1283	9	0	1292	4	0	6	0	10	6	889	0	0	895	2197
Approach %	0.0	0.0	0.0	0.0		0.0	99.3	0.7	0.0		40.0	0.0	60.0	0.0		0.7	99.3	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	58.4	0.4	0.0	58.8	0.2	0.0	0.3	0.0	0.5	0.3	40.5	0.0	0.0	40.7	
Exiting Leg Total					0					893					15					1289	2197
Cars	0	0	0	0	0	0	1278	9	0	1287	4	0	6	0	10	6	864	0	0	870	2167
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	99.6	100.0	0.0	99.6	100.0	0.0	100.0	0.0	100.0	100.0	97.2	0.0	0.0	97.2	98.6
Exiting Leg Total					0					868					15					1284	2167
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	25	0	0	25	30
% Heavy Vehicles	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	0.0	0.0	0.0	2.8	0.0	0.0	2.8	1.4
Exiting Leg Total					0					25					0					5	30

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:45 PM	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
4:45 PM	0	0	0	0	0	0	134	0	0	134	0	0	2	0	2	0	89	0	0	89	225
5:00 PM	0	0	0	0	0	0	154	2	0	156	2	0	1	0	3	0	103	0	0	103	262
5:15 PM	0	0	0	0	0	0	155	1	0	156	1	0	0	0	1	2	95	0	0	97	254
5:30 PM	0	0	0	0	0	0	146	0	0	146	0	0	0	0	0	1	91	0	0	92	238
Total Volume	0	0	0	0	0	0	589	3	0	592	3	0	3	0	6	3	378	0	0	381	979
% Approach Total	0.0	0.0	0.0	0.0		0.0	99.5	0.5	0.0		50.0	0.0	50.0	0.0		0.8	99.2	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.950	0.375	0.000	0.949	0.375	0.000	0.375	0.000	0.500	0.375	0.917	0.000	0.000	0.925	0.934
Cars	0	0	0	0	0	0	587	3	0	590	3	0	3	0	6	3	372	0	0	375	971
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	99.7	100.0	0.0	99.7	100.0	0.0	100.0	0.0	100.0	100.0	98.4	0.0	0.0	98.4	99.2
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	0.8
Cars Enter Leg	0	0	0	0	0	0	587	3	0	590	3	0	3	0	6	3	372	0	0	375	971
Heavy Enter Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
Total Entering Leg	0	0	0	0	0	0	589	3	0	592	3	0	3	0	6	3	378	0	0	381	979
Cars Exiting Leg					0					375					6					590	971
Heavy Exiting Leg					0					6					0					2	8
Total Exiting Leg					0					381					6					592	979

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Cars

	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	114	2	0	116	0	0	0	0	0	1	98	0	0	99	215
4:15 PM	0	0	0	0	0	0	110	0	0	110	0	0	1	0	1	1	66	0	0	67	178
4:30 PM	0	0	0	0	0	0	138	1	0	139	0	0	1	0	1	1	91	0	0	92	232
4:45 PM	0	0	0	0	0	0	134	0	0	134	0	0	2	0	2	0	89	0	0	89	225
Total	0	0	0	0	0	0	496	3	0	499	0	0	4	0	4	3	344	0	0	347	850
5:00 PM	0	0	0	0	0	0	154	2	0	156	2	0	1	0	3	0	98	0	0	98	257
5:15 PM	0	0	0	0	0	0	153	1	0	154	1	0	0	0	1	2	95	0	0	97	252
5:30 PM	0	0	0	0	0	0	146	0	0	146	0	0	0	0	0	1	90	0	0	91	237
5:45 PM	0	0	0	0	0	0	122	1	0	123	1	0	0	0	1	0	83	0	0	83	207
Total	0	0	0	0	0	0	575	4	0	579	4	0	1	0	5	3	366	0	0	369	953
6:00 PM	0	0	0	0	0	0	106	1	0	107	0	0	0	0	0	0	69	0	0	69	176
6:15 PM	0	0	0	0	0	0	101	1	0	102	0	0	1	0	1	0	85	0	0	85	188
Total	0	0	0	0	0	0	207	2	0	209	0	0	1	0	1	0	154	0	0	154	364
Grand Total	0	0	0	0	0	0	1278	9	0	1287	4	0	6	0	10	6	864	0	0	870	2167
Approach %	0.0	0.0	0.0	0.0		0.0	99.3	0.7	0.0		40.0	0.0	60.0	0.0		0.7	99.3	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	59.0	0.4	0.0	59.4	0.2	0.0	0.3	0.0	0.5	0.3	39.9	0.0	0.0	40.1	
Exiting Leg Total					0					868					15					1284	2167

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:45 PM	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
4:45 PM	0	0	0	0	0	0	134	0	0	134	0	0	2	0	2	0	89	0	0	89	225
5:00 PM	0	0	0	0	0	0	154	2	0	156	2	0	1	0	3	0	98	0	0	98	257
5:15 PM	0	0	0	0	0	0	153	1	0	154	1	0	0	0	1	2	95	0	0	97	252
5:30 PM	0	0	0	0	0	0	146	0	0	146	0	0	0	0	0	1	90	0	0	91	237
Total Volume	0	0	0	0	0	0	587	3	0	590	3	0	3	0	6	3	372	0	0	375	971
% Approach Total	0.0	0.0	0.0	0.0		0.0	99.5	0.5	0.0		50.0	0.0	50.0	0.0		0.8	99.2	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.953	0.375	0.000	0.946	0.375	0.000	0.375	0.000	0.500	0.375	0.949	0.000	0.000	0.957	0.945
Entering Leg	0	0	0	0	0	0	587	3	0	590	3	0	3	0	6	3	372	0	0	375	971
Exiting Leg					0					375					6					590	971
Total					0					965					12					965	1942

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

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

	Driveway from North					Everett Street from East					Rose Court from South					Everett Street 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	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	11
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
5:15 PM	0	0	0	0	0	0	2	0	0	2	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	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	10
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
Grand Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	25	0	0	25	30
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	83.3	
Exiting Leg Total					0					25					0					5	30
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
% Buses	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	0.0	20.0	0.0	0.0	20.0	26.7
Exiting Leg Total					0					5					0					3	8
Single-Unit Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	20	0	0	20	22
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	73.3
Exiting Leg Total					0					20					0					2	22
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 06:30 PM begins at:

4:15 PM	Driveway from North					Everett Street from East					Rose Court from South					Everett Street 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	Total
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
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	0	0	0	0	0	5	0	0	5	5
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	12
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.600
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Buses %	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	20.0	0.0	0.0	20.0	25.0
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
Single-Unit %	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	80.0	0.0	0.0	80.0	75.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
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	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	12
Buses					0					2					0					1	3
Single-Unit Trucks					0					8					0					1	9
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					0					10					0					2	12

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Buses

	Driveway from North					Everett Street from East					Rose Court from South					Everett Street 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	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 PM	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	62.5	
Exiting Leg Total					0					5					0					3	8

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Driveway from North					Everett Street from East					Rose Court from South					Everett Street 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	Total
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Exiting Leg					0					2					0					2	4
Total					0					4					0					4	8

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Single-Unit Trucks**

	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	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
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:15 PM	0	0	0	0	0	0	1	0	0	1	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	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	20	0	0	20	22
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	90.9	0.0	0.0	90.9	
Exiting Leg Total					0					20					0					2	22

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	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
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
% 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	100.0	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	0.667	0.000	0.000	0.667	0.750
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
Exiting Leg					0					8					0					1	9
Total					0					9					0					9	18

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Articulated Trucks

	Driveway					Everett Street					Rose Court					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Driveway					Everett Street					Rose Court					Everett Street					
	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	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 #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 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)

	Driveway from North							Everett Street from East							Rose Court from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
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
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	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	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
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		
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							0							0							0							0	0

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Driveway from North							Everett Street from East							Rose Court from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
% 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		
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
Total							0							0							0							0	0

PDI File #: **239126 C**
Location: **N: Driveway S: Rose Court**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Pedestrians

	Driveway from North							Everett Street from East							Rose Court from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	2	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	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	1	1	2	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	1	2	3	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
5:15 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
5:30 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	2	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	1	3	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
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	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	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
Grand Total	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	12
Approach %	0	0	0	0	28.6	71.4		0	0	0	0	0	0		0	0	0	0	60	40		0	0	0	0	0	0		
Total %	0	0	0	0	16.7	41.7	58.3	0	0	0	0	0	0	0	0	0	0	0	25	16.7	41.7	0	0	0	0	0	0	0	
Exiting Leg Total							7							0							5							0	12

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Driveway from North							Everett Street from East							Rose Court from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	2	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	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	1	1	2	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	1	2	3	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	7
% Approach Total	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	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	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	0.500	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	7
Exiting Leg							3							0							4							0	7
Total							6							0							8							0	14

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Cars and Heavy Vehicles (Combined)

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	93	0	0	93	0	0	0	0	0	0	131	0	0	131	224
7:15 AM	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	0	139	0	0	139	227
7:30 AM	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	0	179	0	0	179	316
7:45 AM	0	0	0	0	0	0	143	0	0	143	0	0	0	0	0	0	187	0	0	187	330
Total	0	0	0	0	0	0	461	0	0	461	0	0	0	0	0	0	636	0	0	636	1097
8:00 AM	0	0	0	0	0	0	152	0	0	152	0	0	0	0	0	0	204	0	0	204	356
8:15 AM	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	0	217	0	0	217	323
8:30 AM	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	0	160	0	0	160	249
8:45 AM	0	0	0	0	0	0	107	0	0	107	0	0	0	0	0	0	167	0	0	167	274
Total	0	0	0	0	0	0	454	0	0	454	0	0	0	0	0	0	748	0	0	748	1202
Grand Total	0	0	0	0	0	0	915	0	0	915	0	0	0	0	0	0	1384	0	0	1384	2299
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.8	0.0	0.0	39.8	0.0	0.0	0.0	0.0	0.0	0.0	60.2	0.0	0.0	60.2	
Exiting Leg Total					0					1384					0					915	2299
Cars	0	0	0	0	0	0	875	0	0	875	0	0	0	0	0	0	1341	0	0	1341	2216
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	95.6	0.0	0.0	95.6	0.0	0.0	0.0	0.0	0.0	0.0	96.9	0.0	0.0	96.9	96.4
Exiting Leg Total					0					1341					0					875	2216
Heavy Vehicles	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	43	0	0	43	83
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.1	3.6
Exiting Leg Total					0					43					0					40	83

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

7:30 AM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:30 AM	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	0	179	0	0	179	316
7:45 AM	0	0	0	0	0	0	143	0	0	143	0	0	0	0	0	0	187	0	0	187	330
8:00 AM	0	0	0	0	0	0	152	0	0	152	0	0	0	0	0	0	204	0	0	204	356
8:15 AM	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	0	217	0	0	217	323
Total Volume	0	0	0	0	0	0	538	0	0	538	0	0	0	0	0	0	787	0	0	787	1325
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.885	0.000	0.000	0.885	0.000	0.000	0.000	0.000	0.000	0.000	0.907	0.000	0.000	0.907	0.930
Cars	0	0	0	0	0	0	515	0	0	515	0	0	0	0	0	0	763	0	0	763	1278
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	95.7	0.0	0.0	95.7	0.0	0.0	0.0	0.0	0.0	0.0	97.0	0.0	0.0	97.0	96.5
Heavy Vehicles	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	24	0	0	24	47
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.5
Cars Enter Leg	0	0	0	0	0	0	515	0	0	515	0	0	0	0	0	0	763	0	0	763	1278
Heavy Enter Leg	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	24	0	0	24	47
Total Entering Leg	0	0	0	0	0	0	538	0	0	538	0	0	0	0	0	0	787	0	0	787	1325
Cars Exiting Leg					0					763					0					515	1278
Heavy Exiting Leg					0					24					0					23	47
Total Exiting Leg					0					787					0					538	1325

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars**

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	0	125	0	0	125	212
7:15 AM	0	0	0	0	0	0	81	0	0	81	0	0	0	0	0	0	138	0	0	138	219
7:30 AM	0	0	0	0	0	0	129	0	0	129	0	0	0	0	0	0	175	0	0	175	304
7:45 AM	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	0	178	0	0	178	315
Total	0	0	0	0	0	0	434	0	0	434	0	0	0	0	0	0	616	0	0	616	1050
8:00 AM	0	0	0	0	0	0	146	0	0	146	0	0	0	0	0	0	200	0	0	200	346
8:15 AM	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	0	210	0	0	210	313
8:30 AM	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	0	154	0	0	154	242
8:45 AM	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	0	161	0	0	161	265
Total	0	0	0	0	0	0	441	0	0	441	0	0	0	0	0	0	725	0	0	725	1166
Grand Total	0	0	0	0	0	0	875	0	0	875	0	0	0	0	0	0	1341	0	0	1341	2216
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.5	0.0	0.0	39.5	0.0	0.0	0.0	0.0	0.0	0.0	60.5	0.0	0.0	60.5	
Exiting Leg Total					0					1341					0					875	2216

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

7:30 AM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:30 AM	0	0	0	0	0	0	129	0	0	129	0	0	0	0	0	0	175	0	0	175	304
7:45 AM	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	0	178	0	0	178	315
8:00 AM	0	0	0	0	0	0	146	0	0	146	0	0	0	0	0	0	200	0	0	200	346
8:15 AM	0	0	0	0	0	0	103	0	0	103	0	0	0	0	0	0	210	0	0	210	313
Total Volume	0	0	0	0	0	0	515	0	0	515	0	0	0	0	0	0	763	0	0	763	1278
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.882	0.000	0.000	0.882	0.000	0.000	0.000	0.000	0.000	0.000	0.908	0.000	0.000	0.908	0.923
Entering Leg	0	0	0	0	0	0	515	0	0	515	0	0	0	0	0	0	763	0	0	763	1278
Exiting Leg					0					763					0					515	1278
Total					0					1278					0					1278	2556

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
7:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8
7:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12
7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	15
Total	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	20	0	0	20	47
8:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	23	0	0	23	36
Grand Total	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	43	0	0	43	83
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	48.2	0.0	0.0	48.2	0.0	0.0	0.0	0.0	0.0	0.0	51.8	0.0	0.0	51.8	
Exiting Leg Total					0					43					0					40	83
Buses	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	17
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0.0	0.0	22.5	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0.0	0.0	18.6	20.5
Exiting Leg Total					0					8					0					9	17
Single-Unit Trucks	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	30	0	0	30	57
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	67.5	0.0	0.0	67.5	0.0	0.0	0.0	0.0	0.0	0.0	69.8	0.0	0.0	69.8	68.7
Exiting Leg Total					0					30					0					27	57
Articulated Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11.6	0.0	0.0	11.6	10.8
Exiting Leg Total					0					5					0					4	9

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

7:00 AM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
7:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8
7:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12
7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	15
Total Volume	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	20	0	0	20	47
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.844	0.000	0.000	0.844	0.000	0.000	0.000	0.000	0.000	0.000	0.556	0.000	0.000	0.556	0.783
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	21.3
Single-Unit Trucks	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	12	0	0	12	31
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	70.4	0.0	0.0	70.4	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	66.0
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	15.0	12.8
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Single-Unit Trucks	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	12	0	0	12	31
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Total Entering Leg	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	20	0	0	20	47
Buses					0					5					0					5	10
Single-Unit Trucks					0					12					0					19	31
Articulated Trucks					0					3					0					3	6
Total Exiting Leg					0					20					0					27	47

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Buses**

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Grand Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	17
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	52.9	0.0	0.0	52.9	0.0	0.0	0.0	0.0	0.0	0.0	47.1	0.0	0.0	47.1	
Exiting Leg Total					0					8					0					9	17

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

7:30 AM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.875	0.750
Entering Leg	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
Exiting Leg					0					7					0					5	12
Total					0					12					0					12	24

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
7:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
7:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
Total	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	12	0	0	12	31
8:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	18	0	0	18	26
Grand Total	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	30	0	0	30	57
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	47.4	0.0	0.0	47.4	0.0	0.0	0.0	0.0	0.0	0.0	52.6	0.0	0.0	52.6	
Exiting Leg Total					0					30					0					27	57

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

7:00 AM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
7:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
7:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
Total Volume	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	12	0	0	12	31
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.792	0.000	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.000	0.429	0.000	0.000	0.429	0.775
Entering Leg	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	12	0	0	12	31
Exiting Leg					0					12					0					19	31
Total					0					31					0					31	62

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Articulated Trucks**

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	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
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	0.0	55.6	
Exiting Leg Total					0					5					0					4	9

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

7:00 AM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
% 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	100.0	0.0	0.0		
PHF	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	0.375	0.000	0.000	0.375	0.750
Entering Leg	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Exiting Leg					0					3					0					3	6
Total					0					6					0					6	12

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Bicycles (on Roadway and Crosswalks)

	Driveway from North							Everett Street from East							#81 Everett St Driveway from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	0	0	0	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
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
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	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	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Grand Total	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	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	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	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							0	1

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

8:00 AM	Driveway from North							Everett Street from East							#81 Everett St Driveway from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	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	1	1
Total Volume	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	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	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	0.000	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	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	1	1
Exiting Leg							0							1							0							0	1
Total							0							1							0							1	2

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Pedestrians

	Driveway							Everett Street							#81 Everett St Driveway							Everett Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
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	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	5
8:00 AM	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	1
8:15 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	0	0	1
8:30 AM	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
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	0	0	1
Total	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	9
Approach %	0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	60	40		0	0	0	0	0	0		
Total %	0	0	0	0	44.4	0	44.4	0	0	0	0	0	0	0	0	0	0	0	33.3	22.2	55.6	0	0	0	0	0	0	0	
Exiting Leg Total							4							0							5							0	9

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

7:00 AM	Driveway							Everett Street							#81 Everett St Driveway							Everett Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	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
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
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	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	5
% 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	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	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	0.000	0.500	0.250	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	5
Exiting Leg							2							0							3							0	5
Total							4							0							6							0	10

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	118	0	0	118	0	0	0	0	0	0	105	0	0	105	223
4:15 PM	0	0	0	0	0	0	110	0	0	110	0	0	0	0	0	0	71	0	0	71	181
4:30 PM	0	0	0	0	0	0	138	0	0	138	0	0	0	0	0	1	99	0	0	100	238
4:45 PM	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	0	90	0	0	90	224
Total	0	0	0	0	0	0	500	0	0	500	0	0	0	0	0	1	365	0	0	366	866
5:00 PM	0	0	0	0	0	0	154	0	0	154	0	0	0	0	0	0	105	0	0	105	259
5:15 PM	0	0	0	0	0	0	149	0	0	149	0	0	0	0	0	0	96	0	0	96	245
5:30 PM	0	0	0	0	0	0	143	0	0	143	0	0	0	0	0	0	90	0	0	90	233
5:45 PM	0	0	0	0	0	0	112	0	0	112	0	0	0	0	0	0	86	0	0	86	198
Total	0	0	0	0	0	0	558	0	0	558	0	0	0	0	0	0	377	0	0	377	935
6:00 PM	0	0	0	0	0	0	108	0	0	108	0	0	0	0	0	0	73	0	0	73	181
6:15 PM	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	0	88	0	0	88	189
Total	0	0	0	0	0	0	209	0	0	209	0	0	0	0	0	0	161	0	0	161	370
Grand Total	0	0	0	0	0	0	1267	0	0	1267	0	0	0	0	0	1	903	0	0	904	2171
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		0.1	99.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	58.4	0.0	0.0	58.4	0.0	0.0	0.0	0.0	0.0	0.0	41.6	0.0	0.0	41.6	
Exiting Leg Total					0					903					1					1267	2171
Cars	0	0	0	0	0	0	1262	0	0	1262	0	0	0	0	0	1	881	0	0	882	2144
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	99.6	0.0	0.0	99.6	0.0	0.0	0.0	0.0	0.0	100.0	97.6	0.0	0.0	97.6	98.8
Exiting Leg Total					0					881					1					1262	2144
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	22	0	0	22	27
% Heavy Vehicles	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	0.0	0.0	0.0	2.4	0.0	0.0	2.4	1.2
Exiting Leg Total					0					22					0					5	27

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
4:30 PM	0	0	0	0	0	0	138	0	0	138	0	0	0	0	0	1	99	0	0	100	238
4:45 PM	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	0	90	0	0	90	224
5:00 PM	0	0	0	0	0	0	154	0	0	154	0	0	0	0	0	0	105	0	0	105	259
5:15 PM	0	0	0	0	0	0	149	0	0	149	0	0	0	0	0	0	96	0	0	96	245
Total Volume	0	0	0	0	0	0	575	0	0	575	0	0	0	0	0	1	390	0	0	391	966
% 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		0.3	99.7	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.933	0.000	0.000	0.933	0.000	0.000	0.000	0.000	0.000	0.250	0.929	0.000	0.000	0.931	0.932
Cars	0	0	0	0	0	0	572	0	0	572	0	0	0	0	0	1	382	0	0	383	955
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	99.5	0.0	0.0	99.5	0.0	0.0	0.0	0.0	0.0	100.0	97.9	0.0	0.0	98.0	98.9
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.0	1.1
Cars Enter Leg	0	0	0	0	0	0	572	0	0	572	0	0	0	0	0	1	382	0	0	383	955
Heavy Enter Leg	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
Total Entering Leg	0	0	0	0	0	0	575	0	0	575	0	0	0	0	0	1	390	0	0	391	966
Cars Exiting Leg					0					382					1					572	955
Heavy Exiting Leg					0					8					0					3	11
Total Exiting Leg					0					390					1					575	966

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Cars**

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	118	0	0	118	0	0	0	0	0	0	102	0	0	102	220
4:15 PM	0	0	0	0	0	0	109	0	0	109	0	0	0	0	0	0	70	0	0	70	179
4:30 PM	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	1	96	0	0	97	234
4:45 PM	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	0	90	0	0	90	224
Total	0	0	0	0	0	0	498	0	0	498	0	0	0	0	0	1	358	0	0	359	857
5:00 PM	0	0	0	0	0	0	154	0	0	154	0	0	0	0	0	0	100	0	0	100	254
5:15 PM	0	0	0	0	0	0	147	0	0	147	0	0	0	0	0	0	96	0	0	96	243
5:30 PM	0	0	0	0	0	0	143	0	0	143	0	0	0	0	0	0	90	0	0	90	233
5:45 PM	0	0	0	0	0	0	112	0	0	112	0	0	0	0	0	0	84	0	0	84	196
Total	0	0	0	0	0	0	556	0	0	556	0	0	0	0	0	0	370	0	0	370	926
6:00 PM	0	0	0	0	0	0	107	0	0	107	0	0	0	0	0	0	68	0	0	68	175
6:15 PM	0	0	0	0	0	0	101	0	0	101	0	0	0	0	0	0	85	0	0	85	186
Total	0	0	0	0	0	0	208	0	0	208	0	0	0	0	0	0	153	0	0	153	361
Grand Total	0	0	0	0	0	0	1262	0	0	1262	0	0	0	0	0	1	881	0	0	882	2144
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		0.1	99.9	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	58.9	0.0	0.0	58.9	0.0	0.0	0.0	0.0	0.0	0.0	41.1	0.0	0.0	41.1	
Exiting Leg Total					0					881					1					1262	2144

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
4:30 PM	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	1	96	0	0	97	234
4:45 PM	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	0	90	0	0	90	224
5:00 PM	0	0	0	0	0	0	154	0	0	154	0	0	0	0	0	0	100	0	0	100	254
5:15 PM	0	0	0	0	0	0	147	0	0	147	0	0	0	0	0	0	96	0	0	96	243
Total Volume	0	0	0	0	0	0	572	0	0	572	0	0	0	0	0	1	382	0	0	383	955
% 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		0.3	99.7	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.929	0.000	0.000	0.929	0.000	0.000	0.000	0.000	0.000	0.250	0.955	0.000	0.000	0.958	0.940
Entering Leg	0	0	0	0	0	0	572	0	0	572	0	0	0	0	0	1	382	0	0	383	955
Exiting Leg					0					382					1					572	955
Total					0					954					1					955	1910

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

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

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
5:15 PM	0	0	0	0	0	0	2	0	0	2	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	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
Grand Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	22	0	0	22	27
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0	81.5	0.0	0.0	81.5	
Exiting Leg Total					0					22					0					5	27
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
% Buses	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	0.0	18.2	0.0	0.0	18.2	25.9
Exiting Leg Total					0					4					0					3	7
Single-Unit Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	18	0	0	18	20
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	81.8	0.0	0.0	81.8	74.1
Exiting Leg Total					0					18					0					2	20
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 06:30 PM begins at:

4:15 PM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
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	0	0	0	0	0	5	0	0	5	5
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	11
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.000	0.450	0.550
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Buses %	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	22.2	0.0	0.0	22.2	27.3
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
Single-Unit %	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	77.8	0.0	0.0	77.8	72.7
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	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	11
Buses					0					2					0					1	3
Single-Unit Trucks					0					7					0					1	8
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					0					9					0					2	11

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Buses**

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 PM	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	
Exiting Leg Total					0					4					0					3	7

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:30 PM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% 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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Exiting Leg					0					2					0					2	4
Total					0					4					0					4	8

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Single-Unit Trucks**

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	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
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:15 PM	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	18	0	0	18	20
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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	0.0	0.0	90.0	
Exiting Leg Total					0					18					0					2	20

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

5:30 PM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
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	1	0	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
% 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	100.0	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	0.450	0.000	0.000	0.450	0.450
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
Exiting Leg					0					9					0					0	9
Total					0					9					0					9	18

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Articulated Trucks**

	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					0	0

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Driveway					Everett Street					#81 Everett St Driveway					Everett Street					
	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	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 #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 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)

	Driveway							Everett Street							#81 Everett St Driveway							Everett Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
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
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
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	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	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
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		
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

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Driveway							Everett Street							#81 Everett St Driveway							Everett Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
% 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		
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
Total							0							0							0							0	0

PDI File #: **239126 D**
Location: **N: Driveway S: #81 Everett St Driveway**
Location: **E: Everett Street W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Pedestrians

	Driveway from North							Everett Street from East							#81 Everett St Driveway from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
4:15 PM	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	2
4:30 PM	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	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	1	2	3	0	0	0	0	0	1	1	0	0	0	0	3	2	5	0	0	0	0	0	0	0	9
5:00 PM	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	1	1	3
5:15 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
5:30 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	2	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	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6
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	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	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
Grand Total	0	0	0	0	2	6	8	0	0	0	0	0	1	1	0	0	0	0	3	2	5	0	0	0	0	0	1	1	15
Approach %	0	0	0	0	25	75		0	0	0	0	0	100		0	0	0	0	60	40		0	0	0	0	0	100		
Total %	0	0	0	0	13.3	40	53.3	0	0	0	0	0	6.67	6.67	0	0	0	0	20	13.3	33.3	0	0	0	0	0	6.67	6.67	
Exiting Leg Total							8							1							5							1	15

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Driveway from North							Everett Street from East							#81 Everett St Driveway from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
4:15 PM	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	2
4:30 PM	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	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	1	2	3	0	0	0	0	0	1	1	0	0	0	0	3	2	5	0	0	0	0	0	0	0	9
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.750	0.500	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.450
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	3	2	5	0	0	0	0	0	0	0	9
Exiting Leg							3							1							5							0	9
Total							6							2							10							0	18

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Cars and Heavy Vehicles (Combined)

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:00 AM	39	120	19	5	183	82	57	23	0	162	41	285	15	5	346	5	38	93	0	136	827
7:15 AM	47	151	23	5	226	98	31	26	0	155	22	303	10	2	337	14	40	85	0	139	857
7:30 AM	83	170	27	12	292	103	44	16	0	163	34	274	13	4	325	16	53	107	0	176	956
7:45 AM	87	182	39	8	316	98	53	27	0	178	56	278	35	3	372	22	66	96	0	184	1050
Total	256	623	108	30	1017	381	185	92	0	658	153	1140	73	14	1380	57	197	381	0	635	3690
8:00 AM	86	221	31	16	354	88	41	44	0	173	63	264	23	4	354	21	64	85	0	170	1051
8:15 AM	67	239	28	18	352	78	30	27	0	135	51	279	23	6	359	16	91	87	0	194	1040
8:30 AM	60	215	51	12	338	63	30	29	0	122	49	253	13	4	319	13	75	90	0	178	957
8:45 AM	57	250	43	15	365	48	30	35	0	113	54	271	23	4	352	8	75	68	0	151	981
Total	270	925	153	61	1409	277	131	135	0	543	217	1067	82	18	1384	58	305	330	0	693	4029
Grand Total	526	1548	261	91	2426	658	316	227	0	1201	370	2207	155	32	2764	115	502	711	0	1328	7719
Approach %	21.7	63.8	10.8	3.8		54.8	26.3	18.9	0.0		13.4	79.8	5.6	1.2		8.7	37.8	53.5	0.0		
Total %	6.8	20.1	3.4	1.2	31.4	8.5	4.1	2.9	0.0	15.6	4.8	28.6	2.0	0.4	35.8	1.5	6.5	9.2	0.0	17.2	
Exiting Leg Total					3667					1133					1922					997	7719
Cars	511	1495	243	88	2337	585	293	207	0	1085	358	2125	151	32	2666	110	492	679	0	1281	7369
% Cars	97.1	96.6	93.1	96.7	96.3	88.9	92.7	91.2	0.0	90.3	96.8	96.3	97.4	100.0	96.5	95.7	98.0	95.5	0.0	96.5	95.5
Exiting Leg Total					3477					1093					1844					955	7369
Heavy Vehicles	15	53	18	3	89	73	23	20	0	116	12	82	4	0	98	5	10	32	0	47	350
% Heavy Vehicles	2.9	3.4	6.9	3.3	3.7	11.1	7.3	8.8	0.0	9.7	3.2	3.7	2.6	0.0	3.5	4.3	2.0	4.5	0.0	3.5	4.5
Exiting Leg Total					190					40					78					42	350

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

7:45 AM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:45 AM	87	182	39	8	316	98	53	27	0	178	56	278	35	3	372	22	66	96	0	184	1050
8:00 AM	86	221	31	16	354	88	41	44	0	173	63	264	23	4	354	21	64	85	0	170	1051
8:15 AM	67	239	28	18	352	78	30	27	0	135	51	279	23	6	359	16	91	87	0	194	1040
8:30 AM	60	215	51	12	338	63	30	29	0	122	49	253	13	4	319	13	75	90	0	178	957
Total Volume	300	857	149	54	1360	327	154	127	0	608	219	1074	94	17	1404	72	296	358	0	726	4098
% Approach Total	22.1	63.0	11.0	4.0		53.8	25.3	20.9	0.0		15.6	76.5	6.7	1.2		9.9	40.8	49.3	0.0		
PHF	0.862	0.896	0.730	0.750	0.960	0.834	0.726	0.722	0.000	0.854	0.869	0.962	0.671	0.708	0.944	0.818	0.813	0.932	0.000	0.936	0.975
Cars	291	832	136	52	1311	299	144	119	0	562	213	1034	93	17	1357	69	293	339	0	701	3931
Cars %	97.0	97.1	91.3	96.3	96.4	91.4	93.5	93.7	0.0	92.4	97.3	96.3	98.9	100.0	96.7	95.8	99.0	94.7	0.0	96.6	95.9
Heavy Vehicles	9	25	13	2	49	28	10	8	0	46	6	40	1	0	47	3	3	19	0	25	167
Heavy Vehicles %	3.0	2.9	8.7	3.7	3.6	8.6	6.5	6.3	0.0	7.6	2.7	3.7	1.1	0.0	3.3	4.2	1.0	5.3	0.0	3.4	4.1
Cars Enter Leg	291	832	136	52	1311	299	144	119	0	562	213	1034	93	17	1357	69	293	339	0	701	3931
Heavy Enter Leg	9	25	13	2	49	28	10	8	0	46	6	40	1	0	47	3	3	19	0	25	167
Total Entering Leg	300	857	149	54	1360	327	154	127	0	608	219	1074	94	17	1404	72	296	358	0	726	4098
Cars Exiting Leg					1724					642					1037					528	3931
Heavy Exiting Leg					89					22					36					20	167
Total Exiting Leg					1813					664					1073					548	4098

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Cars**

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:00 AM	38	117	19	5	179	60	52	22	0	134	40	275	14	5	334	4	35	87	0	126	773
7:15 AM	46	145	20	5	216	92	27	23	0	142	20	290	10	2	322	14	40	83	0	137	817
7:30 AM	79	158	26	12	275	90	43	12	0	145	33	262	11	4	310	15	52	105	0	172	902
7:45 AM	81	179	34	8	302	91	52	25	0	168	55	266	35	3	359	21	65	90	0	176	1005
Total	244	599	99	30	972	333	174	82	0	589	148	1093	70	14	1325	54	192	365	0	611	3497
8:00 AM	84	215	28	16	343	81	38	41	0	160	60	252	23	4	339	21	64	81	0	166	1008
8:15 AM	67	233	25	17	342	71	26	25	0	122	51	270	22	6	349	15	89	85	0	189	1002
8:30 AM	59	205	49	11	324	56	28	28	0	112	47	246	13	4	310	12	75	83	0	170	916
8:45 AM	57	243	42	14	356	44	27	31	0	102	52	264	23	4	343	8	72	65	0	145	946
Total	267	896	144	58	1365	252	119	125	0	496	210	1032	81	18	1341	56	300	314	0	670	3872
Grand Total	511	1495	243	88	2337	585	293	207	0	1085	358	2125	151	32	2666	110	492	679	0	1281	7369
Approach %	21.9	64.0	10.4	3.8		53.9	27.0	19.1	0.0		13.4	79.7	5.7	1.2		8.6	38.4	53.0	0.0		
Total %	6.9	20.3	3.3	1.2	31.7	7.9	4.0	2.8	0.0	14.7	4.9	28.8	2.0	0.4	36.2	1.5	6.7	9.2	0.0	17.4	
Exiting Leg Total					3477					1093					1844					955	7369

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

7:45 AM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:45 AM	81	179	34	8	302	91	52	25	0	168	55	266	35	3	359	21	65	90	0	176	1005
8:00 AM	84	215	28	16	343	81	38	41	0	160	60	252	23	4	339	21	64	81	0	166	1008
8:15 AM	67	233	25	17	342	71	26	25	0	122	51	270	22	6	349	15	89	85	0	189	1002
8:30 AM	59	205	49	11	324	56	28	28	0	112	47	246	13	4	310	12	75	83	0	170	916
Total Volume	291	832	136	52	1311	299	144	119	0	562	213	1034	93	17	1357	69	293	339	0	701	3931
% Approach Total	22.2	63.5	10.4	4.0		53.2	25.6	21.2	0.0		15.7	76.2	6.9	1.3		9.8	41.8	48.4	0.0		
PHF	0.866	0.893	0.694	0.765	0.956	0.821	0.692	0.726	0.000	0.836	0.888	0.957	0.664	0.708	0.945	0.821	0.823	0.942	0.000	0.927	0.975
Entering Leg	291	832	136	52	1311	299	144	119	0	562	213	1034	93	17	1357	69	293	339	0	701	3931
Exiting Leg					1724					642					1037					528	3931
Total					3035					1204					2394					1229	7862

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

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

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:00 AM	1	3	0	0	4	22	5	1	0	28	1	10	1	0	12	1	3	6	0	10	54
7:15 AM	1	6	3	0	10	6	4	3	0	13	2	13	0	0	15	0	0	2	0	2	40
7:30 AM	4	12	1	0	17	13	1	4	0	18	1	12	2	0	15	1	1	2	0	4	54
7:45 AM	6	3	5	0	14	7	1	2	0	10	1	12	0	0	13	1	1	6	0	8	45
Total	12	24	9	0	45	48	11	10	0	69	5	47	3	0	55	3	5	16	0	24	193
8:00 AM	2	6	3	0	11	7	3	3	0	13	3	12	0	0	15	0	0	4	0	4	43
8:15 AM	0	6	3	1	10	7	4	2	0	13	0	9	1	0	10	1	2	2	0	5	38
8:30 AM	1	10	2	1	14	7	2	1	0	10	2	7	0	0	9	1	0	7	0	8	41
8:45 AM	0	7	1	1	9	4	3	4	0	11	2	7	0	0	9	0	3	3	0	6	35
Total	3	29	9	3	44	25	12	10	0	47	7	35	1	0	43	2	5	16	0	23	157
Grand Total	15	53	18	3	89	73	23	20	0	116	12	82	4	0	98	5	10	32	0	47	350
Approach %	16.9	59.6	20.2	3.4		62.9	19.8	17.2	0.0		12.2	83.7	4.1	0.0		10.6	21.3	68.1	0.0		
Total %	4.3	15.1	5.1	0.9	25.4	20.9	6.6	5.7	0.0	33.1	3.4	23.4	1.1	0.0	28.0	1.4	2.9	9.1	0.0	13.4	
Exiting Leg Total					190					40					78					42	350
Buses	4	4	1	0	9	0	4	0	0	4	0	4	1	0	5	0	4	5	0	9	27
% Buses	26.7	7.5	5.6	0.0	10.1	0.0	17.4	0.0	0.0	3.4	0.0	4.9	25.0	0.0	5.1	0.0	40.0	15.6	0.0	19.1	7.7
Exiting Leg Total					9					5					4					9	27
Single-Unit Trucks	10	37	7	1	55	61	16	14	0	91	5	66	3	0	74	5	4	22	0	31	251
% Single-Unit	66.7	69.8	38.9	33.3	61.8	83.6	69.6	70.0	0.0	78.4	41.7	80.5	75.0	0.0	75.5	100.0	40.0	68.8	0.0	66.0	71.7
Exiting Leg Total					150					16					56					29	251
Articulated Trucks	1	12	10	2	25	12	3	6	0	21	7	12	0	0	19	0	2	5	0	7	72
% Articulated	6.7	22.6	55.6	66.7	28.1	16.4	13.0	30.0	0.0	18.1	58.3	14.6	0.0	0.0	19.4	0.0	20.0	15.6	0.0	14.9	20.6
Exiting Leg Total					31					19					18					4	72

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

7:00 AM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:00 AM	1	3	0	0	4	22	5	1	0	28	1	10	1	0	12	1	3	6	0	10	54
7:15 AM	1	6	3	0	10	6	4	3	0	13	2	13	0	0	15	0	0	2	0	2	40
7:30 AM	4	12	1	0	17	13	1	4	0	18	1	12	2	0	15	1	1	2	0	4	54
7:45 AM	6	3	5	0	14	7	1	2	0	10	1	12	0	0	13	1	1	6	0	8	45
Total Volume	12	24	9	0	45	48	11	10	0	69	5	47	3	0	55	3	5	16	0	24	193
% Approach Total	26.7	53.3	20.0	0.0		69.6	15.9	14.5	0.0		9.1	85.5	5.5	0.0		12.5	20.8	66.7	0.0		
PHF	0.500	0.500	0.450	0.000	0.662	0.545	0.550	0.625	0.000	0.616	0.625	0.904	0.375	0.000	0.917	0.750	0.417	0.667	0.000	0.600	0.894
Buses	3	0	1	0	4	0	2	0	0	2	0	2	1	0	3	0	3	2	0	5	14
Buses %	25.0	0.0	11.1	0.0	8.9	0.0	18.2	0.0	0.0	2.9	0.0	4.3	33.3	0.0	5.5	0.0	60.0	12.5	0.0	20.8	7.3
Single-Unit Trucks	8	14	5	0	27	41	7	10	0	58	2	40	2	0	44	3	2	11	0	16	145
Single-Unit %	66.7	58.3	55.6	0.0	60.0	85.4	63.6	100.0	0.0	84.1	40.0	85.1	66.7	0.0	80.0	100.0	40.0	68.8	0.0	66.7	75.1
Articulated Trucks	1	10	3	0	14	7	2	0	0	9	3	5	0	0	8	0	0	3	0	3	34
Articulated %	8.3	41.7	33.3	0.0	31.1	14.6	18.2	0.0	0.0	13.0	60.0	10.6	0.0	0.0	14.5	0.0	0.0	18.8	0.0	12.5	17.6
Buses	3	0	1	0	4	0	2	0	0	2	0	2	1	0	3	0	3	2	0	5	14
Single-Unit Trucks	8	14	5	0	27	41	7	10	0	58	2	40	2	0	44	3	2	11	0	16	145
Articulated Trucks	1	10	3	0	14	7	2	0	0	9	3	5	0	0	8	0	0	3	0	3	34
Total Entering Leg	12	24	9	0	45	48	11	10	0	69	5	47	3	0	55	3	5	16	0	24	193
Buses					4					4					0					6	14
Single-Unit Trucks					92					9					27					17	145
Articulated Trucks					15					6					10					3	34
Total Exiting Leg					111					19					37					26	193

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Buses**

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	4
7:45 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5
Total	3	0	1	0	4	0	2	0	0	2	0	2	1	0	3	0	3	2	0	5	14
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
8:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:45 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	1	4	0	0	5	0	2	0	0	2	0	2	0	0	2	0	1	3	0	4	13
Grand Total	4	4	1	0	9	0	4	0	0	4	0	4	1	0	5	0	4	5	0	9	27
Approach %	44.4	44.4	11.1	0.0		0.0	100.0	0.0	0.0		0.0	80.0	20.0	0.0		0.0	44.4	55.6	0.0		
Total %	14.8	14.8	3.7	0.0	33.3	0.0	14.8	0.0	0.0	14.8	0.0	14.8	3.7	0.0	18.5	0.0	14.8	18.5	0.0	33.3	
Exiting Leg Total					9					5					4					9	27

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

7:30 AM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	4
7:45 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
8:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
Total Volume	3	2	1	0	6	0	1	0	0	1	0	1	1	0	2	0	3	4	0	7	16
% Approach Total	50.0	33.3	16.7	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	42.9	57.1	0.0		
PHF	0.375	0.500	0.250	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.500	0.000	0.750	1.000	0.000	0.875	0.800
Entering Leg	3	2	1	0	6	0	1	0	0	1	0	1	1	0	2	0	3	4	0	7	16
Exiting Leg					5					4					2					5	16
Total					11					5					4					12	32

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class: **Single-Unit Trucks**

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:00 AM	1	1	0	0	2	17	3	1	0	21	0	8	1	0	9	1	2	4	0	7	39
7:15 AM	1	4	1	0	6	6	3	3	0	12	0	10	0	0	10	0	0	2	0	2	30
7:30 AM	3	8	0	0	11	13	1	4	0	18	1	10	1	0	12	1	0	0	0	1	42
7:45 AM	3	1	4	0	8	5	0	2	0	7	1	12	0	0	13	1	0	5	0	6	34
Total	8	14	5	0	27	41	7	10	0	58	2	40	2	0	44	3	2	11	0	16	145
8:00 AM	2	3	1	0	6	6	3	1	0	10	2	7	0	0	9	0	0	3	0	3	28
8:15 AM	0	5	1	1	7	5	3	0	0	8	0	8	1	0	9	1	0	1	0	2	26
8:30 AM	0	9	0	0	9	6	2	1	0	9	1	6	0	0	7	1	0	4	0	5	30
8:45 AM	0	6	0	0	6	3	1	2	0	6	0	5	0	0	5	0	2	3	0	5	22
Total	2	23	2	1	28	20	9	4	0	33	3	26	1	0	30	2	2	11	0	15	106
Grand Total	10	37	7	1	55	61	16	14	0	91	5	66	3	0	74	5	4	22	0	31	251
Approach %	18.2	67.3	12.7	1.8		67.0	17.6	15.4	0.0		6.8	89.2	4.1	0.0		16.1	12.9	71.0	0.0		
Total %	4.0	14.7	2.8	0.4	21.9	24.3	6.4	5.6	0.0	36.3	2.0	26.3	1.2	0.0	29.5	2.0	1.6	8.8	0.0	12.4	
Exiting Leg Total					150					16					56					29	251

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

7:00 AM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:00 AM	1	1	0	0	2	17	3	1	0	21	0	8	1	0	9	1	2	4	0	7	39
7:15 AM	1	4	1	0	6	6	3	3	0	12	0	10	0	0	10	0	0	2	0	2	30
7:30 AM	3	8	0	0	11	13	1	4	0	18	1	10	1	0	12	1	0	0	0	1	42
7:45 AM	3	1	4	0	8	5	0	2	0	7	1	12	0	0	13	1	0	5	0	6	34
Total Volume	8	14	5	0	27	41	7	10	0	58	2	40	2	0	44	3	2	11	0	16	145
% Approach Total	29.6	51.9	18.5	0.0		70.7	12.1	17.2	0.0		4.5	90.9	4.5	0.0		18.8	12.5	68.8	0.0		
PHF	0.667	0.438	0.313	0.000	0.614	0.603	0.583	0.625	0.000	0.690	0.500	0.833	0.500	0.000	0.846	0.750	0.250	0.550	0.000	0.571	0.863
Entering Leg	8	14	5	0	27	41	7	10	0	58	2	40	2	0	44	3	2	11	0	16	145
Exiting Leg					92					9					27					17	145
Total					119					67					71					33	290

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **7:00 AM**
End Time: **9:00 AM**

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

Class:

Articulated Trucks

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
7:00 AM	0	2	0	0	2	5	1	0	0	6	1	0	0	0	1	0	0	2	0	2	11
7:15 AM	0	2	2	0	4	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	9
7:30 AM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	8
7:45 AM	1	2	0	0	3	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	1	10	3	0	14	7	2	0	0	9	3	5	0	0	8	0	0	3	0	3	34
8:00 AM	0	2	2	0	4	1	0	2	0	3	1	4	0	0	5	0	0	0	0	0	12
8:15 AM	0	0	2	0	2	2	0	2	0	4	0	1	0	0	1	0	1	0	0	1	8
8:30 AM	0	0	2	1	3	1	0	0	0	1	1	1	0	0	2	0	0	2	0	2	8
8:45 AM	0	0	1	1	2	1	1	2	0	4	2	1	0	0	3	0	1	0	0	1	10
Total	0	2	7	2	11	5	1	6	0	12	4	7	0	0	11	0	2	2	0	4	38
Grand Total	1	12	10	2	25	12	3	6	0	21	7	12	0	0	19	0	2	5	0	7	72
Approach %	4.0	48.0	40.0	8.0		57.1	14.3	28.6	0.0		36.8	63.2	0.0	0.0		0.0	28.6	71.4	0.0		
Total %	1.4	16.7	13.9	2.8	34.7	16.7	4.2	8.3	0.0	29.2	9.7	16.7	0.0	0.0	26.4	0.0	2.8	6.9	0.0	9.7	
Exiting Leg Total					31					19					18					4	72

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

8:00 AM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
8:00 AM	0	2	2	0	4	1	0	2	0	3	1	4	0	0	5	0	0	0	0	0	12
8:15 AM	0	0	2	0	2	2	0	2	0	4	0	1	0	0	1	0	1	0	0	1	8
8:30 AM	0	0	2	1	3	1	0	0	0	1	1	1	0	0	2	0	0	2	0	2	8
8:45 AM	0	0	1	1	2	1	1	2	0	4	2	1	0	0	3	0	1	0	0	1	10
Total Volume	0	2	7	2	11	5	1	6	0	12	4	7	0	0	11	0	2	2	0	4	38
% Approach Total	0.0	18.2	63.6	18.2		41.7	8.3	50.0	0.0		36.4	63.6	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.250	0.875	0.500	0.688	0.625	0.250	0.750	0.000	0.750	0.500	0.438	0.000	0.000	0.550	0.000	0.500	0.250	0.000	0.500	0.792
Entering Leg	0	2	7	2	11	5	1	6	0	12	4	7	0	0	11	0	2	2	0	4	38
Exiting Leg					16					13					8					1	38
Total					27					25					19					5	76

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Bicycles (on Roadway and Crosswalks)

	Providence Highway (Route 1) from North							University Avenue from East							Providence Highway (Route 1) from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	0	0	0	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
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
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	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
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	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	0.0	50.0	50.0	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	
Exiting Leg Total							0							1							1							0	2

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

8:00 AM	Providence Highway (Route 1) from North							University Avenue from East							Providence Highway (Route 1) from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
% 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	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	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Exiting Leg							0							1							1							0	2
Total							0							2							2							0	4

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
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

Pedestrians

	Providence Highway (Route 1) from North							University Avenue from East							Providence Highway (Route 1) from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	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
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
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	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
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	1	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2	4
Grand Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2	5
Approach %	0	0	0	0	50	50		0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	50	50		
Total %	0	0	0	0	20	20	40	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	0	0	20	20	40	
Exiting Leg Total							2							0							1							2	5

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

8:00 AM	Providence Highway (Route 1) from North							University Avenue from East							Providence Highway (Route 1) from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
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	1	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
Total Volume	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2	4
% 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	100.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.333
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2	4
Exiting Leg							1							0							1							2	4
Total							2							0							2							4	8

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
4:00 PM	24	391	37	8	460	59	51	81	0	191	52	253	32	8	345	20	49	43	0	112	1108
4:15 PM	25	391	34	9	459	35	41	79	0	155	48	258	30	17	353	26	42	52	0	120	1087
4:30 PM	35	405	38	13	491	36	54	72	0	162	41	279	27	6	353	24	43	44	0	111	1117
4:45 PM	31	363	33	18	445	63	65	63	0	191	44	249	29	13	335	18	39	50	0	107	1078
Total	115	1550	142	48	1855	193	211	295	0	699	185	1039	118	44	1386	88	173	189	0	450	4390
5:00 PM	26	356	43	10	435	58	59	90	0	207	47	287	34	9	377	20	50	54	0	124	1143
5:15 PM	31	305	33	11	380	32	51	71	0	154	56	275	28	8	367	16	48	49	0	113	1014
5:30 PM	40	318	35	9	402	31	50	77	0	158	45	236	25	14	320	17	42	37	0	96	976
5:45 PM	25	309	40	14	388	21	52	57	0	130	53	216	18	14	301	21	47	40	0	108	927
Total	122	1288	151	44	1605	142	212	295	0	649	201	1014	105	45	1365	74	187	180	0	441	4060
6:00 PM	24	326	31	15	396	39	35	44	0	118	43	198	27	14	282	31	37	45	0	113	909
6:15 PM	33	259	35	8	335	32	43	53	0	128	42	185	20	10	257	21	46	44	0	111	831
Total	57	585	66	23	731	71	78	97	0	246	85	383	47	24	539	52	83	89	0	224	1740
Grand Total	294	3423	359	115	4191	406	501	687	0	1594	471	2436	270	113	3290	214	443	458	0	1115	10190
Approach %	7.0	81.7	8.6	2.7		25.5	31.4	43.1	0.0		14.3	74.0	8.2	3.4		19.2	39.7	41.1	0.0		
Total %	2.9	33.6	3.5	1.1	41.1	4.0	4.9	6.7	0.0	15.6	4.6	23.9	2.6	1.1	32.3	2.1	4.3	4.5	0.0	10.9	
Exiting Leg Total					3415					1273					4437					1065	10190
Cars	292	3378	320	113	4103	392	500	677	0	1569	445	2413	267	112	3237	212	423	447	0	1082	9991
% Cars	99.3	98.7	89.1	98.3	97.9	96.6	99.8	98.5	0.0	98.4	94.5	99.1	98.9	99.1	98.4	99.1	95.5	97.6	0.0	97.0	98.0
Exiting Leg Total					3365					1188					4379					1059	9991
Heavy Vehicles	2	45	39	2	88	14	1	10	0	25	26	23	3	1	53	2	20	11	0	33	199
% Heavy Vehicles	0.7	1.3	10.9	1.7	2.1	3.4	0.2	1.5	0.0	1.6	5.5	0.9	1.1	0.9	1.6	0.9	4.5	2.4	0.0	3.0	2.0
Exiting Leg Total					50					85					58					6	199

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:15 PM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
4:15 PM	25	391	34	9	459	35	41	79	0	155	48	258	30	17	353	26	42	52	0	120	1087
4:30 PM	35	405	38	13	491	36	54	72	0	162	41	279	27	6	353	24	43	44	0	111	1117
4:45 PM	31	363	33	18	445	63	65	63	0	191	44	249	29	13	335	18	39	50	0	107	1078
5:00 PM	26	356	43	10	435	58	59	90	0	207	47	287	34	9	377	20	50	54	0	124	1143
Total Volume	117	1515	148	50	1830	192	219	304	0	715	180	1073	120	45	1418	88	174	200	0	462	4425
% Approach Total	6.4	82.8	8.1	2.7		26.9	30.6	42.5	0.0		12.7	75.7	8.5	3.2		19.0	37.7	43.3	0.0		
PHF	0.836	0.935	0.860	0.694	0.932	0.762	0.842	0.844	0.000	0.864	0.938	0.935	0.882	0.662	0.940	0.846	0.870	0.926	0.000	0.931	0.968
Cars	117	1498	138	50	1803	187	219	298	0	704	172	1064	117	45	1398	87	167	194	0	448	4353
Cars %	100.0	98.9	93.2	100.0	98.5	97.4	100.0	98.0	0.0	98.5	95.6	99.2	97.5	100.0	98.6	98.9	96.0	97.0	0.0	97.0	98.4
Heavy Vehicles	0	17	10	0	27	5	0	6	0	11	8	9	3	0	20	1	7	6	0	14	72
Heavy Vehicles %	0.0	1.1	6.8	0.0	1.5	2.6	0.0	2.0	0.0	1.5	4.4	0.8	2.5	0.0	1.4	1.1	4.0	3.0	0.0	3.0	1.6
Cars Enter Leg	117	1498	138	50	1803	187	219	298	0	704	172	1064	117	45	1398	87	167	194	0	448	4353
Heavy Enter Leg	0	17	10	0	27	5	0	6	0	11	8	9	3	0	20	1	7	6	0	14	72
Total Entering Leg	117	1515	148	50	1830	192	219	304	0	715	180	1073	120	45	1418	88	174	200	0	462	4425
Cars Exiting Leg					1495					477					1928					453	4353
Heavy Exiting Leg					20					25					24					3	72
Total Exiting Leg					1515					502					1952					456	4425

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Cars**

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
4:00 PM	24	380	37	7	448	59	51	81	0	191	49	249	32	8	338	19	46	42	0	107	1084
4:15 PM	25	385	29	9	448	32	41	77	0	150	46	255	30	17	348	26	41	49	0	116	1062
4:30 PM	35	398	37	13	483	36	54	71	0	161	41	278	25	6	350	24	41	44	0	109	1103
4:45 PM	31	362	30	18	441	61	65	62	0	188	40	246	29	13	328	18	38	48	0	104	1061
Total	115	1525	133	47	1820	188	211	291	0	690	176	1028	116	44	1364	87	166	183	0	436	4310
5:00 PM	26	353	42	10	431	58	59	88	0	205	45	285	33	9	372	19	47	53	0	119	1127
5:15 PM	30	300	31	11	372	31	51	70	0	152	53	275	28	8	364	16	47	49	0	112	1000
5:30 PM	40	314	30	9	393	30	50	76	0	156	40	234	25	14	313	17	42	37	0	96	958
5:45 PM	25	306	34	14	379	18	52	56	0	126	51	212	18	13	294	21	47	39	0	107	906
Total	121	1273	137	44	1575	137	212	290	0	639	189	1006	104	44	1343	73	183	178	0	434	3991
6:00 PM	23	322	21	14	380	37	34	44	0	115	39	196	27	14	276	31	33	43	0	107	878
6:15 PM	33	258	29	8	328	30	43	52	0	125	41	183	20	10	254	21	41	43	0	105	812
Total	56	580	50	22	708	67	77	96	0	240	80	379	47	24	530	52	74	86	0	212	1690
Grand Total	292	3378	320	113	4103	392	500	677	0	1569	445	2413	267	112	3237	212	423	447	0	1082	9991
Approach %	7.1	82.3	7.8	2.8		25.0	31.9	43.1	0.0		13.7	74.5	8.2	3.5		19.6	39.1	41.3	0.0		
Total %	2.9	33.8	3.2	1.1	41.1	3.9	5.0	6.8	0.0	15.7	4.5	24.2	2.7	1.1	32.4	2.1	4.2	4.5	0.0	10.8	
Exiting Leg Total					3365					1188					4379					1059	9991

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:15 PM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
4:15 PM	25	385	29	9	448	32	41	77	0	150	46	255	30	17	348	26	41	49	0	116	1062
4:30 PM	35	398	37	13	483	36	54	71	0	161	41	278	25	6	350	24	41	44	0	109	1103
4:45 PM	31	362	30	18	441	61	65	62	0	188	40	246	29	13	328	18	38	48	0	104	1061
5:00 PM	26	353	42	10	431	58	59	88	0	205	45	285	33	9	372	19	47	53	0	119	1127
Total Volume	117	1498	138	50	1803	187	219	298	0	704	172	1064	117	45	1398	87	167	194	0	448	4353
% Approach Total	6.5	83.1	7.7	2.8		26.6	31.1	42.3	0.0		12.3	76.1	8.4	3.2		19.4	37.3	43.3	0.0		
PHF	0.836	0.941	0.821	0.694	0.933	0.766	0.842	0.847	0.000	0.859	0.935	0.933	0.886	0.662	0.940	0.837	0.888	0.915	0.000	0.941	0.966
Entering Leg	117	1498	138	50	1803	187	219	298	0	704	172	1064	117	45	1398	87	167	194	0	448	4353
Exiting Leg					1495					477					1928					453	4353
Total					3298					1181					3326					901	8706

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

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

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
4:00 PM	0	11	0	1	12	0	0	0	0	0	3	4	0	0	7	1	3	1	0	5	24
4:15 PM	0	6	5	0	11	3	0	2	0	5	2	3	0	0	5	0	1	3	0	4	25
4:30 PM	0	7	1	0	8	0	0	1	0	1	0	1	2	0	3	0	2	0	0	2	14
4:45 PM	0	1	3	0	4	2	0	1	0	3	4	3	0	0	7	0	1	2	0	3	17
Total	0	25	9	1	35	5	0	4	0	9	9	11	2	0	22	1	7	6	0	14	80
5:00 PM	0	3	1	0	4	0	0	2	0	2	2	2	1	0	5	1	3	1	0	5	16
5:15 PM	1	5	2	0	8	1	0	1	0	2	3	0	0	0	3	0	1	0	0	1	14
5:30 PM	0	4	5	0	9	1	0	1	0	2	5	2	0	0	7	0	0	0	0	0	18
5:45 PM	0	3	6	0	9	3	0	1	0	4	2	4	0	1	7	0	0	1	0	1	21
Total	1	15	14	0	30	5	0	5	0	10	12	8	1	1	22	1	4	2	0	7	69
6:00 PM	1	4	10	1	16	2	1	0	0	3	4	2	0	0	6	0	4	2	0	6	31
6:15 PM	0	1	6	0	7	2	0	1	0	3	1	2	0	0	3	0	5	1	0	6	19
Total	1	5	16	1	23	4	1	1	0	6	5	4	0	0	9	0	9	3	0	12	50
Grand Total	2	45	39	2	88	14	1	10	0	25	26	23	3	1	53	2	20	11	0	33	199
Approach %	2.3	51.1	44.3	2.3		56.0	4.0	40.0	0.0		49.1	43.4	5.7	1.9		6.1	60.6	33.3	0.0		
Total %	1.0	22.6	19.6	1.0	44.2	7.0	0.5	5.0	0.0	12.6	13.1	11.6	1.5	0.5	26.6	1.0	10.1	5.5	0.0	16.6	
Exiting Leg Total					50					85					58					6	199
Buses	1	0	0	1	2	0	1	0	0	1	1	1	1	0	3	0	1	3	0	4	10
% Buses	50.0	0.0	0.0	50.0	2.3	0.0	100.0	0.0	0.0	4.0	3.8	4.3	33.3	0.0	5.7	0.0	5.0	27.3	0.0	12.1	5.0
Exiting Leg Total					5					2					0					3	10
Single-Unit Trucks	1	40	32	1	74	6	0	8	0	14	16	17	2	1	36	1	19	7	0	27	151
% Single-Unit	50.0	88.9	82.1	50.0	84.1	42.9	0.0	80.0	0.0	56.0	61.5	73.9	66.7	100.0	67.9	50.0	95.0	63.6	0.0	81.8	75.9
Exiting Leg Total					31					67					50					3	151
Articulated Trucks	0	5	7	0	12	8	0	2	0	10	9	5	0	0	14	1	0	1	0	2	38
% Articulated	0.0	11.1	17.9	0.0	13.6	57.1	0.0	20.0	0.0	40.0	34.6	21.7	0.0	0.0	26.4	50.0	0.0	9.1	0.0	6.1	19.1
Exiting Leg Total					14					16					8					0	38

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

5:30 PM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
5:30 PM	0	4	5	0	9	1	0	1	0	2	5	2	0	0	7	0	0	0	0	0	18
5:45 PM	0	3	6	0	9	3	0	1	0	4	2	4	0	1	7	0	0	1	0	1	21
6:00 PM	1	4	10	1	16	2	1	0	0	3	4	2	0	0	6	0	4	2	0	6	31
6:15 PM	0	1	6	0	7	2	0	1	0	3	1	2	0	0	3	0	5	1	0	6	19
Total Volume	1	12	27	1	41	8	1	3	0	12	12	10	0	1	23	0	9	4	0	13	89
% Approach Total	2.4	29.3	65.9	2.4		66.7	8.3	25.0	0.0		52.2	43.5	0.0	4.3		0.0	69.2	30.8	0.0		
PHF	0.250	0.750	0.675	0.250	0.641	0.667	0.250	0.750	0.000	0.750	0.600	0.625	0.000	0.250	0.821	0.000	0.450	0.500	0.000	0.542	0.718
Buses	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	8.3	0.0	10.0	0.0	0.0	4.3	0.0	0.0	25.0	0.0	7.7	3.4
Single-Unit Trucks	1	11	21	1	34	4	0	3	0	7	10	9	0	1	20	0	9	3	0	12	73
Single-Unit %	100.0	91.7	77.8	100.0	82.9	50.0	0.0	100.0	0.0	58.3	83.3	90.0	0.0	100.0	87.0	0.0	100.0	75.0	0.0	92.3	82.0
Articulated Trucks	0	1	6	0	7	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0	13
Articulated %	0.0	8.3	22.2	0.0	17.1	50.0	0.0	0.0	0.0	33.3	16.7	0.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	14.6
Buses	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	3
Single-Unit Trucks	1	11	21	1	34	4	0	3	0	7	10	9	0	1	20	0	9	3	0	12	73
Articulated Trucks	0	1	6	0	7	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0	13
Total Entering Leg	1	12	27	1	41	8	1	3	0	12	12	10	0	1	23	0	9	4	0	13	89
Buses					2					0					0					1	3
Single-Unit Trucks					17					40					15					1	73
Articulated Trucks					4					8					1					0	13
Total Exiting Leg					23					48					16					2	89

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Buses

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
4:00 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	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	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	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
Total	0	0	0	1	1	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	5
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	2	0	1	0	0	1	1	1	1	0	3	0	1	3	0	4	10
Approach %	50.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0		0.0	25.0	75.0	0.0		
Total %	10.0	0.0	0.0	10.0	20.0	0.0	10.0	0.0	0.0	10.0	10.0	10.0	10.0	0.0	30.0	0.0	10.0	30.0	0.0	40.0	
Exiting Leg Total					5					2					0					3	10

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

5:00 PM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Total Volume	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	5
% Approach Total	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	33.3	66.7	0.0		
PHF	0.250	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	0.250	0.000	0.250	0.500	0.000	0.750	0.625
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	5
Exiting Leg					3					1					0					1	5
Total					4					1					1					4	10

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Single-Unit Trucks**

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
4:00 PM	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	3	1	0	4	17
4:15 PM	0	5	4	0	9	1	0	1	0	2	2	2	0	0	4	0	1	2	0	3	18
4:30 PM	0	6	1	0	7	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	10
4:45 PM	0	1	3	0	4	0	0	1	0	1	1	2	0	0	3	0	1	1	0	2	10
Total	0	22	8	0	30	1	0	2	0	3	3	7	1	0	11	0	7	4	0	11	55
5:00 PM	0	3	1	0	4	0	0	2	0	2	2	1	1	0	4	1	3	0	0	4	14
5:15 PM	0	4	2	0	6	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	9
5:30 PM	0	3	4	0	7	0	0	1	0	1	4	2	0	0	6	0	0	0	0	0	14
5:45 PM	0	3	5	0	8	2	0	1	0	3	2	3	0	1	6	0	0	0	0	0	17
Total	0	13	12	0	25	3	0	5	0	8	9	6	1	1	17	1	3	0	0	4	54
6:00 PM	1	4	7	1	13	1	0	0	0	1	3	2	0	0	5	0	4	2	0	6	25
6:15 PM	0	1	5	0	6	1	0	1	0	2	1	2	0	0	3	0	5	1	0	6	17
Total	1	5	12	1	19	2	0	1	0	3	4	4	0	0	8	0	9	3	0	12	42
Grand Total	1	40	32	1	74	6	0	8	0	14	16	17	2	1	36	1	19	7	0	27	151
Approach %	1.4	54.1	43.2	1.4		42.9	0.0	57.1	0.0		44.4	47.2	5.6	2.8		3.7	70.4	25.9	0.0		
Total %	0.7	26.5	21.2	0.7	49.0	4.0	0.0	5.3	0.0	9.3	10.6	11.3	1.3	0.7	23.8	0.7	12.6	4.6	0.0	17.9	
Exiting Leg Total					31					67					50					3	151

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

5:30 PM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
5:30 PM	0	3	4	0	7	0	0	1	0	1	4	2	0	0	6	0	0	0	0	0	14
5:45 PM	0	3	5	0	8	2	0	1	0	3	2	3	0	1	6	0	0	0	0	0	17
6:00 PM	1	4	7	1	13	1	0	0	0	1	3	2	0	0	5	0	4	2	0	6	25
6:15 PM	0	1	5	0	6	1	0	1	0	2	1	2	0	0	3	0	5	1	0	6	17
Total Volume	1	11	21	1	34	4	0	3	0	7	10	9	0	1	20	0	9	3	0	12	73
% Approach Total	2.9	32.4	61.8	2.9		57.1	0.0	42.9	0.0		50.0	45.0	0.0	5.0		0.0	75.0	25.0	0.0		
PHF	0.250	0.688	0.750	0.250	0.654	0.500	0.000	0.750	0.000	0.583	0.625	0.750	0.000	0.250	0.833	0.000	0.450	0.375	0.000	0.500	0.730
Entering Leg	1	11	21	1	34	4	0	3	0	7	10	9	0	1	20	0	9	3	0	12	73
Exiting Leg					17					40					15					1	73
Total					51					47					35					13	146

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**

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

Class: **Articulated Trucks**

	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	5
4:15 PM	0	1	1	0	2	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	6
4:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	2	0	0	0	2	3	1	0	0	4	0	0	1	0	1	7
Total	0	3	1	0	4	4	0	2	0	6	5	4	0	0	9	1	0	1	0	2	21
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	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
5:30 PM	0	1	1	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
5:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	2	0	4	2	0	0	0	2	3	1	0	0	4	0	0	0	0	0	10
6:00 PM	0	0	3	0	3	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	5
6:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	4	0	4	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	7
Grand Total	0	5	7	0	12	8	0	2	0	10	9	5	0	0	14	1	0	1	0	2	38
Approach %	0.0	41.7	58.3	0.0		80.0	0.0	20.0	0.0		64.3	35.7	0.0	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	13.2	18.4	0.0	31.6	21.1	0.0	5.3	0.0	26.3	23.7	13.2	0.0	0.0	36.8	2.6	0.0	2.6	0.0	5.3	
Exiting Leg Total					14					16					8					0	38

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:00 PM	Providence Highway (Route 1) from North					University Avenue from East					Providence Highway (Route 1) from South					Everett Street 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	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	5
4:15 PM	0	1	1	0	2	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	6
4:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	2	0	0	0	2	3	1	0	0	4	0	0	1	0	1	7
Total Volume	0	3	1	0	4	4	0	2	0	6	5	4	0	0	9	1	0	1	0	2	21
% Approach Total	0.0	75.0	25.0	0.0		66.7	0.0	33.3	0.0		55.6	44.4	0.0	0.0		50.0	0.0	50.0	0.0		
PHF	0.000	0.750	0.250	0.000	0.500	0.500	0.000	0.500	0.000	0.500	0.417	1.000	0.000	0.000	0.563	0.250	0.000	0.250	0.000	0.500	0.750
Entering Leg	0	3	1	0	4	4	0	2	0	6	5	4	0	0	9	1	0	1	0	2	21
Exiting Leg					9					6					6					0	21
Total					13					12					15					2	42

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 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)

	Providence Highway (Route 1) from North							University Avenue from East							Providence Highway (Route 1) from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	1	0	0	0	0	0	0	0	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	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	1	1	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	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
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
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	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	1	0	1	0	0	0	0	0	0	0	1
Total	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
Grand Total	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	2
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	50.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	100.0	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 04:00 PM to 06:30 PM begins at:

4:00 PM	Providence Highway (Route 1) from North							University Avenue from East							Providence Highway (Route 1) from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	1	0	0	0	0	0	0	0	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	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	1	1	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		
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	0.250	0.250	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	0	0	0	1	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							0							2							0	2

PDI File #: **239126 E**
Location: **N: Providence Highway (Route 1) S: Providence Highway (Route 1)**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Bayside/ K. Cram**
Site Code: **2233372**
Count Date: **Wednesday, February 8, 2023**
Start Time: **4:00 PM**
End Time: **6:30 PM**
Class:

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

Pedestrians

	Providence Highway (Route 1) from North							University Avenue from East							Providence Highway (Route 1) from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
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	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	0	0	0	0	0	0	0	1	0	1	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	0	0	0	0	0	0	0	0	0	0
5:15 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
5:30 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
5:45 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	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	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	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
Grand Total	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	0	0		
Total %	0	0	0	0	25	50	75	0	0	0	0	0	0	0	0	0	0	0	25	0	25	0	0	0	0	0	0	0	
Exiting Leg Total							3							0							1							0	4

Peak Hour Analysis from 04:00 PM to 06:30 PM begins at:

4:45 PM	Providence Highway (Route 1) from North							University Avenue from East							Providence Highway (Route 1) from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
4:45 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	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
5:30 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 Volume	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	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		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg							3							0							0							0	3
Total							6							0							0							0	6

Washington Street (Route 1A)
north of Marshall Street
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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 #: 239126 ATR-A

Count Date: Wednesday, February 8, 2023
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	10	1	0	0	11
12:15 AM	0	0	10	0	0	0	10
12:30 AM	0	0	9	0	0	0	9
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	7	1	0	0	8
1:15 AM	0	0	4	0	0	0	4
1:30 AM	0	1	4	1	1	1	8
1:45 AM	0	0	3	0	1	0	4
2:00 AM	0	0	6	0	0	0	6
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	8	0	0	0	8
4:15 AM	0	0	13	0	0	0	13
4:30 AM	0	0	22	0	1	0	23
4:45 AM	0	0	28	0	3	0	31
5:00 AM	0	0	41	0	1	0	42
5:15 AM	0	0	39	0	1	0	40
5:30 AM	0	0	57	0	0	2	59
5:45 AM	0	0	98	2	2	1	103
6:00 AM	0	0	108	1	1	1	111
6:15 AM	0	0	180	2	1	2	185
6:30 AM	0	0	226	2	0	1	229
6:45 AM	0	0	278	0	3	0	281
7:00 AM	0	0	326	2	4	0	332
7:15 AM	0	0	310	1	0	2	313
7:30 AM	0	0	299	2	8	0	309
7:45 AM	0	0	317	3	7	1	328
8:00 AM	0	0	282	4	7	0	293
8:15 AM	0	0	310	3	8	1	322
8:30 AM	0	0	261	2	8	0	271
8:45 AM	0	0	246	3	3	0	252
9:00 AM	0	0	197	2	7	0	206
9:15 AM	0	0	165	2	3	2	172
9:30 AM	0	0	195	3	4	0	202
9:45 AM	0	0	160	1	4	0	165
10:00 AM	0	0	145	0	6	0	151
10:15 AM	0	0	133	1	3	0	137
10:30 AM	0	0	155	2	4	0	161
10:45 AM	0	0	133	2	2	1	138
11:00 AM	0	0	155	0	5	1	161
11:15 AM	0	0	130	3	5	0	138
11:30 AM	0	0	176	1	3	0	180
11:45 AM	0	0	160	1	1	0	162
AM Total	**0**	**1**	**5427**	**48**	**107**	**16**	**5599**
Percentage	**0.00%**	**0.02%**	**96.93%**	**0.86%**	**1.91%**	**0.29%**	
AM Peak	**12:00 AM**	**12:45 AM**	**7:00 AM**	**7:30 AM**	**7:30 AM**	**5:30 AM**	**7:00 AM**
Volume	**0**	**1**	**1252**	**12**	**30**	**6**	**1282**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	160	0	1	0	161
12:15 PM	0	1	163	2	3	0	169
12:30 PM	0	0	162	0	4	0	166
12:45 PM	0	0	156	3	2	0	161
1:00 PM	0	1	151	1	4	1	158
1:15 PM	0	0	199	0	2	1	202
1:30 PM	0	0	150	0	3	1	154
1:45 PM	0	0	160	1	6	1	168
2:00 PM	0	0	185	0	0	0	185
2:15 PM	0	0	201	2	5	0	208
2:30 PM	0	0	219	2	3	0	224
2:45 PM	0	0	179	3	3	0	185
3:00 PM	0	0	199	2	2	0	203
3:15 PM	0	1	208	4	3	0	216
3:30 PM	0	0	222	5	2	0	229
3:45 PM	0	0	197	1	1	0	199
4:00 PM	0	0	223	3	1	0	227
4:15 PM	0	0	202	1	2	0	205
4:30 PM	0	0	229	0	0	0	229
4:45 PM	0	0	209	1	0	0	210
5:00 PM	0	0	261	1	0	0	262
5:15 PM	0	0	234	2	1	0	237
5:30 PM	0	0	222	3	0	0	225
5:45 PM	0	0	174	3	1	0	178
6:00 PM	0	0	167	1	1	0	169
6:15 PM	0	0	146	1	1	0	148
6:30 PM	0	0	134	1	0	0	135
6:45 PM	0	1	108	2	0	0	111
7:00 PM	0	0	107	1	1	0	109
7:15 PM	0	0	82	0	1	0	83
7:30 PM	0	0	65	0	0	0	65
7:45 PM	0	0	86	1	0	0	87
8:00 PM	0	0	67	1	0	0	68
8:15 PM	0	0	68	0	1	0	69
8:30 PM	0	0	67	1	1	0	69
8:45 PM	0	0	43	0	0	0	43
9:00 PM	0	0	56	0	0	0	56
9:15 PM	0	0	48	0	0	0	48
9:30 PM	0	0	32	1	1	0	34
9:45 PM	0	0	34	0	0	0	34
10:00 PM	0	0	34	0	0	0	34
10:15 PM	0	0	32	1	0	0	33
10:30 PM	0	0	31	0	0	0	31
10:45 PM	0	0	19	0	0	0	19
11:00 PM	0	0	36	0	0	0	36
11:15 PM	0	0	19	1	1	0	21
11:30 PM	0	0	18	0	0	0	18
11:45 PM	0	0	8	0	0	0	8
PM Total	**0**	**4**	**6172**	**52**	**57**	**4**	**6289**
Percentage	**0.00%**	**0.06%**	**98.14%**	**0.83%**	**0.91%**	**0.06%**	
PM Peak	**12:00 PM**	**12:15 PM**	**4:30 PM**	**2:45 PM**	**1:00 PM**	**1:00 PM**	**4:30 PM**
Volume	**0**	**2**	**933**	**14**	**15**	**4**	**938**
Day Total	**0**	**5**	**11599**	**100**	**164**	**20**	**11888**
Percentage	**0.00%**	**0.04%**	**97.57%**	**0.84%**	**1.38%**	**0.17%**	

Washington Street (Route 1A)
north of Marshall Street
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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

PDI File #: 239126 ATR-A

Count Date: Thursday, February 9, 2023
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	12	1	0	0	13
12:15 AM	0	0	7	0	0	0	7
12:30 AM	0	0	5	0	0	0	5
12:45 AM	0	0	7	0	0	0	7
1:00 AM	0	0	11	1	0	0	12
1:15 AM	0	0	4	0	0	0	4
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	4	0	1	0	5
2:00 AM	0	0	6	0	1	0	7
2:15 AM	0	0	4	0	0	0	4
2:30 AM	0	0	6	0	0	0	6
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	5	0	0	0	5
3:15 AM	0	0	5	0	1	0	6
3:30 AM	0	0	6	0	0	0	6
3:45 AM	0	0	7	0	1	0	8
4:00 AM	0	0	9	0	1	0	10
4:15 AM	0	0	12	0	0	0	12
4:30 AM	0	0	19	0	0	0	19
4:45 AM	0	0	33	0	2	0	35
5:00 AM	0	0	35	0	1	0	36
5:15 AM	0	0	60	0	2	0	62
5:30 AM	0	0	65	0	1	0	66
5:45 AM	0	0	74	3	1	2	80
6:00 AM	0	0	127	4	1	0	132
6:15 AM	0	0	160	1	3	2	166
6:30 AM	0	0	224	1	4	0	229
6:45 AM	0	0	261	1	4	0	266
7:00 AM	0	0	297	2	5	1	305
7:15 AM	0	0	303	3	5	2	313
7:30 AM	0	0	330	3	2	0	335
7:45 AM	0	0	255	3	8	0	266
8:00 AM	0	0	307	2	5	0	314
8:15 AM	0	0	255	3	3	0	261
8:30 AM	0	0	230	2	4	1	237
8:45 AM	0	0	211	2	6	1	220
9:00 AM	0	0	176	2	7	0	185
9:15 AM	0	0	186	2	4	1	193
9:30 AM	0	0	176	3	5	0	184
9:45 AM	0	0	142	1	3	0	146
10:00 AM	0	0	152	0	4	0	156
10:15 AM	0	0	159	1	8	1	169
10:30 AM	0	0	151	0	2	0	153
10:45 AM	0	0	159	3	6	0	168
11:00 AM	0	0	150	1	2	0	153
11:15 AM	0	0	142	1	4	2	149
11:30 AM	0	0	156	0	3	1	160
11:45 AM	0	0	147	1	3	1	152
AM Total	**0**	**0**	**5256**	**47**	**113**	**15**	**5431**
Percentage	**0.00%**	**0.00%**	**96.78%**	**0.87%**	**2.08%**	**0.28%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:15 AM**	**7:00 AM**	**8:45 AM**	**5:30 AM**	**7:15 AM**
Volume	**0**	**0**	**1195**	**11**	**22**	**4**	**1228**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	159	0	5	0	164
12:15 PM	0	0	150	3	1	1	155
12:30 PM	0	0	178	0	2	1	181
12:45 PM	0	0	179	1	5	0	185
1:00 PM	0	0	172	1	2	0	175
1:15 PM	0	0	150	1	2	0	153
1:30 PM	0	0	154	1	1	2	158
1:45 PM	0	0	185	2	1	0	188
2:00 PM	0	0	172	0	1	0	173
2:15 PM	0	0	161	2	1	0	164
2:30 PM	0	0	225	2	2	0	229
2:45 PM	0	0	194	5	2	1	202
3:00 PM	0	0	249	0	2	0	251
3:15 PM	1	0	192	5	2	0	200
3:30 PM	0	0	264	4	2	0	270
3:45 PM	1	0	188	3	0	0	192
4:00 PM	0	0	227	3	2	0	232
4:15 PM	0	0	217	0	1	0	218
4:30 PM	0	0	192	2	0	0	194
4:45 PM	0	0	195	1	2	0	198
5:00 PM	0	0	222	3	1	0	226
5:15 PM	0	0	212	4	0	1	217
5:30 PM	0	0	200	5	0	1	206
5:45 PM	0	0	152	1	0	0	153
6:00 PM	0	0	147	0	0	0	147
6:15 PM	0	0	144	1	0	0	145
6:30 PM	0	0	132	1	0	0	133
6:45 PM	0	1	119	1	0	0	121
7:00 PM	0	0	115	2	0	0	117
7:15 PM	0	0	89	0	0	0	89
7:30 PM	0	0	97	2	0	0	99
7:45 PM	1	0	69	0	0	0	70
8:00 PM	0	0	73	1	0	0	74
8:15 PM	0	0	64	0	0	0	64
8:30 PM	0	0	68	0	0	0	68
8:45 PM	0	0	43	1	0	0	44
9:00 PM	0	0	41	0	0	0	41
9:15 PM	0	0	77	0	0	0	77
9:30 PM	0	0	40	1	0	0	41
9:45 PM	0	0	41	0	0	0	41
10:00 PM	0	0	46	0	1	0	47
10:15 PM	0	0	35	1	1	0	37
10:30 PM	0	0	29	1	0	0	30
10:45 PM	0	0	37	0	0	0	37
11:00 PM	0	0	27	1	0	0	28
11:15 PM	0	0	17	0	1	0	18
11:30 PM	0	0	13	0	0	0	13
11:45 PM	0	0	17	0	1	0	18
PM Total	**3**	**1**	**6169**	**62**	**41**	**7**	**6283**
Percentage	**0.05%**	**0.02%**	**98.19%**	**0.99%**	**0.65%**	**0.11%**	
PM Peak	**3:00 PM**	**6:00 PM**	**2:45 PM**	**3:15 PM**	**12:00 PM**	**12:00 PM**	**2:45 PM**
Volume	**2**	**1**	**899**	**15**	**13**	**2**	**923**
Day Total	**3**	**1**	**11425**	**109**	**154**	**22**	**11714**
Percentage	**0.03%**	**0.01%**	**97.53%**	**0.93%**	**1.31%**	**0.19%**	

Washington Street (Route 1A)
north of Marshall Street
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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

PDI File #: 239126 ATR-A

Count Date: Wednesday, February 8, 2023
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	16	0	0	0	16
12:15 AM	0	0	13	1	1	0	15
12:30 AM	0	0	4	0	1	0	5
12:45 AM	0	0	5	0	0	0	5
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	7	0	2	0	9
1:45 AM	0	0	7	0	0	0	7
2:00 AM	0	0	7	0	0	0	7
2:15 AM	0	0	5	0	0	0	5
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	4	0	0	0	4
4:30 AM	0	0	6	0	0	0	6
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	10	1	0	0	11
5:15 AM	0	0	12	0	0	0	12
5:30 AM	0	0	32	2	1	0	35
5:45 AM	0	0	50	1	0	0	51
6:00 AM	0	0	36	0	1	0	37
6:15 AM	0	0	42	2	0	1	45
6:30 AM	0	0	57	1	0	0	58
6:45 AM	0	0	104	3	0	0	107
7:00 AM	0	0	102	3	2	0	107
7:15 AM	0	0	123	3	2	0	128
7:30 AM	0	0	119	7	1	0	127
7:45 AM	0	0	144	2	3	0	149
8:00 AM	0	0	166	3	1	0	170
8:15 AM	0	0	122	2	2	0	126
8:30 AM	0	0	122	5	3	0	130
8:45 AM	1	0	131	3	1	0	136
9:00 AM	0	0	124	2	1	0	127
9:15 AM	0	0	110	2	4	0	116
9:30 AM	0	0	108	2	4	0	114
9:45 AM	1	0	126	1	3	1	132
10:00 AM	0	0	93	1	3	1	98
10:15 AM	0	0	102	1	3	0	106
10:30 AM	0	0	109	1	4	1	115
10:45 AM	0	0	125	1	2	0	128
11:00 AM	0	0	115	0	6	0	121
11:15 AM	0	0	124	1	4	0	129
11:30 AM	0	0	121	2	1	1	125
11:45 AM	0	0	133	0	2	0	135
AM Total	**2**	**0**	**2855**	**53**	**58**	**5**	**2973**
Percentage	**0.07%**	**0.00%**	**96.03%**	**1.78%**	**1.95%**	**0.17%**	
AM Peak	**8:00 AM**	**12:00 AM**	**7:45 AM**	**6:45 AM**	**10:30 AM**	**9:45 AM**	**7:45 AM**
Volume	**1**	**0**	**554**	**16**	**16**	**3**	**575**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	135	2	0	0	137
12:15 PM	0	0	133	3	0	0	136
12:30 PM	0	0	121	0	3	0	124
12:45 PM	0	0	151	0	3	0	154
1:00 PM	0	0	147	1	4	0	152
1:15 PM	0	0	142	2	2	0	146
1:30 PM	0	1	124	3	2	0	130
1:45 PM	0	0	175	0	1	0	176
2:00 PM	0	0	152	3	3	0	158
2:15 PM	0	0	168	2	2	0	172
2:30 PM	0	1	159	2	2	1	165
2:45 PM	0	0	160	2	1	0	163
3:00 PM	0	0	217	1	2	0	220
3:15 PM	0	0	190	5	0	0	195
3:30 PM	2	0	226	2	0	0	230
3:45 PM	0	0	235	1	2	0	238
4:00 PM	0	0	244	0	4	0	248
4:15 PM	0	0	242	2	1	1	246
4:30 PM	0	0	239	1	4	0	244
4:45 PM	0	0	235	3	0	0	238
5:00 PM	0	0	248	1	1	0	250
5:15 PM	0	0	247	2	2	0	251
5:30 PM	0	0	230	2	1	0	233
5:45 PM	0	0	215	1	1	0	217
6:00 PM	0	0	223	1	0	0	224
6:15 PM	0	0	175	1	0	0	176
6:30 PM	0	0	157	1	0	0	158
6:45 PM	0	0	125	0	1	0	126
7:00 PM	0	0	123	1	0	0	124
7:15 PM	0	0	127	0	1	0	128
7:30 PM	0	0	107	1	0	0	108
7:45 PM	0	0	104	0	0	0	104
8:00 PM	0	0	79	1	0	0	80
8:15 PM	0	0	79	0	0	0	79
8:30 PM	0	0	74	0	0	0	74
8:45 PM	0	0	54	0	0	0	54
9:00 PM	0	1	58	1	0	0	60
9:15 PM	0	0	42	0	0	0	42
9:30 PM	0	0	42	0	0	0	42
9:45 PM	0	0	45	1	1	0	47
10:00 PM	0	0	32	0	0	0	32
10:15 PM	0	0	39	0	0	0	39
10:30 PM	0	0	34	0	0	0	34
10:45 PM	0	0	42	1	0	0	43
11:00 PM	0	0	23	0	0	0	23
11:15 PM	0	0	19	0	0	0	19
11:30 PM	0	0	14	1	0	0	15
11:45 PM	0	0	15	0	0	0	15
PM Total	**2**	**3**	**6367**	**51**	**44**	**2**	**6469**
Percentage	**0.03%**	**0.05%**	**98.42%**	**0.79%**	**0.68%**	**0.03%**	
PM Peak	**2:45 PM**	**12:45 PM**	**4:30 PM**	**2:30 PM**	**12:30 PM**	**1:45 PM**	**4:30 PM**
Volume	**2**	**1**	**969**	**10**	**12**	**1**	**983**
Day Total	**4**	**3**	**9222**	**104**	**102**	**7**	**9442**
Percentage	**0.04%**	**0.03%**	**97.67%**	**1.10%**	**1.08%**	**0.07%**	

Washington Street (Route 1A)
north of Marshall Street
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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

PDI File #: 239126 ATR-A

Count Date: Thursday, February 9, 2023
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	12	0	0	0	12
12:15 AM	0	0	9	0	0	0	9
12:30 AM	0	0	7	1	0	0	8
12:45 AM	0	0	7	0	1	0	8
1:00 AM	0	0	4	0	0	0	4
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	2	0	1	0	3
1:45 AM	0	0	8	0	0	0	8
2:00 AM	0	0	1	0	0	0	1
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	0	0	0	0	0
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	4	0	2	0	6
4:15 AM	0	0	3	0	0	0	3
4:30 AM	0	0	4	0	0	0	4
4:45 AM	0	0	10	0	0	0	10
5:00 AM	0	0	6	1	0	0	7
5:15 AM	0	0	15	1	0	0	16
5:30 AM	0	0	28	0	1	1	30
5:45 AM	0	0	38	0	1	0	39
6:00 AM	0	0	37	2	0	0	39
6:15 AM	0	0	40	1	2	0	43
6:30 AM	0	0	53	1	1	0	55
6:45 AM	0	0	96	2	1	0	99
7:00 AM	0	0	106	4	1	0	111
7:15 AM	0	0	108	4	2	0	114
7:30 AM	0	0	150	5	2	0	157
7:45 AM	0	0	177	5	1	1	184
8:00 AM	0	0	141	1	1	1	144
8:15 AM	0	0	138	2	1	0	141
8:30 AM	0	0	112	4	1	1	118
8:45 AM	0	0	137	3	0	0	140
9:00 AM	0	0	106	1	1	0	108
9:15 AM	1	0	109	3	2	0	115
9:30 AM	0	0	121	1	1	2	125
9:45 AM	1	0	96	1	4	2	104
10:00 AM	0	0	98	2	1	0	101
10:15 AM	0	0	113	1	2	0	116
10:30 AM	0	0	110	2	3	1	116
10:45 AM	0	0	123	0	3	0	126
11:00 AM	1	0	148	3	3	0	155
11:15 AM	0	0	115	0	1	2	118
11:30 AM	0	0	120	1	1	1	123
11:45 AM	0	0	170	0	0	0	170
AM Total	**3**	**0**	**2893**	**52**	**41**	**12**	**3001**
Percentage	**0.10%**	**0.00%**	**96.40%**	**1.73%**	**1.37%**	**0.40%**	
AM Peak	**9:00 AM**	**12:00 AM**	**7:30 AM**	**7:00 AM**	**10:15 AM**	**9:00 AM**	**7:30 AM**
Volume	**2**	**0**	**606**	**18**	**11**	**4**	**626**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	139	1	1	0	141
12:15 PM	0	0	132	2	1	0	135
12:30 PM	0	0	137	0	4	0	141
12:45 PM	0	0	155	1	3	1	160
1:00 PM	0	0	142	2	6	0	150
1:15 PM	0	0	136	1	0	0	137
1:30 PM	0	0	160	2	3	0	165
1:45 PM	0	0	183	1	3	1	188
2:00 PM	0	0	160	1	3	1	165
2:15 PM	0	0	169	4	1	0	174
2:30 PM	0	0	154	1	4	0	159
2:45 PM	0	0	183	2	5	0	190
3:00 PM	0	0	207	2	3	0	212
3:15 PM	0	0	210	8	1	0	219
3:30 PM	0	0	234	4	0	0	238
3:45 PM	0	0	222	2	1	0	225
4:00 PM	0	0	209	1	2	0	212
4:15 PM	0	0	226	1	2	0	229
4:30 PM	0	1	230	2	0	0	233
4:45 PM	1	0	237	0	1	0	239
5:00 PM	0	1	230	1	0	0	232
5:15 PM	0	0	226	3	1	0	230
5:30 PM	0	0	223	1	0	0	224
5:45 PM	0	0	175	0	0	0	175
6:00 PM	0	0	189	1	0	0	190
6:15 PM	0	0	185	1	0	0	186
6:30 PM	0	0	158	1	0	0	159
6:45 PM	0	0	130	1	1	0	132
7:00 PM	0	0	96	0	0	0	96
7:15 PM	0	0	97	1	0	0	98
7:30 PM	0	0	106	0	0	0	106
7:45 PM	0	0	89	0	0	0	89
8:00 PM	0	0	75	0	0	0	75
8:15 PM	0	0	70	1	0	0	71
8:30 PM	0	0	71	0	0	0	71
8:45 PM	0	0	61	0	0	0	61
9:00 PM	0	0	60	0	0	0	60
9:15 PM	0	0	32	0	0	0	32
9:30 PM	0	0	45	0	0	0	45
9:45 PM	0	0	44	0	0	0	44
10:00 PM	0	0	36	1	0	0	37
10:15 PM	0	0	30	0	0	0	30
10:30 PM	0	0	42	0	0	0	42
10:45 PM	0	0	31	1	0	0	32
11:00 PM	0	0	22	0	0	0	22
11:15 PM	0	0	24	0	0	0	24
11:30 PM	0	0	25	1	0	0	26
11:45 PM	0	0	11	0	0	0	11
PM Total	**1**	**2**	**6208**	**52**	**46**	**3**	**6312**
Percentage	**0.02%**	**0.03%**	**98.35%**	**0.82%**	**0.73%**	**0.05%**	
PM Peak	**4:00 PM**	**4:15 PM**	**4:15 PM**	**2:45 PM**	**12:15 PM**	**1:15 PM**	**4:30 PM**
Volume	**1**	**2**	**923**	**16**	**14**	**2**	**934**
Day Total	**4**	**2**	**9101**	**104**	**87**	**15**	**9313**
Percentage	**0.04%**	**0.02%**	**97.72%**	**1.12%**	**0.93%**	**0.16%**	

Washington Street (Route 1A)
north of Marshall Street
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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 # **239126 ATR-A**

Direction: **NB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	02/08/23		02/09/23												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	11	161	13	164	0	0	0	0	0	0	0	0	0	0	12	163
12:15	10	169	7	155	0	0	0	0	0	0	0	0	0	0	9	162
12:30	9	166	5	181	0	0	0	0	0	0	0	0	0	0	7	174
12:45	1	161	7	185	0	0	0	0	0	0	0	0	0	0	4	173
1:00	8	158	12	175	0	0	0	0	0	0	0	0	0	0	10	167
1:15	4	202	4	153	0	0	0	0	0	0	0	0	0	0	4	178
1:30	8	154	3	158	0	0	0	0	0	0	0	0	0	0	6	156
1:45	4	168	5	188	0	0	0	0	0	0	0	0	0	0	5	178
2:00	6	185	7	173	0	0	0	0	0	0	0	0	0	0	7	179
2:15	3	208	4	164	0	0	0	0	0	0	0	0	0	0	4	186
2:30	2	224	6	229	0	0	0	0	0	0	0	0	0	0	4	227
2:45	3	185	1	202	0	0	0	0	0	0	0	0	0	0	2	194
3:00	3	203	5	251	0	0	0	0	0	0	0	0	0	0	4	227
3:15	1	216	6	200	0	0	0	0	0	0	0	0	0	0	4	208
3:30	5	229	6	270	0	0	0	0	0	0	0	0	0	0	6	250
3:45	3	199	8	192	0	0	0	0	0	0	0	0	0	0	6	196
4:00	8	227	10	232	0	0	0	0	0	0	0	0	0	0	9	230
4:15	13	205	12	218	0	0	0	0	0	0	0	0	0	0	13	212
4:30	23	229	19	194	0	0	0	0	0	0	0	0	0	0	21	212
4:45	31	210	35	198	0	0	0	0	0	0	0	0	0	0	33	204
5:00	42	262	36	226	0	0	0	0	0	0	0	0	0	0	39	244
5:15	40	237	62	217	0	0	0	0	0	0	0	0	0	0	51	227
5:30	59	225	66	206	0	0	0	0	0	0	0	0	0	0	63	216
5:45	103	178	80	153	0	0	0	0	0	0	0	0	0	0	92	166
6:00	111	169	132	147	0	0	0	0	0	0	0	0	0	0	122	158
6:15	185	148	166	145	0	0	0	0	0	0	0	0	0	0	176	147
6:30	229	135	229	133	0	0	0	0	0	0	0	0	0	0	229	134
6:45	281	111	266	121	0	0	0	0	0	0	0	0	0	0	274	116
7:00	332	109	305	117	0	0	0	0	0	0	0	0	0	0	319	113
7:15	313	83	313	89	0	0	0	0	0	0	0	0	0	0	313	86
7:30	309	65	335	99	0	0	0	0	0	0	0	0	0	0	322	82
7:45	328	87	266	70	0	0	0	0	0	0	0	0	0	0	297	79
8:00	293	68	314	74	0	0	0	0	0	0	0	0	0	0	304	71
8:15	322	69	261	64	0	0	0	0	0	0	0	0	0	0	292	67
8:30	271	69	237	68	0	0	0	0	0	0	0	0	0	0	254	69
8:45	252	43	220	44	0	0	0	0	0	0	0	0	0	0	236	44
9:00	206	56	185	41	0	0	0	0	0	0	0	0	0	0	196	49
9:15	172	48	193	77	0	0	0	0	0	0	0	0	0	0	183	63
9:30	202	34	184	41	0	0	0	0	0	0	0	0	0	0	193	38
9:45	165	34	146	41	0	0	0	0	0	0	0	0	0	0	156	38
10:00	151	34	156	47	0	0	0	0	0	0	0	0	0	0	154	41
10:15	137	33	169	37	0	0	0	0	0	0	0	0	0	0	153	35
10:30	161	31	153	30	0	0	0	0	0	0	0	0	0	0	157	31
10:45	138	19	168	37	0	0	0	0	0	0	0	0	0	0	153	28
11:00	161	36	153	28	0	0	0	0	0	0	0	0	0	0	157	32
11:15	138	21	149	18	0	0	0	0	0	0	0	0	0	0	144	20
11:30	180	18	160	13	0	0	0	0	0	0	0	0	0	0	170	16
11:45	162	8	152	18	0	0	0	0	0	0	0	0	0	0	157	13
Total	**5599**	**6289**	**5431**	**6283**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5515**	**6286**
Day Total	**11888**		**11714**		**0**		**0**		**0**		**0**		**0**		**11801**	
Peak HR	**7:00 AM**	**4:30 PM**	**7:15 AM**	**2:45 PM**											**7:00 AM**	**4:45 PM**
Volume	**1282**	**938**	**1228**	**923**											**1251**	**891**

Washington Street (Route 1A)
north of Marshall Street
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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 # **239126 ATR-A**

Direction: **SB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	02/08/23		02/09/23												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	16	137	12	141	0	0	0	0	0	0	0	0	0	0	14	139
12:15	15	136	9	135	0	0	0	0	0	0	0	0	0	0	12	136
12:30	5	124	8	141	0	0	0	0	0	0	0	0	0	0	7	133
12:45	5	154	8	160	0	0	0	0	0	0	0	0	0	0	7	157
1:00	6	152	4	150	0	0	0	0	0	0	0	0	0	0	5	151
1:15	4	146	3	137	0	0	0	0	0	0	0	0	0	0	4	142
1:30	9	130	3	165	0	0	0	0	0	0	0	0	0	0	6	148
1:45	7	176	8	188	0	0	0	0	0	0	0	0	0	0	8	182
2:00	7	158	1	165	0	0	0	0	0	0	0	0	0	0	4	162
2:15	5	172	0	174	0	0	0	0	0	0	0	0	0	0	3	173
2:30	1	165	0	159	0	0	0	0	0	0	0	0	0	0	1	162
2:45	0	163	0	190	0	0	0	0	0	0	0	0	0	0	0	177
3:00	0	220	2	212	0	0	0	0	0	0	0	0	0	0	1	216
3:15	0	195	0	219	0	0	0	0	0	0	0	0	0	0	0	207
3:30	0	230	3	238	0	0	0	0	0	0	0	0	0	0	2	234
3:45	2	238	3	225	0	0	0	0	0	0	0	0	0	0	3	232
4:00	4	248	6	212	0	0	0	0	0	0	0	0	0	0	5	230
4:15	4	246	3	229	0	0	0	0	0	0	0	0	0	0	4	238
4:30	6	244	4	233	0	0	0	0	0	0	0	0	0	0	5	239
4:45	2	238	10	239	0	0	0	0	0	0	0	0	0	0	6	239
5:00	11	250	7	232	0	0	0	0	0	0	0	0	0	0	9	241
5:15	12	251	16	230	0	0	0	0	0	0	0	0	0	0	14	241
5:30	35	233	30	224	0	0	0	0	0	0	0	0	0	0	33	229
5:45	51	217	39	175	0	0	0	0	0	0	0	0	0	0	45	196
6:00	37	224	39	190	0	0	0	0	0	0	0	0	0	0	38	207
6:15	45	176	43	186	0	0	0	0	0	0	0	0	0	0	44	181
6:30	58	158	55	159	0	0	0	0	0	0	0	0	0	0	57	159
6:45	107	126	99	132	0	0	0	0	0	0	0	0	0	0	103	129
7:00	107	124	111	96	0	0	0	0	0	0	0	0	0	0	109	110
7:15	128	128	114	98	0	0	0	0	0	0	0	0	0	0	121	113
7:30	127	108	157	106	0	0	0	0	0	0	0	0	0	0	142	107
7:45	149	104	184	89	0	0	0	0	0	0	0	0	0	0	167	97
8:00	170	80	144	75	0	0	0	0	0	0	0	0	0	0	157	78
8:15	126	79	141	71	0	0	0	0	0	0	0	0	0	0	134	75
8:30	130	74	118	71	0	0	0	0	0	0	0	0	0	0	124	73
8:45	136	54	140	61	0	0	0	0	0	0	0	0	0	0	138	58
9:00	127	60	108	60	0	0	0	0	0	0	0	0	0	0	118	60
9:15	116	42	115	32	0	0	0	0	0	0	0	0	0	0	116	37
9:30	114	42	125	45	0	0	0	0	0	0	0	0	0	0	120	44
9:45	132	47	104	44	0	0	0	0	0	0	0	0	0	0	118	46
10:00	98	32	101	37	0	0	0	0	0	0	0	0	0	0	100	35
10:15	106	39	116	30	0	0	0	0	0	0	0	0	0	0	111	35
10:30	115	34	116	42	0	0	0	0	0	0	0	0	0	0	116	38
10:45	128	43	126	32	0	0	0	0	0	0	0	0	0	0	127	38
11:00	121	23	155	22	0	0	0	0	0	0	0	0	0	0	138	23
11:15	129	19	118	24	0	0	0	0	0	0	0	0	0	0	124	22
11:30	125	15	123	26	0	0	0	0	0	0	0	0	0	0	124	21
11:45	135	15	170	11	0	0	0	0	0	0	0	0	0	0	153	13
Total	**2973**	**6469**	**3001**	**6312**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2987**	**6391**
Day Total	**9442**		**9313**		**0**		**0**		**0**		**0**		**0**		**9378**	
Peak HR	**7:45 AM**	**4:30 PM**	**7:30 AM**	**4:30 PM**											**7:30 AM**	**4:30 PM**
Volume	**575**	**983**	**626**	**934**											**599**	**959**

Everett Street
east of #22 East Driveway
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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

PDI File #: 239126 ATR-B

Count Date: Wednesday, February 8, 2023
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	8	0	1	0	9
12:15 AM	0	0	4	0	1	0	5
12:30 AM	0	0	4	0	0	0	4
12:45 AM	0	0	4	0	1	0	5
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	1	0	1	0	2
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	2	0	1	0	3
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	2	0	0	0	2
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	4	0	0	1	5
4:15 AM	0	0	16	0	1	0	17
4:30 AM	0	0	15	0	0	0	15
4:45 AM	0	0	15	0	1	0	16
5:00 AM	0	0	21	0	1	0	22
5:15 AM	0	0	19	0	0	0	19
5:30 AM	0	0	31	0	1	2	34
5:45 AM	0	0	39	0	0	1	40
6:00 AM	0	0	45	0	1	0	46
6:15 AM	0	0	67	0	4	1	72
6:30 AM	0	0	88	3	0	0	91
6:45 AM	0	0	121	1	5	0	127
7:00 AM	0	0	127	1	4	1	133
7:15 AM	0	0	140	0	1	0	141
7:30 AM	0	0	178	2	1	1	182
7:45 AM	0	0	175	2	6	0	183
8:00 AM	0	0	199	2	2	0	203
8:15 AM	0	0	210	1	4	2	217
8:30 AM	0	1	157	0	3	0	161
8:45 AM	0	1	160	0	6	0	167
9:00 AM	0	0	132	0	4	0	136
9:15 AM	0	0	106	0	4	1	111
9:30 AM	0	0	103	2	3	1	109
9:45 AM	0	0	90	0	4	1	95
10:00 AM	0	0	72	0	2	0	74
10:15 AM	0	0	84	1	2	2	89
10:30 AM	0	0	72	1	3	1	77
10:45 AM	0	0	77	0	2	0	79
11:00 AM	0	0	83	0	5	0	88
11:15 AM	0	0	79	1	5	1	86
11:30 AM	0	0	95	0	5	1	101
11:45 AM	0	0	78	0	4	2	84
AM Total	**0**	**2**	**2940**	**17**	**89**	**19**	**3067**
Percentage	**0.00%**	**0.07%**	**95.86%**	**0.55%**	**2.90%**	**0.62%**	
AM Peak	**12:00 AM**	**8:00 AM**	**7:30 AM**	**7:30 AM**	**11:00 AM**	**5:30 AM**	**7:30 AM**
Volume	**0**	**2**	**762**	**7**	**19**	**4**	**785**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	112	0	7	1	120
12:15 PM	0	0	99	1	2	0	102
12:30 PM	0	0	97	0	5	1	103
12:45 PM	0	0	98	1	3	0	102
1:00 PM	0	0	104	0	1	0	105
1:15 PM	0	0	95	1	2	0	98
1:30 PM	0	0	101	0	2	0	103
1:45 PM	0	0	119	1	1	0	121
2:00 PM	0	0	117	1	6	0	124
2:15 PM	0	0	108	0	6	0	114
2:30 PM	0	0	129	2	3	1	135
2:45 PM	0	0	94	0	1	0	95
3:00 PM	0	0	100	0	2	0	102
3:15 PM	0	0	114	0	2	1	117
3:30 PM	0	0	107	2	1	0	110
3:45 PM	0	0	82	0	2	0	84
4:00 PM	0	0	100	2	2	0	104
4:15 PM	0	0	68	0	2	0	70
4:30 PM	0	0	96	0	3	0	99
4:45 PM	0	0	90	0	0	0	90
5:00 PM	0	0	100	2	3	0	105
5:15 PM	0	0	96	0	0	0	96
5:30 PM	0	0	91	0	0	0	91
5:45 PM	0	0	84	1	1	0	86
6:00 PM	0	0	69	5	0	0	74
6:15 PM	0	0	85	3	0	0	88
6:30 PM	0	0	60	0	3	0	63
6:45 PM	0	0	64	2	0	0	66
7:00 PM	0	0	61	4	0	0	65
7:15 PM	0	0	61	1	0	0	62
7:30 PM	0	0	44	0	1	0	45
7:45 PM	0	0	46	0	0	0	46
8:00 PM	0	0	33	0	0	1	34
8:15 PM	0	0	37	0	0	0	37
8:30 PM	0	0	36	0	0	0	36
8:45 PM	0	0	22	0	0	0	22
9:00 PM	0	0	25	0	0	0	25
9:15 PM	0	0	12	0	0	0	12
9:30 PM	0	0	12	0	0	0	12
9:45 PM	0	0	24	0	0	0	24
10:00 PM	0	0	20	0	0	0	20
10:15 PM	0	0	15	0	0	0	15
10:30 PM	0	0	13	0	0	0	13
10:45 PM	0	0	11	0	0	0	11
11:00 PM	0	0	14	0	0	0	14
11:15 PM	0	0	9	0	0	0	9
11:30 PM	0	0	11	0	1	0	12
11:45 PM	0	0	8	0	0	0	8
PM Total	**0**	**0**	**3193**	**29**	**62**	**5**	**3289**
Percentage	**0.00%**	**0.00%**	**97.08%**	**0.88%**	**1.89%**	**0.15%**	
PM Peak	**12:00 PM**	**12:00 PM**	**1:45 PM**	**6:00 PM**	**12:00 PM**	**12:00 PM**	**1:45 PM**
Volume	**0**	**0**	**473**	**10**	**17**	**2**	**494**
Day Total	**0**	**2**	**6133**	**46**	**151**	**24**	**6356**
Percentage	**0.00%**	**0.03%**	**96.49%**	**0.72%**	**2.38%**	**0.38%**	

Everett Street
east of #22 East Driveway
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

PDI File #: 239126 ATR-B

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

Count Date: Thursday, February 9, 2023
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	0	0	4
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	3	0	0	0	3
12:45 AM	0	0	5	0	0	0	5
1:00 AM	0	0	8	0	0	0	8
1:15 AM	0	0	5	0	0	0	5
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	2	0	3
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	2	0	0	0	2
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	1	0	0	0	1
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	6	0	0	0	6
4:00 AM	0	0	4	0	2	0	6
4:15 AM	0	0	10	0	1	0	11
4:30 AM	0	0	9	0	0	0	9
4:45 AM	0	0	12	0	0	0	12
5:00 AM	0	0	21	0	0	0	21
5:15 AM	0	0	25	0	2	0	27
5:30 AM	0	0	23	0	2	0	25
5:45 AM	0	0	34	0	2	1	37
6:00 AM	0	0	46	0	1	0	47
6:15 AM	0	0	56	0	6	0	62
6:30 AM	0	0	93	3	2	0	98
6:45 AM	0	0	101	1	5	0	107
7:00 AM	0	0	116	1	2	0	119
7:15 AM	0	0	140	0	3	1	144
7:30 AM	0	0	157	2	0	0	159
7:45 AM	0	0	186	1	7	2	196
8:00 AM	0	0	150	5	3	1	159
8:15 AM	0	0	115	0	2	0	117
8:30 AM	0	1	131	0	3	0	135
8:45 AM	0	0	123	2	1	0	126
9:00 AM	0	0	118	1	3	0	122
9:15 AM	0	0	85	1	1	0	87
9:30 AM	0	0	106	1	3	0	110
9:45 AM	0	0	106	0	2	0	108
10:00 AM	0	0	95	1	5	1	102
10:15 AM	0	0	93	0	4	0	97
10:30 AM	0	0	87	2	3	1	93
10:45 AM	0	0	90	1	2	1	94
11:00 AM	0	0	71	0	4	1	76
11:15 AM	0	0	80	0	3	0	83
11:30 AM	0	0	90	0	5	1	96
11:45 AM	0	0	99	0	2	3	104
AM Total	**0**	**1**	**2716**	**22**	**83**	**13**	**2835**
Percentage	**0.00%**	**0.04%**	**95.80%**	**0.78%**	**2.93%**	**0.46%**	
AM Peak	**12:00 AM**	**7:45 AM**	**7:15 AM**	**7:15 AM**	**6:15 AM**	**11:00 AM**	**7:15 AM**
Volume	**0**	**1**	**633**	**8**	**15**	**5**	**658**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	85	0	2	0	87
12:15 PM	0	0	94	0	5	2	101
12:30 PM	0	0	82	0	6	0	88
12:45 PM	0	0	97	0	4	0	101
1:00 PM	0	0	83	0	2	0	85
1:15 PM	0	0	90	0	2	0	92
1:30 PM	0	0	113	1	2	0	116
1:45 PM	0	0	104	0	5	0	109
2:00 PM	0	0	101	0	4	0	105
2:15 PM	0	0	114	1	0	1	116
2:30 PM	0	0	131	2	3	0	136
2:45 PM	0	0	97	0	1	0	98
3:00 PM	0	0	100	1	7	0	108
3:15 PM	0	0	110	0	4	0	114
3:30 PM	0	0	108	0	1	0	109
3:45 PM	0	0	100	1	3	0	104
4:00 PM	0	0	88	0	0	0	88
4:15 PM	0	0	95	0	2	0	97
4:30 PM	0	1	87	0	1	0	89
4:45 PM	0	0	79	0	1	0	80
5:00 PM	0	0	87	0	1	0	88
5:15 PM	0	0	86	0	2	0	88
5:30 PM	0	0	79	0	0	1	80
5:45 PM	0	0	75	2	1	0	78
6:00 PM	0	0	78	4	0	0	82
6:15 PM	0	0	82	4	1	0	87
6:30 PM	0	0	61	0	0	0	61
6:45 PM	0	0	48	1	1	0	50
7:00 PM	0	0	50	1	0	0	51
7:15 PM	0	0	37	1	0	0	38
7:30 PM	0	0	51	1	0	0	52
7:45 PM	0	0	40	1	0	0	41
8:00 PM	0	0	39	1	0	0	40
8:15 PM	0	0	22	1	0	0	23
8:30 PM	0	0	32	0	0	0	32
8:45 PM	0	0	37	0	0	0	37
9:00 PM	0	0	29	0	0	0	29
9:15 PM	0	0	23	0	0	0	23
9:30 PM	0	0	23	0	0	0	23
9:45 PM	0	0	24	0	0	0	24
10:00 PM	0	0	21	0	0	0	21
10:15 PM	0	0	9	0	0	0	9
10:30 PM	0	0	14	0	0	0	14
10:45 PM	0	0	8	0	0	0	8
11:00 PM	0	0	12	0	0	0	12
11:15 PM	0	0	7	0	0	0	7
11:30 PM	0	0	8	0	0	0	8
11:45 PM	0	0	7	0	0	0	7
PM Total	**0**	**1**	**3047**	**23**	**61**	**4**	**3136**
Percentage	**0.00%**	**0.03%**	**97.16%**	**0.73%**	**1.95%**	**0.13%**	
PM Peak	**12:00 PM**	**3:45 PM**	**1:45 PM**	**5:30 PM**	**12:00 PM**	**12:00 PM**	**1:45 PM**
Volume	**0**	**1**	**450**	**10**	**17**	**2**	**466**
Day Total	**0**	**2**	**5763**	**45**	**144**	**17**	**5971**
Percentage	**0.00%**	**0.03%**	**96.52%**	**0.75%**	**2.41%**	**0.28%**	

Everett Street
east of #22 East Driveway
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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

PDI File #: 239126 ATR-B

Count Date: Wednesday, February 8, 2023
Direction: WB

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	5	0	0	0	5
12:30 AM	0	0	5	0	0	0	5
12:45 AM	0	0	4	0	0	0	4
1:00 AM	0	0	4	0	0	0	4
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	1	2
3:15 AM	0	0	1	0	1	0	2
3:30 AM	0	0	0	0	3	0	3
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	7	0	0	0	7
4:30 AM	0	0	4	0	1	0	5
4:45 AM	0	0	4	0	1	0	5
5:00 AM	0	0	9	1	1	0	11
5:15 AM	0	0	10	0	1	0	11
5:30 AM	0	0	13	0	1	0	14
5:45 AM	0	0	25	1	1	0	27
6:00 AM	0	0	22	0	0	0	22
6:15 AM	0	0	33	0	2	1	36
6:30 AM	0	0	58	1	4	0	63
6:45 AM	0	0	75	0	3	0	78
7:00 AM	0	0	90	1	5	0	96
7:15 AM	0	0	78	2	5	0	85
7:30 AM	0	0	129	2	6	0	137
7:45 AM	0	0	138	1	5	0	144
8:00 AM	0	0	147	1	5	0	153
8:15 AM	0	0	101	1	3	0	105
8:30 AM	0	0	89	1	0	0	90
8:45 AM	0	0	105	1	1	1	108
9:00 AM	0	0	105	0	8	1	114
9:15 AM	0	0	99	0	16	1	116
9:30 AM	0	0	76	0	4	0	80
9:45 AM	0	0	84	0	4	2	90
10:00 AM	0	0	77	1	2	0	80
10:15 AM	0	0	74	0	5	2	81
10:30 AM	0	0	76	2	2	1	81
10:45 AM	0	0	75	0	7	1	83
11:00 AM	0	0	97	0	1	0	98
11:15 AM	0	0	72	1	5	1	79
11:30 AM	0	0	85	0	2	1	88
11:45 AM	0	0	88	1	3	0	92
AM Total	**0**	**0**	**2191**	**18**	**108**	**13**	**2330**
Percentage	**0.00%**	**0.00%**	**94.03%**	**0.77%**	**4.64%**	**0.56%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**7:00 AM**	**9:00 AM**	**9:45 AM**	**7:30 AM**
Volume	**0**	**0**	**515**	**6**	**32**	**5**	**539**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	81	0	4	0	85
12:15 PM	0	1	111	1	2	0	115
12:30 PM	0	0	86	3	4	0	93
12:45 PM	0	0	105	1	3	0	109
1:00 PM	0	1	110	1	3	1	116
1:15 PM	0	0	99	1	3	1	104
1:30 PM	0	0	101	2	2	1	106
1:45 PM	0	0	95	0	5	1	101
2:00 PM	0	0	104	0	3	0	107
2:15 PM	0	0	116	0	2	0	118
2:30 PM	0	0	109	1	2	0	112
2:45 PM	0	0	111	2	3	0	116
3:00 PM	0	0	106	0	1	0	107
3:15 PM	0	0	118	0	4	0	122
3:30 PM	0	0	117	0	3	0	120
3:45 PM	0	0	113	1	2	0	116
4:00 PM	0	0	118	0	0	0	118
4:15 PM	0	0	110	0	1	0	111
4:30 PM	0	0	138	1	0	0	139
4:45 PM	0	0	135	0	0	0	135
5:00 PM	0	0	155	0	0	0	155
5:15 PM	0	0	147	1	0	0	148
5:30 PM	0	0	143	0	0	0	143
5:45 PM	0	0	112	0	0	0	112
6:00 PM	0	0	107	1	0	0	108
6:15 PM	0	0	101	0	0	0	101
6:30 PM	0	0	83	0	1	0	84
6:45 PM	0	0	78	1	0	0	79
7:00 PM	0	0	82	0	0	0	82
7:15 PM	0	0	73	0	0	0	73
7:30 PM	0	0	52	0	0	0	52
7:45 PM	0	0	72	0	0	0	72
8:00 PM	0	0	55	0	0	0	55
8:15 PM	0	0	45	0	0	0	45
8:30 PM	0	0	37	0	0	0	37
8:45 PM	0	0	38	0	0	0	38
9:00 PM	0	0	39	0	0	0	39
9:15 PM	0	0	31	0	0	0	31
9:30 PM	0	0	29	0	0	0	29
9:45 PM	0	0	18	1	0	0	19
10:00 PM	0	0	27	0	0	0	27
10:15 PM	0	0	23	0	0	0	23
10:30 PM	0	0	14	0	0	0	14
10:45 PM	0	0	12	0	0	0	12
11:00 PM	0	0	6	0	0	0	6
11:15 PM	0	0	12	0	1	0	13
11:30 PM	0	0	12	0	0	0	12
11:45 PM	0	0	8	0	0	0	8
PM Total	**0**	**2**	**3794**	**18**	**49**	**4**	**3867**
Percentage	**0.00%**	**0.05%**	**98.11%**	**0.47%**	**1.27%**	**0.10%**	
PM Peak	**12:00 PM**	**12:15 PM**	**4:45 PM**	**12:15 PM**	**12:00 PM**	**1:00 PM**	**4:45 PM**
Volume	**0**	**2**	**580**	**6**	**13**	**4**	**581**
Day Total	**0**	**2**	**5985**	**36**	**157**	**17**	**6197**
Percentage	**0.00%**	**0.03%**	**96.58%**	**0.58%**	**2.53%**	**0.27%**	

Everett Street
east of #22 East Driveway
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

PDI File #: 239126 ATR-B

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

Count Date: Thursday, February 9, 2023
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	12	0	0	0	12
12:15 AM	0	0	8	0	0	0	8
12:30 AM	0	0	4	0	0	0	4
12:45 AM	0	0	7	0	0	0	7
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	6	0	0	0	6
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	2	0	2	0	4
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	2	2	0	0	4
4:15 AM	0	0	5	0	0	0	5
4:30 AM	0	0	5	0	0	0	5
4:45 AM	0	0	6	0	1	0	7
5:00 AM	0	0	5	0	1	0	6
5:15 AM	0	0	11	1	0	0	12
5:30 AM	0	0	22	0	2	0	24
5:45 AM	0	0	34	0	0	1	35
6:00 AM	0	0	17	0	4	0	21
6:15 AM	0	0	33	0	1	0	34
6:30 AM	0	0	39	1	3	0	43
6:45 AM	0	0	58	0	3	0	61
7:00 AM	0	0	82	1	4	2	89
7:15 AM	0	0	83	3	5	0	91
7:30 AM	0	0	117	3	2	0	122
7:45 AM	0	0	144	0	5	2	151
8:00 AM	0	0	115	1	6	0	122
8:15 AM	0	0	91	1	1	1	94
8:30 AM	0	0	106	2	4	3	115
8:45 AM	0	0	98	1	2	2	103
9:00 AM	0	0	87	0	10	1	98
9:15 AM	0	0	79	1	14	0	94
9:30 AM	0	0	75	0	9	1	85
9:45 AM	0	0	78	1	1	0	80
10:00 AM	0	0	72	0	3	1	76
10:15 AM	0	0	71	1	5	1	78
10:30 AM	0	0	77	0	1	0	78
10:45 AM	0	0	87	2	1	0	90
11:00 AM	0	0	79	0	4	0	83
11:15 AM	0	0	80	0	4	0	84
11:30 AM	0	0	72	0	2	0	74
11:45 AM	0	0	101	0	2	0	103
AM Total	**0**	**0**	**2084**	**21**	**102**	**15**	**2222**
Percentage	**0.00%**	**0.00%**	**93.79%**	**0.95%**	**4.59%**	**0.68%**	
AM Peak	**12:00 AM**	**12:00 AM**	**7:30 AM**	**6:45 AM**	**8:45 AM**	**8:15 AM**	**7:30 AM**
Volume	**0**	**0**	**467**	**7**	**35**	**7**	**489**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	92	2	9	1	104
12:15 PM	0	0	86	1	3	0	90
12:30 PM	0	0	104	1	3	1	109
12:45 PM	0	0	94	1	5	0	100
1:00 PM	0	0	113	0	1	2	116
1:15 PM	0	0	93	0	6	1	100
1:30 PM	0	0	118	0	2	1	121
1:45 PM	0	0	94	1	0	0	95
2:00 PM	0	0	116	0	3	0	119
2:15 PM	0	0	113	1	2	0	116
2:30 PM	0	0	105	1	5	0	111
2:45 PM	0	1	112	1	2	0	116
3:00 PM	0	0	116	1	3	0	120
3:15 PM	0	0	134	2	2	0	138
3:30 PM	0	0	103	1	2	0	106
3:45 PM	0	0	125	2	0	0	127
4:00 PM	0	0	121	1	2	0	124
4:15 PM	0	0	125	0	2	0	127
4:30 PM	0	0	111	1	0	0	112
4:45 PM	0	0	152	0	1	0	153
5:00 PM	0	0	147	1	0	0	148
5:15 PM	0	0	121	1	0	1	123
5:30 PM	0	0	129	0	0	1	130
5:45 PM	0	0	123	0	0	0	123
6:00 PM	0	0	87	0	0	0	87
6:15 PM	0	0	104	0	0	0	104
6:30 PM	0	0	92	0	0	0	92
6:45 PM	0	0	80	1	0	0	81
7:00 PM	0	0	67	1	0	0	68
7:15 PM	0	0	64	0	0	0	64
7:30 PM	0	0	50	0	0	0	50
7:45 PM	0	0	53	0	0	0	53
8:00 PM	0	0	51	0	0	0	51
8:15 PM	0	0	52	0	0	0	52
8:30 PM	0	0	59	0	0	0	59
8:45 PM	0	0	34	0	0	0	34
9:00 PM	0	0	49	0	0	0	49
9:15 PM	0	0	34	0	0	0	34
9:30 PM	0	0	26	0	0	0	26
9:45 PM	0	0	20	0	0	0	20
10:00 PM	1	0	25	0	0	0	26
10:15 PM	0	0	12	0	0	0	12
10:30 PM	0	0	25	0	0	0	25
10:45 PM	0	0	18	0	0	0	18
11:00 PM	0	0	9	0	0	0	9
11:15 PM	0	0	11	0	1	0	12
11:30 PM	0	0	9	0	0	0	9
11:45 PM	0	0	15	0	0	0	15
PM Total	**1**	**1**	**3793**	**21**	**54**	**8**	**3878**
Percentage	**0.03%**	**0.03%**	**97.81%**	**0.54%**	**1.39%**	**0.21%**	
PM Peak	**9:15 PM**	**2:00 PM**	**4:45 PM**	**3:00 PM**	**12:00 PM**	**12:30 PM**	**4:45 PM**
Volume	**1**	**1**	**549**	**6**	**20**	**4**	**554**
Day Total	**1**	**1**	**5877**	**42**	**156**	**23**	**6100**
Percentage	**0.02%**	**0.02%**	**96.34%**	**0.69%**	**2.56%**	**0.38%**	

Everett Street
east of #22 East Driveway
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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 # **239126 ATR-B**

Direction: **EB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	02/08/23		02/09/23												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	9	120	4	87	0	0	0	0	0	0	0	0	0	0	7	104
12:15	5	102	0	101	0	0	0	0	0	0	0	0	0	0	3	102
12:30	4	103	3	88	0	0	0	0	0	0	0	0	0	0	4	96
12:45	5	102	5	101	0	0	0	0	0	0	0	0	0	0	5	102
1:00	2	105	8	85	0	0	0	0	0	0	0	0	0	0	5	95
1:15	1	98	5	92	0	0	0	0	0	0	0	0	0	0	3	95
1:30	2	103	0	116	0	0	0	0	0	0	0	0	0	0	1	110
1:45	1	121	3	109	0	0	0	0	0	0	0	0	0	0	2	115
2:00	2	124	0	105	0	0	0	0	0	0	0	0	0	0	1	115
2:15	1	114	2	116	0	0	0	0	0	0	0	0	0	0	2	115
2:30	2	135	1	136	0	0	0	0	0	0	0	0	0	0	2	136
2:45	2	95	1	98	0	0	0	0	0	0	0	0	0	0	2	97
3:00	3	102	1	108	0	0	0	0	0	0	0	0	0	0	2	105
3:15	3	117	3	114	0	0	0	0	0	0	0	0	0	0	3	116
3:30	2	110	4	109	0	0	0	0	0	0	0	0	0	0	3	110
3:45	3	84	6	104	0	0	0	0	0	0	0	0	0	0	5	94
4:00	5	104	6	88	0	0	0	0	0	0	0	0	0	0	6	96
4:15	17	70	11	97	0	0	0	0	0	0	0	0	0	0	14	84
4:30	15	99	9	89	0	0	0	0	0	0	0	0	0	0	12	94
4:45	16	90	12	80	0	0	0	0	0	0	0	0	0	0	14	85
5:00	22	105	21	88	0	0	0	0	0	0	0	0	0	0	22	97
5:15	19	96	27	88	0	0	0	0	0	0	0	0	0	0	23	92
5:30	34	91	25	80	0	0	0	0	0	0	0	0	0	0	30	86
5:45	40	86	37	78	0	0	0	0	0	0	0	0	0	0	39	82
6:00	46	74	47	82	0	0	0	0	0	0	0	0	0	0	47	78
6:15	72	88	62	87	0	0	0	0	0	0	0	0	0	0	67	88
6:30	91	63	98	61	0	0	0	0	0	0	0	0	0	0	95	62
6:45	127	66	107	50	0	0	0	0	0	0	0	0	0	0	117	58
7:00	133	65	119	51	0	0	0	0	0	0	0	0	0	0	126	58
7:15	141	62	144	38	0	0	0	0	0	0	0	0	0	0	143	50
7:30	182	45	159	52	0	0	0	0	0	0	0	0	0	0	171	49
7:45	183	46	196	41	0	0	0	0	0	0	0	0	0	0	190	44
8:00	203	34	159	40	0	0	0	0	0	0	0	0	0	0	181	37
8:15	217	37	117	23	0	0	0	0	0	0	0	0	0	0	167	30
8:30	161	36	135	32	0	0	0	0	0	0	0	0	0	0	148	34
8:45	167	22	126	37	0	0	0	0	0	0	0	0	0	0	147	30
9:00	136	25	122	29	0	0	0	0	0	0	0	0	0	0	129	27
9:15	111	12	87	23	0	0	0	0	0	0	0	0	0	0	99	18
9:30	109	12	110	23	0	0	0	0	0	0	0	0	0	0	110	18
9:45	95	24	108	24	0	0	0	0	0	0	0	0	0	0	102	24
10:00	74	20	102	21	0	0	0	0	0	0	0	0	0	0	88	21
10:15	89	15	97	9	0	0	0	0	0	0	0	0	0	0	93	12
10:30	77	13	93	14	0	0	0	0	0	0	0	0	0	0	85	14
10:45	79	11	94	8	0	0	0	0	0	0	0	0	0	0	87	10
11:00	88	14	76	12	0	0	0	0	0	0	0	0	0	0	82	13
11:15	86	9	83	7	0	0	0	0	0	0	0	0	0	0	85	8
11:30	101	12	96	8	0	0	0	0	0	0	0	0	0	0	99	10
11:45	84	8	104	7	0	0	0	0	0	0	0	0	0	0	94	8
Total	**3067**	**3289**	**2835**	**3136**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2951**	**3213**
Day Total	**6356**		**5971**		**0**		**0**		**0**		**0**		**0**		**6164**	
Peak HR	**7:30 AM**	**1:45 PM**	**7:15 AM**	**1:45 PM**											**7:30 AM**	**1:45 PM**
Volume	**785**	**494**	**658**	**466**											**708**	**480**

Everett Street
east of #22 East Driveway
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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 # **239126 ATR-B**

Direction: **WB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	02/08/23		02/09/23												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	7	85	12	104	0	0	0	0	0	0	0	0	0	0	10	95
12:15	5	115	8	90	0	0	0	0	0	0	0	0	0	0	7	103
12:30	5	93	4	109	0	0	0	0	0	0	0	0	0	0	5	101
12:45	4	109	7	100	0	0	0	0	0	0	0	0	0	0	6	105
1:00	4	116	3	116	0	0	0	0	0	0	0	0	0	0	4	116
1:15	1	104	2	100	0	0	0	0	0	0	0	0	0	0	2	102
1:30	3	106	2	121	0	0	0	0	0	0	0	0	0	0	3	114
1:45	2	101	0	95	0	0	0	0	0	0	0	0	0	0	1	98
2:00	3	107	6	119	0	0	0	0	0	0	0	0	0	0	5	113
2:15	1	118	1	116	0	0	0	0	0	0	0	0	0	0	1	117
2:30	5	112	1	111	0	0	0	0	0	0	0	0	0	0	3	112
2:45	0	116	3	116	0	0	0	0	0	0	0	0	0	0	2	116
3:00	2	107	1	120	0	0	0	0	0	0	0	0	0	0	2	114
3:15	2	122	4	138	0	0	0	0	0	0	0	0	0	0	3	130
3:30	3	120	0	106	0	0	0	0	0	0	0	0	0	0	2	113
3:45	0	116	1	127	0	0	0	0	0	0	0	0	0	0	1	122
4:00	4	118	4	124	0	0	0	0	0	0	0	0	0	0	4	121
4:15	7	111	5	127	0	0	0	0	0	0	0	0	0	0	6	119
4:30	5	139	5	112	0	0	0	0	0	0	0	0	0	0	5	126
4:45	5	135	7	153	0	0	0	0	0	0	0	0	0	0	6	144
5:00	11	155	6	148	0	0	0	0	0	0	0	0	0	0	9	152
5:15	11	148	12	123	0	0	0	0	0	0	0	0	0	0	12	136
5:30	14	143	24	130	0	0	0	0	0	0	0	0	0	0	19	137
5:45	27	112	35	123	0	0	0	0	0	0	0	0	0	0	31	118
6:00	22	108	21	87	0	0	0	0	0	0	0	0	0	0	22	98
6:15	36	101	34	104	0	0	0	0	0	0	0	0	0	0	35	103
6:30	63	84	43	92	0	0	0	0	0	0	0	0	0	0	53	88
6:45	78	79	61	81	0	0	0	0	0	0	0	0	0	0	70	80
7:00	96	82	89	68	0	0	0	0	0	0	0	0	0	0	93	75
7:15	85	73	91	64	0	0	0	0	0	0	0	0	0	0	88	69
7:30	137	52	122	50	0	0	0	0	0	0	0	0	0	0	130	51
7:45	144	72	151	53	0	0	0	0	0	0	0	0	0	0	148	63
8:00	153	55	122	51	0	0	0	0	0	0	0	0	0	0	138	53
8:15	105	45	94	52	0	0	0	0	0	0	0	0	0	0	100	49
8:30	90	37	115	59	0	0	0	0	0	0	0	0	0	0	103	48
8:45	108	38	103	34	0	0	0	0	0	0	0	0	0	0	106	36
9:00	114	39	98	49	0	0	0	0	0	0	0	0	0	0	106	44
9:15	116	31	94	34	0	0	0	0	0	0	0	0	0	0	105	33
9:30	80	29	85	26	0	0	0	0	0	0	0	0	0	0	83	28
9:45	90	19	80	20	0	0	0	0	0	0	0	0	0	0	85	20
10:00	80	27	76	26	0	0	0	0	0	0	0	0	0	0	78	27
10:15	81	23	78	12	0	0	0	0	0	0	0	0	0	0	80	18
10:30	81	14	78	25	0	0	0	0	0	0	0	0	0	0	80	20
10:45	83	12	90	18	0	0	0	0	0	0	0	0	0	0	87	15
11:00	98	6	83	9	0	0	0	0	0	0	0	0	0	0	91	8
11:15	79	13	84	12	0	0	0	0	0	0	0	0	0	0	82	13
11:30	88	12	74	9	0	0	0	0	0	0	0	0	0	0	81	11
11:45	92	8	103	15	0	0	0	0	0	0	0	0	0	0	98	12
Total	**2330**	**3867**	**2222**	**3878**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2276**	**3873**
Day Total	**6197**		**6100**		**0**		**0**		**0**		**0**		**0**		**6149**	
Peak HR	**7:30 AM**	**4:45 PM**	**7:30 AM**	**4:45 PM**											**7:30 AM**	**4:45 PM**
Volume	**539**	**581**	**489**	**554**											**514**	**568**

Everett Street
east of #22 East Driveway
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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

PDI File #: 239126 ATR-B (Speed)

Count Date
Wednesday, February 8, 2023

Speed (60-minute)

EB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	3	6	10	1	2	0	0	0	0	0	23	38.7	34.7
1:00 AM	0	0	1	1	1	6	1	0	0	0	0	0	0	10	39.0	35.6
2:00 AM	0	0	0	0	8	0	1	1	0	0	0	0	0	10	40.5	35.3
3:00 AM	0	0	0	1	1	3	1	0	0	0	0	0	0	6	39.0	35.2
4:00 AM	0	0	1	0	6	10	2	2	0	0	0	0	0	21	41.0	36.5
5:00 AM	0	0	2	2	6	26	22	2	3	0	0	0	0	63	42.7	38.3
6:00 AM	0	0	0	4	31	79	51	14	5	1	0	0	0	185	43.0	38.6
7:00 AM	0	0	1	16	84	182	107	26	7	2	0	0	0	425	42.0	37.7
8:00 AM	1	1	5	16	81	170	88	23	9	1	0	0	0	395	43.0	37.4
9:00 AM	0	0	3	17	86	145	91	21	3	0	0	0	0	366	42.0	37.3
10:00 AM	0	1	1	9	66	122	80	23	6	0	0	0	0	308	43.0	37.9
11:00 AM	0	0	3	16	49	135	112	18	4	2	0	0	0	339	42.0	38.2
12:00 PM	0	1	1	12	90	129	116	28	1	0	1	0	0	379	42.0	37.6
1:00 PM	0	1	4	3	80	183	105	23	5	1	0	0	0	405	42.0	37.8
2:00 PM	0	0	1	8	84	189	102	27	4	1	0	0	0	416	42.0	37.8
3:00 PM	0	1	0	10	88	190	110	31	2	2	1	0	0	435	43.0	37.9
4:00 PM	0	0	1	9	97	210	119	18	2	0	0	0	0	456	42.0	37.5
5:00 PM	0	0	1	29	146	206	102	14	2	0	1	0	0	501	41.0	36.2
6:00 PM	0	0	2	13	100	154	59	13	2	0	0	0	0	343	40.0	36.4
7:00 PM	0	0	0	9	51	114	74	11	4	0	0	0	0	263	42.0	37.8
8:00 PM	0	1	0	0	30	76	49	11	2	0	0	0	0	169	43.0	38.4
9:00 PM	0	0	0	2	18	48	33	13	1	0	1	0	0	116	44.0	38.7
10:00 PM	0	0	0	2	9	30	24	7	2	0	0	0	0	74	44.0	39.0
11:00 PM	0	0	0	2	5	11	14	6	1	1	0	0	0	40	45.2	39.8
Total	1	6	28	184	1223	2428	1464	334	65	11	4	0	0	5748	42.0	37.6
Percent	0.02%	0.10%	0.49%	3.20%	21.28%	42.24%	25.47%	5.81%	1.13%	0.19%	0.07%	0.00%	0.00%			
AM Peak	8:00 AM	8:00 AM	8:00 AM	9:00 AM	9:00 AM	7:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM				7:00 AM		
Volume	1	1	5	17	86	182	112	26	9	2	0	0	0	425		
PM Peak		12:00 PM	1:00 PM	5:00 PM	5:00 PM	4:00 PM	4:00 PM	3:00 PM	1:00 PM	3:00 PM	12:00 PM			5:00 PM		
Volume	0	1	4	29	146	210	119	31	5	2	1	0	0	501		

15th Percentile:	33.0 MPH	Average Speed:	37.6 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	37.0 MPH	10 MPH Pace:	33 to 42 MPH	Number of Vehicles > 35 MPH:	3885
85th Percentile:	42.0 MPH	Number in Pace:	4170	Percent of Vehicles > 35 MPH:	67.6%
95th Percentile:	46.0 MPH	Percent in Pace:	72.5%		

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Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 239126 ATR-B (Speed)

Count Date
Wednesday, February 8, 2023

Speed (60-minute)

WB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	2	6	11	3	0	1	0	0	0	0	24	40.7	35.8
1:00 AM	0	0	0	1	3	1	2	0	0	0	0	0	0	7	40.3	34.1
2:00 AM	0	0	0	1	2	2	1	1	0	0	0	0	0	7	41.8	36.6
3:00 AM	0	0	0	2	2	4	4	0	0	0	0	0	0	12	40.4	36.0
4:00 AM	0	0	1	3	16	17	10	6	1	0	0	0	0	54	44.0	37.0
5:00 AM	0	0	0	1	23	52	29	8	0	0	0	0	0	113	43.0	37.9
6:00 AM	2	1	0	9	63	143	94	14	2	1	0	0	0	329	42.0	37.5
7:00 AM	0	0	1	4	71	279	220	47	7	1	0	0	0	630	43.0	39.0
8:00 AM	2	1	2	22	118	329	181	32	6	0	1	0	0	694	42.0	37.5
9:00 AM	0	1	1	8	70	190	128	30	9	0	0	0	0	437	43.0	38.3
10:00 AM	1	0	0	8	61	124	102	15	3	0	0	0	0	314	42.0	37.8
11:00 AM	1	0	1	11	77	154	80	21	4	1	1	0	0	351	42.0	37.5
12:00 PM	1	1	2	11	79	184	101	28	6	1	1	0	0	415	42.9	37.9
1:00 PM	2	0	0	9	81	199	102	23	2	0	2	0	0	420	42.0	37.6
2:00 PM	1	0	0	5	94	210	113	14	8	1	0	0	0	446	42.0	37.8
3:00 PM	0	0	1	8	61	197	110	31	5	0	0	0	0	413	42.0	38.2
4:00 PM	0	0	0	7	61	147	98	28	7	1	1	0	0	350	43.0	38.6
5:00 PM	1	0	0	8	66	176	94	18	1	0	0	0	0	364	42.0	37.7
6:00 PM	0	0	0	6	68	155	51	11	2	0	0	0	0	293	40.0	37.0
7:00 PM	0	0	1	7	39	95	57	14	3	1	0	0	0	217	42.0	37.8
8:00 PM	1	0	0	3	42	55	24	5	0	0	0	0	0	130	41.0	36.4
9:00 PM	0	0	0	1	18	32	19	2	0	0	0	0	0	72	41.4	37.3
10:00 PM	0	0	1	0	10	20	22	5	1	0	0	0	0	59	43.3	38.7
11:00 PM	0	0	0	1	5	22	11	4	1	0	0	0	0	44	44.0	38.8
Total	12	4	12	138	1136	2798	1656	357	69	7	6	0	0	6195	42.0	37.9
Percent	0.19%	0.06%	0.19%	2.23%	18.34%	45.17%	26.73%	5.76%	1.11%	0.11%	0.10%	0.00%	0.00%			
AM Peak	6:00 AM	6:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	9:00 AM	6:00 AM	8:00 AM			8:00 AM		
Volume	2	1	2	22	118	329	220	47	9	1	1	0	0	694		
PM Peak	1:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	2:00 PM	2:00 PM	3:00 PM	2:00 PM	12:00 PM	1:00 PM			2:00 PM		
Volume	2	1	2	11	94	210	113	31	8	1	2	0	0	446		

15th Percentile:	33.0 MPH	Average Speed:	37.9 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	38.0 MPH	10 MPH Pace:	33 to 42 MPH	Number of Vehicles > 35 MPH:	4437
85th Percentile:	42.0 MPH	Number in Pace:	4730	Percent of Vehicles > 35 MPH:	71.6%
95th Percentile:	45.0 MPH	Percent in Pace:	76.4%		

Everett Street
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Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 239126 ATR-B (Speed)

Count Date
Wednesday, February 8, 2023

Speed (60-minute)

Combined EB and WB

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	2	5	12	21	4	2	1	0	0	0	0	47	39.1	35.2
1:00 AM	0	0	1	2	4	7	3	0	0	0	0	0	0	17	39.6	35.0
2:00 AM	0	0	0	1	10	2	2	2	0	0	0	0	0	17	42.8	35.8
3:00 AM	0	0	0	3	3	7	5	0	0	0	0	0	0	18	40.5	35.7
4:00 AM	0	0	2	3	22	27	12	8	1	0	0	0	0	75	42.9	36.9
5:00 AM	0	0	2	3	29	78	51	10	3	0	0	0	0	176	43.0	38.1
6:00 AM	2	1	0	13	94	222	145	28	7	2	0	0	0	514	43.0	37.9
7:00 AM	0	0	2	20	155	461	327	73	14	3	0	0	0	1055	43.0	38.5
8:00 AM	3	2	7	38	199	499	269	55	15	1	1	0	0	1089	42.0	37.5
9:00 AM	0	1	4	25	156	335	219	51	12	0	0	0	0	803	42.0	37.8
10:00 AM	1	1	1	17	127	246	182	38	9	0	0	0	0	622	42.0	37.8
11:00 AM	1	0	4	27	126	289	192	39	8	3	1	0	0	690	42.0	37.8
12:00 PM	1	2	3	23	169	313	217	56	7	1	2	0	0	794	42.0	37.8
1:00 PM	2	1	4	12	161	382	207	46	7	1	2	0	0	825	42.0	37.7
2:00 PM	1	0	1	13	178	399	215	41	12	2	0	0	0	862	42.0	37.8
3:00 PM	0	1	1	18	149	387	220	62	7	2	1	0	0	848	42.0	38.1
4:00 PM	0	0	1	16	158	357	217	46	9	1	1	0	0	806	42.0	37.9
5:00 PM	1	0	1	37	212	382	196	32	3	0	1	0	0	865	41.0	36.8
6:00 PM	0	0	2	19	168	309	110	24	4	0	0	0	0	636	40.0	36.7
7:00 PM	0	0	1	16	90	209	131	25	7	1	0	0	0	480	42.0	37.8
8:00 PM	1	1	0	3	72	131	73	16	2	0	0	0	0	299	42.0	37.5
9:00 PM	0	0	0	3	36	80	52	15	1	0	1	0	0	188	43.0	38.2
10:00 PM	0	0	1	2	19	50	46	12	3	0	0	0	0	133	44.0	38.9
11:00 PM	0	0	0	3	10	33	25	10	2	1	0	0	0	84	44.6	39.3
Total	13	10	40	322	2359	5226	3120	691	134	18	10	0	0	11943	42.0	37.7
Percent	0.11%	0.08%	0.33%	2.70%	19.75%	43.76%	26.12%	5.79%	1.12%	0.15%	0.08%	0.00%	0.00%			
AM Peak	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	8:00 AM	7:00 AM	8:00 AM			8:00 AM		
Volume	3	2	7	38	199	499	327	73	15	3	1	0	0	1089		
PM Peak	1:00 PM	12:00 PM	1:00 PM	5:00 PM	5:00 PM	2:00 PM	3:00 PM	3:00 PM	2:00 PM	2:00 PM	12:00 PM			5:00 PM		
Volume	2	2	4	37	212	399	220	62	12	2	2	0	0	865		

15th Percentile:	33.0 MPH	Average Speed:	37.7 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	38.0 MPH	10 MPH Pace:	33 to 42 MPH	Number of Vehicles > 35 MPH:	8322
85th Percentile:	42.0 MPH	Number in Pace:	8900	Percent of Vehicles > 35 MPH:	69.7%
95th Percentile:	45.9 MPH	Percent in Pace:	74.5%		

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PDI File #: 239126 ATR-B (Speed)

Count Date
Thursday, February 9, 2023

Speed (60-minute)

EB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	0	5	12	10	0	3	0	0	0	0	31	42.5	38.5
1:00 AM	0	0	0	1	3	2	2	0	0	0	0	0	0	8	40.0	35.3
2:00 AM	0	0	0	1	1	8	1	0	0	0	0	0	0	11	38.5	36.3
3:00 AM	0	0	0	0	2	2	2	0	0	0	0	0	0	6	40.3	36.0
4:00 AM	0	0	1	0	6	7	4	3	1	0	0	0	0	22	44.7	37.5
5:00 AM	0	0	0	1	9	28	25	12	2	0	0	0	0	77	45.0	39.5
6:00 AM	0	0	0	3	21	44	58	19	4	1	0	0	0	150	45.0	39.8
7:00 AM	0	0	1	12	84	151	119	30	7	0	1	0	0	405	43.0	38.2
8:00 AM	0	0	8	22	75	177	84	22	6	1	0	0	0	395	42.0	37.1
9:00 AM	0	0	1	5	60	141	92	28	2	1	0	0	0	330	43.0	38.2
10:00 AM	1	0	4	12	52	122	84	34	0	0	0	0	0	309	43.8	37.9
11:00 AM	0	0	0	9	46	147	87	25	3	0	0	0	0	317	42.6	38.2
12:00 PM	0	0	1	8	76	167	106	15	5	0	2	0	0	380	42.0	37.8
1:00 PM	0	1	1	11	96	161	102	29	6	1	1	0	0	409	43.0	37.6
2:00 PM	0	0	2	18	101	163	115	20	3	2	0	0	0	424	42.0	37.3
3:00 PM	1	0	5	21	120	184	103	16	3	1	0	0	0	454	41.0	36.6
4:00 PM	0	0	0	8	111	190	128	27	2	0	0	0	0	466	42.0	37.5
5:00 PM	0	0	6	35	139	197	75	11	2	0	0	0	0	465	40.0	35.7
6:00 PM	0	0	2	16	99	153	61	14	0	0	0	0	0	345	40.4	36.2
7:00 PM	0	1	1	6	45	106	49	13	2	1	0	0	0	224	42.0	37.6
8:00 PM	0	0	1	5	24	93	50	12	0	0	0	0	0	185	42.0	38.0
9:00 PM	0	0	0	2	22	56	36	9	0	1	0	0	0	126	43.0	38.1
10:00 PM	0	0	1	2	22	27	24	3	1	1	0	0	0	81	43.0	37.8
11:00 PM	0	0	0	0	9	16	14	3	1	0	1	0	0	44	43.6	39.0
Total	2	2	36	198	1228	2354	1431	345	53	10	5	0	0	5664	42.0	37.5
Percent	0.04%	0.04%	0.64%	3.50%	21.68%	41.56%	25.26%	6.09%	0.94%	0.18%	0.09%	0.00%	0.00%			
AM Peak	10:00 AM		8:00 AM	8:00 AM	7:00 AM	8:00 AM	7:00 AM	10:00 AM	7:00 AM	6:00 AM	7:00 AM			7:00 AM		
Volume	1	0	8	22	84	177	119	34	7	1	1	0	0	405		
PM Peak	3:00 PM	1:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	1:00 PM	1:00 PM	2:00 PM	12:00 PM			4:00 PM		
Volume	1	1	6	35	139	197	128	29	6	2	2	0	0	466		

15th Percentile:	33.0 MPH	Average Speed:	37.5 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	37.0 MPH	10 MPH Pace:	33 to 42 MPH	Number of Vehicles > 35 MPH:	3724
85th Percentile:	42.0 MPH	Number in Pace:	4117	Percent of Vehicles > 35 MPH:	65.7%
95th Percentile:	45.8 MPH	Percent in Pace:	72.7%		

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Speed (60-minute)

WB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	1	5	3	1	0	0	0	1	0	0	12	37.4	35.3
1:00 AM	0	0	0	0	3	4	7	2	0	0	0	0	0	16	44.0	39.6
2:00 AM	0	0	0	0	2	0	1	1	0	0	0	0	0	4	43.3	38.0
3:00 AM	0	0	0	0	3	4	5	2	0	0	0	0	0	14	43.1	38.8
4:00 AM	0	0	1	2	6	16	9	3	2	0	0	0	0	39	44.0	38.1
5:00 AM	0	0	0	2	27	42	32	7	2	0	0	0	0	112	42.0	37.8
6:00 AM	0	0	3	3	44	122	101	36	1	2	1	0	0	313	44.0	39.1
7:00 AM	1	0	2	7	76	266	189	48	7	1	3	0	0	600	43.0	38.9
8:00 AM	1	3	1	9	87	228	140	28	7	1	0	0	0	505	43.0	38.0
9:00 AM	0	0	1	9	89	176	108	18	4	0	1	0	0	406	42.0	37.5
10:00 AM	0	0	1	11	86	152	97	18	4	2	0	0	0	371	42.0	37.6
11:00 AM	0	1	1	11	61	163	86	17	7	0	0	0	0	347	42.0	37.7
12:00 PM	1	0	3	11	62	165	104	16	4	0	0	0	0	366	42.0	37.7
1:00 PM	1	0	0	5	59	184	116	23	4	2	0	0	0	394	42.0	38.4
2:00 PM	1	0	0	8	80	170	133	31	14	3	1	0	0	441	44.0	38.7
3:00 PM	0	0	0	5	72	207	105	20	6	1	0	0	0	416	41.0	38.0
4:00 PM	0	0	0	3	52	181	95	14	3	2	1	0	0	351	41.5	38.2
5:00 PM	0	0	3	5	80	152	64	19	1	1	0	0	0	325	41.0	37.1
6:00 PM	1	0	2	6	74	127	51	9	3	1	0	0	0	274	41.0	36.8
7:00 PM	0	0	1	3	36	70	56	12	1	0	0	0	0	179	42.0	37.9
8:00 PM	0	0	0	4	29	59	28	10	1	0	0	0	0	131	42.5	37.5
9:00 PM	0	0	0	5	22	42	21	7	0	0	0	0	0	97	41.0	37.0
10:00 PM	0	0	0	4	11	24	15	4	0	0	0	0	0	58	43.0	37.5
11:00 PM	0	0	0	0	6	16	6	5	1	0	0	0	0	34	45.0	38.5
Total	6	4	20	114	1072	2573	1570	350	72	16	8	0	0	5805	42.0	38.0
Percent	0.10%	0.07%	0.34%	1.96%	18.47%	44.32%	27.05%	6.03%	1.24%	0.28%	0.14%	0.00%	0.00%			
AM Peak	7:00 AM	8:00 AM	6:00 AM	10:00 AM	9:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM			7:00 AM		
Volume	1	3	3	11	89	266	189	48	7	2	3	0	0	600		
PM Peak	12:00 PM		12:00 PM	12:00 PM	2:00 PM	3:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM	2:00 PM			2:00 PM		
Volume	1	0	3	11	80	207	133	31	14	3	1	0	0	441		

15th Percentile:	34.0 MPH	Average Speed:	38.0 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	38.0 MPH	10 MPH Pace:	33 to 42 MPH	Number of Vehicles > 35 MPH:	4174
85th Percentile:	42.0 MPH	Number in Pace:	4420	Percent of Vehicles > 35 MPH:	71.9%
95th Percentile:	46.0 MPH	Percent in Pace:	76.1%		

Everett Street
east of #22 East Driveway
City, State: Westwood, MA
Client: Bayside/ K. Cram
Site Code: 2233372

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

PDI File #: 239126 ATR-B (Speed)

Count Date
Thursday, February 9, 2023

Speed (60-minute)

Combined EB and WB

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	2	1	10	15	11	0	3	0	1	0	0	43	42.0	37.6
1:00 AM	0	0	0	1	6	6	9	2	0	0	0	0	0	24	43.6	38.2
2:00 AM	0	0	0	1	3	8	2	1	0	0	0	0	0	15	39.9	36.7
3:00 AM	0	0	0	0	5	6	7	2	0	0	0	0	0	20	42.2	38.0
4:00 AM	0	0	2	2	12	23	13	6	3	0	0	0	0	61	44.0	37.9
5:00 AM	0	0	0	3	36	70	57	19	4	0	0	0	0	189	43.0	38.5
6:00 AM	0	0	3	6	65	166	159	55	5	3	1	0	0	463	44.0	39.3
7:00 AM	1	0	3	19	160	417	308	78	14	1	4	0	0	1005	43.0	38.6
8:00 AM	1	3	9	31	162	405	224	50	13	2	0	0	0	900	42.0	37.6
9:00 AM	0	0	2	14	149	317	200	46	6	1	1	0	0	736	42.0	37.8
10:00 AM	1	0	5	23	138	274	181	52	4	2	0	0	0	680	42.0	37.7
11:00 AM	0	1	1	20	107	310	173	42	10	0	0	0	0	664	42.0	37.9
12:00 PM	1	0	4	19	138	332	210	31	9	0	2	0	0	746	42.0	37.7
1:00 PM	1	1	1	16	155	345	218	52	10	3	1	0	0	803	42.0	38.0
2:00 PM	1	0	2	26	181	333	248	51	17	5	1	0	0	865	43.0	38.1
3:00 PM	1	0	5	26	192	391	208	36	9	2	0	0	0	870	41.0	37.2
4:00 PM	0	0	0	11	163	371	223	41	5	2	1	0	0	817	42.0	37.8
5:00 PM	0	0	9	40	219	349	139	30	3	1	0	0	0	790	41.0	36.3
6:00 PM	1	0	4	22	173	280	112	23	3	1	0	0	0	619	41.0	36.4
7:00 PM	0	1	2	9	81	176	105	25	3	1	0	0	0	403	42.0	37.7
8:00 PM	0	0	1	9	53	152	78	22	1	0	0	0	0	316	42.0	37.8
9:00 PM	0	0	0	7	44	98	57	16	0	1	0	0	0	223	42.0	37.6
10:00 PM	0	0	1	6	33	51	39	7	1	1	0	0	0	139	43.0	37.7
11:00 PM	0	0	0	0	15	32	20	8	2	0	1	0	0	78	44.0	38.8
Total	8	6	56	312	2300	4927	3001	695	125	26	13	0	0	11469	42.0	37.7
Percent	0.07%	0.05%	0.49%	2.72%	20.05%	42.96%	26.17%	6.06%	1.09%	0.23%	0.11%	0.00%	0.00%			
AM Peak	7:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM			7:00 AM		
Volume	1	3	9	31	162	417	308	78	14	3	4	0	0	1005		
PM Peak	12:00 PM	1:00 PM	5:00 PM	5:00 PM	5:00 PM	3:00 PM	2:00 PM	1:00 PM	2:00 PM	2:00 PM	12:00 PM			3:00 PM		
Volume	1	1	9	40	219	391	248	52	17	5	2	0	0	870		

15th Percentile:	33.0 MPH	Average Speed:	37.7 MPH	Posted Speed Limit:	35 MPH
50th Percentile:	38.0 MPH	10 MPH Pace:	33 to 42 MPH	Number of Vehicles > 35 MPH:	7898
85th Percentile:	42.0 MPH	Number in Pace:	8537	Percent of Vehicles > 35 MPH:	68.9%
95th Percentile:	46.0 MPH	Percent in Pace:	74.4%		

Massachusetts Highway Department

H8496: Monthly Hourly Volume for January 2014

Location ID: H8496
County: NORFOLK
Funcationl Class 1
Location: I-95 SOUTH OF ROUTE 1

Seasonal Factor Group: U1-Boston
Daily Factor Group:
Axle Factor Group: U1-Boston
Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1																									
2																									
3																									
4																									
5	1227	735	404	268	270	474	1060	1590	2102	2807	3652	4214	4686	4851	4985	4862	4729	4173	3582	2831	2401	1735	1343	960	59941
6																									
7																									
8	666	381	285	366	800	2332	3539	3789	4591	3855	4396	4299	4598	4693	5273	5976	6158	6115	5437	3856	2944	2526	1782	1263	79920
9	669	435	266	388	830	2362	3717	4119	4982	4611	4474	4676	4725	4990	5391	5980	6253	6398	5438	3939	3064	2596	1869	1263	83435
10	774	460	321	367	798	2380	4062	3640	4860	4626	4742	4836	5056	5328	5841	6661	6486	6433	5472	4108	3042	2849	2371	1780	87293
11	1178	753	480	364	465	984	1989	2843	3638	4097	4577	5161	5381	5209	5370	4878	5443	4987	4369	3659	2668	1992	1979	2329	74793
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21																									
22																									
23																									
24	652	433	300	388	765	1657	3833	4650	4617	4352	4445	4432	4728	5000	5475	6163	5988	6150	5509	3874	2989	2547	2181	1800	82928
25	1061	731	408	332	417	891	1885	2687	3573	4076	3266	4840	5009	5055	5112	5169	5128	4811	4145	3481	2839	2507	2467	2010	71900
26	1259	708	450	319	234	479	1059	1642	2231	2992	3845	4604	4952	5117	5294	5301	5137	4579	3945	3245	2547	1977	1448	1006	64370
27	592	372	241	338	829	2500	3927	4617	5113	4634	4349	4375	4858	4848	5372	6198	6080	6163	5027	3487	2708	2128	1596	1066	81418
28																									
29	590	348	245	352	790	2240	3507	4130	4841	4761	4414	4468	4388	4759	5147	5963	6163	6042	5128	3876	3099	2544	1833	1353	80981
30	629	382	248	380	794	2304	3612	4032	4883	4538	4482	4537	4658	4666	5318	6062	6219	6151	5147	3888	3119	2606	1903	1357	81915
31	780	430	297	401	814	2345	4380	5202	5175	4696	4581	4809	5097	5395	5872	6652	6454	6160	5253	4077	3096	2604	2271	1775	88616

Massachusetts Highway Department

H8496: Monthly Hourly Volume for February 2014

Location ID: H8496 **Seasonal Factor Group:** U1-Boston

County: NORFOLK **Daily Factor Group:**

Funcationl Class 1 **Axle Factor Group:** U1-Boston

Location: I-95 SOUTH OF ROUTE 1 **Growth Factor Group:**

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	1058	667	420	361	412	914	1836	2773	3576	4171	4620	5235	5355	5319	5503	5538	5540	5219	4774	3627	2968	2737	2527	2067	77217
2	1187	685	491	310	294	459	1097	1654	2320	3039	3912	4592	4740	5029	5076	5094	4958	4444	3312	2148	1912	1903	2405	1362	62423
3	587	268	219	311	797	2501	3885	4857	5142	4628	4234	4114	4440	4171	4594	5349	5663	5174	4326	3051	2376	2004	1407	1155	75253
4																									
5																									
6																									
7	741	446	324	392	829	2342	4074	5157	5166	4863	4704	4666	5013	5156	5534	6147	6389	6330	5431	4194	3162	2727	2407	1842	88036
8	1117	778	424	357	424	988	2128	2876	3593	4093	4512	5010	5337	5351	5429	5619	5285	5063	4695	3715	3227	2804	2719	2033	77577
9	1208	886	431	326	271	480	1163	1741	2258	2983	3929	4590	4852	5038	5129	5232	4873	4640	3830	3127	2505	1803	1332	1011	63638
10	478	366	279	376	889	2605	4387	4375	4938	4615	4352	4231	4292	4558	5089	5954	6027	6008	5067	3724	2797	2236	1547	1198	80388
11	609	288	274	383	808	2558	3738	4554	3801	4577	4438	4500	4678	4970	5400	6074	6114	6565	5377	3904	3212	2542	1763	1164	82291
12	502	291	251	360	825	2485	3817	3911	4197	4311	4561	4750	4825	4984	5374	6172	6505	6347	5476	4322	3368	2936	2143	1299	84012
13	771	450	323	441	852	2391	3770	4734	4152	3269	3170	2940	3176	2758	3308	3418	3305	2515	2064	1569	1226	916	813	668	52999
14																									
15	1100	674	429	349	399	869	1832	2583	3432	4160	4693	5184	5121	5151	4753	4160	3377	2544	1742	1389	960	739	659	619	56918
16	461	298	277	275	319	484	1031	1317	1703	2300	3145	4134	4423	4603	4696	4786	4605	4363	4073	3238	2704	2182	1894	1439	58750
17	483	355	338	340	609	1503	3026	3587	3875	4087	4657	4800	4982	5189	5472	5731	5575	5245	4359	3560	2836	2379	1738	1176	75902
18	617	371	252	343	650	2428	3648	3997	4888	4531	4477	4508	4529	4337	4181	4539	4579	4116	3342	2599	2168	1759	1427	1090	69376
19	651	410	314	347	781	2376	3777	4006	4407	4152	4646	4883	5025	5094	5465	5588	5898	5958	5213	4006	3063	2482	1618	1032	81192
20	626	301	184	292	532	1478	2760	3188	4297	4798	5147	5065	5105	5158	5664	6310	6088	6539	5635	4221	3251	2765	2023	1405	82832
21	846	500	390	394	794	2340	4171	5026	5143	4831	4948	5198	5275	5601	5820	6379	6052	6197	4838	3739	2930	2480	2080	1504	87476
22	998	752	426	339	363	942	2196	3008	3345	4217	4878	5371	5466	5437	5670	5691	5417	5297	4803	4001	3190	2941	2719	2139	79606
23	1340	818	503	338	290	450	1126	1713	2275	3271	4105	4789	5153	5251	5207	5178	5041	4726	4187	3441	2647	1995	1448	1008	66300
24	553	326	256	322	862	2581	4105	4471	5003	4629	4469	4415	4606	4639	5277	5771	6355	6173	5120	3575	2696	2153	1506	1043	80906
25	640	326	278	342	814	2423	4175	4278	5023	4689	4529	4578	4755	4800	5480	6361	6294	6137	5222	3757	3002	2462	1748	1117	83230
26	631	355	249	363	808	2456	4184	5198	5154	4699	4391	4414	4637	4760	5270	6110	6346	6193	5307	3676	3194	2588	1929	1193	84105
27	646	368	282	355	786	2343	3530	3649	4019	4482	4452	4642	4757	4916	5335	5887	6379	6146	5599	4317	3085	2871	2047	1244	82137
28	837	451	325	374	780	2220	4019	4890	4962	4671	4522	4692	4824	4911	5697	6107	6299	6011	5216	4173	3341	2850	2428	1877	86477

Massachusetts Highway Department

H8496: Monthly Hourly Volume for March 2014

Location ID: H8496 **Seasonal Factor Group:** U1-Boston

County: NORFOLK **Daily Factor Group:**

Funcationl Class 1 **Axle Factor Group:** U1-Boston

Location: I-95 SOUTH OF ROUTE 1 **Growth Factor Group:**

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	1059	680	460	361	402	911	2017	2949	3554	4106	4634	5296	5498	5372	5670	5668	5489	5311	4859	4035	3152	2980	2680	2196	79339
2	1334	791	488	304	278	479	1289	1935	2467	3141	4110	4715	5071	5231	5332	5363	5175	4553	4037	3334	2381	1764	1275	944	65791
3	555	314	210	287	760	2310	4115	5116	4777	4306	3973	4057	4174	4286	4936	5517	6000	5966	4717	3335	2687	2005	1545	1140	77088
4	657	304	298	373	810	2404	3725	3820	3956	4585	4391	4474	4566	4700	5160	5940	6239	5980	5253	3774	3000	2360	1775	1247	79791
5	695	397	290	371	832	2412	4240	5245	5155	4926	4591	4571	4852	4945	5428	6248	6336	6247	5156	3848	3059	2654	1867	1296	85661
6																									
7	773	454	312	407	768	2397	4127	5283	5302	4799	4639	4897	5333	5560	6170	5479	6752	6301	5582	4255	3260	2841	2432	1836	89959
8	1055	688	487	375	441	990	2093	3105	4060	4589	5275	5546	5353	5982	6016	5648	5569	5205	5005	3991	3263	2999	2876	2225	82836
9																									
10																									
11	657	383	271	350	848	2582	3957	4159	4382	5006	4751	4697	4671	5155	5616	6367	6401	6646	5258	3933	3175	2556	1790	1232	84843
12	713	322	308	400	815	2560	3875	3870	4969	4756	4581	4804	4696	4849	5469	6282	6423	6547	5448	3850	3120	2381	1836	1158	84032
13	496	240	157	159	424	741	1609	2466	3089	3366	3987	3989	4287	4377	4845	5680	5804	5946	4966	3764	3251	2734	1863	1410	69650
14	787	430	333	368	806	2234	4035	4310	4942	4687	4636	4783	4919	5187	5719	6494	6682	6505	5303	4318	3318	2891	2481	1848	88016
15	1135	786	457	366	444	901	1958	3068	3995	4531	5018	5455	5615	5747	5676	5907	5914	5545	4867	4096	3442	3201	2900	2104	83128
16	1249	851	515	346	265	457	1194	1787	2605	3308	4216	4879	5246	5377	5334	5452	5525	5045	4495	3835	3160	2282	1666	1062	70151
17	645	338	259	314	809	2366	3831	3675	4048	4334	4216	4282	4386	4637	5045	5842	6080	6225	4891	3535	2820	2192	1641	1233	77644
18																									
19	665	388	279	348	781	2464	4032	4203	3468	4387	4495	4744	4855	5054	5495	6263	6539	6399	5307	3837	3082	2731	1920	1304	83040
20	678	403	287	399	732	2225	4148	4714	5243	5062	4825	4679	5491	5126	5724	6534	6717	6602	5500	4162	3459	2774	2015	1316	88815
21	742	468	323	421	786	2322	4389	5266	5136	4933	4964	5182	5406	5692	6139	6548	6798	6640	5363	4258	3194	2770	2443	1785	91968
22	1093	698	458	341	415	904	1966	3073	3885	4359	4940	5535	5653	5839	5915	5886	5737	5465	4931	4134	3415	3181	2689	2197	82709
23	1342	816	427	328	271	475	1170	1696	2539	3255	4318	5078	5531	5518	5635	5762	5429	5139	4586	3747	2932	2301	1572	1115	70982
24	559	295	258	307	824	2504	4080	4160	4102	4557	4285	4525	4498	4636	5177	6022	6074	6358	5156	3691	2812	2306	1630	1213	80029
25	612	337	267	364	789	2497	4403	4231	5004	4798	4526	4689	4652	4883	5489	6247	6542	6632	5191	3779	2872	2476	1833	1213	84326
26	635	368	274	365	745	2068	3989	4653	4164	4017	3779	4030	4222	4369	4984	5683	5830	6086	4942	3572	2617	2500	1844	1194	76930
27																									
28																									
29	1208	706	468	402	442	946	2066	3311	4146	4765	5036	5482	5717	5803	4068	5831	6043	4798	3813	3092	2567	2467	2246	1909	77332
30																									
31																									

Massachusetts Highway Department

H8496: Monthly Hourly Volume for April 2014

Location ID: H8496 **Seasonal Factor Group:** U1-Boston

County: NORFOLK **Daily Factor Group:**

Funcationl Class 1 **Axle Factor Group:** U1-Boston

Location: I-95 SOUTH OF ROUTE 1 **Growth Factor Group:**

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	564	332	275	365	825	2603	4135	3986	4913	5043	4669	4582	4788	4986	5555	6260	6467	6453	5604	4055	3422	2951	2024	1332	86189
2	745	415	301	344	803	2573	4239	4030	4242	4874	4678	4716	4863	5010	5597	6360	6511	6555	5757	4089	3193	2736	1969	1377	85977
3	756	433	304	399	871	2631	4347	3995	3887	4702	4736	4842	5009	5087	5621	6452	6625	6852	5759	4096	3542	2983	2024	1516	87469
4	873	529	382	415	872	2485	4540	4618	5254	4911	4906	4892	5194	5383	5945	6341	6350	6672	5588	4211	3425	2893	2569	1873	91121
5	1117	668	450	336	399	1037	2229	3263	4202	4704	5291	5773	6098	5722	5886	6101	6080	5861	5093	4053	3397	3135	2971	2273	86139
6	1514	868	488	348	270	512	1330	2188	3006	3832	4728	5468	5708	5658	5565	5693	5588	5437	4853	3950	3140	2353	1669	1184	75350
7	283	229	245	353	631	2809	4265	4150	4781	4775	4510	4516	4758	4878	5306	6188	6408	6428	5377	3630	2791	2252	1736	1285	82584
8	684	363	302	306	690	2507	3948	3879	3858	3334	4420	4673	4654	4960	5757	6211	6595	6722	5428	4015	3253	2663	1993	1259	82474
9	676	407	280	390	856	2705	4165	3990	4083	4820	4840	4826	4958	5150	5778	6616	6607	6803	5716	4231	3426	2960	2045	1352	87680
10	782	396	296	433	921	2650	4159	4055	4799	5020	4712	4704	4869	4797	5595	6510	6486	6573	5728	4302	3621	3168	2262	1456	88294
11	604	455	309	334	894	2508	4149	4564	5313	4898	4933	5045	5183	5383	5773	6689	6779	6739	5880	4408	3410	2985	2551	1907	91693
12	1115	737	491	378	469	1029	2365	3585	4544	4951	5337	5704	5906	6033	6000	6017	6006	5751	5137	4435	3654	3331	3032	2312	88319
13	1383	805	502	356	261	578	1347	2377	3048	3804	4545	5518	5519	5427	5548	5391	5275	4766	4472	3832	3198	2369	1691	1132	73144
14	645	321	260	351	896	2703	4333	4276	4798	4764	4532	4575	4740	4811	5477	6218	6418	6483	5413	3748	2880	2847	2165	1319	84973
15	673	392	268	385	888	2635	3944	4315	4051	4173	4938	4785	4645	4846	5058	5490	5263	4512	3899	3098	2533	2150	1351	895	75187
16																									
17	735	443	326	397	874	2426	3943	3477	4200	4665	4585	4609	4922	5094	5803	6801	6815	7098	5888	4355	3491	2938	2161	1454	87500
18	811	491	345	383	864	2498	4544	4861	4998	5060	5088	5512	5620	5733	6181	6535	6651	6319	5244	4203	3176	2752	2530	1913	92312
19	1111	680	458	371	423	993	2151	3046	3777	4513	5098	5399	5605	5707	5569	5707	5646	5318	4733	3933	3252	2983	2543	1958	80974
20	1209	815	491	287	274	435	982	1375	2062	3143	4331	5472	5835	5693	4956	4634	4795	5230	5523	5175	4432	3233	2090	1423	73895
21	657	422	293	393	914	2305	4363	5219	4968	4699	4859	4883	4849	5122	5330	5801	6034	6057	4909	3918	3129	2538	1748	1213	84623
22	645	356	276	363	894	2746	4308	4185	4441	4939	4967	4872	4989	5066	5575	6271	6535	6555	5541	3857	3138	2542	1931	1419	86411
23	500	368	283	382	888	2831	4568	4734	5012	5218	5217	5207	5243	5190	5943	6519	6774	6739	5462	4064	3226	2568	2097	1556	90589
24	780	422	305	390	928	2640	4109	4173	5409	5134	5177	5302	5359	5506	5936	6534	6961	6864	5731	4495	3599	2909	2210	1611	92484
25	854	526	348	407	874	2624	4461	5375	5339	4990	5266	5286	5353	5613	6089	6669	6538	6591	5542	4482	3609	3043	2503	1877	94259
26	1291	755	526	376	467	1041	2117	3073	3972	4679	4952	5231	5446	5635	5966	5904	5611	5388	5014	4077	3207	3071	3027	2126	82952
27	1329	780	529	378	311	612	1400	2180	3102	3878	4657	5326	5859	5837	5795	5776	5792	5248	4578	3706	3015	2324	1664	1152	75228
28	502	332	279	235	906	2876	4566	4259	4116	4950	4816	4666	4845	4959	5443	6348	6762	6918	4835	3926	2996	2328	1588	1187	84638
29	639	364	267	389	851	2690	4112	4305	4034	4795	4982	4882	5008	5083	2781	6638	6663	7034	5957	4075	3007	2748	1850	1366	84520
30	675	386	301	370	845	2754	4475	4456	4618	4870	5253	5080	5122	5415	5891	6523	6725	6871	5815	4395	3193	2583	1873	1323	89812

Massachusetts Highway Department

H8496: Monthly Hourly Volume for May 2014

Location ID: H8496
County: NORFOLK
Funcationl Class 1
Location: I-95 SOUTH OF ROUTE 1

Seasonal Factor Group: U1-Boston
Daily Factor Group:
Axle Factor Group: U1-Boston
Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	681	381	278	397	820	2409	4425	3634	3560	3630	4472	4629	4813	5122	6076	6865	6769	6911	5865	4242	3560	3148	2312	1690	86689
2																									
3	1081	757	517	412	486	1186	2414	3483	4218	4981	5214	5551	5779	5700	5726	5850	5914	5760	4847	4209	3532	3286	2877	2283	86063
4	1259	770	488	348	303	655	1467	2399	3187	3853	4703	5427	5571	5657	5727	5878	5667	5236	4888	3833	2937	2435	1680	1147	75515
5	595	352	286	382	904	2909	4243	3934	3954	4613	4706	4784	4909	5097	5624	6493	6545	6633	5632	3949	3112	2400	1668	1190	84914
6	660	427	295	434	879	2916	4445	4015	4348	4665	4900	4911	5037	5322	5739	6553	6843	6578	6115	4090	3162	2557	2032	1275	88198
7	807	432	272	428	923	2824	4281	3784	3954	4439	4856	4842	5105	5322	5813	6494	6939	6644	5919	4347	3555	2983	2301	1509	88773
8	802	453	346	391	881	2929	4554	4190	4101	4909	5093	5027	5157	5415	5887	6360	6326	6618	6164	4753	3547	2926	2163	1517	90509
9	879	484	378	437	900	2714	4673	4437	5062	5281	4898	5437	5437	5765	5954	7021	6710	6798	6113	4825	3631	3204	2560	2028	95626
10	1350	732	499	380	476	1200	2364	3605	4494	5132	5545	5811	5981	6106	5983	5928	5816	5739	5324	4491	3478	3239	2967	2340	88980
11	1386	795	479	349	288	579	1320	2058	2889	4141	5196	5732	5799	5877	5717	5744	5681	5384	4844	4419	4082	3198	2054	1294	79305
12	655	387	308	379	897	2923	4142	3756	3550	4320	4795	4694	4940	5112	5443	6156	6311	6333	5560	3905	2857	2139	1635	1117	82314
13	643	399	319	429	907	2871	4294	4004	3654	4402	4777	4869	5119	5281	5919	6705	6824	6825	5833	4278	3359	2594	1860	1195	87360
14	714	426	317	409	965	2907	4504	4244	3838	3991	4847	4859	5069	5225	5734	6505	6570	6359	5926	4389	3258	2714	2172	1402	87344
15																									
16	829	352	419	460	942	2793	3375	4290	5073	4878	4992	5041	5314	5531	5812	6683	6561	6699	5697	4667	3434	3130	2506	2126	91604
17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																									
26																									
27	595	372	253	334	935	3054	4267	3823	3726	4453	4696	4890	5218	5171	5684	5388	6776	6861	5793	4083	3138	2464	1761	1255	84990
28																									
29	762	387	352	410	986	2988	4457	4006	4042	4933	5026	5168	5187	5392	5857	6653	6586	6636	6329	4688	3777	3048	2385	1753	91808
30	604	593	291	448	945	2997	4765	4291	5295	5050	5065	5234	5370	5789	5972	6494	6517	4822	5129	5196	3659	3220	2824	2356	92926
31																									

Massachusetts Highway Department

H8496: Monthly Hourly Volume for June 2014

Location ID: H8496 **Seasonal Factor Group:** U1-Boston

County: NORFOLK **Daily Factor Group:**

Funcationl Class 1 **Axle Factor Group:** U1-Boston

Location: I-95 SOUTH OF ROUTE 1 **Growth Factor Group:**

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	2325	1157	556	367	342	682	1443	2223	3299	4079	4974	5373	5454	5556	5512	5538	5472	5405	4926	4320	3714	2808	2048	1335	78908
2	445	364	280	398	661	3104	3993	3936	3922	4784	4915	4779	4779	4942	5520	6201	6262	6473	5408	4177	3225	2655	1897	1352	84472
3	492	406	319	298	955	2931	4368	3773	4340	4696	4762	4742	4943	5048	5426	6218	6206	6289	5530	4239	3430	2851	2070	1335	85667
4	763	401	314	461	937	2961	4397	4462	4119	4772	5059	4946	5104	5325	5844	6594	6901	6762	5705	4358	3502	2919	2066	1461	90133
5	770	492	337	462	953	2928	4077	3994	4324	4269	4774	4744	4672	4919	5797	6793	6231	6382	5538	3959	3094	2502	1903	1401	85315
6	894	485	378	467	896	2920	5057	4486	5050	5124	5144	5404	5511	5834	6103	6748	6579	6651	5832	4596	3721	3154	2928	2738	96700
7	1651	894	551	422	553	1382	2688	3720	4348	4980	5328	5638	5788	5789	5968	5935	5825	5597	4946	4327	3728	3564	3214	2740	89576
8	1722	1026	489	393	347	723	1582	2288	3153	4085	5017	5398	5535	5641	5589	5360	4772	2935	4667	4475	4069	3075	2232	1376	75949
9	542	414	322	422	677	3047	4244	4035	3988	4693	4714	4773	4883	5049	5468	6264	6392	6390	5685	4079	3287	2573	1852	1324	85117
10																									
11	800	392	330	428	967	3038	4373	4010	4203	4920	4991	4877	5094	5241	5700	6233	6871	6875	5953	4575	3726	3145	2216	1470	90428
12																									
13	820	540	353	430	950	2819	4276	3998	4123	5051	5216	5390	5221	5517	5922	6196	5816	6175	5809	4520	3528	2989	2803	2251	90713
14	1430	970	479	426	560	1286	2472	3507	4277	4886	5595	5849	6059	6020	6011	5975	5923	5504	4982	4428	4166	3594	3131	2473	90003
15	1642	1806	1036	724	682	1400	2894	4488	6172	8626	9376	8264	8328	9174	10224	7846	7520	7192	8348	8488	7944	7006	4944	3012	137136
16																									
17																									
18	756	423	373	412	931	3005	4423	3731	4013	5038	5157	5074	5216	5213	5682	6424	6697	6597	5685	4479	3674	3019	2249	1127	89398
19	839	422	346	451	1025	3039	4414	4055	4555	4955	5037	5237	5291	5380	5722	6524	6599	6587	6055	4637	3727	3265	2374	1635	92171
20	921	509	365	482	958	2921	4240	4025	4499	5139	5289	5509	5727	5946	6012	6576	6239	6208	5717	4617	3781	3233	2700	2169	93782
21	1381	793	505	402	534	1311	2565	3508	4296	4845	5299	5704	5715	5797	5773	5741	5594	5388	5020	4200	3632	3602	3127	2601	87333
22	1772	1088	554	376	362	730	1522	2210	2939	3878	4814	5343	5429	5519	5392	5383	5402	5215	4683	4009	3893	3313	2406	1723	77955
23	1014	437	327	449	1012	3089	3902	3690	3845	4697	5001	5075	4872	4985	5506	6218	6404	6488	5448	4148	3383	2736	1930	1282	85938
24	687	388	308	416	913	2995	4352	4036	4499	4990	4998	5036	5143	5178	5594	6107	6171	6530	5709	4331	3497	3067	2174	1610	88729
25																									
26																									
27	1364	619	440	526	951	2940	4308	4302	5014	5189	5467	5606	5797	5874	5968	6458	6298	6226	5317	4673	3804	3188	2745	2236	95310
28	1328	884	495	455	535	1346	2487	3604	4243	4758	5200	5559	5586	5666	5578	5497	5360	5071	4639	3994	3573	3414	3155	2595	85022
29	1405	869	533	373	378	708	1498	2067	2858	3955	4751	5078	5205	5268	5186	5227	5123	4947	4467	4117	3715	3303	2479	1533	75043
30	865	477	325	443	903	2949	4341	3912	4436	5033	5068	4978	5127	5049	5482	5978	6389	6263	5380	4240	3461	2790	2189	1570	87648

Massachusetts Highway Department

H8496: Monthly Hourly Volume for July 2014

Location ID: H8496 **Seasonal Factor Group:** U1-Boston

County: NORFOLK **Daily Factor Group:**

Funcationl Class 1 **Axle Factor Group:** U1-Boston

Location: I-95 SOUTH OF ROUTE 1 **Growth Factor Group:**

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	834	483	346	423	941	2967	4344	4141	4830	5105	5132	4961	5052	5265	5571	6328	6445	6270	5960	4908	3875	3008	2294	2263	91746
2																									
3	1001	532	386	437	855	2717	4526	4869	4910	4978	5138	5365	4961	4395	5713	6071	5764	4977	4397	3995	3659	2929	2507	2203	87285
4	1314	700	504	354	426	812	1513	1912	2384	2903	3517	3976	4064	4073	3297	2586	2594	2484	2436	2114	1715	1555	1234	994	49461
5	595	348	140	101	142	291	632	1508	2858	4083	4904	5265	5339	5099	4761	4697	4580	4376	4011	3745	3371	3247	2912	2472	69477
6	1372	757	407	310	299	654	1330	1824	2563	3565	4247	4794	4829	4855	4823	4759	4612	4533	4484	4077	3626	3316	2881	2119	71036
7	1074	499	319	396	880	2862	4227	4320	4828	4773	4726	4720	4828	4853	5286	5988	6187	6080	5248	4010	3228	2613	2027	1516	85488
8	751	413	336	413	928	2921	4065	3982	4329	4870	4881	4072	4977	5069	5520	6047	6116	6246	5452	4227	3452	2970	2257	1594	85888
9	834	419	333	420	942	2956	4082	4347	4475	4938	5046	5037	5118	5153	5462	5674	6539	6328	5597	4423	3579	3020	2280	1709	88711
10	858	538	375	441	989	2888	4367	4364	5167	5332	5417	5226	5423	5450	5841	6411	6701	6567	5793	4789	3825	3609	2773	1744	94888
11	962	551	385	451	874	2570	4424	4828	5212	4987	5172	5417	5663	5736	5865	6554	6146	6304	5675	4533	3694	3200	2715	2212	94130
12	1474	901	465	425	527	1309	2651	3499	4271	4749	5277	5521	5711	5725	5590	5351	5076	4901	4733	4080	3511	3564	3271	2507	85089
13	1498	839	461	368	366	663	1581	2177	2803	3781	4507	4973	5214	5345	5251	5045	4724	4478	4625	4370	3882	3341	2412	1514	74218
14	536	408	288	272	914	2860	4270	4026	4287	4793	4878	4838	5073	5101	5449	6296	6633	6282	6625	5488	4829	3043	2093	2185	91467
15	764	371	303	467	1082	3050	3826	3936	4232	5023	5276	4980	5114	5306	5712	6455	6643	6780	5586	4200	3203	2758	2014	1476	88557
16	774	462	255	427	910	2903	4410	4476	4895	4738	4747	5036	5142	5406	5447	4505	4063	4176	4203	3233	2458	2279	1868	1356	78169
17	890	415	314	361	647	2192	4404	4923	5510	5234	5154	5270	5359	5449	5936	6656	6453	6643	6092	4668	3746	3489	2702	1743	94250
18	709	590	324	389	814	2860	4921	5200	5257	5197	5244	5567	5754	5934	5678	5840	6564	6366	5449	4736	3955	3287	2725	2193	95553
19	1278	776	537	396	540	1305	2612	3557	4247	4974	5352	5548	5646	5680	5592	5566	5591	5117	4796	4142	3560	3424	3198	2501	85935
20	1473	882	523	389	369	678	1535	2061	2812	3781	4745	5339	5485	5426	5367	5242	5366	5254	4841	4391	4036	3357	2369	1536	77257
21	725	477	297	388	899	2977	4426	4428	4574	5003	5008	5033	5069	5066	5490	5908	6383	6133	5957	4277	3265	3024	2100	1360	88267
22	775	476	363	426	917	2959	4423	3951	3914	3667	4499	4988	4925	5133	5495	6231	6258	6564	5504	4156	3505	3142	2453	1702	86426
23	910	490	368	453	938	2849	4372	3681	3952	4981	4979	5151	5067	5261	5559	6269	6221	6641	5740	4482	3706	3170	2498	1614	89352
24	878	504	397	460	951	2778	4394	4144	4805	5314	5201	5271	5458	5589	5510	6448	6386	6558	6071	4972	3785	3232	2407	1601	93114
25	1004	523	410	428	941	2799	4745	4943	5354	5495	5436	5678	5703	5794	6161	6620	6134	6448	5451	4735	3862	3324	2675	1994	96657
26	1251	765	510	400	505	1265	2548	3711	4424	4930	5440	5781	5608	5865	5700	5751	5660	5480	4900	4216	3627	3610	3412	2652	88011
27	1697	965	532	344	334	641	1400	1960	2797	3548	4635	5058	5780	5108	5173	5282	5400	5054	4707	4131	3590	3131	2259	1440	74966
28	738	381	331	399	943	2924	4251	3945	4490	3224	3632	5187	4999	5078	5665	6444	6358	6557	5276	4099	3291	2694	2003	1381	84290
29	806	400	356	433	938	2984	4238	4062	4662	5271	5160	5288	5235	5266	5670	6545	6790	6672	6115	4461	3534	2901	2244	1595	91626
30	936	490	346	426	957	2904	4377	4016	4291	4816	5144	5484	5274	5483	5718	6557	6794	6832	5944	4490	3566	3088	2446	1564	91943
31	826	474	340	423	932	2942	4471	4181	4953	5186	5223	5343	5535	5392	5643	6441	6605	6673	5688	4981	3978	3307	2386	1577	93500

Massachusetts Highway Department

H8496: Monthly Hourly Volume for August 2014

Location ID: H8496 **Seasonal Factor Group:** U1-Boston

County: NORFOLK **Daily Factor Group:**

Funcationl Class 1 **Axle Factor Group:** U1-Boston

Location: I-95 SOUTH OF ROUTE 1 **Growth Factor Group:**

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	952	550	389	413	899	2746	4797	5442	5240	4939	5261	5374	5495	5562	5671	6290	6444	6068	5839	4820	3835	3510	2851	2331	95718
2	1485	796	558	473	578	1308	2501	3376	3996	4739	5384	5653	5758	5802	5873	6011	5895	5371	4900	4082	3587	3254	2761	2231	86372
3	1502	828	476	384	339	612	1447	1957	2582	3635	4542	5359	5496	5374	5545	5498	5417	5069	4839	4242	3714	3090	2211	1517	75675
4	968	508	298	424	952	2924	4483	3544	3868	4407	5007	4931	5158	5163	5390	6076	6504	6442	5376	4194	3279	2658	1912	1300	85766
5	715	441	346	431	942	2966	4426	4073	4723	5034	5026	4993	5100	5216	5556	6157	6266	6180	5696	4301	3329	3018	2191	1434	88560
6	779	457	367	385	933	2746	4017	3809	4091	4720	5017	5039	5127	5170	5845	6183	6608	6676	5912	4498	3533	2979	2133	1425	88449
7	703	450	339	412	906	2871	4271	3945	4728	4887	5015	5350	5400	5593	5675	6550	6565	6629	6180	4864	3760	3353	2751	2461	93658
8	1686	787	445	433	933	2774	4581	5074	5095	5151	5387	5154	5612	5840	5834	6055	6063	6465	6068	4892	3751	3302	2805	2656	96843
9	1861	1036	531	392	533	1225	2520	3486	4231	4876	5434	5689	5698	5792	5732	5606	5581	5498	4828	4085	3585	3472	3209	3020	87920
10	2080	988	510	411	338	634	1422	2000	2745	3884	4844	5389	5610	5691	5194	5641	5158	4777	4414	2444	3699	3524	2827	2318	76542
11	1618	1093	373	447	917	2845	4353	3946	4406	4838	4941	5087	4987	5038	5342	6179	6301	6289	5263	3985	3464	2891	2015	1350	87968
12	635	422	249	424	869	2826	4453	4421	4659	4932	4867	4968	5115	5220	5412	6139	6387	6697	5646	4289	3116	2842	2124	1385	88097
13	819	469	327	419	919	2480	4070	4436	4314	4428	4367	4502	4739	4359	4665	5225	5130	5584	5138	3785	2930	2490	1888	1327	78810
14	765	358	352	323	933	2882	4209	4222	4910	5230	5093	5567	5516	5454	5809	6495	6709	6635	6148	4670	3678	3251	2529	1733	93471
15	1033	542	414	469	955	2758	4718	5305	5373	5046	5378	5518	5726	5695	5956	6653	6630	6258	5980	4805	3621	3247	3130	2972	98182
16	2024	757	486	413	522	1221	2409	3437	4140	4922	5334	5662	5759	5844	5774	5709	5558	5290	4929	4171	3570	3551	3337	2552	87371
17	1656	796	476	374	343	696	1339	1922	2649	3662	4618	5222	5380	5305	5323	5297	5309	5181	4611	4259	3726	3120	2270	1447	74981
18	764	399	302	423	893	2833	4278	4221	4806	4854	5093	4987	5118	5080	5549	6271	6500	6465	5271	4152	3187	2669	1978	1421	87514
19	741	407	325	383	961	2891	4441	3909	4134	4852	4961	5117	5106	5108	5653	6312	6298	6537	5875	4567	3428	3096	2408	2067	89577
20	1136	507	251	422	829	2888	4240	4064	4428	4954	5005	5147	5191	5150	5515	6383	6601	6363	5980	4500	3574	3061	2451	1616	90256
21	946	491	331	211	557	2809	4369	4544	4677	4870	5003	5074	5117	5230	5495	6299	6303	6787	5787	4559	3394	3137	2260	1600	89850
22	915	513	410	447	929	2653	4326	5290	5267	5012	5069	5335	5415	5736	6123	6669	6672	6222	5865	4570	3635	3121	3257	2897	96348
23	1621	774	509	433	531	1242	2422	3399	4072	4605	5255	5642	5811	5660	5556	5533	5574	5529	4988	4275	3726	3488	3101	2545	86291
24	1486	805	553	369	349	719	1363	2004	2715	3668	4682	5012	4509	5385	5445	5291	5071	5131	4776	4269	3896	3259	2520	1709	74986
25	1040	546	316	441	905	2859	4282	4043	4551	4750	4756	4893	5022	2265	5427	6199	6362	6015	5868	4191	3291	2657	2011	1545	84235
26	1077	685	415	463	951	2964	4463	4051	4538	4839	4865	4871	5071	5182	5479	6229	6410	6403	5130	4321	3482	2999	2124	1392	88404
27	775	449	324	449	978	2950	4260	3933	4081	5085	5119	5075	5217	5267	5573	6280	5942	6583	5893	4568	3592	3022	2367	1468	89250
28	899	474	362	472	935	2868	4379	4040	3993	4938	5232	5287	5371	5377	5776	6597	6502	6523	6083	4644	3837	3135	2449	1635	91808
29	967	579	416	456	950	2592	4500	5195	5030	5067	5237	5375	5667	5823	5710	6404	6181	5413	4950	4463	3791	3122	2596	1876	92360
30	1176	727	494	399	493	1010	2401	3556	4270	4818	5341	5553	5658	5413	5429	5082	5055	4873	4610	4405	3636	3264	2729	2196	82588
31	1308	786	475	329	287	626	1500	2122	2843	3951	4804	5355	5496	5323	5311	5283	4925	4853	4647	4096	3794	3129	2392	1726	75361

Massachusetts Highway Department

H8496: Monthly Hourly Volume for September 2014

Location ID: H8496 **Seasonal Factor Group:** U1-Boston

County: NORFOLK **Daily Factor Group:**

Funcationl Class 1 **Axle Factor Group:** U1-Boston

Location: I-95 SOUTH OF ROUTE 1 **Growth Factor Group:**

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	951	594	349	252	337	722	1427	2010	2692	3644	4383	5062	4972	4905	5017	5168	4810	4445	3240	2955	3472	2784	1880	1217	67288
2	658	337	251	389	933	2918	4201	4037	4188	4638	4652	4700	4905	4983	5332	5915	5866	6481	5684	4229	3355	2480	1719	1209	84060
3	712	435	324	450	938	2847	4225	4092	4394	4928	4771	4855	5094	5140	5531	6388	6444	6311	6099	4408	3388	2707	2090	1327	87898
4	677	458	321	468	952	2884	4397	3943	3800	4371	4749	4869	5036	5170	5561	6304	5994	6162	6058	4445	3597	2821	2078	1437	86552
5	830	506	368	458	900	2720	4363	4150	4637	4671	4876	4934	5040	5311	4618	4249	5997	5901	5441	4584	3487	3006	2858	2118	86023
6	1259	766	555	407	497	1216	2338	3366	4080	4750	5211	5418	5621	5523	5589	5654	5433	5453	4890	4093	3422	2975	2583	2435	83534
7	1575	811	460	367	310	667	1381	2307	3078	4034	4728	5255	5633	5213	5113	5004	5332	5245	4842	4050	3553	2966	1979	1203	75106
8	613	402	312	374	937	2840	4347	4002	3823	4346	4642	4684	4797	4892	5341	6140	6458	6469	5572	4274	3271	2571	1916	1299	84322
9	702	380	317	407	951	2899	4201	4522	4531	4814	4862	4754	4801	5016	5471	6318	6536	7159	6116	4338	3302	2865	2249	1800	89311
10	797	366	323	408	1017	2889	4200	4182	4203	4845	4883	5045	4958	5107	5332	6531	6773	6611	5989	4434	3507	3019	2078	1441	88938
11	805	446	335	474	940	2862	4476	4532	3685	4249	4806	5072	4967	5114	5567	6458	6566	6694	5688	4421	3528	2856	2023	1345	87909
12	807	493	376	459	914	2754	4191	4011	4387	5085	4980	5182	5319	5435	5865	6084	5591	5675	6105	4801	3731	2946	2590	1926	89707
13	1231	739	471	417	452	1212	2391	3296	4073	4620	5112	5335	5483	5454	5585	5929	5989	5569	5139	3955	3318	3275	3031	2270	84346
14	1742	983	496	337	344	618	1476	2206	2971	3946	4811	5499	5783	5529	5273	5385	5560	5471	4908	4171	3384	2749	1770	1106	76518
15	619	334	289	393	946	2925	4125	4010	3930	4402	4799	4842	4916	5170	5560	6485	6631	6667	5575	4030	3076	2498	1656	1199	85077
16	663	370	292	432	965	2940	4427	4517	4565	4849	4892	4769	4973	5169	5647	6650	6659	6850	5772	4207	3252	2653	1822	1206	88541
17	664	372	319	392	972	2873	4276	4090	4046	4326	4883	4938	4971	5097	5655	6491	6632	6310	5979	4423	3517	3180	2292	1538	88236
18	783	486	319	381	991	2933	4367	4314	3726	3360	3733	4581	4986	5200	5661	6538	6827	6824	5780	4284	3918	3248	2221	1338	86799
19	861	486	398	490	996	2770	4576	4118	4949	4996	5189	5254	5371	5688	6084	6823	6655	6763	5671	4687	3703	3230	2613	2000	94371
20	1180	683	431	407	532	1175	2481	3544	4335	4978	5406	5811	5803	5642	5934	5877	5836	5760	5236	4352	3719	3252	2844	2251	87469
21	1294	847	548	384	322	665	1437	2481	3625	4652	5247	5397	5331	5159	5198	5157	5351	5498	4929	4223	3456	2494	1699	1209	76603
22	675	399	306	287	819	2940	4200	3903	4176	4166	4935	4952	4967	5194	5676	6525	6610	6682	5585	4093	3183	2548	1734	1193	85748
23	655	345	347	433	992	2945	4232	4184	4197	4615	4932	4912	5012	5070	5673	6561	6801	6662	5932	4251	3506	2883	1991	1343	88474
24	669	434	341	411	995	2999	4281	4251	4544	4917	4859	5054	5092	5414	5696	6546	6813	6765	6347	4319	3392	2998	2234	1612	90983
25	752	431	361	424	969	2888	4319	4992	5359	5205	5083	5097	5306	5464	6007	6825	7003	6967	5725	4343	3661	2883	2154	1490	93708
26	792	489	359	443	982	2761	4432	4666	5218	5123	5124	5364	5310	5626	5934	6612	6537	6666	5835	4813	3746	3238	2850	2247	95167
27	1317	754	503	417	541	1198	2428	3601	4538	5167	5461	5598	5686	5756	5874	5719	5754	5701	5063	4214	3680	3442	2971	2311	87694
28	1422	819	562	373	355	663	1541	2347	3282	4266	4935	5328	5335	5556	5556	5656	5435	5386	4961	4430	3725	2869	1907	1232	77941
29	692	427	295	401	973	2920	4178	4187	4542	4978	4788	4780	4764	4994	5421	6383	6599	6690	5596	3970	3039	2260	1640	1231	85748
30	649	370	348	437	934	2839	4035	3857	4209	4375	4929	5068	5249	5299	5778	6632	6422	6324	6184	4284	3629	2866	1938	1351	88006

Massachusetts Highway Department

H8496: Monthly Hourly Volume for October 2014

Location ID: H8496 **Seasonal Factor Group:** U1-Boston

County: NORFOLK **Daily Factor Group:**

Funcationl Class 1 **Axle Factor Group:** U1-Boston

Location: I-95 SOUTH OF ROUTE 1 **Growth Factor Group:**

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	780	409	326	392	927	2795	4105	4184	3896	4265	4413	4673	5029	4529	4139	4998	4723	4208	3548	3123	2806	2327	1707	1277	73579
2																									
3	851	480	318	479	883	2932	4553	4639	5430	5386	5305	5253	5418	5768	6198	6914	6887	6817	5802	4452	3497	3021	2549	2029	95861
4	1282	736	462	422	474	1222	2321	3264	4138	4767	5281	5593	5776	5904	5998	6050	5864	5828	5148	3997	3522	3366	3225	1098	85738
5																									
6	1861	1400	460	425	975	2904	4367	4371	4848	4941	4753	4870	4799	5062	5611	6419	6487	6514	5644	4090	2964	2349	1781	1198	89093
7																									
8	706	392	322	423	975	2792	4107	3960	3902	4193	4391	4817	5054	5161	5747	6644	6586	6778	5756	4226	3555	2909	2051	1494	86941
9	827	474	332	425	880	2908	4180	3986	4461	5075	4879	5089	5311	5227	5912	6491	6588	6806	5843	4747	3592	2994	2272	1463	90762
10	899	535	359	436	962	2691	3653	4266	5060	5109	5199	5420	5839	5886	6204	6632	6305	6806	5706	4796	3650	3140	2574	2062	94189
11	1342	765	492	397	488	1099	2246	3278	4051	4799	5181	6069	6020	5845	5734	5687	5301	5144	4588	3847	3177	3112	2797	2163	83622
12	1405	836	495	376	331	633	1579	2506	3091	4329	5297	5694	5941	5748	5388	5362	5344	5345	4813	4087	3528	2993	2240	1511	78872
13	849	605	356	358	728	1903	3667	4285	4447	4593	5067	5307	5450	5506	5889	6311	6285	6324	5310	4367	3483	2768	1892	1287	87037
14	699	394	337	424	915	3006	4244	4455	4790	4990	4973	4964	5006	5193	5515	6368	6302	6435	5808	4322	3362	2823	1894	1336	88555
15	752	448	397	418	951	2946	4256	4579	4350	4614	4781	4829	5068	5082	5627	6343	6297	6387	5769	4389	3330	2816	1979	1295	87703
16	724	455	384	431	993	2822	3915	4057	4320	4607	4866	4954	5074	4931	5316	6012	5353	5538	5633	4299	3629	2832	2138	2081	85364
17	1673	1420	304	476	940	2849	4282	4429	5236	5166	5168	5370	5316	5492	5881	5606	6416	6281	6155	4645	3594	3114	2628	2059	94500
18	1245	782	542	420	504	1290	2441	3633	4550	5043	5374	5749	5662	6071	5811	5775	6075	6045	5324	4448	3702	3408	3042	2439	89375
19	1540	906	529	366	358	671	1440	2306	3274	4127	4941	5555	5711	5930	6003	6001	5867	5603	4790	3945	3131	2424	1621	1148	78187
20	617	379	289	397	975	2925	4096	4134	4146	4769	4932	4837	4939	5116	5655	6634	6529	6807	5383	4024	3028	2465	1699	1179	85954
21	671	392	345	463	991	2965	4172	4247	4290	4695	4915	4848	5110	5190	5824	6121	6738	6670	6185	4289	3255	2720	1935	1300	88331
22	751	460	358	465	956	2860	4286	3946	3758	3864	4456	4909	4687	4857	5625	6514	5937	5813	5583	3927	3296	2479	2030	1539	83356
23																									
24																									
25																									
26	1655	969	552	388	354	630	1369	2334	3555	4731	5418	5699	5705	5491	5393	5541	5559	5455	4891	4046	3162	2392	1703	1141	78133
27	641	382	281	394	1006	2984	4275	3896	4081	4461	4792	4824	4825	4859	5631	6399	6498	6737	5802	3958	2987	2532	1714	1208	85167
28	685	381	312	442	974	3015	4199	4224	4579	5040	4865	4716	4868	5062	5593	6509	6760	6520	5587	4267	3235	2804	1919	1308	87864
29	677	412	312	500	927	2885	3996	4353	4458	5048	4882	4977	5003	5013	5651	6342	6696	6016	5781	4423	3283	2836	2068	1382	87921
30	768	464	341	286	839	2718	4122	4231	4990	5093	4601	5002	5052	5337	5938	6814	6670	6196	5934	4349	3485	3159	2217	1560	90166
31	917	616	404	448	899	2844	4351	4670	5303	4940	4890	5085	5380	5689	6159	6874	6900	6339	4469	3420	3188	2807	2338	1672	90602

Massachusetts Highway Department

H8496: Monthly Hourly Volume for November 2014

Location ID: H8496 | **Seasonal Factor Group:** U1-Boston

County: NORFOLK | **Daily Factor Group:**

Funcationl Class 1 | **Axle Factor Group:** U1-Boston

Location: I-95 SOUTH OF ROUTE 1 | **Growth Factor Group:**

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	1152	833	574	519	542	1175	2186	3135	3930	4569	5140	5543	5863	5645	5379	5241	4739	4464	3965	3276	2731	2500	2204	1771	77076
2																									
3																									
4	589	370	333	424	922	2839	3826	3615	4752	4744	4615	4886	4831	5040	5601	6511	6437	5797	5203	3763	2860	2328	1570	1251	83107
5	653	410	255	411	984	2920	4026	4099	3784	4789	4649	4695	4897	5070	5669	6381	6551	5608	5498	4191	3078	2390	1894	1305	84207
6																									
7																									
8																									
9	1531	909	535	368	282	606	1461	2154	2888	3843	4640	5311	5710	5741	5818	5908	5743	5029	4627	4036	3204	2262	1589	1130	75325
10	479	234	266	316	951	2900	4346	4121	4660	4798	4696	4839	4876	5140	5841	6429	6690	5678	5837	3718	2984	2416	1763	1241	85219
11	710	305	270	448	790	2434	4584	5311	5185	5104	5195	5251	5252	5490	5892	6417	6362	6489	5180	3848	3053	2604	1888	1290	89352
12	351	365	223	400	951	2864	3824	4126	4092	4689	5089	5066	5188	5368	5697	6616	6700	5475	5904	4063	3321	2806	2021	1381	86580
13	803	445	345	457	972	2945	4307	4239	4216	4917	5145	5142	5254	5521	5914	6819	6599	6582	5390	4250	3390	2795	2124	1461	90032
14	798	518	354	453	779	2218	3620	3839	4673	5002	5013	5395	5436	5481	6125	6688	6747	5889	5845	4136	3135	2965	2584	1990	89683
15	1095	612	548	415	482	1046	2328	3279	4140	4725	4924	5604	5851	5774	5933	5910	6077	5492	4842	3961	3162	3005	2902	2280	84387
16	1376	858	549	368	268	546	1267	1992	2709	3584	4467	5120	5333	5422	5582	5479	5336	4911	4320	3618	2576	2027	1508	1177	70393
17																									
18																									
19																									
20	762	484	381	449	950	2938	4244	4043	4739	5190	5119	5095	5285	5362	5848	6728	6715	6295	5864	4315	3450	2802	2068	1369	90495
21	901	453	373	452	987	2778	4182	4178	5190	4963	5090	5225	5406	5624	6098	6590	6491	6222	5891	4227	3225	2936	2596	1963	92041
22	1228	782	501	409	520	1177	2397	3240	4127	4733	5196	5358	5629	5779	5858	5913	5942	5608	4949	3825	3097	3065	2827	2288	84448
23	1366	836	515	352	313	576	1372	2053	3294	4395	5082	5449	5413	5237	5234	5158	5108	4942	4423	3733	2857	2197	1599	1142	72646
24	612	356	293	409	947	2843	3693	4161	4386	3641	4041	4224	4358	4758	5160	5992	5864	6432	5567	4003	3101	2518	1887	1338	80584
25	775	430	354	493	991	2968	4085	4304	4773	5109	5144	5256	5570	5864	5618	6066	5703	5618	6088	5255	4190	3438	2598	1990	92680
26																									
27																									
28																									
29																									
30	1377	857	518	396	295	561	1208	1781	2509	3520	4320	4898	5303	5525	5488	5437	4945	4429	3818	3515	3381	2445	1594	1114	69234

Massachusetts Highway Department

H8496: Monthly Hourly Volume for December 2014

Location ID: H8496 | **Seasonal Factor Group:** U1-Boston

County: NORFOLK | **Daily Factor Group:**

Funcationl Class 1 | **Axle Factor Group:** U1-Boston

Location: I-95 SOUTH OF ROUTE 1 | **Growth Factor Group:**

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL
1	588	373	285	392	951	2845	3791	3886	4475	4761	4647	4860	4713	5243	5590	6456	6369	6266	5264	3895	2727	2188	1605	1193	83363
2	672	434	265	415	860	2761	3694	3868	4224	4951	4807	4917	5023	5004	5600	6441	6268	6279	5290	4014	3059	2496	1885	1280	84507
3																									
4																									
5	883	496	395	460	886	2802	3893	4433	5236	5023	4994	5284	5349	5623	6176	6959	6520	6246	5379	4132	3203	2845	2664	2159	92040
6	1254	764	469	374	385	925	1927	2730	3497	3987	4480	4630	5126	5302	5273	5291	5107	4914	4464	3840	3114	2997	3009	2467	76326
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15	653	415	322	401	910	2819	4107	4069	3475	3899	4983	5179	3906	4119	5772	6509	6133	5691	5955	4039	3212	2513	1990	1264	82335
16	718	410	317	468	930	2894	4010	4121	4100	5039	5252	5351	5414	5622	6003	6571	5899	5427	5546	4337	3537	2910	2043	1477	88396
17																									
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26																									
27	1024	717	482	371	459	797	1653	1873	3161	3991	4817	5571	5674	5639	5791	5688	5623	5303	4776	4028	3300	3002	2682	1963	78385
28	1232	885	510	368	286	488	1043	1543	2406	3555	4717	5344	5448	5206	5031	5148	5136	4920	4406	3367	2754	2207	1609	1142	68751
29																									
30	468	317	335	397	806	2344	4043	4579	4737	4839	5085	5481	5543	5659	6063	6386	6487	6328	5049	3728	3081	2667	1895	1363	87680
31	799	440	317	408	725	2106	3662	4042	4430	4300	4735	5142	5442	5722	6155	6483	5975	4917	4200	3156	2609	1944	1807	1369	80885

Massachusetts Highway Department

H8496: Average Monthly Volume for 2014

Location ID:	**H8496**	**Seasonal Factor Group:**	**U1-Boston**
County:	**NORFOLK**	**Daily Factor Group:**	
Funcationl Class	**1**	**Axle Factor Group:**	**U1-Boston**
Location:	**I-95 SOUTH OF ROUTE 1**	**Growth Factor Group:**	

Month	**Volume**	**Seasonal Factor**	
January	78126	0.93	February Multipier to Average Month
February	75793	0.90	1.107
March	80611	0.96	
April	85062	1.01	
May	87230	1.04	
June	89102	1.06	
July	85559	1.02	
August	87200	1.04	
September	85736	1.02	
October	86675	1.03	
November	83194	0.99	
December	82267	0.98	
	83880		

Crash Data Worksheets

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Roadway
4367644	05/12/2017	Non-fatal injury	12:20 PM	Non-fatal injury - Non-incapacitating	2	D1: (Failed to yield right of way) / D2: (No improper driving)		Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	1	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	WASHINGTON STREET Rte 1A / CLAPBOARDTREE STREET
4376284	05/17/2017	Property damage only (none injured)	3:10 PM	No injury	2	D1: (Followed too closely),(Inattention) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	CLAPBOARDTREE ST Rte 1A / WASHINGTON ST
4383325	06/17/2017	Non-fatal injury	10:15 AM	Non-fatal injury - Possible	1	D1: (No improper driving)	D1: Not Distracted	Collision with pedalcycle (bicycle, tricycle, unicycle, pedal car)	Yes	Daylight	Single vehicle crash	Wet	Four-way intersection	0	1	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead	V1:(Passenger car)	V1:(No)	V1:(No)	V1: N	Rain	No hit and run	V1:(Collision with cyclist (bicycle, tricycle, unicycle, pedal car))	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with cyclist)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST
4383423	06/25/2017	Non-fatal injury	11:08 PM	Non-fatal injury - Non-incapacitating	2	D1: (Unknown) / D2: (Unknown)		Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	Four-way intersection	0	2	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	CLAPBOARDTREE ST / WASHINGTON ST
4391722	06/28/2017	Property damage only (none injured)	9:45 AM	No injury	2	D1: (No improper driving) / D2: (Made an improper turn),(Other improper action)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Sideswipe, same direction	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Turning right	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST
4458565	11/08/2017	Property damage only (none injured)	8:37 PM	No injury	2	D1: (Inattention) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	0	0	Flashing traffic control signal	Two-way, not divided	V1: Backing / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: E / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST
4594131	07/31/2018	Non-fatal injury	8:26 PM	Non-fatal injury - Possible	2	D1: (No improper driving) / D2: (Inattention)		Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	Four-way intersection	0	3	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.1906	CLAPBOARDTREE ST / WASHINGTON ST
4633247	11/09/2018	Non-fatal injury	1:07 PM	Non-fatal injury - Non-incapacitating	2	D1: (Unknown) / D2: (Unknown)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	1	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: W / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.1906	CLAPBOARDTREE ST / WASHINGTON ST
4741268	08/17/2019	Property damage only (none injured)	4:38 PM	No Apparent Injury (O)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST
4809975	01/23/2020	Property damage only (none injured)	8:30 AM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Front to Rear	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved	35	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	CLAPBOARDTREE ST / WASHINGTON ST
4823867	02/19/2020	Property damage only (none injured)	1:43 PM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (Followed too closely),(Inattention)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Single vehicle crash	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	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:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST
4859821	07/07/2020	Property damage only (none injured)	7:27 AM	No Apparent Injury (O)	3	D1: (No improper driving) / D2: (No improper driving) / D3: (Unknown)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V2: Slowing or stopped in traffic / V3: Travelling straight ahead / V1: Slowing or stopped in traffic	V2:(Light truck(van, mini-van, pickup, sport utility)) / V3:(Passenger car) / V1:(Single-unit truck (2-axle, 6-tires))	V2:(No) / V3:(No) / V1:(No)	V2:(No) / V3:(Yes, vehicle or trailer disabled) / V1:(No)	V2: N / V3: N / V1: N	Clear	No hit and run	V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic) V1:(Collision with motor vehicle in traffic)	42.2135	-71.19055	UPLAND ROAD Rte SR1A N / EVERETT STREET

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Roadway
4943032	02/01/2021	Property damage only (none injured)	4:44 PM	No Apparent Injury (O)	1	D1: (Driving too fast for conditions)	D1: Not Distracted	Collision with curb	Yes	Dark - lighted roadway	Single vehicle crash	Snow	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning right	V1:(Passenger car)	V1:(No)	V1:(No)	V1: W	Snow	No hit and run	V1:(Collision with highway traffic sign post)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved	30	Yes, device functioning	V1:(Collision with curb),(Collision with highway traffic sign post)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST
4943035	02/02/2021	Property damage only (none injured)	10:02 AM	No Apparent Injury (O)	2	D1: (Inattention) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Tractor/semi-trailer)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: N / V2: W	Rain/Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Other	No, school bus not involved		No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST
4977776	06/30/2021	Non-fatal injury	11:27 AM	Suspected Minor Injury (B)	5	D1: (No improper driving) / D2: (No improper driving) / D3: (No improper driving) / D4: (No improper driving) / D5: (Unknown)	D1: Not Distracted / D2: Not Distracted / D3: Not Distracted / D4: Not Distracted / D5: Not	Collision with motor vehicle in traffic	Yes	Daylight	Front to Rear	Dry	Five-point or more	0	0	Traffic control signal	One-way, not divided	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic / V4: Slowing or	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car) / V4:(Passenger car) / V5:(Passenger car)	V1:(No) / V2:(No) / V3:(No) / V4:(No) / V5:(No)	V1:(No) / V2:(No) / V3:(Yes, vehicle or trailer disabled) / V4:(No) / V5:(Yes, vehicle or trailer disabled)	V1: S / V2: S / V3: S / V4: Not Reported / V5: Not Reported	Clear/Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic) / V4:(Collision	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic) V4:(Collision	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST
5003157	07/25/2021	Property damage only (none injured)	2:53 PM	No Apparent Injury (O)	2	D1: (Followed too closely) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: E / V2: E	Clear/Unknown	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21341	-71.19006	WASHINGTON ST
5004044	09/05/2021	Property damage only (none injured)	6:42 PM	No Apparent Injury (O)	2	D1: (Followed too closely) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST / WASHINGTON STREET
5007766	09/15/2021	Property damage only (none injured)	9:18 PM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (Failed to yield right of way)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Front to Front	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: S	Clear/Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST
5047794	12/18/2021	Property damage only (none injured)	9:47 PM	No Apparent Injury (O)	2	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Head-on	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	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:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: E	Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.2136	-71.18996	WASHINGTON ST / EVERETT ST
5061063	01/20/2022	Property damage only (none injured)	7:07 AM	No Apparent Injury (O)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning right / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: E / V2: E	Rain/Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	CLAPBOARDTREE ST / WASHINGTON STREET
5066622	02/03/2022	Property damage only (none injured)	5:55 PM	No Apparent Injury (O)	2	D1: (Failure to keep in proper lane or running off road) / D2: (No improper driving)	D1: External distraction (outside the vehicle) / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Sideswipe, same direction	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Changing lanes / V2: Turning left	V1:(Passenger car) / V2:(Other e.g. farm equipment)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: N / V2: N	Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	CLAPBOARDTREE ST Rte A1A N / WASHINGTON ST / CLAPBOARDTREE ST
5087567	04/01/2022	Property damage only (none injured)	1:06 AM	No Apparent Injury (O)	2	D1: (Physical impairment),(Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (No improper	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Front to Rear	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(Yes, other reason not disabled) / V2:(No)	V1: S / V2: S	Rain/Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Unknown	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST / WASHINGTON ST Rte 1A S
5089737	04/01/2022	Property damage only (none injured)	6:09 AM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Front to Rear	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: W / V2: N	Clear/Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.2136	-71.18996	WASHINGTON ST / EVERETT ST
5095663	04/20/2022	Property damage only (none injured)	8:26 AM	No Apparent Injury (O)	2	D1: (Followed too closely) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Front to Rear	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Slowing or stopped in traffic / 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:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Clear/Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.19042	WASHINGTON ST / CLAPBOARDTREE ST

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Roadway
5188372	12/11/2022	Property damage only (none injured)	6:01 PM	No Apparent Injury (O)	3	D1: (Followed too closely) / D2: (Over-correcting/over-steering) / D3: (No improper driving)	D1: External distraction (outside the vehicle) / D2: Not Distracted / D3: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Snow	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1:(No) / V2:(No) / V3:(No)	V1:(Yes, other reason not disabled) / V2:(Yes, vehicle or trailer disabled) / V3:(No)	V1: N / V2: N / V3: N	Snow	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with curb),(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	42.21365	-71.19042	CLAPBOARDTREE ST / UPLAND RD
5197695	11/22/2022	Property damage only (none injured)	5:36 PM	No Apparent Injury (O)	2	D1: (Unknown) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Sideswipe, same direction	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21365	-71.1906	CLAPBOARDTREE ST / WASHINGTON ST / CLAPBOARDTREE ST
5197874	11/21/2022	Property damage only (none injured)	2:18 PM	No Apparent Injury (O)	2	D1: (Unknown) / D2: (Unknown)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Five-point or more	0	0	Traffic control signal	Two-way, not divided	V1: Turning right / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: N / V2: N	Clear/Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	1	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.2136	-71.18996	WASHINGTON ST / EVERETT ST.

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Roadway
4310541	01/11/2017	Non-fatal injury	10:57 AM	Non-fatal injury - Possible	2	D1: (No improper driving) / D2: (Followed too closely)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	T-intersection	0	1	Traffic control signal	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: N / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved	30	No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.2136	-71.18996	WASHINGTON ST / EVERETT ST
4705182	05/23/2019	Property damage only (none injured)	5:21 PM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Wet	T-intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: W	Cloudy/Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		No, school bus not involved	30	No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21366	-71.1906	EVERETT STREET / WASHINGTON STREET Rte SR1A S
4741682	08/21/2019	Property damage only (none injured)	6:05 PM	No Apparent Injury (O)	3	D1: (No improper driving) / D2: (No improper driving) / D3: (Driving too fast for conditions),(Failure to keep in proper lane or running off road)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Front to Front	Wet	T-intersection	0	0	Traffic control signal	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Turning right	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1:(No) / V2:(No) / V3:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled) / V3:(No)	V1: W / V2: W / V3: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Overturn/rollover),(Cross median or centerline),(Ran off road left),(Collision with motor vehicle in traffic)	42.21366	-71.19042	WASHINGTON STREET Rte SR1A N / EVERETT STREET
4746739	09/04/2019	Non-fatal injury	9:33 AM	Possible Injury (C)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Front to Front	Dry	T-intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21366	-71.1906	EVERETT STREET / WASHINGTON STREET Rte SR1A S
4975366	06/24/2021	Non-fatal injury	3:33 PM	Suspected Minor Injury (B)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	T-intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Motorcycle)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: W / V2: E	Clear/Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.2136	-71.18996	WASHINGTON ST / EVERETT ST / WASHINGTON STREET
5016435	10/02/2021	Property damage only (none injured)	7:35 PM	No Apparent Injury (O)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	T-intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: S / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.2136	-71.18996	WASHINGTON ST / EVERETT ST

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway	Near Intersection Roadway
4730418	07/25/2019	Non-fatal injury	4:09 PM	Suspected Minor Injury (B)	2	D1: (Unknown) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Sideswipe, same direction		Not at junction	0	0	No controls	Two-way, not divided	V1: Changing lanes / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		No, school bus not involved	30	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21333	-71.18848		EVERETT ST / ROSE CT	
4768847	10/30/2019	Property damage only (none injured)	8:10 AM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (Inattention),(Failed to yield right of way)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Sideswipe, same direction	Dry	Not at junction	0	0	No controls	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Changing lanes	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21333	-71.18848		EVERETT ST	ROSE CT

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway	Near Intersection Roadway	Distance and Direction From Intersection
4340277	03/20/2017	Property damage only (none injured)	6:03 PM	No injury	2	D1: (Unknown) / D2: (Unknown)		Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: E / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		EVERETT STREET / BLUE STAR MEMORIAL HIGHWAY Rte US1 S		
4342211	03/25/2017	Non-fatal injury	8:46 PM	Non-fatal injury - Non-incapacitating	2	D1: (Followed too closely) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Wet	T-intersection	0	1	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: N / V2: N	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		UNIVERSITY AVENUE / BLUE STAR MEMORIAL HIGHWAY Rte US1 N		
4368662	05/24/2017	Property damage only (none injured)	12:27 AM	No injury	1	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	D1: Not Distracted	Collision with unknown fixed object	Yes	Dark - lighted roadway	Single vehicle crash	Dry	T-intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead	V1:(Passenger car)	V1:(No)	V1:(Yes, vehicle or trailer disabled)	V1: S	Clear	No hit and run	V1:(Collision with other fixed object (wall, building, tunnel, etc.))	None	No, school bus not involved		Yes, device functioning	V1:(Collision with other fixed object(wall, building, tunnel, etc.)),(Collision with motor vehicle in traffic)	42.2113	-71.18392	41	BLUE STAR MEMORIAL HIGHWAY Rte 1 S	EVERETT STREET	
4368663	05/25/2017	Property damage only (none injured)	10:18 AM	No injury	2	D1: (Driving too fast for conditions),(Followed too closely) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: N	Cloudy/Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837	56	BLUE STAR MEMORIAL HIGHWAY Rte 1 N	UNIVERSITY AVENUE	
4369623	05/27/2017	Non-fatal injury	12:18 PM	Non-fatal injury - Non-incapacitating	2	D1: (No improper driving) / D2: (Glare)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	1	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		BLUE STAR MEMORIAL HIGHWAY / UNIVERSITY AVENUE		
4375511	06/11/2017	Non-fatal injury	9:37 PM	Non-fatal injury - Possible	2	D1: (Unknown) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	T-intersection	0	1	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BOS-PROV HWY Rte 1 S / EVERETT STREET / UNIVERSITY AVENUE		
4387453	07/07/2017	Property damage only (none injured)	6:32 PM	No injury	2	D1: (No improper driving) / D2: (Followed too closely)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Wet	Not at junction	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Cloudy/Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837	56	BLUE STAR MEMORIAL HIGHWAY Rte US1 S / EVERETT STREET / BOS-PROV HWY		
4388101	07/10/2017	Non-fatal injury	9:19 PM	Non-fatal injury - Possible	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	0	1	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BOS-PROV HWY Rte 1 S / UNIVERSITY AVE		
4388664	07/11/2017	Property damage only (none injured)	7:34 AM	No injury	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Rain/Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BOS-PROV HWY Rte 1 S / EVERETT STREET / UNIVERSITY AVENUE		
4398111	07/27/2017	Non-fatal injury	4:52 PM	Non-fatal injury - Possible	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Sideswipe, opposite direction	Dry	Not at junction	0	1	No controls	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, other reason not disabled)	V1: N / V2: E	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21117	-71.18407		EVERETT STREET		
4411828	08/20/2017	Not Reported	11:06 PM	Unknown	2	D1: (No improper driving) / D2: (Failed to yield right of way),(Disregarded traffic signs, signals, road markings)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	Off-ramp	0	0	Yield signs	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Changing lanes	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.2112	-71.1841		EVERETT STREET	BLUE STAR MEMORIAL HIGHWAY Rte 1 S	
4437484	09/22/2017	Non-fatal injury	10:58 AM	Non-fatal injury - Non-incapacitating	2	D1: (No improper driving) / D2: (Followed too closely)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Wet	Five-point or more	0	1	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: N / V2: N	Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		BLUE STAR MEMORIAL HIGHWAY Rte US1 N / UNIVERSITY AVENUE		100 feet W of
4474026	12/27/2017	Property damage only (none injured)	7:29 PM	No injury	3	D1: (No improper driving) / D2: (No improper driving) / D3: (Followed too closely)	D1: Not Distracted / D2: Not Distracted / D3: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1:(No) / V2:(No) / V3:(No)	V1:(No) / V2:(No) / V3:(No)	V1: N / V2: N / V3: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	None	No, school bus not involved	50	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	42.21075	-71.1837		BOS-PROV HWY Rte 1 N / EVERETT STREET		
4477572	12/29/2017	Property damage only (none injured)	8:18 PM	No injury	2	D1: (No improper driving) / D2: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	D1: Not Distracted / D2: Other activity (searching, eating, personal hygiene, etc.)	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BOS-PROV HWY Rte 1 S / EVERETT STREET / UNIVERSITY AVENUE		
4484019	01/10/2018	Property damage only (none injured)	8:24 AM	No injury	2	D1: (No improper driving) / D2: (Inattention)	D1: Not Distracted / D2: External distraction (outside the vehicle)	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning right / V2: Turning right	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: E / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		PROVIDENCE HIGHWAY Rte 1 N / UNIVERSITY AVENUE		
4493743	01/29/2018	Property damage only (none injured)	7:43 PM	No injury	4	D1: (Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc) / D2: (No improper driving) / D3: (No improper driving) / D4: (No improper driving)	D2: Not Distracted / D3: Not Distracted / D4: Not Distracted	Collision with motor vehicle in traffic	Yes	Dawn	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic / V4: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car) / V4:(Passenger car)	V1:(No) / V2:(No) / V3:(No) / V4:(No)	V1:(No) / V2:(No) / V3:(No) / V4:(No)	V1: N / V2: N / V3: N / V4: N	Snow	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic) / V4:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic) V4:(Collision with motor vehicle in traffic)	42.21074	-71.1837		BOS-PROV HWY Rte 1 N / EVERETT STREET		

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway	Near Intersection Roadway	Distance and Direction From Intersection
4493753	01/31/2018	Property damage only (none injured)	11:22 AM	No injury	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: N / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BLUE STAR MEMORIAL HIGHWAY Rte US1 S / UNIVERSITY AVENUE		
4501314	02/13/2018	Property damage only (none injured)	8:44 AM	No injury	3	D1: (No improper driving) / D2: (Inattention) / D3: (Inattention)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1:(No) / V2:(No) / V3:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled) / V3:(Yes, vehicle or trailer disabled)	V1: S / V2: S / V3: S	Clear/Other	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BLUE STAR MEMORIAL HIGHWAY Rte US1 S / EVERETT STREET		
4502248	02/18/2018	Property damage only (none injured)	5:09 PM	No injury	2	D1: (Inattention) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	50	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BLUE STAR MEMORIAL HIGHWAY Rte US1 S / EVERETT STREET		
4514476	03/15/2018	Property damage only (none injured)	1:50 PM	No injury	2	D1: (No improper driving) / D2: (Distracted),(Failed to yield right of way)	D1: Not Distracted / D2: Other activity (searching, eating, personal hygiene, etc.)	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V2: Overtaking/passing / V1: Travelling straight ahead	V2:(Passenger car) / V1:(Tractor/semi-trailer)	V2:(No) / V1:(No)	V2:(No) / V1:(No)	V2: S / V1: S	Clear	No hit and run	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V2:(Collision with motor vehicle in traffic) V1:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BLUE STAR MEMORIAL HIGHWAY Rte US1 S / EVERETT STREET / UNIVERSITY AVENUE		
4524865	04/06/2018	Non-fatal injury	2:43 PM	Non-fatal injury - Possible	3	D1: (No improper driving) / D2: (Followed too closely) / D3: (Followed too closely)	D1: Not Distracted / D2: Not Distracted / D3: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Snow	Not at junction	0	1	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1:(No) / V2:(No) / V3:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled) / V3:(No)	V1: N / V2: N / V3: N	Snow	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	42.21075	-71.1837		BLUE STAR MEMORIAL HIGHWAY Rte US1 N / EVERETT STREET		
4525565	04/10/2018	Property damage only (none injured)	9:00 AM	No injury	2	D1: (No improper driving) / D2: (Unknown)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved	30	No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21032	-71.18324		UNIVERSITY AVENUE	BLUE STAR MEMORIAL HIGHWAY Rte 1 N	
4526749	04/13/2018	Property damage only (none injured)	7:01 AM	No injury	1	D1: (No improper driving),(No improper driving)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Unknown	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility))	V1:(No)	V1:(No)	V1: N	Clear/Clear	Yes, hit and run	V1:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic)	42.21135	-71.18341	24	BLUE STAR MEMORIAL HIGHWAY Rte 1 N	TECHNOLOGY WAY	200 feet E of
4541148	05/20/2018	Non-fatal injury	2:29 PM	Non-fatal injury - Possible	2	D1: (No improper driving) / D2: (Other improper action)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	5	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: W / V2: N	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		BOS-PROV HWY / UNIVERSITY AVE		
4554560	06/18/2018	Property damage only (none injured)	12:08 PM	No injury	2	D1: (Disregarded traffic signs, signals, road markings),(Inattention) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: W / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.18392		BOS-PROV HWY / EVERETT ST		
4564266	07/11/2018	Non-fatal injury	7:07 PM	Non-fatal injury - Possible	2	D1: (Made an improper turn) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Not at junction	0	1	No controls	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		BOS-PROV HWY / UNIVERSITY AVE		
4579676	08/08/2018	Non-fatal injury	8:11 PM	Non-fatal injury - Possible	2	D1: (Followed too closely) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Wet	Four-way intersection	0	3	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: N / V2: N	Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	50	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		BOS-PROV HWY / UNIVERSITY AVE		
4618207	11/02/2018	Property damage only (none injured)	8:50 AM	No injury	2	D1: (No improper driving) / D2: (Inattention)	D1: Not Distracted / D2: Manually operating an electronic device	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: N / V2: N	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BOS-PROV HWY / EVERETT ST		
4628478	11/16/2018	Property damage only (none injured)	10:39 PM	No injury	1	D1: (Driving too fast for conditions)	D1: Not Distracted	Collision with utility pole	Yes	Dark - lighted roadway	Single vehicle crash	Ice	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Turning left	V1:(Passenger car)	V1:(No)	V1:(Yes, vehicle or trailer disabled)	V1: W	Clear	No hit and run	V1:(Collision with utility pole)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved	40	Yes, device functioning	V1:(Collision with curb),(Collision with utility pole)	42.21097	-71.18392		BOS-PROV HWY / EVERETT ST		
4628479	11/16/2018	Property damage only (none injured)	9:53 PM	No injury	1	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)		Collision with median barrier	Yes	Dark - lighted roadway	Single vehicle crash	Ice	Y-intersection	0	0	Yield signs	Two-way, divided, positive median barrier	V1: Turning right	V1:(Light truck(van, mini-van, pickup, sport utility))	V1:(No)	V1:(Yes, vehicle or trailer disabled)	V1: E	Clear	No hit and run	V1:(Collision with curb)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved	50	Yes, device functioning	V1:(Collision with median barrier),(Collision with curb)	42.21075	-71.1837		BOS-PROV HWY / UNIVERSITY AVE		
4639393	12/18/2018	Property damage only (none injured)	8:21 AM	No injury	3	D1: (Distracted) / D2: (No improper driving) / D3: (No improper driving)	D2: Not Distracted / D3: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	Traffic control signal	Two-way, not divided	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:(No) / V2:(No) / V3:(No)	V1:(No) / V2:(No) / V3:(No)	V1: E / V2: E / V3: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	42.211	-71.18393	41	EVERETT STREET	BLUE STAR MEMORIAL HIGHWAY Rte US1	
4642241	12/25/2018	Non-fatal injury	5:22 PM	Non-fatal injury - Possible	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	Four-way intersection	0	1	Traffic control signal	Two-way, divided, unprotected median	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: E / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	50	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BOS-PROV HWY / EVERETT ST		

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway	Near Intersection Roadway	Distance and Direction From Intersection
4643532	12/28/2018	Property damage only (none injured)	3:13 PM	No injury	3	D1: (No improper driving) / D2: (No improper driving) / D3: (Failed to yield right of way)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Wet	Driveway	0	0	No controls	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Travelling straight ahead / V3: Entering traffic lane	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1:(No) / V2:(No) / V3:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled) / V3:(Yes, vehicle or trailer disabled)	V1: E / V2: W / V3: W	Rain/Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved	30	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	42.21097	-71.18392		EVERETT ST / BOS-PROV HWY		
4650780	01/10/2019	Property damage only (none injured)	7:20 PM	No injury	2	D1: (Unknown) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Turning right / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		EVERETT ST / BOS-PROV HWY		
4700321	05/10/2019	Property damage only (none injured)	10:13 AM	No Apparent Injury (O)	3	D1: (Unknown) / D2: (Unknown) / D3: (No improper driving)	D3: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1:(No) / V2:(No) / V3:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No) / V3:(No)	V1: N / V2: N / V3: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	42.21075	-71.1837		UNIVERSITY AVE / BOS-PROV HWY		
4706281	05/24/2019	Property damage only (none injured)	5:17 PM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Truck/trailer) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved		Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		BOS-PROV HWY / UNIVERSITY AVE		
4728690	07/22/2019	Property damage only (none injured)	10:15 PM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Sideswipe, same direction		Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: E	Rain/Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		No, school bus not involved		No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		ROUTE 1 Rte US1 N / UNIVERSITY AVENUE		
4736012	08/10/2019	Property damage only (none injured)	10:27 PM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Sideswipe, same direction	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Turning left / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21098	-71.18392		ROUTE 1 Rte US1 S / EVERETT STREET		
4775730	11/14/2019	Non-fatal injury	10:40 AM	Suspected Minor Injury (B)	2	D1: (Followed too closely),(Inattention) / D2: (Unknown)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		ROUTE 1 Rte US1 N / UNIVERSITY AVENUE		
4846971	05/29/2020	Property damage only (none injured)	5:13 AM	No Apparent Injury (O)	1	D1: (No improper driving)	D1: Not Distracted	Collision with animal - deer	Yes	Dawn	Single vehicle crash	Wet	Not at junction	0	0	No controls	Two-way, divided, positive median barrier	V1: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility))	V1:(No)	V1:(No)	V1: N	Cloudy/Rain	No hit and run	V1:(Collision with animal - deer)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved	50	Not reported	V1:(Collision with animal - deer)	42.21122	-71.18348		PROVIDENCE HIGHWAY Rte US1 N	UNIVERSITY AVENUE	
4856505	07/02/2020	Property damage only (none injured)	11:29 AM	No Apparent Injury (O)	1	D1: (No improper driving)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Sideswipe, same direction	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead	V1:(Passenger car)	V1:(No)	V1:(No)	V1: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic)	None	No, school bus not involved	50	Yes, device functioning	V1:(Collision with motor vehicle in traffic)	42.21076	-71.1837		PROVIDENCE HIGHWAY Rte US1 N / UNIVERSITY AVENUE		
4900626	11/20/2020	Property damage only (none injured)	10:05 AM	No Apparent Injury (O)	2	D1: (Made an improper turn) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Y-intersection	0	0	Yield signs	Two-way, not divided	V1: Making U-turn / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(Yes)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21032	-71.18324		PROVIDENCE HIGHWAY / UNIVERSITY AVENUE	PROVIDENCE HIGHWAY Rte US1 N	
4904626	12/02/2020	Property damage only (none injured)	8:05 AM	No Apparent Injury (O)	2	D1: (Followed too closely) / D2: (No improper driving)		Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BLUE STAR MEMORIAL HIGHWAY / EVERETT STREET		200 feet E of
4918190	01/08/2021	Property damage only (none injured)	10:14 AM	No Apparent Injury (O)	2	D1: (Inattention),(Followed too closely) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21077	-71.1837		UNIVERSITY AVE	BOSTON PROVIDENCE HIGHWAY	
4924024	01/27/2021	Property damage only (none injured)	10:06 PM	No Apparent Injury (O)	2	D1: (Failure to keep in proper lane or running off road) / D2: (No improper driving)	D1: External distraction (outside the vehicle) / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Sideswipe, same direction	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21098	-71.18392		PROVIDENCE HIGHWAY / UNIVERSITY AVE		
4938979	03/03/2021	Non-fatal injury	4:25 PM	Possible Injury (C)	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Driveway	0	0	Traffic control signal	Two-way, not divided	V1: Entering traffic lane / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: N / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved	35	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21092	-71.18394	41	PROVIDENCE HIGHWAY		
4951670	04/13/2021	Non-fatal injury	8:24 AM	Possible Injury (C)	2	D1: (Followed too closely) / D2: (No improper driving)		Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, other reason not disabled)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21098	-71.18392		BLUE STAR MEMORIAL HIGHWAY Rte US1 S / EVERETT STREET		
4972842	06/16/2021	Property damage only (none injured)	4:42 PM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Not at junction	0	0	No controls	Two-way, divided, unprotected median	V1: Entering traffic lane / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21031	-71.1832		UNIVERSITY AVENUE	BLUE STAR MEMORIAL HIGHWAY Rte US1	

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Latitude	Longitude	Street Number	Roadway	Near Intersection Roadway	Distance and Direction From Intersection
4976029	06/24/2021	Property damage only (none injured)	2:01 PM	No Apparent Injury (O)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Single vehicle crash	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21119	-71.18408		EVERETT STREET	BLUE STAR MEMORIAL HIGHWAY Rte US1 S	
4979194	07/05/2021	Non-fatal injury	7:19 AM	Suspected Minor Injury (B)	2	D1: (Unknown) / D2: (Unknown)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	50	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21098	-71.18392		BLUE STAR MEMORIAL HIGHWAY Rte US1 S / EVERETT STREET		
5003153	07/22/2021	Property damage only (none injured)	10:43 AM	No Apparent Injury (O)	2	D1: (Unknown) / D2: (No improper driving)		Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.2112	-71.18381		BLUE STAR MEMORIAL HIGHWAY Rte US1 S / EVERETT STREET / UNIVERSITY AVENUE		
5003372	08/06/2021	Property damage only (none injured)	7:27 PM	No Apparent Injury (O)	2	D1: (Inattention) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Front to Rear	Dry	Four-way intersection	0	0	No controls	Two-way, not divided	V1: Backing / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Not reported	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21061	-71.18356		UNIVERSITY AVENUE	BLUE STAR MEMORIAL HIGHWAY Rte US1 N	
5049528	12/23/2021	Non-fatal injury	9:56 PM	Suspected Minor Injury (B)	2	D1: (Followed too closely) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.2114	-71.18369		BLUE STAR MEMORIAL HIGHWAY Rte US1 S	EVERETT STREET	
5056140	01/07/2022	Non-fatal injury	12:21 PM	Suspected Minor Injury (B)	2	D1: (No improper driving) / D2: (Failed to yield right of way)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: E / V2: S	Cloudy/Snow	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	40	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		PROVIDENCE HIGHWAY Rte 1 S / EVERETT ST		
5067892	02/05/2022	Property damage only (none injured)	3:25 PM	No Apparent Injury (O)	2	D1: (Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc) / D2: (Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V1: Changing lanes / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: N / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		ELLIOT STREET Rte US1 N / BOSTON PROVIDENCE HIGHWAY / UNIVERSITY AVENUE		
5067894	02/07/2022	Property damage only (none injured)	9:15 AM	No Apparent Injury (O)	2	D1: (Unknown) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Snow	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V2: Slowing or stopped in traffic / V1: Slowing or stopped in traffic	V2:(Passenger car) / V1:(Single-unit truck (2-axle, 6-tires))	V2:(No) / V1:(No)	V2:(No) / V1:(No)	V2: N / V1: N	Cloudy/Snow	No hit and run	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved	45	No, device not functioning	V2:(Collision with motor vehicle in traffic) V1:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BLUE STAR MEMORIAL HIGHWAY Rte US1 N / EVERETT STREET		
5074863	02/26/2022	Non-fatal injury	3:44 PM	Suspected Minor Injury (B)	2	D1: (Unknown),(Unknown) / D2: (Unknown),(Unknown)		Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	1	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		1 UNIVERSITY AVE / UNIVERSITY AVE / BLUEHILL DRIVE		
5112468	06/06/2022	Property damage only (none injured)	1:27 PM	No Apparent Injury (O)	2	D1: (Inattention) / D2: (No improper driving)		Collision with motor vehicle in traffic	Yes	Daylight	Sideswipe, same direction	Dry	Four-way intersection	0	0	No controls	Two-way, divided, positive median barrier	V1: Changing lanes / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Other e.g. farm equipment)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: N / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved		No, device not functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BLUE STAR MEMORIAL HIGHWAY Rte US1 N / EVERETT STREET		
5141411	08/20/2022	Property damage only (none injured)	11:33 AM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Single vehicle crash	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Turning right / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, other reason not disabled)	V1: E / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		56 BLUE STAR MEMORIAL HIGHWAY / UNIVERSITY AVENUE		
5154848	09/19/2022	Property damage only (none injured)	2:30 PM	No Apparent Injury (O)	2	D1: (Failure to keep in proper lane or running off road),(No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Sideswipe, same direction	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V2: Slowing or stopped in traffic / V1: Turning right	V2:(Passenger car) / V1:(Tractor/semi-trailer)	V2:(No) / V1:(No)	V2:(Yes, vehicle or trailer disabled) / V1:(No)	V2: N / V1: N	Cloudy	No hit and run	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V2:(Collision with motor vehicle in traffic) V1:(Collision with motor vehicle in traffic)	42.21075	-71.1837		BLUE STAR MEMORIAL HIGHWAY / UNIVERSITY AVE		
5154857	02/19/2022	Non-fatal injury	8:38 AM	Suspected Minor Injury (B)	2	D1: (Glare) / D2: (Unknown)		Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, positive median barrier	V2: Slowing or stopped in traffic / V1: Travelling straight ahead	V2:(Light truck(van, mini-van, pickup, sport utility)) / V1:(Truck/trailer)	V2:(No) / V1:(No)	V2:(Yes, vehicle or trailer disabled) / V1:(Yes, vehicle or trailer disabled)	V2: S / V1: S	Clear	No hit and run	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	No, device not functioning	V2:(Collision with motor vehicle in traffic),(Collision with curb) V1:(Collision with motor vehicle in traffic)	42.21097	-71.18392		BLUE STAR MEMORIAL HIGHWAY / EVERETT STREET		
5170261	10/31/2022	Property damage only (none injured)	4:01 PM	No Apparent Injury (O)	2	D1: (Followed too closely) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	Traffic control signal	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Yes, device functioning	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	42.21075	-71.1837		BLUE STAR MEMORIAL HIGHWAY / UNIVERSITY AVENUE		

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Westwood/Norwood COUNT DATE : February 2023

DISTRICT : 6 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : Washington Street/Upland Road

MINOR STREET(S) : Clapboardtree Street/Everett Street

INTERSECTION DIAGRAM (Label Approaches)

North

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	306	720	774	1,126		**2,926**

" K " FACTOR : **0.086** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **34,023**

TOTAL # OF CRASHES : 27 # OF YEARS : 6 AVERAGE # OF CRASHES PER YEAR (**A**) : **4.50**

CRASH RATE CALCULATION : **0.36** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date:

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Westwood/Norwood COUNT DATE : February 2023

DISTRICT : 6 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : Everett Street

MINOR STREET(S) : Washington Street

INTERSECTION DIAGRAM (Label Approaches)

North

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB			
PEAK HOURLY VOLUMES (AM/PM) :	489	650	232			**1,371**

" K " FACTOR : **0.086** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **15,942**

TOTAL # OF CRASHES : 6 # OF YEARS : 6 AVERAGE # OF CRASHES PER YEAR (**A**) : **1.00**

CRASH RATE CALCULATION : **0.17** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date:

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Westwood/Norwood COUNT DATE : February 2023

DISTRICT : 6 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : Everett Street

MINOR STREET(S) : Rose Court, Driveways

INTERSECTION DIAGRAM (Label Approaches)

North

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB			
PEAK HOURLY VOLUMES (AM/PM) :	424	650	6			**1,080**

" K " FACTOR : **0.086**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **12,558**

TOTAL # OF CRASHES : 2

OF YEARS : 6

AVERAGE # OF CRASHES PER YEAR (**A**) : **0.33**

CRASH RATE CALCULATION : **0.07**

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

Comments :

Project Title & Date:

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Norwood COUNT DATE : February 2023

DISTRICT : 6 UNSIGNALIZED : SIGNALIZED : X

~ INTERSECTION DATA ~

MAJOR STREET : Boston Providence Highway

MINOR STREET(S) : Everett Street/University Avenue

INTERSECTION DIAGRAM (Label Approaches)

North

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	511	792	1,520	1,971		**4,794**

" K " FACTOR : **0.086** INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **55,744**

TOTAL # OF CRASHES : 62 # OF YEARS : 6 AVERAGE # OF CRASHES PER YEAR (**A**) : **10.33**

CRASH RATE CALCULATION : **0.51** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments :

Project Title & Date:

NORWOOD-WESTWOOD
U.S. RTE 1 AT UNIVERSITY AVE & EVERETT ST

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	41	83
PROJECT FILE NO.	605857		

TRAFFIC SIGNAL PLAN

N

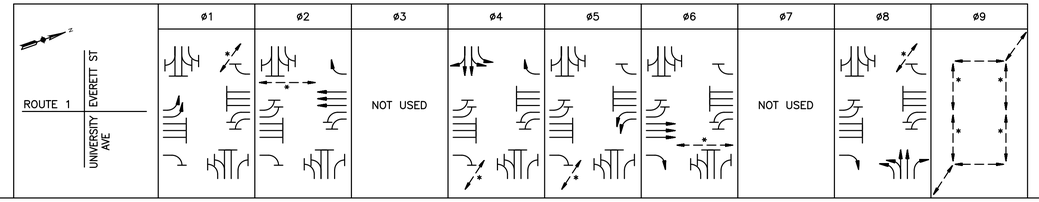
U.S. ROUTE 1
(BOSTON-PROVIDENCE HWY)

EVERETT ST

PROP 8 FT STEEL PEDESTAL POLE W/FDN. (TYP)
PROP TS2-TYPE 1 TS CONTROLLER W/SIZE P CABINET, FDN. & CONC PAD
PROP 60' TYPE 2 STEEL MAST ARM WITH FOUNDATION
PROP 25' MAST ARM, STEEL, W/ FDN
PROP APS PUSHBUTTON AND SIGN (TYP)
PROP PEDESTRIAN SIGNAL HEAD (TYP)
PROP R10-11a
PROP 10' STEEL PEDESTAL POLE W/ FDN
PROP OPTICAL PREEMPTION DETECTOR (TYP)
PROP VEHICULAR SIGNAL HEAD (TYP)
ROUTE 1 CONST BL
ROUTE1 SB CONST BL
EVERETT ST CONST BL
UNIVERSITY AVE CONST BL
PROP 10' STEEL PEDESTAL POLE W/ FDN
PROP VIDEO DETECTION CAMERA (TYP)
PROP PREEMPTION CONFIRMATION STROBE (TYP)
PROP R10-11a
PROP HYBRID VIDEO/RADAR DETECTOR FOR DILEMMA ZONE DETECTION (TYP)
PROP 60' TYPE 2 STEEL MAST ARM WITH FOUNDATION
PROP BICYCLE DETECTION ZONE (TYP)
PROP VIDEO DETECTION ZONE (TYP)
PROP VIDEO DETECTION ZONE FOR DILEMMA ZONE DETECTION 190' FROM STOP LINE
PROP VIDEO DETECTION ZONE FOR DILEMMA ZONE DETECTION 380' FROM STOP LINE
PROP VIDEO DETECTION ZONE FOR DILEMMA ZONE DETECTION 190' FROM STOP LINE
PROP VIDEO DETECTION ZONE FOR DILEMMA ZONE DETECTION 380' FROM STOP LINE
PROP 25' MAST ARM, STEEL, W/ FDN

0 20 50 100
SCALE: 1" = 20'

T:\6629-westwood phase 2\Design\605857 (rte 1_university norwood-westwood)\DWG\605857_TR2(Signal_Plans).dwg 12/17/2020 6:14 PM EDT
605857_TR2(SIGNAL_PLANS).DWG Plotted on 23-Dec-2020 7:45 AM

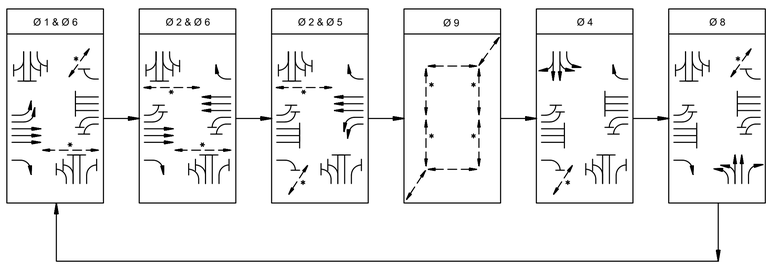


SEQUENCE AND TIMING FOR FULL ACTUATED CONTROL (ISOLATED)

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	FLASH OPER.
ROUTE 1	NBL	A,B	←G	←Y	←R	←R	←R	←R				←R	←R	←R	←R	←R	←R	←R	←R	←R				←R	←R	←R	←R	←R	←R	←FR
ROUTE 1	NBT	C,D,E	R	R	R	R	R	R				R	R	R	R	R	R	↑	Y	R				R	R	R	R	R	R	FY
ROUTE 1	NBR	F,G,Y	↱	↱	↱	↱	↱	↱				↱	↱	↱	↱	↱	↱	↱	↱	↱				↱	↱	↱	↱	↱	↱	FY
ROUTE 1	SBL	H,J	←R	←R	←R	←R	←R	←R				←R	←R	←R	←G	←Y	←R	←R	←R	←R				←R	←R	←R	←R	←R	←R	←FR
ROUTE 1	SBT	K,L,M	R	R	R	↑	Y	R				R	R	R	R	R	R	R	R	R				R	R	R	R	R	R	FY
ROUTE 1	SBR	N,P,X	↱	↱	↱	↱	↱	↱				↱	↱	↱	↱	↱	↱	↱	↱	↱				↱	↱	↱	↱	↱	↱	FY
EVERETT STREET	EBL	Q	←R	←R	←R	←R	←R	←R				←G	←Y	←R	←R	←R	←R	←R	←R	←R				←R	←R	←R	←R	←R	←R	←FR
EVERETT STREET	EBLT	R	R	R	R	R	R	R				↺/G	Y	R	R	R	R	R	R	R				R	R	R	R	R	R	FR
EVERETT STREET	EBTR	S	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R				R	R	R	R	R	R	FR
UNIVERSITY AVENUE	WBL	T	←R	←R	←R	←R	←R	←R				←R	←R	←R	←R	←R	←R	←R	←R	←R				←G	←Y	←R	←R	←R	←R	←FR
UNIVERSITY AVENUE	WBLT	U	R	R	R	R	R	R				R	R	R	R	R	R	R	R	R				↺/G	Y	R	R	R	R	FR
UNIVERSITY AVENUE	WBT	V	R	R	R	R	R	R				R	R	R	R	R	R	↑	Y	R				R	Y	R	R	R	R	FR
UNIVERSITY AVENUE	WBR	W	→R	→R	→R	→R	→R	→R				→R	→R	→R	→R	→R	→R	→R	→R	→R				→G	→Y	→R	→R	→R	→R	→FR
PEDESTRIAN	E-W	P1-P4, P9-P12	DW	DW	DW	DW	DW	DW				DW	DW	DW	DW	DW	DW	DW	DW	DW				DW	DW	DW	W	FDW	DW	OUT
PEDESTRIAN	N-S	P5-P6	DW	DW	DW	DW	DW	DW				W/FDW	DW	DW	W/FDW	DW	DW	DW	DW	DW				DW	DW	DW	W	FDW	DW	OUT
PEDESTRIAN	N-S	P7-P8	DW	DW	DW	DW	DW	DW				DW	DW	DW	DW	DW	DW	W/FDW	DW	DW				DW	DW	DW	W	FDW	DW	OUT
PEDESTRIAN	N-S	P13-P14	W/FDW	DW	DW	DW	DW	DW				DW	DW	DW	DW	DW	DW	DW	DW	DW				W/FDW	DW	DW	W	FDW	DW	OUT
PEDESTRIAN	N-S	P15,P16	DW	DW	DW	W/FDW	DW	DW				DW	DW	DW	DW	DW	DW	DW	DW	DW				DW	DW	DW	W	FDW	DW	OUT
TIMING IN SECONDS																														
MINIMUM GREEN (INITIAL)			6			10						6			6			10						6						EMERGENCY ONLY
PASSAGE TIME (VEHICLE)			2			2						2			2			2						2						
MAXIMUM 1 (ALL OTHER TIMES)			13			52						25			18			47						27						
MAXIMUM 2 (MON-FRI 6-10AM)			14			42						34			17			39						25						
YELLOW CLEARANCE				4			5						4			4			5						4.5					
RED CLEARANCE					5			1						4			5			1						3.5			4	
WALK (W)			4			7						4			4			7						4			4			
PEDESTRIAN CLEARANCE			8			21						8			8			26						8				21		
RECALL				OFF			SOFT						OFF			OFF			SOFT						OFF			OFF		
MEMORY				OFF			OFF						OFF			OFF			OFF						OFF			OFF		

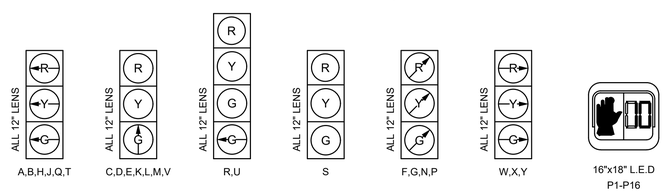
NOTES: 1. FLASHING OPERATION PER M.U.T.C.D.
2. DUAL ENTRY OF PHASES 4 AND 8 SHALL BE INHIBITED.
* UPON PEDESTRIAN PUSHBUTTON ACTUATION ONLY

PREFERENTIAL PHASING SEQUENCE



NOTES: 1. ANY PHASE OR PHASE COMBINATION NOT CALLED SHALL BE SKIPPED.
* UPON PEDESTRIAN PUSHBUTTON ACTUATION ONLY

SIGNAL IDENTIFICATION



TRAFFIC SIGNAL HEAD NOTES:

1. ALL SIGNALS SHALL HAVE CUT AWAY VISORS.
2. ALL SIGNALS SHALL HAVE 12" LED WITH 5" FLAT BACK PLATES WITH 3" YELLOW RETROREFLECTIVE BORDERS.

FIRE PREEMPTION SCHEDULE

DETECTOR	APPROACH	PREEMPTION PHASE	NEXT PHASE CALLED
D1	NORTHBOUND	1 + 6	2 + 6
D2	SOUTHBOUND	2 + 5	2 + 6
D3	EASTBOUND	4	2 + 6
D4	WESTBOUND	8	2 + 6

EMERGENCY VEHICLE PREEMPTION OPERATION:

1. EMERGENCY VEHICLE PREEMPTION SHALL BE ACTUATED BY AN OPTICAL SIGNAL FROM AN OPTICAL EMITTER MOUNTED ON AN EMERGENCY VEHICLE AND RECEIVED BY AN OPTICAL DETECTOR LOCATED AT INTERSECTION. A SEPARATE RECEIVING DETECTOR IS REQUIRED FOR EACH DETECTED APPROACH.
2. PREEMPTION SIGNALS FROM MULTIPLE APPROACHES SHALL BE SERVICED ON A FIRST DETECTED FIRST SERVED BASIS.
3. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL TIME THE CLEARANCE INTERVALS OF THE ACTIVE PHASE (IF DIFFERENT THAN TO BE SERVICED) AND ADVANCE TO AND/OR HOLD IN EMERGENCY VEHICLE PREEMPTION PHASE UNTIL PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME CLEARANCES AND SIMILARLY SERVICE OTHER EMERGENCY VEHICLE PREEMPTION SEQUENCES IN THE ORDER RECEIVED (IF RECEIVED) OTHERWISE, RESUME NORMAL PREFERENTIAL PHASE SEQUENCE.
4. PREEMPTION MINIMUM GREENS SHALL BE TEN SECONDS.
5. NORMAL CLEARANCES SHALL BE PROVIDED ON PHASES THAT ARE TERMINATED BY PREEMPTION DEMAND.
6. ACTUAL TIMING FOR PREEMPTION AND THE LOCATION OF THE DETECTORS SHALL BE DETERMINED IN THE FIELD IN COORDINATION WITH THE FIRE DEPARTMENT AND SHALL BE APPROVED BY MASSDOT PRIOR TO OPERATION.

	MAJOR ITEMS REQUIRED	
PAY ITEM	QUANTITY	ITEM
816.01	1	TS CABINET (SIZE P) & CONTROLLER: NEMA TS2-TYPE 1, EMERGENCY PREEMPTION, VIDEO DETECTION, FULL INPUT & OUTPUT SUPPRESSION PACKAGE WITH FOUNDATION & CONCRETE PAD
	2	60 FT MAST ARM, STEEL, W/ FOUNDATION
	1	ELECTRIC SERVICE CONNECTION
	2	25 FT MAST ARM, STEEL, W/FOUNDATION
	11	8 FT PEDESTAL POLE, STEEL, W/FOUNDATION
	2	10 FT PEDESTAL POLE, STEEL, W/FOUNDATION
	21	SIGNAL HEAD 3-SECTION 12" L.E.D. W/5" FLAT BACK PLATE & 3" YELLOW RETROREFLECTIVE BORDER
	2	SIGNAL HEAD 4-SECTION 12" L.E.D. W/5" FLAT BACK PLATE & 3" YELLOW RETROREFLECTIVE BORDER
	16	PEDESTRIAN SIGNAL HEAD (L.E.D.) W/COUNTDOWN TIMER & CAP VISOR
	12	APS PUSHBUTTON & SIGN W/AUDIBLE & VISIBLE INDICATOR, VIBRO-TACTILE ARROW AND SPEECH-WALK MESSAGE
	2	APS PUSHBUTTON & SIGN W/AUDIBLE & VISIBLE INDICATOR, VIBRO-TACTILE DUAL ARROW AND SPEECH-WALK MESSAGE
	4	VIDEO DETECTION CAMERA WITH MOUNTING HARDWARE
	2	HYBRID VIDEO/RADAR DETECTOR WITH MOUNTING HARDWARE
	3	2-CHANNEL VIDEO PROCESSOR WITH RACK AND POWER SUPPLY
	4	EMERGENCY PREEMPTION DETECTOR
	1	4-CHANNEL EMERGENCY PREEMPTION PHASE SELECTOR & RACK
	2	PREEMPTION CONFIRMATION HIGH INTENSITY CLEAR STROBE
804.3	--- FT	3" SCHEDULE 80 PVC CONDUIT
811.31	–	PULLBOX 12"x12" W/MASSDOT LOGO COVER
811.22	–	HANDHOLE 12"x24" W/MASSDOT LOGO COVER
		Plus all necessary duct, cable, labor, miscellaneous
		material and equipment to complete the installation.

VIDEO DETECTOR DATA

ZONE	CAMERA	PHASE	DIRECTION	DELAY
1	V1	1	NBL	0
2	V1	1	NBL	0
3	DZ1	6	NBT	0
4	DZ1	6	NBT	0
5	DZ1	6	NBT	0
6	V2	5	SBL	0
7	V2	5	SBL	0
8	DZ2	2	SBT	0
9	DZ2	2	SBT	0
10	DZ2	2	SBT	0
11	V3	4	EBL	0
12	V3	4	EBLT	0
13	V3	4	EBTR	0
13a*	V3	4	EBT	0
14	V4	8	WBL	0
15	V4	8	WBLT	0

* CAPABLE OF BICYCLE DETECTION

ZONE	CAMERA	PHASE	DIRECTION	DELAY
16	V4	8	WBT	0
16a*	V4	8	WBT	0
17	V4	8	WBR	0
DZ1	DZ1	6	NBT	0
DZ2	DZ1	6	NBT	0
DZ3	DZ1	6	NBT	0
DZ4	DZ1	6	NBT	0
DZ5	DZ1	6	NBT	0
DZ6	DZ1	6	NBT	0
DZ7	DZ2	2	SBT	0
DZ8	DZ2	2	SBT	0
DZ9	DZ2	2	SBT	0
DZ10	DZ2	2	SBT	0
DZ11	DZ2	2	SBT	0
DZ12	DZ2	2	SBT	0

NORWOOD-WESTWOOD
U.S. RTE 1 AT UNIVERSITY AVE & EVERETT ST

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	-	42	83
PROJECT FILE NO.	605857		

TRAFFIC SIGNAL DATA

T:\6629-westwood phase 2\Design\605857 (rte 1_university norwood-westwood)\DWG\605857_TR2(Signal_Plans).dwg 12/17/2020 6:14 PM EDT
605857_TR2(SIGNAL_PLANS).DWG Plotted on 23-Dec-2020 7:45 AM

Trip Generation Worksheets

Project: **Proposed Mixed-Use Development, Westwood, MA**

	Apartments	Townhouses	Medical Office	Assisted Living	Office	Retail	Total	
Project Size (DU):	158	0					158	DU
Project Size (KSF):			0.000		0.000	12.000	12.000	KSF
Project Size (Beds)				0			0	Beds
Daily:	708	0	0	0	0	736	1,444	
Weekday Morning Peak Hour								
In	13	0	0	0	0	19	32	
Out	45	0	0	0	0	13	58	
Total	58	0	0	0	0	32	90	
Weekday Evening Peak Hour								
In	38	0	0	0	0	45	83	
Out	24	0	0	0	0	44	68	
Total	62	0	0	0	0	89	151	

Proposed Mixed-Use Development, Westwood, MA

Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)_
Source: Institute of Transportation Engineers (ITE) - 11th Edition

Average Vehicle Trips Ends vs: Dwelling units
Independent Variable (X): 158

AVERAGE WEEKDAY DAILY

T = 4.77 * (X) - 46.46 — 11 Studies, Avg size = 201 units
T = 4.77 * (158) - 46.46 — R^2 = 0.93, AR = 4.54
T = 707.20
T = 708 vehicle trips 4.48
with 50% (354 vpd) entering and 50% (354 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.44 * (X) - 11.61 — 30 Studies, Avg size = 173 units
T = 0.44 * (158) - 11.61 — R^2 = 0.91, AR = 0.37
T = 57.91
T = 58 vehicle trips
with 23% (13 vph) entering and 77% (45 vph) exiting.
#REF! #REF!

WEEKDAY MORNING PEAK HOUR OF GENERATOR

T = 0.32 * (X) + 5.84 — 23 Studies, Avg size = 226 units
T = 0.32 * (158) + 5.84 — R^2 = 0.89, AR = 0.35
T = 56.40
T = 56 vehicle trips
with 26% (15 vph) entering and 74% (41 vph) exiting.
#REF! #REF!

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.39 * (X) + 0.34 — 31 Studies, Avg size = 169 units
T = 0.39 * (158) + 0.34 — R^2 = 0.91, AR = 0.39
T = 61.96
T = 62 vehicle trips
with 61% (38 vph) entering and 39% (24 vph) exiting.

0.00 0.00

WEEKDAY EVENING PEAK HOUR OF GENERATOR

T = 0.32 * (X) + 15.57 — 22 Studies, Avg size = 221 units
T = 0.32 * (158) + 15.57 — R^2 = 0.93, AR = 0.39
T = 66.13
T = 66 vehicle trips
with 60% (40 vph) entering and 40% (26 vph) exiting.

SATURDAY DAILY

Ln T = 0.94 Ln (X) + 1.84 — 5 Studies, Avg size = 250 units
Ln T = 0.94 Ln (158) + 1.84 — R^2 = 0.91, AR = 4.57
Ln T = 6.60
T = 734
T = 734 vehicle trips
with 50% (367 vph) entering and 50% (367 vph) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

Ln T = 1.00 Ln (X) - 0.91 — 5 Studies, Avg size = 250 units
Ln T = 1.00 Ln (158) - 0.91 — R^2 = 0.92, AR = 0.39
Ln T = 4.15
T = 64
T = 64 vehicle trips
with 51% (33 vph) entering and 49% (31 vph) exiting.

SUNDAY DAILY

Ln T = 0.94 Ln (X) + 1.63 — 5 Studies, Avg size = 250 units
Ln T = 0.94 Ln (158) + 1.63 — R^2 = 0.85, AR = 3.77
Ln T = 6.39
T = 595
T = 596 vehicle trips
with 50% (298 vph) entering and 50% (298 vph) exiting.

SUNDAY MIDDAY PEAK HOUR OF GENERATOR

T = 0.24 * (X) + 21.51 — 5 Studies, Avg size = 250 units
T = 0.24 * (158) + 21.51 — R^2 = 0.79, AR = 0.32
T = 59.43
T = 59 vehicle trips
with 55% (32 vph) entering and 45% (27 vph) exiting.

Proposed Mixed-Use Development, Westwood, MA

Land Use Code (LUC) 822 - Strip Retail Plaza (<40k) Center
Source : Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition

Average Vehicle Trips Ends vs.: 1,000 Square Feet Gross Floor Area
Independent Variable (X): 12.000 ksf

AVERAGE WEEKDAY DAILY

T = 42.20 * (X) +229.68 — 4 Studies, Avg sf of GFA = 19 ksf
T = 42.20 * (12.000) + 229.68 — R^2 = 0.96
T = 736.08
T = 736 vehicle trips
with 50% (368 vpd) entering and 50% (368 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

Ln T = 0.66 Ln (X) + 1.84 — 5 Studies, Average Size = 18 ksf
Ln T = 0.66 Ln (12.000) + 1.84 — R^2 = 0.57, Average Rate = 2.36 trips/ksf
Ln T = 3.48
T = 32.46
T = 32 vehicle trips
with 60% (19 vph) entering and 86% (13 vph) exiting.
17 11

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

Ln T = 0.71 Ln (X) + 2.72 — 25 Studies, Average Size = 21 ksf
Ln T = 0.71 Ln (12.000) + 2.72 — R^2 = 0.56, Average Rate = 6.59 trips/ksf
Ln T = 4.48
T = 88.61
T = 89 vehicle trips
with 50% (45 vph) entering and 45% (44 vph) exiting.
40 40

SATURDAY DAILY

No Data

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

T = 6.57 * X — 12 Studies, Avg sf of GFA = 27 ks
T = 6.57 * (12.000)
T = 78.84
T = 79 vehicle trips
with 51% (40 vph) entering and 49% (39 vph) exiting.

Inputs

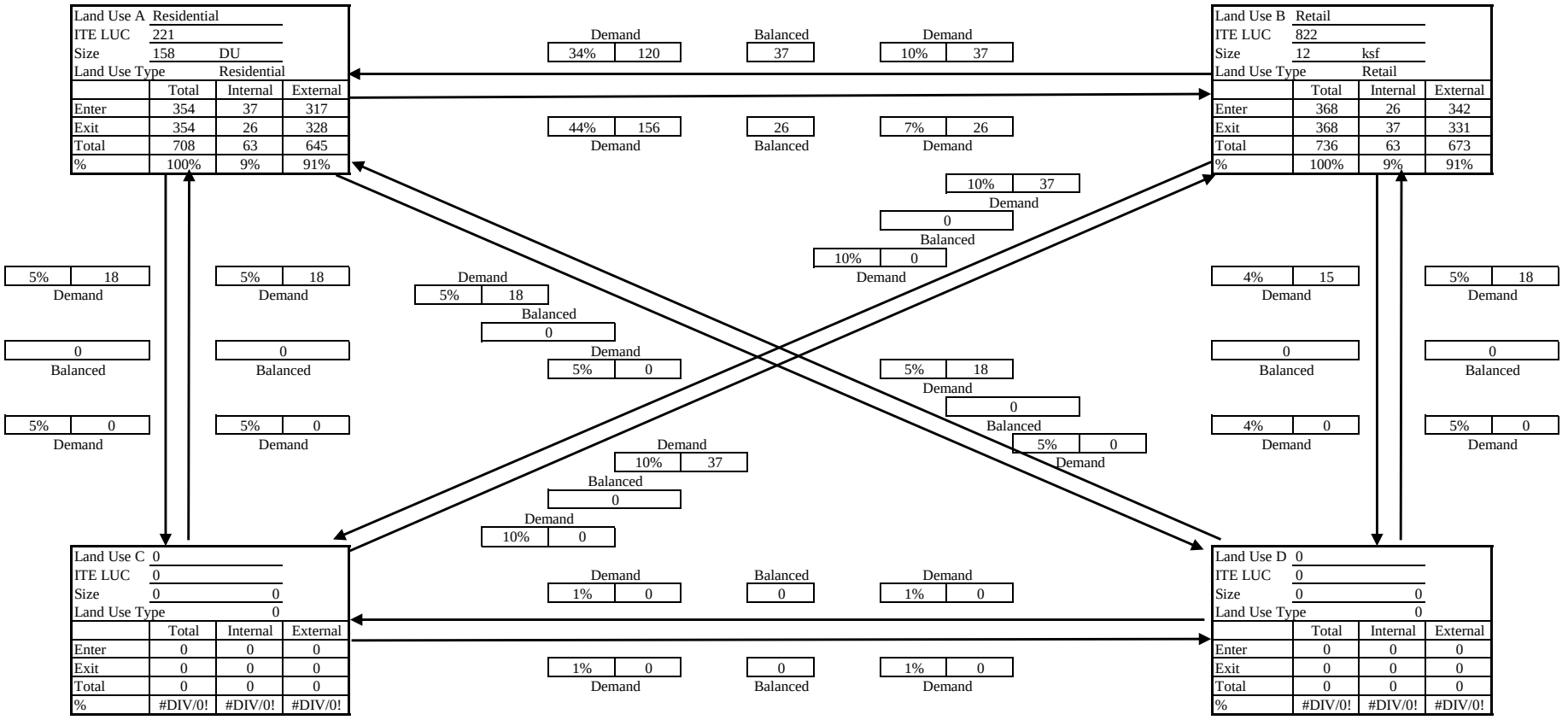
Project: Proposed Mixed-Use, Westwood, MA Date: 2/21/2023 Anaylst: KPC

			Daily	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday	Saturday Midday Peak Hour	
			Trips	In	Out	In	Out	Trips	In	Out
Land Use A:	Residential		708	13	45	38	24	734	33	31
ITE LUC:	221									
Size:	158	DU								
Land Use Type	Residential									
Land Use B:	Retail		736	19	13	45	44	654	40	39
ITE LUC:	822									
Size:	12	ksf								
Land Use Type	Retail									
		Total	1,444	32	58	83	68	1,388	73	70
		Proposed Mixed Use Total	-	-	-	-	-	-	-	-

Multi-Use Trip Generation Calculation

Analyst: KPC
Date: 2/21/2023

Project Name: Proposed Mixed-Use, Westwood
Time Period: Weekday Daily

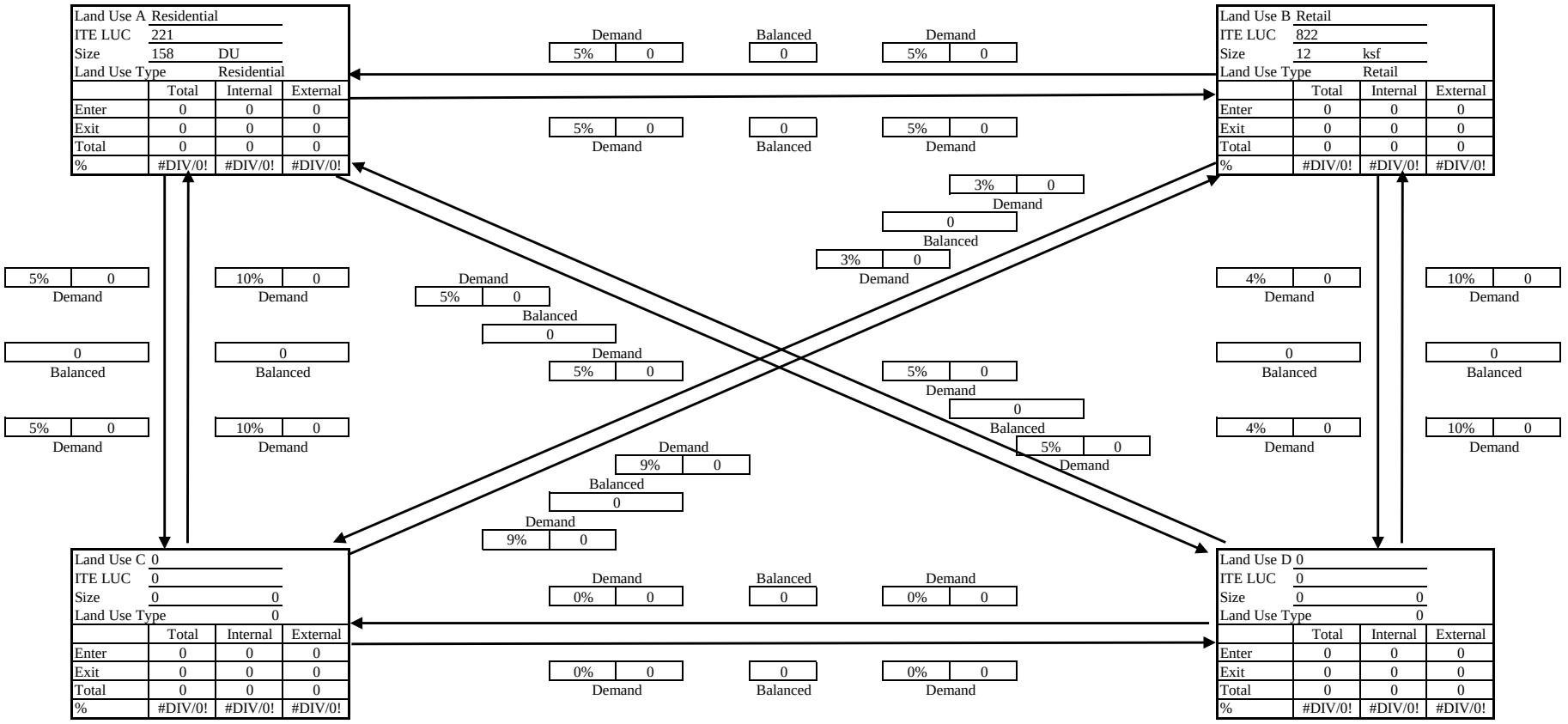


Net External Trips for Multi-Use Development						
Land Use	A	B	C	D	Total	
Enter	317	342	0	0	659	
Exit	328	331	0	0	659	
Total External Trips	**645**	**673**	**0**	**0**	**1318**	***Internal Capture***
Single-Use Trip Gen. Est.	708	736	0	0	1444	**9%**
Net Internal Trips	**63**	**63**	**0**	**0**	**126**	

Multi-Use Trip Generation Calculation

Analyst: KPC
Date: 2/21/2023

Project Name: Proposed Mixed-Use, Westwood, MA
Time Period: Weekday Morning Peak Hour of Generator

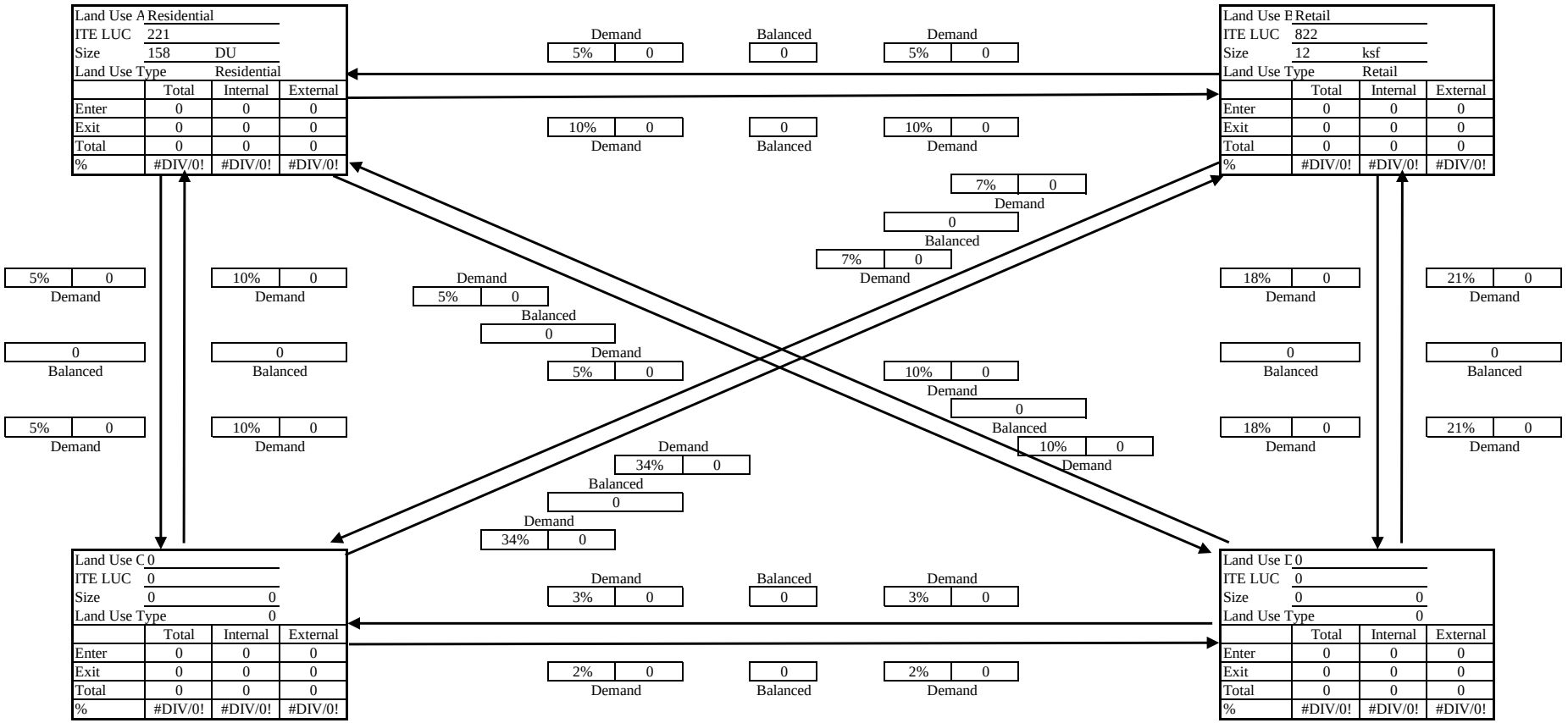


Net External Trips for Multi-Use Development						
Land Use	A	B	C	D	Total	
Enter	0	0	0	0	0	
Exit	0	0	0	0	0	
Total External Trips	**0**	**0**	**0**	**0**	**0**	***Internal Capture***
Single-Use Trip Gen. Est.	0	0	0	0	0	**#DIV/0!**
Net Internal Trips	**0**	**0**	**0**	**0**	**0**	

Multi-Use Trip Generation Calculation

Analyst: KPC
Date: 2/21/2023

Project Name: Proposed Mixed-Use, Westwood, MA
Time Period: Weekday Evening Peak Hour of Generator



Net External Trips for Multi-Use Development						
Land Use	A	B	C	D	Total	
Enter	0	0	0	0	0	
Exit	0	0	0	0	0	
Total External Trips	**0**	**0**	**0**	**0**	**0**	***Internal Capture***
Single-Use Trip Gen. Est.	0	0	0	0	0	**#DIV/0!**
Net Internal Trips	**0**	**0**	**0**	**0**	**0**	

Trip Distribution Worksheets

Table 3. Residence MCD/County to Workplace MCD/County Commuting Flows for the United States and Pu

For more information on sampling and estimation methods, confidentiality protection, and sampling and nonsampling errors,

Universe: Workers 16 years and over.

Commuting flows are sorted by residence state, residence county, and residence minor civil division.

Residence						Place of Work	Commuting Flow
State FIPS Code	County FIPS Code	Minor Civil Division FIPS Code	State Name	County Name	Minor Civil Division Name	Minor Civil Division Name	Workers in Commuting Flow
25	021	78690	Massachusetts	Norfolk County	Westwood town	Boston city	2,468
25	021	78690	Massachusetts	Norfolk County	Westwood town	Westwood town	1,302
25	021	78690	Massachusetts	Norfolk County	Westwood town	Norwood town	351
25	021	78690	Massachusetts	Norfolk County	Westwood town	Needham town	285
25	021	78690	Massachusetts	Norfolk County	Westwood town	Newton city	231
25	021	78690	Massachusetts	Norfolk County	Westwood town	Wellesley town	192
25	021	78690	Massachusetts	Norfolk County	Westwood town	Dedham town	190
25	021	78690	Massachusetts	Norfolk County	Westwood town	Canton town	114
25	021	78690	Massachusetts	Norfolk County	Westwood town	Cambridge city	106
25	021	78690	Massachusetts	Norfolk County	Westwood town	Burlington town	101
25	021	78690	Massachusetts	Norfolk County	Westwood town	Watertown Town city	101
25	021	78690	Massachusetts	Norfolk County	Westwood town	Natick town	97
25	021	78690	Massachusetts	Norfolk County	Westwood town	Brookline town	97
25	021	78690	Massachusetts	Norfolk County	Westwood town	Weymouth Town city	96
25	021	78690	Massachusetts	Norfolk County	Westwood town	Framingham town	94
25	021	78690	Massachusetts	Norfolk County	Westwood town	Randolph town	87
25	021	78690	Massachusetts	Norfolk County	Westwood town	Waltham city	80
25	021	78690	Massachusetts	Norfolk County	Westwood town	Walpole town	77
25	021	78690	Massachusetts	Norfolk County	Westwood town	Quincy city	76
25	021	78690	Massachusetts	Norfolk County	Westwood town	Ashland town	67
25	021	78690	Massachusetts	Norfolk County	Westwood town	Brockton city	64
25	021	78690	Massachusetts	Norfolk County	Westwood town	Franklin Town city	61
25	021	78690	Massachusetts	Norfolk County	Westwood town	Lexington town	59
25	021	78690	Massachusetts	Norfolk County	Westwood town	Medway town	58
25	021	78690	Massachusetts	Norfolk County	Westwood town	Stoughton town	55
25	021	78690	Massachusetts	Norfolk County	Westwood town	Avon town	50
25	021	78690	Massachusetts	Norfolk County	Westwood town	Bedford town	41
25	021	78690	Massachusetts	Norfolk County	Westwood town	Smithfield town	40
25	021	78690	Massachusetts	Norfolk County	Westwood town	Lowell city	37
25	021	78690	Massachusetts	Norfolk County	Westwood town	Boxborough town	35
25	021	78690	Massachusetts	Norfolk County	Westwood town	Braintree Town city	34
25	021	78690	Massachusetts	Norfolk County	Westwood town	Chelsea city	34
25	021	78690	Massachusetts	Norfolk County	Westwood town	Providence city	34
25	021	78690	Massachusetts	Norfolk County	Westwood town	Milford town	31
25	021	78690	Massachusetts	Norfolk County	Westwood town	Foxborough town	30

Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.

Flows are presented for MCDs for the 12 "strong MCD states" (CT, ME, MA, NH, RI, VT, MI,

Source: U.S. Census Bureau, 2011-2015 American Community Survey. 0.93044

Trip Distribution From Residence

Washington St North (Route 1A)	Clapboardtree St West	Upland Rd South (Route 1A)	Washington St South	Boston Prov. Hwy South (Route 1)	University Ave East	Boston Prov. Hwy North (Route 1)
10						90
30	30				20	20
	10	30	15	35	10	
10	15					75
10						90
10	15					75
50						50
				20	30	50
						100
						100
						100
10	70					20
15						85
						100
10	20					70
						100
						100
	10	35		55		
						100
	20					80
						100
	10	40		50		
						100
	70			30		
				40		60
						100
						100
				100		
						100
						100
						100
						100
				100		
	10			90		
				100		

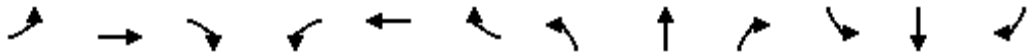
Washington St North (Route 1A)	Clapboardtree St West	Upland Rd South (Route 1A)	Washington St South	Boston Prov. Hwy South (Route 1)	University Ave East	Boston Prov. Hwy North (Route 1)		
247	0	0	0	0	0	2221	2468	100
391	391	0	0	0	260	260	1302	100
0	35	105	53	123	35	0	351	100
29	43	0	0	0	0	214	285	100
23	0	0	0	0	0	208	231	100
19	29	0	0	0	0	144	192	100
95	0	0	0	0	0	95	190	100
0	0	0	0	23	34	57	114	100
0	0	0	0	0	0	106	106	100
0	0	0	0	0	0	101	101	100
0	0	0	0	0	0	101	101	100
10	68	0	0	0	0	19	97	100
15	0	0	0	0	0	82	97	100
0	0	0	0	0	0	96	96	100
9	19	0	0	0	0	66	94	100
0	0	0	0	0	0	87	87	100
0	0	0	0	0	0	80	80	100
0	8	27	0	42	0	0	77	100
0	0	0	0	0	0	76	76	100
0	13	0	0	0	0	54	67	100
0	0	0	0	0	0	64	64	100
0	6	24	0	31	0	0	61	100
0	0	0	0	0	0	59	59	100
0	41	0	0	17	0	0	58	100
0	0	0	0	22	0	33	55	100
0	0	0	0	0	0	50	50	100
0	0	0	0	0	0	41	41	100
0	0	0	0	40	0	0	40	100
0	0	0	0	0	0	37	37	100
0	0	0	0	0	0	35	35	100
0	0	0	0	0	0	34	34	100
0	0	0	0	0	0	34	34	100
0	0	0	0	34	0	0	34	100
0	3	0	0	28	0	0	31	100
0	0	0	0	30	0	0	30	100

6875

837	655	157	53	390	330	4,455	6,875
12.2	9.5	2.3	0.8	5.7	4.8	64.8	

Washington St North (Route 1A)	Clapboardtree St West	Upland Rd South (Route 1A)	Washington St South	Boston Prov. Hwy South (Route 1)	University Ave East	Boston Prov. Hwy North (Route 1)	
12	9	2	1	6	5	65	100

Capacity Analysis Worksheets



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	294	38	268	331	349	63	861	164	89	340	217
Future Volume (vph)	178	294	38	268	331	349	63	861	164	89	340	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	16	11	11	16	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.923			0.976			0.942	
Flt Protected		0.983		0.950			0.950			0.950		
Satd. Flow (prot)	0	3155	0	1678	1622	0	1745	3308	0	1616	3186	0
Flt Permitted		0.605		0.950			0.950			0.950		
Satd. Flow (perm)	0	1942	0	1678	1622	0	1745	3308	0	1616	3186	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			47			12			79	
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		390			143			429			457	
Travel Time (s)		8.9			3.3			7.3			10.4	
Peak Hour Factor	0.74	0.74	0.74	0.95	0.95	0.95	0.93	0.93	0.93	0.77	0.77	0.77
Heavy Vehicles (%)	6%	3%	0%	4%	3%	6%	0%	2%	8%	8%	2%	5%
Adj. Flow (vph)	241	397	51	282	348	367	68	926	176	116	442	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	689	0	282	715	0	68	1102	0	116	724	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	0.85	1.04	1.04	0.85	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Detector Phase	2	4		3	3 9 10		1	6		5	2	

Lane Group	Ø8	Ø9	Ø10
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	8	9	10
Permitted Phases			
Detector Phase			

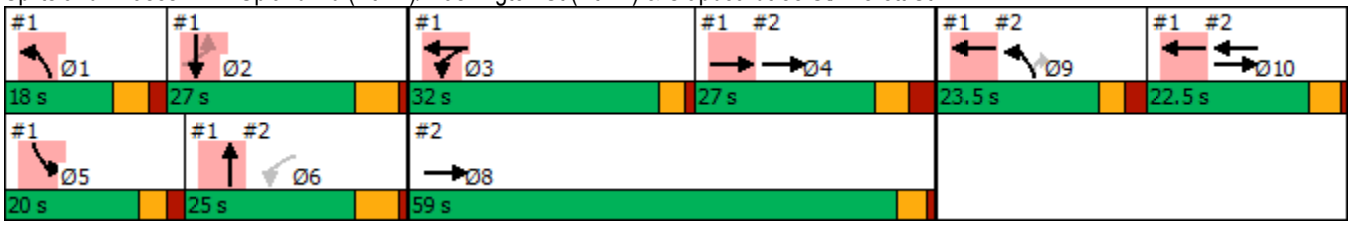
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	6.0		5.0			5.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (%)	18.0%	18.0%		21.3%			12.0%	16.7%		13.3%	18.0%	
Maximum Green (s)	21.0	20.0		28.0			12.0	19.0		15.0	21.0	
Yellow Time (s)	5.0	4.0		3.0			4.0	5.0		3.0	5.0	
All-Red Time (s)	1.0	3.0		1.0			2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Recall Mode	Max	None		Max			Max	None		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	11.0	11.0						11.0			11.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		20.0		28.0	70.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.47		0.08	0.13		0.10	0.14	
v/c Ratio		4.92dl		0.90	0.91		0.49	2.57		0.72	1.41	
Control Delay		763.2		80.0	32.5		78.6	736.7		89.8	236.2	
Queue Delay		5.7		88.1	50.7		0.0	7.9		100.2	0.0	
Total Delay		768.9		168.2	83.2		78.6	744.6		190.0	236.2	
LOS		F		F	F		E	F		F	F	
Approach Delay		768.9			107.2			705.9			229.8	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.62			
Intersection Signal Delay: 448.0		Intersection LOS: F	
Intersection Capacity Utilization 109.0%		ICU Level of Service G	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

! Phase conflict between lane groups.

Splits and Phases: 1: Upland Rd (Rt 1A)/Washington St (Rt 1A) & Clapboardtree St/Everett St



Lane Group	Ø8	Ø9	Ø10
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	23.5	22.5
Total Split (s)	59.0	23.5	22.5
Total Split (%)	39%	16%	15%
Maximum Green (s)	54.5	18.0	18.0
Yellow Time (s)	3.5	3.0	3.5
All-Red Time (s)	1.0	2.5	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	Max	None
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	689	282	715	68	1102	116	724
v/c Ratio	4.92dl	0.90	0.91	0.49	2.57	0.72	1.41
Control Delay	763.2	80.0	32.5	78.6	736.7	89.8	236.2
Queue Delay	5.7	88.1	50.7	0.0	7.9	100.2	0.0
Total Delay	768.9	168.2	83.2	78.6	744.6	190.0	236.2
Queue Length 50th (ft)	~598	294	544	65	~951	112	~464
Queue Length 95th (ft)	#575	m162	m79	119	#1093	155	#465
Internal Link Dist (ft)	310		63		349		377
Turn Bay Length (ft)							
Base Capacity (vph)	263	313	782	139	429	161	513
Starvation Cap Reductn	0	265	394	0	0	0	0
Spillback Cap Reductn	84	0	0	0	210	122	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	3.85	5.88	1.84	0.49	5.03	2.97	1.41

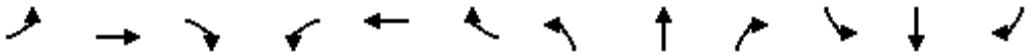
Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	294	38	268	331	349	63	861	164	89	340	217
Future Volume (vph)	178	294	38	268	331	349	63	861	164	89	340	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	16	11	11	16	11	11	11	11	11	11
Total Lost time (s)		7.0		4.0	4.0		6.0	6.0		5.0	6.0	
Lane Util. Factor		0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.92		1.00	0.98		1.00	0.94	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3154		1678	1622		1745	3308		1616	3185	
Flt Permitted		0.60		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1941		1678	1622		1745	3308		1616	3185	
Peak-hour factor, PHF	0.74	0.74	0.74	0.95	0.95	0.95	0.93	0.93	0.93	0.77	0.77	0.77
Adj. Flow (vph)	241	397	51	282	348	367	68	926	176	116	442	282
RTOR Reduction (vph)	0	4	0	0	27	0	0	10	0	0	68	0
Lane Group Flow (vph)	0	685	0	282	688	0	68	1092	0	116	656	0
Heavy Vehicles (%)	6%	3%	0%	4%	3%	6%	0%	2%	8%	8%	2%	5%
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Actuated Green, G (s)		20.0		28.0	69.5		12.0	19.0		15.0	21.0	
Effective Green, g (s)		20.0		28.0	64.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.43		0.08	0.13		0.10	0.14	
Clearance Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Vehicle Extension (s)		3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		258		313	692		139	419		161	445	
v/s Ratio Prot				0.17	c0.42		0.04	c0.33		c0.07	0.21	
v/s Ratio Perm		c0.35										
v/c Ratio		4.92dl		0.90	0.99		0.49	2.61		0.72	1.47	
Uniform Delay, d1		65.0		59.6	42.8		66.1	65.5		65.5	64.5	
Progression Factor		1.00		1.29	1.35		1.00	1.00		1.00	1.00	
Incremental Delay, d2		755.2		4.3	8.9		11.8	729.2		24.2	225.3	
Delay (s)		820.2		81.4	66.7		77.9	794.7		89.6	289.8	
Level of Service		F		F	E		E	F		F	F	
Approach Delay (s)		820.2			70.8			753.0			262.2	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	470.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.51		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	109.0%	ICU Level of Service	G
Analysis Period (min)	15		

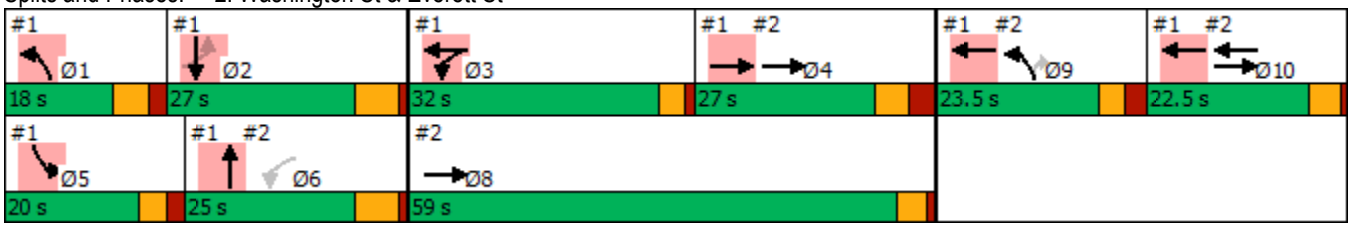
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Lane Configurations												
Traffic Volume (vph)	488	59	20	572	376	373						
Future Volume (vph)	488	59	20	572	376	373						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	16	16	12	12	10	10						
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00						
Frt	0.985					0.850						
Flt Protected				0.998	0.950							
Satd. Flow (prot)	2018	0	0	3501	1652	1507						
Flt Permitted				0.906	0.950							
Satd. Flow (perm)	2018	0	0	3179	1652	1507						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	5					298						
Link Speed (mph)	30			30	30							
Link Distance (ft)	143			301	440							
Travel Time (s)	3.3			6.8	10.0							
Peak Hour Factor	0.83	0.83	0.91	0.91	0.94	0.94						
Heavy Vehicles (%)	5%	6%	0%	3%	2%	0%						
Adj. Flow (vph)	588	71	22	629	400	397						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	659	0	0	651	400	397						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Right	Left	Left	Left	Right						
Median Width(ft)	0			0	10							
Link Offset(ft)	0			0	0							
Crosswalk Width(ft)	16			16	16							
Two way Left Turn Lane												
Headway Factor	0.85	0.85	1.00	1.00	1.09	1.09						
Turning Speed (mph)		9	15		15	9						
Number of Detectors	2		1	2	1	1						
Detector Template	Thru		Left	Thru	Left	Right						
Leading Detector (ft)	100		20	100	20	20						
Trailing Detector (ft)	0		0	0	0	0						
Detector 1 Position(ft)	0		0	0	0	0						
Detector 1 Size(ft)	6		20	6	20	20						
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0						
Detector 2 Position(ft)	94			94								
Detector 2 Size(ft)	6			6								
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	NA		custom	NA	Prot	Perm						
Protected Phases	4 8 10			10	9		1	2	3	4	5	8
Permitted Phases			6			9						
Detector Phase	4 8 10		6	10	9	9						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Switch Phase												
Minimum Initial (s)			10.0	5.0	5.0	5.0	5.0	10.0	5.0	6.0	10.0	5.0
Minimum Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	22.5
Total Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	59.0
Total Split (%)			16.7%	15.0%	15.7%	15.7%	12%	18%	21%	18%	13%	39%
Maximum Green (s)			19.0	18.0	18.0	18.0	12.0	21.0	28.0	20.0	15.0	54.5
Yellow Time (s)			5.0	3.5	3.0	3.0	4.0	5.0	3.0	4.0	3.0	3.5
All-Red Time (s)			1.0	1.0	2.5	2.5	2.0	1.0	1.0	3.0	2.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0						
Total Lost Time (s)				4.5	5.5	5.5						
Lead/Lag			Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode			None	None	Max	Max	Max	Max	Max	None	Max	Max
Walk Time (s)			7.0	7.0	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0		11.0		11.0
Pedestrian Calls (#/hr)			0	0	0	0		0		0		0
Act Effct Green (s)	67.5			18.0	18.0	18.0						
Actuated g/C Ratio	0.45			0.12	0.12	0.12						
v/c Ratio	0.72			1.71	2.02	0.90						
Control Delay	24.5			367.1	507.6	40.2						
Queue Delay	62.4			8.9	6.2	0.0						
Total Delay	86.9			376.0	513.8	40.2						
LOS	F			F	F	D						
Approach Delay	86.9			376.0	277.9							
Approach LOS	F			F	F							

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.62			
Intersection Signal Delay: 248.5		Intersection LOS: F	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Washington St & Everett St



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	659	651	400	397
v/c Ratio	0.72	1.71	2.02	0.90
Control Delay	24.5	367.1	507.6	40.2
Queue Delay	62.4	8.9	6.2	0.0
Total Delay	86.9	376.0	513.8	40.2
Queue Length 50th (ft)	291	~491	~610	101
Queue Length 95th (ft)	m145	#619	#823	#297
Internal Link Dist (ft)	63	221	360	
Turn Bay Length (ft)				
Base Capacity (vph)	910	381	198	443
Starvation Cap Reductn	690	0	0	0
Spillback Cap Reductn	0	190	59	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	3.00	3.41	2.88	0.90

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

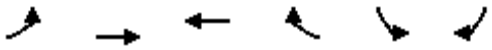
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	488	59	20	572	376	373
Future Volume (vph)	488	59	20	572	376	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	16	12	12	10	10
Total Lost time (s)	7.0			4.5	5.5	5.5
Lane Util. Factor	1.00			0.95	1.00	1.00
Frt	0.99			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	2019			3502	1652	1507
Flt Permitted	1.00			0.91	0.95	1.00
Satd. Flow (perm)	2019			3180	1652	1507
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.94	0.94
Adj. Flow (vph)	588	71	22	629	400	397
RTOR Reduction (vph)	3	0	0	0	0	262
Lane Group Flow (vph)	656	0	0	651	400	135
Heavy Vehicles (%)	5%	6%	0%	3%	2%	0%
Turn Type	NA		custom	NA	Prot	Perm
Protected Phases	4 8 10			10	9	
Permitted Phases			6			9
Actuated Green, G (s)	72.5			18.0	18.0	18.0
Effective Green, g (s)	72.5			18.0	18.0	18.0
Actuated g/C Ratio	0.48			0.12	0.12	0.12
Clearance Time (s)				4.5	5.5	5.5
Vehicle Extension (s)				3.0	3.0	3.0
Lane Grp Cap (vph)	975			381	198	180
v/s Ratio Prot	c0.33				c0.24	
v/s Ratio Perm				c0.20		0.09
v/c Ratio	0.67			1.71	2.02	0.75
Uniform Delay, d1	29.7			66.0	66.0	63.8
Progression Factor	1.23			1.00	1.00	1.00
Incremental Delay, d2	0.2			329.9	476.4	24.5
Delay (s)	36.5			395.9	542.4	88.3
Level of Service	D			F	F	F
Approach Delay (s)	36.5			395.9	316.2	
Approach LOS	D			F	F	

Intersection Summary			
HCM 2000 Control Delay	253.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	861	591	3	1	1
Future Volume (vph)	0	861	591	3	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	3388	3352	0	1959	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	3388	3352	0	1959	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		301	148		173	
Travel Time (s)		6.8	3.4		3.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	0%	3%	4%	3%	0%	0%
Adj. Flow (vph)	0	957	657	3	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	957	660	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.85	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

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

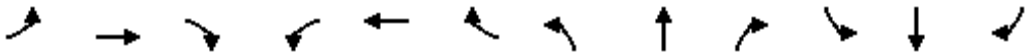
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	861	591	3	1	1
Future Vol, veh/h	0	861	591	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	50	50
Heavy Vehicles, %	0	3	4	3	0	0
Mvmt Flow	0	957	657	3	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	660	0	-	0	1138	330
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	479	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	938	-	-	-	198	672
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	938	-	-	-	198	672
Mov Cap-2 Maneuver	-	-	-	-	198	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	595	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	938	-	-	-	306
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Control Delay (s)	0	-	-	-	16.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	862	0	3	593	0	1	0	7	0	0	0
Future Volume (vph)	0	862	0	3	593	0	1	0	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	15	15	15	16	16	16
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.884				
Flt Protected								0.993				
Satd. Flow (prot)	0	3388	0	0	3356	0	0	1835	0	0	2153	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	3388	0	0	3356	0	0	1835	0	0	2153	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		148			138			139			158	
Travel Time (s)		3.4			3.1			3.2			3.6	
Peak Hour Factor	0.90	0.90	0.90	0.91	0.91	0.91	0.58	0.58	0.58	0.25	0.25	0.25
Heavy Vehicles (%)	0%	3%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	958	0	3	652	0	2	0	12	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	958	0	0	655	0	0	14	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	0.88	0.88	0.88	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

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

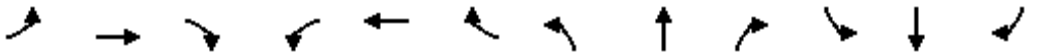
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	862	0	3	593	0	1	0	7	0	0	0
Future Vol, veh/h	0	862	0	3	593	0	1	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	91	91	91	58	58	58	25	25	25
Heavy Vehicles, %	0	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	958	0	3	652	0	2	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	652	0	0	958	0	0	1290	1616	479	1137	1616	326
Stage 1	-	-	-	-	-	-	958	958	-	658	658	-
Stage 2	-	-	-	-	-	-	332	658	-	479	958	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	944	-	-	726	-	-	123	105	538	159	105	676
Stage 1	-	-	-	-	-	-	280	338	-	424	464	-
Stage 2	-	-	-	-	-	-	661	464	-	542	338	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	944	-	-	726	-	-	122	104	538	155	104	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	104	-	155	104	-
Stage 1	-	-	-	-	-	-	280	338	-	424	461	-
Stage 2	-	-	-	-	-	-	657	461	-	530	338	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	14.9	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	377	944	-	-	726	-	-	-
HCM Lane V/C Ratio	0.037	-	-	-	0.005	-	-	-
HCM Control Delay (s)	14.9	0	-	-	10	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	869	0	0	596	0	0	0	0	0	0	0
Future Volume (vph)	0	869	0	0	596	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3388	0	0	3355	0	0	1647	0	0	1837	0
Flt Permitted												
Satd. Flow (perm)	0	3388	0	0	3355	0	0	1647	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			1622			133			163	
Travel Time (s)		3.1			36.9			3.0			3.7	
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	0%	3%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	955	0	0	670	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	955	0	0	670	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.20	1.20	1.20	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	869	0	0	596	0	0	0	0	0	0	0
Future Vol, veh/h	0	869	0	0	596	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	89	89	89	25	25	25	25	25	25
Heavy Vehicles, %	0	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	955	0	0	670	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	670	0	0	955	0	0	1290	1625	478	1148	1625	335
Stage 1	-	-	-	-	-	-	955	955	-	670	670	-
Stage 2	-	-	-	-	-	-	335	670	-	478	955	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	930	-	-	728	-	-	123	103	539	156	103	667
Stage 1	-	-	-	-	-	-	282	339	-	417	459	-
Stage 2	-	-	-	-	-	-	658	459	-	543	339	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	930	-	-	728	-	-	123	103	539	156	103	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	103	-	156	103	-
Stage 1	-	-	-	-	-	-	282	339	-	417	459	-
Stage 2	-	-	-	-	-	-	658	459	-	543	339	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	930	-	-	728	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

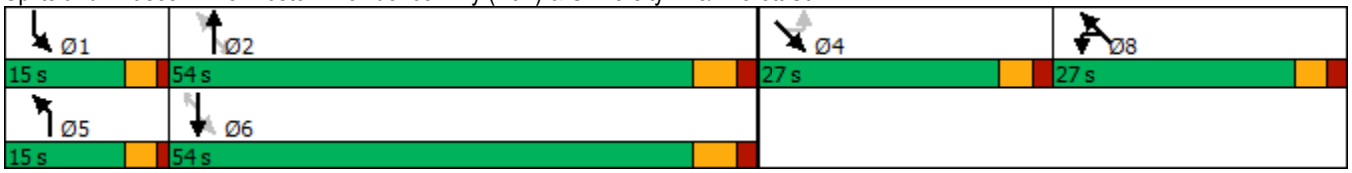
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	104	1189	242	165	949	332	396	328	80	141	170	362
Future Volume (vph)	104	1189	242	165	949	332	396	328	80	141	170	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	10	10	10	11	11	11
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.91	0.91	0.95
Frt			0.850			0.850		0.985			0.901	
Flt Protected	0.950			0.950				0.976		0.950	0.999	
Satd. Flow (prot)	1728	3471	1568	1656	3505	1568	0	3137	0	1498	2778	0
Flt Permitted	0.152			0.081				0.639		0.950	0.999	
Satd. Flow (perm)	276	3471	1568	141	3505	1568	0	2054	0	1498	2778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			204			349		8			168	
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		472			512			1622			368	
Travel Time (s)		6.4			7.0			36.9			8.4	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94	0.85	0.85	0.85
Heavy Vehicles (%)	1%	4%	3%	9%	3%	3%	5%	1%	4%	6%	7%	9%
Adj. Flow (vph)	111	1265	257	174	999	349	421	349	85	166	200	426
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	111	1265	257	174	999	349	0	855	0	149	643	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Split	NA	
Protected Phases	5	2		1	6			4		8	8	
Permitted Phases	2		2	6		6	4					
Detector Phase	5	2	2	1	6	6	4	4		8	8	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0	24.0	23.0	23.0		23.5	23.5	
Total Split (s)	15.0	54.0	54.0	15.0	54.0	54.0	27.0	27.0		27.0	27.0	
Total Split (%)	12.2%	43.9%	43.9%	12.2%	43.9%	43.9%	22.0%	22.0%		22.0%	22.0%	
Maximum Green (s)	11.0	48.0	48.0	11.0	48.0	48.0	22.0	22.0		22.0	22.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	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	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0		5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	59.2	48.0	48.0	62.4	49.6	49.6		22.0		22.0	22.0	
Actuated g/C Ratio	0.48	0.39	0.39	0.51	0.40	0.40		0.18		0.18	0.18	
v/c Ratio	0.46	0.93	0.35	0.85	0.71	0.41		6.90dl		0.56	1.12dr	
Control Delay	21.2	49.2	7.6	61.4	34.1	4.1		612.5		55.0	76.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	21.2	49.2	7.6	61.4	34.1	4.1		612.5		55.0	76.0	
LOS	C	D	A	E	C	A		F		D	E	
Approach Delay		40.8			30.4			612.5			72.1	
Approach LOS		D			C			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 122.8			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.29			
Intersection Signal Delay: 144.4		Intersection LOS: F	
Intersection Capacity Utilization 95.4%		ICU Level of Service F	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 15: Boston Providence Hwy (Rt 1) & University Ave/Everett St



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SET	NWL	NWT
Lane Group Flow (vph)	111	1265	257	174	999	349	855	149	643
v/c Ratio	0.46	0.93	0.35	0.85	0.71	0.41	6.90dl	0.56	1.12dr
Control Delay	21.2	49.2	7.6	61.4	34.1	4.1	612.5	55.0	76.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	49.2	7.6	61.4	34.1	4.1	612.5	55.0	76.0
Queue Length 50th (ft)	43	502	26	87	344	0	~585	119	~224
Queue Length 95th (ft)	75	#650	86	#216	433	60	#717	185	#319
Internal Link Dist (ft)		392			432		1542		288
Turn Bay Length (ft)									
Base Capacity (vph)	266	1356	737	207	1415	841	374	267	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.93	0.35	0.84	0.71	0.41	2.29	0.56	1.01

Intersection Summary

~ 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.

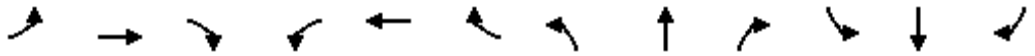
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	104	1189	242	165	949	332	396	328	80	141	170	362
Future Volume (vph)	104	1189	242	165	949	332	396	328	80	141	170	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	10	10	11	11	11
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0		5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		0.95		0.91	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.99		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98		0.95	1.00	
Satd. Flow (prot)	1728	3471	1568	1656	3505	1568		3137		1498	2776	
Flt Permitted	0.15	1.00	1.00	0.08	1.00	1.00		0.64		0.95	1.00	
Satd. Flow (perm)	276	3471	1568	141	3505	1568		2054		1498	2776	
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94	0.85	0.85	0.85
Adj. Flow (vph)	111	1265	257	174	999	349	421	349	85	166	200	426
RTOR Reduction (vph)	0	0	124	0	0	208	0	7	0	0	138	0
Lane Group Flow (vph)	111	1265	133	174	999	141	0	848	0	149	505	0
Heavy Vehicles (%)	1%	4%	3%	9%	3%	3%	5%	1%	4%	6%	7%	9%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Split	NA	
Protected Phases	5	2		1	6			4		8	8	
Permitted Phases	2		2	6		6	4					
Actuated Green, G (s)	57.2	48.0	48.0	60.4	49.6	49.6		22.0		22.0	22.0	
Effective Green, g (s)	57.2	48.0	48.0	60.4	49.6	49.6		22.0		22.0	22.0	
Actuated g/C Ratio	0.47	0.39	0.39	0.49	0.40	0.40		0.18		0.18	0.18	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0		5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	237	1356	612	202	1415	633		367		268	497	
v/s Ratio Prot	0.04	c0.36		c0.08	0.29					0.10	c0.18	
v/s Ratio Perm	0.18		0.08	0.35		0.09		c0.41				
v/c Ratio	0.47	0.93	0.22	0.86	0.71	0.22		6.90dl		0.56	1.12dr	
Uniform Delay, d1	21.4	35.9	24.9	31.5	30.5	24.0		50.4		45.9	50.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	1.5	12.9	0.8	29.3	3.0	0.8		598.8		2.5	44.5	
Delay (s)	22.8	48.8	25.7	60.8	33.5	24.8		649.2		48.4	94.9	
Level of Service	C	D	C	E	C	C		F		D	F	
Approach Delay (s)		43.4			34.6			649.2			86.2	
Approach LOS		D			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	155.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	122.8	Sum of lost time (s)	20.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	294	38	268	331	349	63	861	164	89	340	217
Future Volume (vph)	178	294	38	268	331	349	63	861	164	89	340	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	16	11	11	16	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.923			0.976			0.942	
Flt Protected		0.983		0.950			0.950			0.950		
Satd. Flow (prot)	0	3227	0	1728	1678	0	1616	3395	0	1711	3230	0
Flt Permitted		0.605		0.950			0.950			0.950		
Satd. Flow (perm)	0	1986	0	1728	1678	0	1616	3395	0	1711	3230	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			47			12			80	
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		390			143			429			457	
Travel Time (s)		8.9			3.3			7.3			10.4	
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	0%	1%	1%	1%	8%	0%	2%	2%	1%	3%
Adj. Flow (vph)	187	309	40	285	352	371	68	936	178	94	358	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	536	0	285	723	0	68	1114	0	94	586	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	0.85	1.04	1.04	0.85	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Detector Phase	2	4		3	3 9 10		1	6		5	2	

Lane Group	Ø8	Ø9	Ø10
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	8	9	10
Permitted Phases			
Detector Phase			

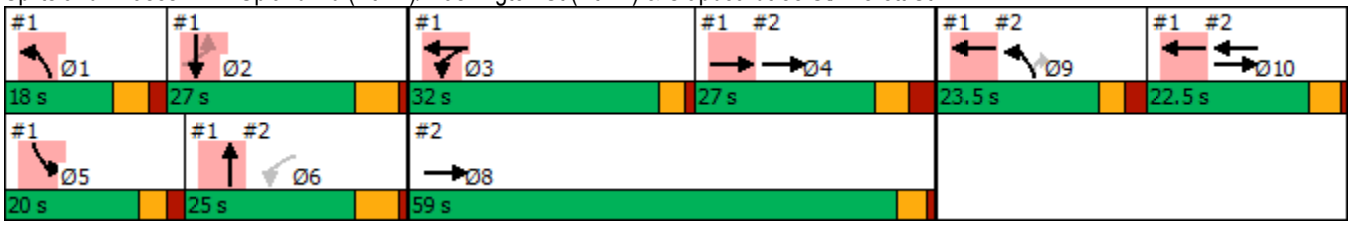
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	6.0		5.0			5.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (%)	18.0%	18.0%		21.3%			12.0%	16.7%		13.3%	18.0%	
Maximum Green (s)	21.0	20.0		28.0			12.0	19.0		15.0	21.0	
Yellow Time (s)	5.0	4.0		3.0			4.0	5.0		3.0	5.0	
All-Red Time (s)	1.0	3.0		1.0			2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Recall Mode	Max	None		Max			Max	None		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	11.0	11.0						11.0			11.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		20.0		28.0	70.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.47		0.08	0.13		0.10	0.14	
v/c Ratio		3.67dl		0.89	0.89		0.53	2.53		0.55	1.12	
Control Delay		490.8		79.7	30.9		81.6	720.3		77.2	127.2	
Queue Delay		2.4		89.7	51.8		0.0	7.9		93.2	0.0	
Total Delay		493.2		169.5	82.8		81.6	728.1		170.4	127.2	
LOS		F		F	F		F	F		F	F	
Approach Delay		493.2			107.3			690.9			133.1	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.53			
Intersection Signal Delay: 375.7		Intersection LOS: F	
Intersection Capacity Utilization 109.0%		ICU Level of Service G	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

! Phase conflict between lane groups.

Splits and Phases: 1: Upland Rd (Rt 1A)/Washington St (Rt 1A) & Clapboardtree St/Everett St



Lane Group	Ø8	Ø9	Ø10
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	23.5	22.5
Total Split (s)	59.0	23.5	22.5
Total Split (%)	39%	16%	15%
Maximum Green (s)	54.5	18.0	18.0
Yellow Time (s)	3.5	3.0	3.5
All-Red Time (s)	1.0	2.5	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	Max	None
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	536	285	723	68	1114	94	586
v/c Ratio	3.67dl	0.89	0.89	0.53	2.53	0.55	1.12
Control Delay	490.8	79.7	30.9	81.6	720.3	77.2	127.2
Queue Delay	2.4	89.7	51.8	0.0	7.9	93.2	0.0
Total Delay	493.2	169.5	82.8	81.6	728.1	170.4	127.2
Queue Length 50th (ft)	~430	297	546	65	~957	89	~310
Queue Length 95th (ft)	#554	m161	m28	120	#1100	153	#437
Internal Link Dist (ft)	310		63		349		377
Turn Bay Length (ft)							
Base Capacity (vph)	269	322	808	129	440	171	521
Starvation Cap Reductn	0	274	415	0	0	0	0
Spillback Cap Reductn	44	0	0	0	216	118	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.38	5.94	1.84	0.53	4.97	1.77	1.12

Intersection Summary

~ 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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	294	38	268	331	349	63	861	164	89	340	217
Future Volume (vph)	178	294	38	268	331	349	63	861	164	89	340	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	16	11	11	16	11	11	11	11	11	11
Total Lost time (s)		7.0		4.0	4.0		6.0	6.0		5.0	6.0	
Lane Util. Factor		0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.92		1.00	0.98		1.00	0.94	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3226		1728	1679		1616	3395		1711	3229	
Flt Permitted		0.60		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1985		1728	1679		1616	3395		1711	3229	
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	187	309	40	285	352	371	68	936	178	94	358	228
RTOR Reduction (vph)	0	4	0	0	27	0	0	10	0	0	69	0
Lane Group Flow (vph)	0	532	0	285	696	0	68	1104	0	94	517	0
Heavy Vehicles (%)	1%	2%	0%	1%	1%	1%	8%	0%	2%	2%	1%	3%
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Actuated Green, G (s)		20.0		28.0	69.5		12.0	19.0		15.0	21.0	
Effective Green, g (s)		20.0		28.0	64.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.43		0.08	0.13		0.10	0.14	
Clearance Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Vehicle Extension (s)		3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		264		322	716		129	430		171	452	
v/s Ratio Prot				0.16	c0.41		0.04	c0.33		c0.05	0.16	
v/s Ratio Perm		c0.27										
v/c Ratio		3.67dl		0.89	0.97		0.53	2.57		0.55	1.14	
Uniform Delay, d1		65.0		59.4	42.1		66.3	65.5		64.3	64.5	
Progression Factor		1.00		1.30	1.34		1.00	1.00		1.00	1.00	
Incremental Delay, d2		469.4		3.6	5.3		14.6	711.6		12.1	88.2	
Delay (s)		534.4		80.8	61.6		80.8	777.1		76.4	152.7	
Level of Service		F		F	E		F	F		E	F	
Approach Delay (s)		534.4			67.1			737.1			142.1	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	388.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	109.0%	ICU Level of Service	G
Analysis Period (min)	15		

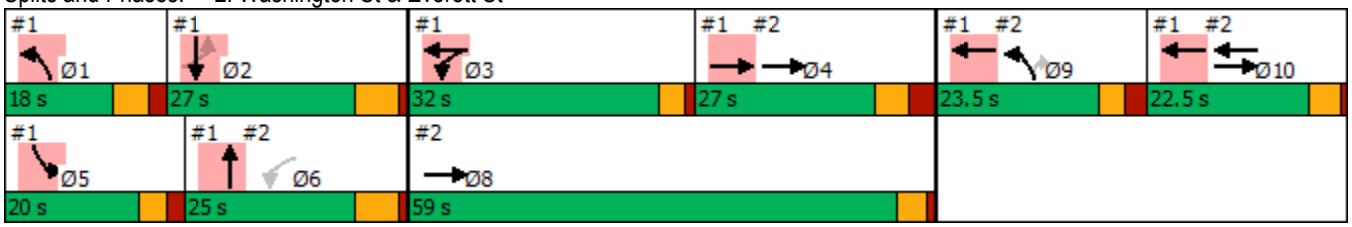
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Lane Configurations												
Traffic Volume (vph)	488	59	20	572	376	373						
Future Volume (vph)	488	59	20	572	376	373						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	16	16	12	12	10	10						
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00						
Frt	0.985					0.850						
Flt Protected				0.998	0.950							
Satd. Flow (prot)	2079	0	0	3568	1652	1478						
Flt Permitted				0.911	0.950							
Satd. Flow (perm)	2079	0	0	3257	1652	1478						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	5					298						
Link Speed (mph)	30			30	30							
Link Distance (ft)	143			301	440							
Travel Time (s)	3.3			6.8	10.0							
Peak Hour Factor	0.91	0.91	0.90	0.90	0.88	0.88						
Heavy Vehicles (%)	2%	2%	0%	1%	2%	2%						
Adj. Flow (vph)	536	65	22	636	427	424						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	601	0	0	658	427	424						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Right	Left	Left	Left	Right						
Median Width(ft)	0			0	10							
Link Offset(ft)	0			0	0							
Crosswalk Width(ft)	16			16	16							
Two way Left Turn Lane												
Headway Factor	0.85	0.85	1.00	1.00	1.09	1.09						
Turning Speed (mph)		9	15		15	9						
Number of Detectors	2		1	2	1	1						
Detector Template	Thru		Left	Thru	Left	Right						
Leading Detector (ft)	100		20	100	20	20						
Trailing Detector (ft)	0		0	0	0	0						
Detector 1 Position(ft)	0		0	0	0	0						
Detector 1 Size(ft)	6		20	6	20	20						
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0						
Detector 2 Position(ft)	94			94								
Detector 2 Size(ft)	6			6								
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	NA		custom	NA	Prot	Perm						
Protected Phases	4 8 10			10	9		1	2	3	4	5	8
Permitted Phases			6			9						
Detector Phase	4 8 10		6	10	9	9						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Switch Phase												
Minimum Initial (s)			10.0	5.0	5.0	5.0	5.0	10.0	5.0	6.0	10.0	5.0
Minimum Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	22.5
Total Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	59.0
Total Split (%)			16.7%	15.0%	15.7%	15.7%	12%	18%	21%	18%	13%	39%
Maximum Green (s)			19.0	18.0	18.0	18.0	12.0	21.0	28.0	20.0	15.0	54.5
Yellow Time (s)			5.0	3.5	3.0	3.0	4.0	5.0	3.0	4.0	3.0	3.5
All-Red Time (s)			1.0	1.0	2.5	2.5	2.0	1.0	1.0	3.0	2.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0						
Total Lost Time (s)				4.5	5.5	5.5						
Lead/Lag			Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode			None	None	Max	Max	Max	Max	Max	None	Max	Max
Walk Time (s)			7.0	7.0	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0		11.0		11.0
Pedestrian Calls (#/hr)			0	0	0	0		0		0		0
Act Effct Green (s)	67.5			18.0	18.0	18.0						
Actuated g/C Ratio	0.45			0.12	0.12	0.12						
v/c Ratio	0.64			1.69	2.16	0.97						
Control Delay	20.1			357.8	566.0	54.3						
Queue Delay	61.9			8.8	6.3	0.0						
Total Delay	82.0			366.6	572.3	54.3						
LOS	F			F	F	D						
Approach Delay	82.0			366.6	314.2							
Approach LOS	F			F	F							

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.53			
Intersection Signal Delay: 264.4		Intersection LOS: F	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Washington St & Everett St



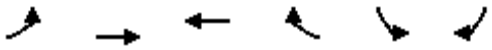
Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	601	658	427	424
v/c Ratio	0.64	1.69	2.16	0.97
Control Delay	20.1	357.8	566.0	54.3
Queue Delay	61.9	8.8	6.3	0.0
Total Delay	82.0	366.6	572.3	54.3
Queue Length 50th (ft)	292	~493	~665	137
Queue Length 95th (ft)	m173	#623	#860	#336
Internal Link Dist (ft)	63	221	360	
Turn Bay Length (ft)				
Base Capacity (vph)	938	390	198	439
Starvation Cap Reductn	701	0	0	0
Spillback Cap Reductn	0	195	60	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	2.54	3.37	3.09	0.97

Intersection Summary
~ 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.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	488	59	20	572	376	373
Future Volume (vph)	488	59	20	572	376	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	16	12	12	10	10
Total Lost time (s)	7.0			4.5	5.5	5.5
Lane Util. Factor	1.00			0.95	1.00	1.00
Frt	0.99			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	2080			3569	1652	1478
Flt Permitted	1.00			0.91	0.95	1.00
Satd. Flow (perm)	2080			3258	1652	1478
Peak-hour factor, PHF	0.91	0.91	0.90	0.90	0.88	0.88
Adj. Flow (vph)	536	65	22	636	427	424
RTOR Reduction (vph)	3	0	0	0	0	262
Lane Group Flow (vph)	598	0	0	658	427	162
Heavy Vehicles (%)	2%	2%	0%	1%	2%	2%
Turn Type	NA		custom	NA	Prot	Perm
Protected Phases	4 8 10			10	9	
Permitted Phases			6			9
Actuated Green, G (s)	72.5			18.0	18.0	18.0
Effective Green, g (s)	72.5			18.0	18.0	18.0
Actuated g/C Ratio	0.48			0.12	0.12	0.12
Clearance Time (s)				4.5	5.5	5.5
Vehicle Extension (s)				3.0	3.0	3.0
Lane Grp Cap (vph)	1005			390	198	177
v/s Ratio Prot	c0.29				c0.26	
v/s Ratio Perm				c0.20		0.11
v/c Ratio	0.60			1.69	2.16	0.91
Uniform Delay, d1	28.1			66.0	66.0	65.2
Progression Factor	1.13			1.00	1.00	1.00
Incremental Delay, d2	0.1			320.2	536.9	48.1
Delay (s)	31.8			386.2	602.9	113.4
Level of Service	C			F	F	F
Approach Delay (s)	31.8			386.2	359.0	
Approach LOS	C			F	F	

Intersection Summary			
HCM 2000 Control Delay	274.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	422	650	0	2	0
Future Volume (vph)	0	422	650	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3421	3490	0	2046	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3421	3490	0	2046	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		301	148		173	
Travel Time (s)		6.8	3.4		3.9	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.25	0.25
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	444	707	0	8	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	444	707	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.85	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	28.0%	ICU Level of Service	A
Analysis Period (min)	15		

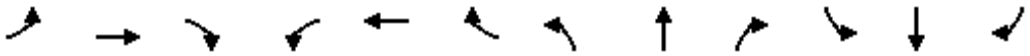
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	422	650	0	2	0
Future Vol, veh/h	0	422	650	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	92	92	25	25
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	0	444	707	0	8	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	707	0	-	0	929	354
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	901	-	-	-	270	648
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	901	-	-	-	270	648
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	901	-	-	-	270
HCM Lane V/C Ratio	-	-	-	-	0.03
HCM Control Delay (s)	0	-	-	-	18.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	421	3	3	647	0	3	0	3	0	0	0
Future Volume (vph)	0	421	3	3	647	0	3	0	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	15	15	15	16	16	16
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.932				
Flt Protected								0.976				
Satd. Flow (prot)	0	3418	0	0	3490	0	0	1901	0	0	2153	0
Flt Permitted								0.976				
Satd. Flow (perm)	0	3418	0	0	3490	0	0	1901	0	0	2153	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		148			138			139			158	
Travel Time (s)		3.4			3.1			3.2			3.6	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.50	0.50	0.50	0.25	0.25	0.25
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	453	3	3	681	0	6	0	6	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	456	0	0	684	0	0	12	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	0.88	0.88	0.88	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

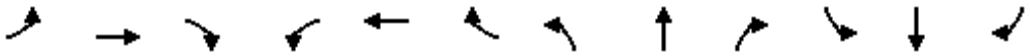
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑			↑↑↑	
Traffic Vol, veh/h	0	421	3	3	647	0	3	0	3	0	0	0
Future Vol, veh/h	0	421	3	3	647	0	3	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	95	95	95	50	50	50	25	25	25
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	453	3	3	681	0	6	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	681	0	0	456	0	0	802	1142	228	914	1143	341
Stage 1	-	-	-	-	-	-	455	455	-	687	687	-
Stage 2	-	-	-	-	-	-	347	687	-	227	456	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	921	-	-	1115	-	-	279	202	781	231	202	661
Stage 1	-	-	-	-	-	-	560	572	-	408	450	-
Stage 2	-	-	-	-	-	-	648	450	-	761	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	921	-	-	1115	-	-	278	201	781	228	201	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	201	-	228	201	-
Stage 1	-	-	-	-	-	-	560	572	-	408	448	-
Stage 2	-	-	-	-	-	-	645	448	-	755	572	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	410	921	-	-	1115	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-	0.003	-	-	-
HCM Control Delay (s)	14	0	-	-	8.2	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	423	1	0	650	0	0	0	0	0	0	0
Future Volume (vph)	0	423	1	0	650	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3421	0	0	3455	0	0	1647	0	0	1837	0
Flt Permitted												
Satd. Flow (perm)	0	3421	0	0	3455	0	0	1647	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			1622			133			163	
Travel Time (s)		3.1			36.9			3.0			3.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	455	1	0	699	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	456	0	0	699	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.20	1.20	1.20	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	423	1	0	650	0	0	0	0	0	0	0
Future Vol, veh/h	0	423	1	0	650	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	25	25	25	25	25	25
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	455	1	0	699	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	699	0	0	456	0	0	806	1155	228	927	1155	350
Stage 1	-	-	-	-	-	-	456	456	-	699	699	-
Stage 2	-	-	-	-	-	-	350	699	-	228	456	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	907	-	-	1115	-	-	277	199	781	226	199	652
Stage 1	-	-	-	-	-	-	559	572	-	401	445	-
Stage 2	-	-	-	-	-	-	645	445	-	760	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	907	-	-	1115	-	-	277	199	781	226	199	652
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	199	-	226	199	-
Stage 1	-	-	-	-	-	-	559	572	-	401	445	-
Stage 2	-	-	-	-	-	-	645	445	-	760	572	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

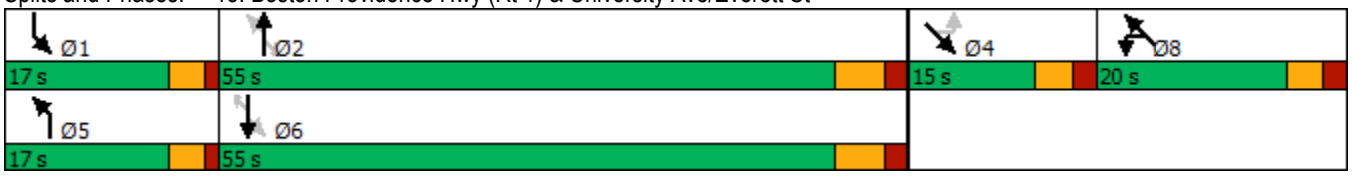
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	907	-	-	1115	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	133	1188	199	164	1677	130	221	193	97	337	242	213
Future Volume (vph)	133	1188	199	164	1677	130	221	193	97	337	242	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	10	10	10	11	11	11
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.91	0.91	0.95
Frt			0.850			0.850		0.972			0.939	
Flt Protected	0.950			0.950				0.979		0.950	0.994	
Satd. Flow (prot)	1694	3574	1553	1687	3574	1615	0	3113	0	1557	3074	0
Flt Permitted	0.082			0.099				0.700		0.950	0.994	
Satd. Flow (perm)	146	3574	1553	176	3574	1615	0	2226	0	1557	3074	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			212			112		21			113	
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		472			512			1622			368	
Travel Time (s)		6.4			7.0			36.9			8.4	
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Heavy Vehicles (%)	3%	1%	4%	7%	1%	0%	3%	4%	1%	2%	0%	3%
Adj. Flow (vph)	141	1264	212	176	1803	140	238	208	104	392	281	248
Shared Lane Traffic (%)										20%		
Lane Group Flow (vph)	141	1264	212	176	1803	140	0	550	0	314	607	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Split	NA	
Protected Phases	5	2		1	6			4		8	8	
Permitted Phases	2		2	6		6	4					
Detector Phase	5	2	2	1	6	6	4	4		8	8	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0	24.0	9.5	24.0	24.0	15.0	15.0		23.0	23.0	
Total Split (s)	17.0	55.0	55.0	17.0	55.0	55.0	15.0	15.0		20.0	20.0	
Total Split (%)	15.9%	51.4%	51.4%	15.9%	51.4%	51.4%	14.0%	14.0%		18.7%	18.7%	
Maximum Green (s)	13.0	49.0	49.0	13.0	49.0	49.0	10.0	10.0		15.0	15.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	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	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0		5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	60.8	49.0	49.0	62.4	49.8	49.8		10.0		15.0	15.0	
Actuated g/C Ratio	0.58	0.47	0.47	0.60	0.48	0.48		0.10		0.14	0.14	
v/c Ratio	0.62	0.76	0.25	0.68	1.06	0.17		2.83dl		1.41	1.13	
Control Delay	28.5	26.8	3.1	30.0	67.8	5.3		654.0		243.9	113.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	28.5	26.8	3.1	30.0	67.8	5.3		654.0		243.9	113.9	
LOS	C	C	A	C	E	A		F		F	F	
Approach Delay		23.8			60.5			654.0			158.2	
Approach LOS		C			E			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 107			
Actuated Cycle Length: 104.6			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.37			
Intersection Signal Delay: 129.1		Intersection LOS: F	
Intersection Capacity Utilization 100.8%		ICU Level of Service G	
Analysis Period (min) 15			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 15: Boston Providence Hwy (Rt 1) & University Ave/Everett St



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SET	NWL	NWT
Lane Group Flow (vph)	141	1264	212	176	1803	140	550	314	607
v/c Ratio	0.62	0.76	0.25	0.68	1.06	0.17	2.83dl	1.41	1.13
Control Delay	28.5	26.8	3.1	30.0	67.8	5.3	654.0	243.9	113.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	26.8	3.1	30.0	67.8	5.3	654.0	243.9	113.9
Queue Length 50th (ft)	38	356	0	49	~698	10	~317	~312	~223
Queue Length 95th (ft)	102	460	40	125	#880	45	#438	#481	#325
Internal Link Dist (ft)		392			432		1542		288
Turn Bay Length (ft)									
Base Capacity (vph)	281	1674	840	295	1701	827	232	223	537
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.76	0.25	0.60	1.06	0.17	2.37	1.41	1.13

Intersection Summary

~ 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.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	133	1188	199	164	1677	130	221	193	97	337	242	213
Future Volume (vph)	133	1188	199	164	1677	130	221	193	97	337	242	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	10	10	11	11	11
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0		5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		0.95		0.91	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98		0.95	0.99	
Satd. Flow (prot)	1694	3574	1553	1687	3574	1615		3111		1557	3072	
Flt Permitted	0.08	1.00	1.00	0.10	1.00	1.00		0.70		0.95	0.99	
Satd. Flow (perm)	146	3574	1553	176	3574	1615		2226		1557	3072	
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Adj. Flow (vph)	141	1264	212	176	1803	140	238	208	104	392	281	248
RTOR Reduction (vph)	0	0	113	0	0	59	0	19	0	0	97	0
Lane Group Flow (vph)	141	1264	99	176	1803	81	0	531	0	314	510	0
Heavy Vehicles (%)	3%	1%	4%	7%	1%	0%	3%	4%	1%	2%	0%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Split	NA	
Protected Phases	5	2		1	6			4		8	8	
Permitted Phases	2		2	6		6	4					
Actuated Green, G (s)	58.8	49.0	49.0	60.4	49.8	49.8		10.0		15.0	15.0	
Effective Green, g (s)	58.8	49.0	49.0	60.4	49.8	49.8		10.0		15.0	15.0	
Actuated g/C Ratio	0.56	0.47	0.47	0.58	0.48	0.48		0.10		0.14	0.14	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0		5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	227	1674	727	254	1701	768		212		223	440	
v/s Ratio Prot	0.06	0.35		c0.07	c0.50					c0.20	0.17	
v/s Ratio Perm	0.29		0.06	0.33		0.05		c0.24				
v/c Ratio	0.62	0.76	0.14	0.69	1.06	0.11		2.83dl		1.41	1.16	
Uniform Delay, d1	21.4	22.9	15.8	17.0	27.4	15.1		47.3		44.8	44.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	5.2	3.2	0.4	7.9	39.7	0.3		691.0		208.2	94.4	
Delay (s)	26.6	26.1	16.2	24.9	67.1	15.4		738.3		253.0	139.2	
Level of Service	C	C	B	C	E	B		F		F	F	
Approach Delay (s)		24.8			60.2			738.3			178.0	
Approach LOS		C			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	141.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	104.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	100.8%	ICU Level of Service	G
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	315	41	287	355	374	68	923	176	95	365	233
Future Volume (vph)	191	315	41	287	355	374	68	923	176	95	365	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	16	11	11	16	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.923			0.976			0.942	
Flt Protected		0.983		0.950			0.950			0.950		
Satd. Flow (prot)	0	3155	0	1678	1622	0	1745	3308	0	1616	3186	0
Flt Permitted		0.605		0.950			0.950			0.950		
Satd. Flow (perm)	0	1942	0	1678	1622	0	1745	3308	0	1616	3186	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			47			12			80	
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		390			143			429			457	
Travel Time (s)		8.9			3.3			7.3			10.4	
Peak Hour Factor	0.74	0.74	0.74	0.95	0.95	0.95	0.93	0.93	0.93	0.77	0.77	0.77
Heavy Vehicles (%)	6%	3%	0%	4%	3%	6%	0%	2%	8%	8%	2%	5%
Adj. Flow (vph)	258	426	55	302	374	394	73	992	189	123	474	303
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	739	0	302	768	0	73	1181	0	123	777	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	0.85	1.04	1.04	0.85	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Detector Phase	2	4		3	3 9 10		1	6		5	2	

Lane Group	Ø8	Ø9	Ø10
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	8	9	10
Permitted Phases			
Detector Phase			

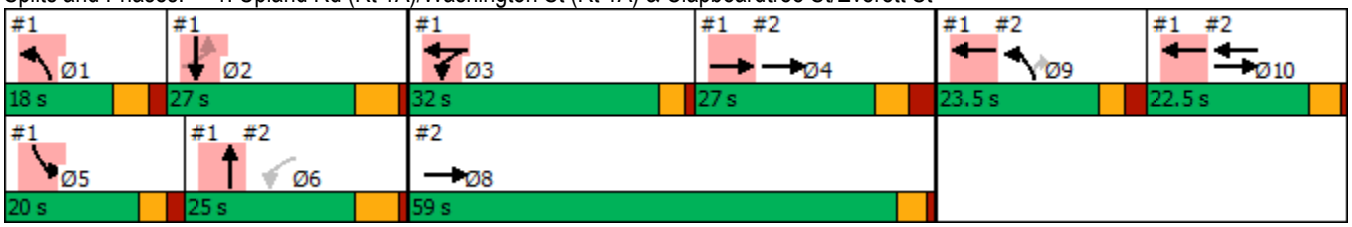
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	6.0		5.0			5.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (%)	18.0%	18.0%		21.3%			12.0%	16.7%		13.3%	18.0%	
Maximum Green (s)	21.0	20.0		28.0			12.0	19.0		15.0	21.0	
Yellow Time (s)	5.0	4.0		3.0			4.0	5.0		3.0	5.0	
All-Red Time (s)	1.0	3.0		1.0			2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Recall Mode	Max	None		Max			Max	None		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	11.0	11.0						11.0			11.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		20.0		28.0	70.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.47		0.08	0.13		0.10	0.14	
v/c Ratio		5.27dl		0.96	0.98		0.53	2.75		0.76	1.51	
Control Delay		846.8		84.6	39.6		80.5	817.6		94.3	277.4	
Queue Delay		6.9		79.9	43.2		0.0	7.9		104.1	0.0	
Total Delay		853.6		164.5	82.7		80.5	825.6		198.3	277.4	
LOS		F		F	F		F	F		F	F	
Approach Delay		853.6			105.8			782.2			266.6	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.81			
Intersection Signal Delay: 495.8		Intersection LOS: F	
Intersection Capacity Utilization 114.9%		ICU Level of Service H	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

! Phase conflict between lane groups.

Splits and Phases: 1: Upland Rd (Rt 1A)/Washington St (Rt 1A) & Clapboardtree St/Everett St



Lane Group	Ø8	Ø9	Ø10
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	23.5	22.5
Total Split (s)	59.0	23.5	22.5
Total Split (%)	39%	16%	15%
Maximum Green (s)	54.5	18.0	18.0
Yellow Time (s)	3.5	3.0	3.5
All-Red Time (s)	1.0	2.5	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	Max	None
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	739	302	768	73	1181	123	777
v/c Ratio	5.27dl	0.96	0.98	0.53	2.75	0.76	1.51
Control Delay	846.8	84.6	39.6	80.5	817.6	94.3	277.4
Queue Delay	6.9	79.9	43.2	0.0	7.9	104.1	0.0
Total Delay	853.6	164.5	82.7	80.5	825.6	198.3	277.4
Queue Length 50th (ft)	~653	315	599	70	~1036	119	~521
Queue Length 95th (ft)	#620	m162	m79	127	#1178	#164	#515
Internal Link Dist (ft)	310		63		349		377
Turn Bay Length (ft)							
Base Capacity (vph)	263	313	782	139	429	161	514
Starvation Cap Reductn	0	265	394	0	0	0	0
Spillback Cap Reductn	96	0	0	0	210	127	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	4.43	6.29	1.98	0.53	5.39	3.62	1.51

Intersection Summary

~ 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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	315	41	287	355	374	68	923	176	95	365	233
Future Volume (vph)	191	315	41	287	355	374	68	923	176	95	365	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	16	11	11	16	11	11	11	11	11	11
Total Lost time (s)		7.0		4.0	4.0		6.0	6.0		5.0	6.0	
Lane Util. Factor		0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.92		1.00	0.98		1.00	0.94	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3154		1678	1622		1745	3308		1616	3185	
Flt Permitted		0.60		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1941		1678	1622		1745	3308		1616	3185	
Peak-hour factor, PHF	0.74	0.74	0.74	0.95	0.95	0.95	0.93	0.93	0.93	0.77	0.77	0.77
Adj. Flow (vph)	258	426	55	302	374	394	73	992	189	123	474	303
RTOR Reduction (vph)	0	4	0	0	27	0	0	10	0	0	69	0
Lane Group Flow (vph)	0	735	0	302	741	0	73	1171	0	123	708	0
Heavy Vehicles (%)	6%	3%	0%	4%	3%	6%	0%	2%	8%	8%	2%	5%
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Actuated Green, G (s)		20.0		28.0	69.5		12.0	19.0		15.0	21.0	
Effective Green, g (s)		20.0		28.0	64.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.43		0.08	0.13		0.10	0.14	
Clearance Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Vehicle Extension (s)		3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		258		313	692		139	419		161	445	
v/s Ratio Prot				0.18	c0.46		0.04	c0.35		c0.08	0.22	
v/s Ratio Perm		c0.38										
v/c Ratio		5.27dl		0.96	1.07		0.53	2.79		0.76	1.59	
Uniform Delay, d1		65.0		60.5	43.0		66.3	65.5		65.8	64.5	
Progression Factor		1.00		1.29	1.37		1.00	1.00		1.00	1.00	
Incremental Delay, d2		842.0		9.0	35.1		13.5	813.8		28.5	276.6	
Delay (s)		907.0		87.2	94.0		79.7	879.3		94.3	341.1	
Level of Service		F		F	F		E	F		F	F	
Approach Delay (s)		907.0			92.0			832.7			307.4	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	527.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.62		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	114.9%	ICU Level of Service	H
Analysis Period (min)	15		

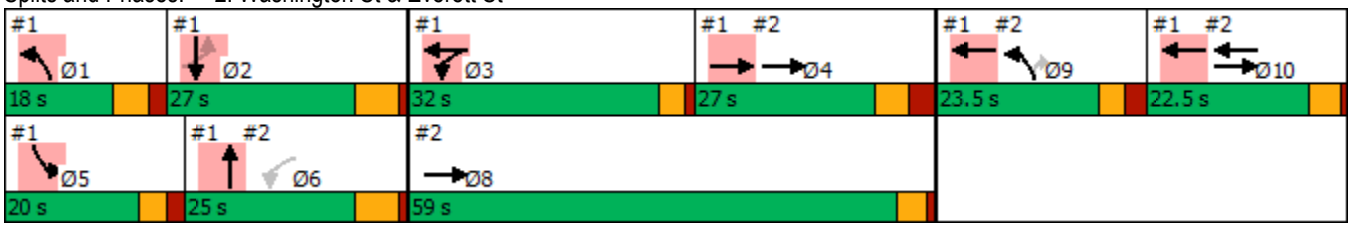
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Lane Configurations												
Traffic Volume (vph)	523	63	21	613	403	400						
Future Volume (vph)	523	63	21	613	403	400						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	16	16	12	12	10	10						
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00						
Frt	0.985					0.850						
Flt Protected				0.998	0.950							
Satd. Flow (prot)	2018	0	0	3501	1652	1507						
Flt Permitted				0.903	0.950							
Satd. Flow (perm)	2018	0	0	3168	1652	1507						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	5					298						
Link Speed (mph)	30			30	30							
Link Distance (ft)	143			301	440							
Travel Time (s)	3.3			6.8	10.0							
Peak Hour Factor	0.83	0.83	0.91	0.91	0.94	0.94						
Heavy Vehicles (%)	5%	6%	0%	3%	2%	0%						
Adj. Flow (vph)	630	76	23	674	429	426						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	706	0	0	697	429	426						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Right	Left	Left	Left	Right						
Median Width(ft)	0			0	10							
Link Offset(ft)	0			0	0							
Crosswalk Width(ft)	16			16	16							
Two way Left Turn Lane												
Headway Factor	0.85	0.85	1.00	1.00	1.09	1.09						
Turning Speed (mph)		9	15		15	9						
Number of Detectors	2		1	2	1	1						
Detector Template	Thru		Left	Thru	Left	Right						
Leading Detector (ft)	100		20	100	20	20						
Trailing Detector (ft)	0		0	0	0	0						
Detector 1 Position(ft)	0		0	0	0	0						
Detector 1 Size(ft)	6		20	6	20	20						
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0						
Detector 2 Position(ft)	94			94								
Detector 2 Size(ft)	6			6								
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	NA		custom	NA	Prot	Perm						
Protected Phases	4 8 10			10	9		1	2	3	4	5	8
Permitted Phases			6			9						
Detector Phase	4 8 10		6	10	9	9						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Switch Phase												
Minimum Initial (s)			10.0	5.0	5.0	5.0	5.0	10.0	5.0	6.0	10.0	5.0
Minimum Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	22.5
Total Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	59.0
Total Split (%)			16.7%	15.0%	15.7%	15.7%	12%	18%	21%	18%	13%	39%
Maximum Green (s)			19.0	18.0	18.0	18.0	12.0	21.0	28.0	20.0	15.0	54.5
Yellow Time (s)			5.0	3.5	3.0	3.0	4.0	5.0	3.0	4.0	3.0	3.5
All-Red Time (s)			1.0	1.0	2.5	2.5	2.0	1.0	1.0	3.0	2.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0						
Total Lost Time (s)				4.5	5.5	5.5						
Lead/Lag			Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode			None	None	Max	Max	Max	Max	Max	None	Max	Max
Walk Time (s)			7.0	7.0	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0		11.0		11.0
Pedestrian Calls (#/hr)			0	0	0	0		0		0		0
Act Effct Green (s)	67.5			18.0	18.0	18.0						
Actuated g/C Ratio	0.45			0.12	0.12	0.12						
v/c Ratio	0.78			1.83	2.17	0.96						
Control Delay	27.0			420.0	570.3	53.4						
Queue Delay	61.9			9.0	6.5	0.0						
Total Delay	88.9			429.0	576.8	53.4						
LOS	F			F	F	D						
Approach Delay	88.9			429.0	316.0							
Approach LOS	F			F	F							

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.81			
Intersection Signal Delay: 279.9		Intersection LOS: F	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Washington St & Everett St



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	706	697	429	426
v/c Ratio	0.78	1.83	2.17	0.96
Control Delay	27.0	420.0	570.3	53.4
Queue Delay	61.9	9.0	6.5	0.0
Total Delay	88.9	429.0	576.8	53.4
Queue Length 50th (ft)	311	~541	~669	139
Queue Length 95th (ft)	m147	#671	#886	#361
Internal Link Dist (ft)	63	221	360	
Turn Bay Length (ft)				
Base Capacity (vph)	910	380	198	443
Starvation Cap Reductn	689	0	0	0
Spillback Cap Reductn	0	190	61	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	3.19	3.67	3.13	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

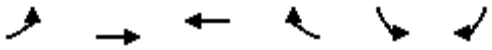
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	523	63	21	613	403	400
Future Volume (vph)	523	63	21	613	403	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	16	12	12	10	10
Total Lost time (s)	7.0			4.5	5.5	5.5
Lane Util. Factor	1.00			0.95	1.00	1.00
Frt	0.99			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	2019			3502	1652	1507
Flt Permitted	1.00			0.90	0.95	1.00
Satd. Flow (perm)	2019			3167	1652	1507
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.94	0.94
Adj. Flow (vph)	630	76	23	674	429	426
RTOR Reduction (vph)	3	0	0	0	0	262
Lane Group Flow (vph)	703	0	0	697	429	164
Heavy Vehicles (%)	5%	6%	0%	3%	2%	0%
Turn Type	NA		custom	NA	Prot	Perm
Protected Phases	4 8 10			10	9	
Permitted Phases			6			9
Actuated Green, G (s)	72.5			18.0	18.0	18.0
Effective Green, g (s)	72.5			18.0	18.0	18.0
Actuated g/C Ratio	0.48			0.12	0.12	0.12
Clearance Time (s)				4.5	5.5	5.5
Vehicle Extension (s)				3.0	3.0	3.0
Lane Grp Cap (vph)	975			380	198	180
v/s Ratio Prot	c0.35				c0.26	
v/s Ratio Perm				c0.22		0.11
v/c Ratio	0.72			1.83	2.17	0.91
Uniform Delay, d1	30.7			66.0	66.0	65.2
Progression Factor	1.25			1.00	1.00	1.00
Incremental Delay, d2	0.2			385.5	541.4	46.8
Delay (s)	38.6			451.5	607.4	112.0
Level of Service	D			F	F	F
Approach Delay (s)	38.6			451.5	360.6	
Approach LOS	D			F	F	

Intersection Summary			
HCM 2000 Control Delay	288.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	923	633	3	1	1
Future Volume (vph)	0	923	633	3	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	3388	3352	0	1959	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	3388	3352	0	1959	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		301	148		173	
Travel Time (s)		6.8	3.4		3.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	0%	3%	4%	3%	0%	0%
Adj. Flow (vph)	0	1026	703	3	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1026	706	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.85	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

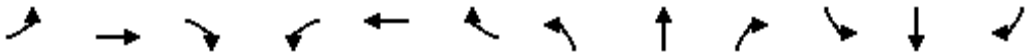
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	923	633	3	1	1
Future Vol, veh/h	0	923	633	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	50	50
Heavy Vehicles, %	0	3	4	3	0	0
Mvmt Flow	0	1026	703	3	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	706	0	-	0	1218	353
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	513	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	902	-	-	-	176	649
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	902	-	-	-	176	649
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	572	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	902	-	-	-	277
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Control Delay (s)	0	-	-	-	18.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	924	0	3	635	0	1	0	7	0	0	0
Future Volume (vph)	0	924	0	3	635	0	1	0	7	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	15	15	15	16	16	16
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt								0.884				
Flt Protected								0.993				
Satd. Flow (prot)	0	3388	0	0	3356	0	0	1835	0	0	2153	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	3388	0	0	3356	0	0	1835	0	0	2153	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		148			138			139			158	
Travel Time (s)		3.4			3.1			3.2			3.6	
Peak Hour Factor	0.90	0.90	0.90	0.91	0.91	0.91	0.58	0.58	0.58	0.25	0.25	0.25
Heavy Vehicles (%)	0%	3%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1027	0	3	698	0	2	0	12	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1027	0	0	701	0	0	14	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	0.88	0.88	0.88	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		

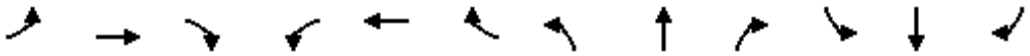
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	924	0	3	635	0	1	0	7	0	0	0
Future Vol, veh/h	0	924	0	3	635	0	1	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	91	91	91	58	58	58	25	25	25
Heavy Vehicles, %	0	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	1027	0	3	698	0	2	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	698	0	0	1027	0	0	1382	1731	514	1218	1731	349
Stage 1	-	-	-	-	-	-	1027	1027	-	704	704	-
Stage 2	-	-	-	-	-	-	355	704	-	514	1027	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	908	-	-	684	-	-	105	89	511	139	89	653
Stage 1	-	-	-	-	-	-	255	314	-	398	443	-
Stage 2	-	-	-	-	-	-	641	443	-	517	314	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	908	-	-	684	-	-	104	88	511	135	88	653
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	88	-	135	88	-
Stage 1	-	-	-	-	-	-	255	314	-	398	440	-
Stage 2	-	-	-	-	-	-	637	440	-	505	314	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.9	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	343	908	-	-	684	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	0.005	-	-	-
HCM Control Delay (s)	15.9	0	-	-	10.3	0	-	0
HCM Lane LOS	C	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	931	0	0	638	0	0	0	0	0	0	0
Future Volume (vph)	0	931	0	0	638	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3388	0	0	3355	0	0	1647	0	0	1837	0
Flt Permitted												
Satd. Flow (perm)	0	3388	0	0	3355	0	0	1647	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			1622			133			163	
Travel Time (s)		3.1			36.9			3.0			3.7	
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	0%	3%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1023	0	0	717	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1023	0	0	717	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.20	1.20	1.20	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	931	0	0	638	0	0	0	0	0	0	0
Future Vol, veh/h	0	931	0	0	638	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	89	89	89	25	25	25	25	25	25
Heavy Vehicles, %	0	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	1023	0	0	717	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	717	0	0	1023	0	0	1382	1740	512	1229	1740	359
Stage 1	-	-	-	-	-	-	1023	1023	-	717	717	-
Stage 2	-	-	-	-	-	-	359	717	-	512	1023	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	893	-	-	686	-	-	105	88	512	136	88	643
Stage 1	-	-	-	-	-	-	256	316	-	391	437	-
Stage 2	-	-	-	-	-	-	637	437	-	518	316	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	893	-	-	686	-	-	105	88	512	136	88	643
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	88	-	136	88	-
Stage 1	-	-	-	-	-	-	256	316	-	391	437	-
Stage 2	-	-	-	-	-	-	637	437	-	518	316	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

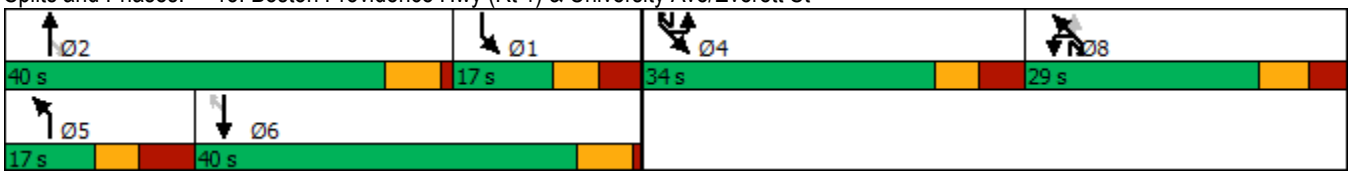
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	893	-	-	686	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	112	1275	259	177	1017	356	425	352	86	151	182	388
Future Volume (vph)	112	1275	259	177	1017	356	425	352	86	151	182	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	10	10	10	11	11	11
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.91	0.91	0.95	0.91	0.91	1.00
Frt			0.850			0.850		0.978				0.850
Flt Protected	0.950			0.950			0.950	0.988		0.950	0.990	
Satd. Flow (prot)	3351	4988	1568	3213	5036	1568	1460	3045	0	1498	3098	1432
Flt Permitted	0.950			0.950			0.950	0.988		0.950	0.990	
Satd. Flow (perm)	3351	4988	1568	3213	5036	1568	1460	3045	0	1498	3098	1432
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			188		14				255
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		472			512			1622			368	
Travel Time (s)		6.4			7.0			36.9			8.4	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94	0.85	0.85	0.85
Heavy Vehicles (%)	1%	4%	3%	9%	3%	3%	5%	1%	4%	6%	7%	9%
Adj. Flow (vph)	119	1356	276	186	1071	375	452	374	91	178	214	456
Shared Lane Traffic (%)							33%			29%		
Lane Group Flow (vph)	119	1356	276	186	1071	375	303	614	0	126	266	456
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	Perm
Protected Phases	5	2	8	1	6	4	4	4		8	8	
Permitted Phases			2			6						8
Detector Phase	5	2	8	1	6	4	4	4		8	8	8

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Switch Phase												
Minimum Initial (s)	5.0	10.0	6.0	6.0	10.0	6.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	14.0	25.0	23.0	17.0	25.0	26.0	26.0	26.0		23.0	23.0	23.0
Total Split (s)	17.0	40.0	29.0	17.0	40.0	34.0	34.0	34.0		29.0	29.0	29.0
Total Split (%)	14.2%	33.3%	24.2%	14.2%	33.3%	28.3%	28.3%	28.3%		24.2%	24.2%	24.2%
Maximum Green (s)	8.0	34.0	21.0	9.0	34.0	26.0	26.0	26.0		21.0	21.0	21.0
Yellow Time (s)	4.0	5.0	4.5	4.0	5.0	4.0	4.0	4.0		4.5	4.5	4.5
All-Red Time (s)	5.0	1.0	3.5	4.0	1.0	4.0	4.0	4.0		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	8.0	8.0	6.0	8.0	8.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	0
Act Effct Green (s)	7.8	34.0	61.0	9.0	34.2	66.2	26.0	26.0		21.0	21.0	21.0
Actuated g/C Ratio	0.06	0.28	0.51	0.08	0.28	0.55	0.22	0.22		0.18	0.18	0.18
v/c Ratio	0.55	0.96	0.32	0.78	0.75	0.40	0.96	0.92		0.48	0.49	0.99
Control Delay	64.3	58.6	10.6	76.2	42.8	8.5	88.3	64.7		51.6	48.2	62.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	64.3	58.6	10.6	76.2	42.8	8.5	88.3	64.7		51.6	48.2	62.2
LOS	E	E	B	E	D	A	F	E		D	D	E
Approach Delay		51.5			38.8			72.5			56.3	
Approach LOS		D			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 52.0		Intersection LOS: D	
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 15: Boston Providence Hwy (Rt 1) & University Ave/Everett St



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	NWL	NWT	NWR
Lane Group Flow (vph)	119	1356	276	186	1071	375	303	614	126	266	456
v/c Ratio	0.55	0.96	0.32	0.78	0.75	0.40	0.96	0.92	0.48	0.49	0.99
Control Delay	64.3	58.6	10.6	76.2	42.8	8.5	88.3	64.7	51.6	48.2	62.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.3	58.6	10.6	76.2	42.8	8.5	88.3	64.7	51.6	48.2	62.2
Queue Length 50th (ft)	46	379	65	74	276	72	257	252	97	103	175
Queue Length 95th (ft)	78	#479	123	#130	330	138	#452	#365	157	140	#344
Internal Link Dist (ft)		392			432			1542		288	
Turn Bay Length (ft)											
Base Capacity (vph)	223	1413	855	240	1435	949	316	670	262	542	460
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.96	0.32	0.78	0.75	0.40	0.96	0.92	0.48	0.49	0.99

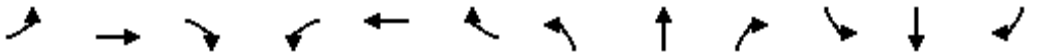
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	112	1275	259	177	1017	356	425	352	86	151	182	388
Future Volume (vph)	112	1275	259	177	1017	356	425	352	86	151	182	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	10	10	11	11	11
Total Lost time (s)	9.0	6.0	8.0	8.0	6.0	8.0	8.0	8.0		8.0	8.0	8.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.91	0.91		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.99	1.00
Satd. Flow (prot)	3351	4988	1568	3213	5036	1568	1460	3044		1498	3099	1432
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.99	1.00
Satd. Flow (perm)	3351	4988	1568	3213	5036	1568	1460	3044		1498	3099	1432
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94	0.85	0.85	0.85
Adj. Flow (vph)	119	1356	276	186	1071	375	452	374	91	178	214	456
RTOR Reduction (vph)	0	0	64	0	0	94	0	11	0	0	0	210
Lane Group Flow (vph)	119	1356	212	186	1071	281	303	603	0	126	266	246
Heavy Vehicles (%)	1%	4%	3%	9%	3%	3%	5%	1%	4%	6%	7%	9%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	Perm
Protected Phases	5	2	8	1	6	4	4	4		8	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	7.8	34.0	55.0	9.0	34.2	60.2	26.0	26.0		21.0	21.0	21.0
Effective Green, g (s)	7.8	34.0	55.0	9.0	34.2	60.2	26.0	26.0		21.0	21.0	21.0
Actuated g/C Ratio	0.06	0.28	0.46	0.08	0.29	0.50	0.22	0.22		0.18	0.18	0.18
Clearance Time (s)	9.0	6.0	8.0	8.0	6.0	8.0	8.0	8.0		8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	217	1413	823	240	1435	786	316	659		262	542	250
v/s Ratio Prot	0.04	c0.27	0.05	0.06	c0.21	0.08	c0.21	0.20		0.08	0.09	
v/s Ratio Perm			0.09			0.10						c0.17
v/c Ratio	0.55	0.96	0.26	0.78	0.75	0.36	0.96	0.92		0.48	0.49	0.98
Uniform Delay, d1	54.4	42.3	20.0	54.5	39.0	18.2	46.5	45.9		44.6	44.7	49.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.8	16.1	0.2	14.4	3.6	0.3	39.2	17.3		1.4	0.7	51.7
Delay (s)	57.2	58.4	20.1	68.9	42.5	18.4	85.7	63.3		46.0	45.4	101.0
Level of Service	E	E	C	E	D	B	F	E		D	D	F
Approach Delay (s)		52.3			40.0			70.7			75.4	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	55.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	83.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	209	27	206	252	314	15	708	107	208	857	143
Future Volume (vph)	92	209	27	206	252	314	15	708	107	208	857	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	16	11	11	16	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.988			0.917			0.980			0.978	
Flt Protected		0.986		0.950			0.950			0.950		
Satd. Flow (prot)	0	3232	0	1728	1668	0	1616	3411	0	1711	3370	0
Flt Permitted		0.590		0.950			0.950			0.950		
Satd. Flow (perm)	0	1934	0	1728	1668	0	1616	3411	0	1711	3370	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			56			9			10	
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		390			143			429			457	
Travel Time (s)		8.9			3.3			7.3			10.4	
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	0%	1%	1%	1%	8%	0%	2%	2%	1%	3%
Adj. Flow (vph)	97	220	28	219	268	334	16	770	116	219	902	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	345	0	219	602	0	16	886	0	219	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	0.85	1.04	1.04	0.85	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Detector Phase	2	4		3	3 9 10		1	6		5	2	

Lane Group	Ø8	Ø9	Ø10
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	8	9	10
Permitted Phases			
Detector Phase			

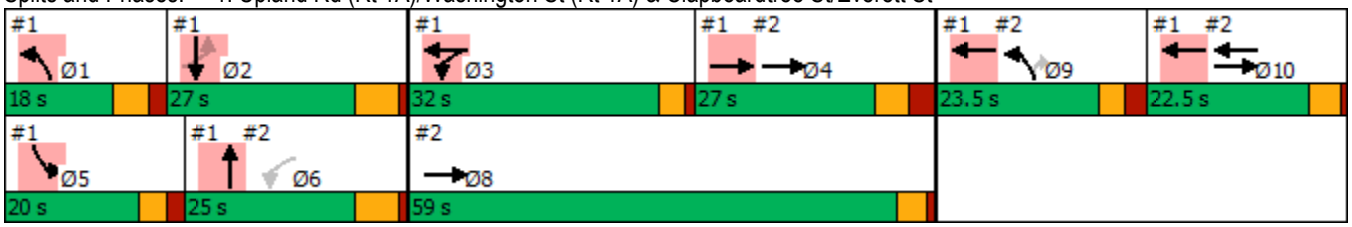
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	6.0		5.0			5.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (%)	18.0%	18.0%		21.3%			12.0%	16.7%		13.3%	18.0%	
Maximum Green (s)	21.0	20.0		28.0			12.0	19.0		15.0	21.0	
Yellow Time (s)	5.0	4.0		3.0			4.0	5.0		3.0	5.0	
All-Red Time (s)	1.0	3.0		1.0			2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Recall Mode	Max	None		Max			Max	None		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	11.0	11.0						11.0			11.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		20.0		28.0	70.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.47		0.08	0.13		0.10	0.14	
v/c Ratio		1.41dl		0.68	0.75		0.12	2.02		1.28	2.19	
Control Delay		214.5		71.5	37.5		66.6	496.9		214.4	572.0	
Queue Delay		0.1		97.0	55.1		0.0	7.6		43.6	0.0	
Total Delay		214.6		168.4	92.6		66.6	504.5		258.0	572.0	
LOS		F		F	F		E	F		F	F	
Approach Delay		214.6			112.8			496.7			517.9	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.21			
Intersection Signal Delay: 381.3		Intersection LOS: F	
Intersection Capacity Utilization 94.6%		ICU Level of Service F	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

! Phase conflict between lane groups.

Splits and Phases: 1: Upland Rd (Rt 1A)/Washington St (Rt 1A) & Clapboardtree St/Everett St



Lane Group	Ø8	Ø9	Ø10
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	23.5	22.5
Total Split (s)	59.0	23.5	22.5
Total Split (%)	39%	16%	15%
Maximum Green (s)	54.5	18.0	18.0
Yellow Time (s)	3.5	3.0	3.5
All-Red Time (s)	1.0	2.5	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	Max	None
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	345	219	602	16	886	219	1053
v/c Ratio	1.41dl	0.68	0.75	0.12	2.02	1.28	2.19
Control Delay	214.5	71.5	37.5	66.6	496.9	214.4	572.0
Queue Delay	0.1	97.0	55.1	0.0	7.6	43.6	0.0
Total Delay	214.6	168.4	92.6	66.6	504.5	258.0	572.0
Queue Length 50th (ft)	~227	229	331	15	~713	~271	~871
Queue Length 95th (ft)	#336	m136	m125	41	#850	#443	#1013
Internal Link Dist (ft)	310		63		349		377
Turn Bay Length (ft)							
Base Capacity (vph)	262	322	808	129	439	171	480
Starvation Cap Reductn	0	274	418	0	0	0	0
Spillback Cap Reductn	2	0	0	0	211	135	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.33	4.56	1.54	0.12	3.89	6.08	2.19

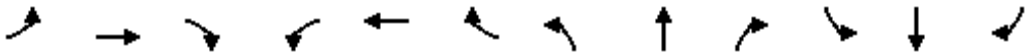
Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	209	27	206	252	314	15	708	107	208	857	143
Future Volume (vph)	92	209	27	206	252	314	15	708	107	208	857	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	16	11	11	16	11	11	11	11	11	11
Total Lost time (s)		7.0		4.0	4.0		6.0	6.0		5.0	6.0	
Lane Util. Factor		0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.92		1.00	0.98		1.00	0.98	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3232		1728	1667		1616	3412		1711	3371	
Flt Permitted		0.59		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1933		1728	1667		1616	3412		1711	3371	
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	97	220	28	219	268	334	16	770	116	219	902	151
RTOR Reduction (vph)	0	4	0	0	32	0	0	8	0	0	9	0
Lane Group Flow (vph)	0	341	0	219	570	0	16	878	0	219	1044	0
Heavy Vehicles (%)	1%	2%	0%	1%	1%	1%	8%	0%	2%	2%	1%	3%
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Actuated Green, G (s)		20.0		28.0	69.5		12.0	19.0		15.0	21.0	
Effective Green, g (s)		20.0		28.0	64.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.43		0.08	0.13		0.10	0.14	
Clearance Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Vehicle Extension (s)		3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		257		322	711		129	432		171	471	
v/s Ratio Prot				0.13	c0.34		0.01	0.26		c0.13	c0.31	
v/s Ratio Perm		c0.18										
v/c Ratio		1.41dl		0.68	0.80		0.12	2.03		1.28	2.22	
Uniform Delay, d1		65.0		56.8	37.5		64.1	65.5		67.5	64.5	
Progression Factor		1.00		1.22	2.16		1.00	1.00		1.00	1.00	
Incremental Delay, d2		170.9		1.1	0.6		2.0	472.8		163.4	554.7	
Delay (s)		235.9		70.5	81.6		66.1	538.3		230.9	619.2	
Level of Service		F		E	F		E	F		F	F	
Approach Delay (s)		235.9			78.7			529.9			552.4	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	397.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

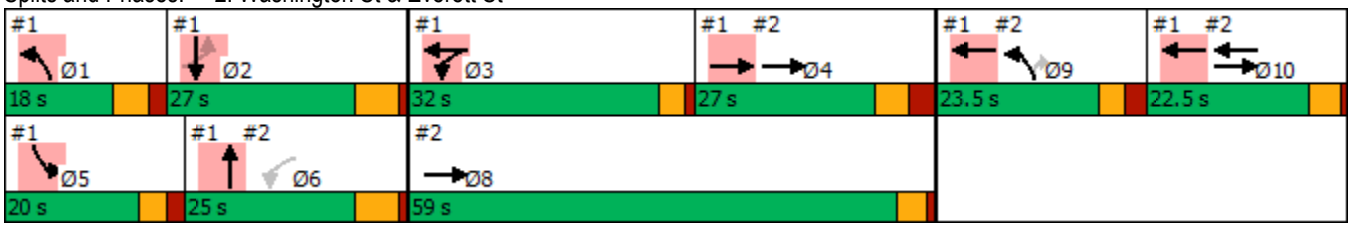
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Lane Configurations												
Traffic Volume (vph)	348	176	70	627	145	104						
Future Volume (vph)	348	176	70	627	145	104						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	16	16	12	12	10	10						
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00						
Frt	0.955					0.850						
Flt Protected				0.995	0.950							
Satd. Flow (prot)	2016	0	0	3560	1652	1478						
Flt Permitted				0.817	0.950							
Satd. Flow (perm)	2016	0	0	2923	1652	1478						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	22					118						
Link Speed (mph)	30			30	30							
Link Distance (ft)	143			301	440							
Travel Time (s)	3.3			6.8	10.0							
Peak Hour Factor	0.91	0.91	0.90	0.90	0.88	0.88						
Heavy Vehicles (%)	2%	2%	0%	1%	2%	2%						
Adj. Flow (vph)	382	193	78	697	165	118						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	575	0	0	775	165	118						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Right	Left	Left	Left	Right						
Median Width(ft)	0			0	10							
Link Offset(ft)	0			0	0							
Crosswalk Width(ft)	16			16	16							
Two way Left Turn Lane												
Headway Factor	0.85	0.85	1.00	1.00	1.09	1.09						
Turning Speed (mph)		9	15		15	9						
Number of Detectors	2		1	2	1	1						
Detector Template	Thru		Left	Thru	Left	Right						
Leading Detector (ft)	100		20	100	20	20						
Trailing Detector (ft)	0		0	0	0	0						
Detector 1 Position(ft)	0		0	0	0	0						
Detector 1 Size(ft)	6		20	6	20	20						
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0						
Detector 2 Position(ft)	94			94								
Detector 2 Size(ft)	6			6								
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	NA		custom	NA	Prot	Perm						
Protected Phases	4 8 10			10	9		1	2	3	4	5	8
Permitted Phases			6			9						
Detector Phase	4 8 10		6	10	9	9						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Switch Phase												
Minimum Initial (s)			10.0	5.0	5.0	5.0	5.0	10.0	5.0	6.0	10.0	5.0
Minimum Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	22.5
Total Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	59.0
Total Split (%)			16.7%	15.0%	15.7%	15.7%	12%	18%	21%	18%	13%	39%
Maximum Green (s)			19.0	18.0	18.0	18.0	12.0	21.0	28.0	20.0	15.0	54.5
Yellow Time (s)			5.0	3.5	3.0	3.0	4.0	5.0	3.0	4.0	3.0	3.5
All-Red Time (s)			1.0	1.0	2.5	2.5	2.0	1.0	1.0	3.0	2.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0						
Total Lost Time (s)				4.5	5.5	5.5						
Lead/Lag			Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode			None	None	Max	Max	Max	Max	Max	None	Max	Max
Walk Time (s)			7.0	7.0	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0		11.0		11.0
Pedestrian Calls (#/hr)			0	0	0	0		0		0		0
Act Effct Green (s)	67.5			18.0	18.0	18.0						
Actuated g/C Ratio	0.45			0.12	0.12	0.12						
v/c Ratio	0.63			2.21	0.83	0.42						
Control Delay	25.3			584.0	96.3	14.4						
Queue Delay	61.1			9.1	2.3	0.0						
Total Delay	86.4			593.0	98.5	14.4						
LOS	F			F	F	B						
Approach Delay	86.4			593.0	63.5							
Approach LOS	F			F	E							

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.21			
Intersection Signal Delay: 322.9		Intersection LOS: F	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Washington St & Everett St



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	575	775	165	118
v/c Ratio	0.63	2.21	0.83	0.42
Control Delay	25.3	584.0	96.3	14.4
Queue Delay	61.1	9.1	2.3	0.0
Total Delay	86.4	593.0	98.5	14.4
Queue Length 50th (ft)	352	~640	160	0
Queue Length 95th (ft)	m254	#772	#280	58
Internal Link Dist (ft)	63	221	360	
Turn Bay Length (ft)				
Base Capacity (vph)	919	350	198	281
Starvation Cap Reductn	666	0	0	0
Spillback Cap Reductn	0	171	6	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	2.27	4.33	0.86	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

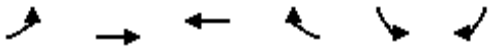
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	348	176	70	627	145	104
Future Volume (vph)	348	176	70	627	145	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	16	12	12	10	10
Total Lost time (s)	7.0			4.5	5.5	5.5
Lane Util. Factor	1.00			0.95	1.00	1.00
Frt	0.95			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	2015			3560	1652	1478
Flt Permitted	1.00			0.82	0.95	1.00
Satd. Flow (perm)	2015			2923	1652	1478
Peak-hour factor, PHF	0.91	0.91	0.90	0.90	0.88	0.88
Adj. Flow (vph)	382	193	78	697	165	118
RTOR Reduction (vph)	11	0	0	0	0	104
Lane Group Flow (vph)	564	0	0	775	165	14
Heavy Vehicles (%)	2%	2%	0%	1%	2%	2%
Turn Type	NA		custom	NA	Prot	Perm
Protected Phases	4 8 10			10	9	
Permitted Phases			6			9
Actuated Green, G (s)	72.5			18.0	18.0	18.0
Effective Green, g (s)	72.5			18.0	18.0	18.0
Actuated g/C Ratio	0.48			0.12	0.12	0.12
Clearance Time (s)				4.5	5.5	5.5
Vehicle Extension (s)				3.0	3.0	3.0
Lane Grp Cap (vph)	973			350	198	177
v/s Ratio Prot	c0.28				c0.10	
v/s Ratio Perm				c0.27		0.01
v/c Ratio	0.58			2.21	0.83	0.08
Uniform Delay, d1	27.8			66.0	64.5	58.6
Progression Factor	1.50			1.00	1.00	1.00
Incremental Delay, d2	0.1			555.7	31.9	0.9
Delay (s)	41.7			621.7	96.4	59.5
Level of Service	D			F	F	E
Approach Delay (s)	41.7			621.7	81.0	
Approach LOS	D			F	F	

Intersection Summary			
HCM 2000 Control Delay	323.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	452	697	0	2	0
Future Volume (vph)	0	452	697	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3421	3490	0	2046	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3421	3490	0	2046	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		301	148		173	
Travel Time (s)		6.8	3.4		3.9	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.25	0.25
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	476	758	0	8	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	476	758	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.85	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	29.3%	ICU Level of Service	A
Analysis Period (min)	15		

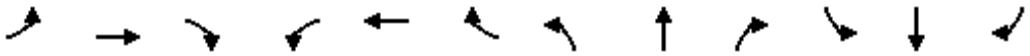
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	452	697	0	2	0
Future Vol, veh/h	0	452	697	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	92	92	25	25
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	0	476	758	0	8	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	758	0	-	0	996	379
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	238	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	862	-	-	-	245	625
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	862	-	-	-	245	625
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	862	-	-	-	245
HCM Lane V/C Ratio	-	-	-	-	0.033
HCM Control Delay (s)	0	-	-	-	20.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	451	3	3	694	0	3	0	3	0	0	0
Future Volume (vph)	0	451	3	3	694	0	3	0	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	15	15	15	16	16	16
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.932				
Flt Protected								0.976				
Satd. Flow (prot)	0	3418	0	0	3490	0	0	1901	0	0	2153	0
Flt Permitted								0.976				
Satd. Flow (perm)	0	3418	0	0	3490	0	0	1901	0	0	2153	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		148			138			139			158	
Travel Time (s)		3.4			3.1			3.2			3.6	
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.50	0.50	0.50	0.25	0.25	0.25
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	485	3	3	731	0	6	0	6	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	488	0	0	734	0	0	12	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	0.88	0.88	0.88	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.3%		ICU Level of Service A	
Analysis Period (min) 15			

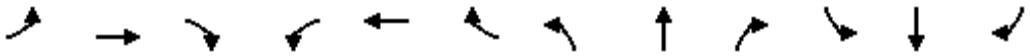
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	451	3	3	694	0	3	0	3	0	0	0
Future Vol, veh/h	0	451	3	3	694	0	3	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	95	95	95	50	50	50	25	25	25
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	485	3	3	731	0	6	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	731	0	0	488	0	0	859	1224	244	980	1225	366
Stage 1	-	-	-	-	-	-	487	487	-	737	737	-
Stage 2	-	-	-	-	-	-	372	737	-	243	488	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	883	-	-	1086	-	-	253	181	763	207	180	637
Stage 1	-	-	-	-	-	-	536	554	-	381	428	-
Stage 2	-	-	-	-	-	-	626	428	-	745	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	883	-	-	1086	-	-	252	180	763	205	179	637
Mov Cap-2 Maneuver	-	-	-	-	-	-	252	180	-	205	179	-
Stage 1	-	-	-	-	-	-	536	554	-	381	426	-
Stage 2	-	-	-	-	-	-	623	426	-	739	553	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.8	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	379	883	-	-	1086	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-	0.003	-	-	-
HCM Control Delay (s)	14.8	0	-	-	8.3	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	453	1	0	697	0	0	0	0	0	0	0
Future Volume (vph)	0	453	1	0	697	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	3421	0	0	3455	0	0	1647	0	0	1837	0
Flt Permitted												
Satd. Flow (perm)	0	3421	0	0	3455	0	0	1647	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			1622			133			163	
Travel Time (s)		3.1			36.9			3.0			3.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	487	1	0	749	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	488	0	0	749	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.20	1.20	1.20	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	453	1	0	697	0	0	0	0	0	0	0
Future Vol, veh/h	0	453	1	0	697	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	25	25	25	25	25	25
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	487	1	0	749	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	749	0	0	488	0	0	863	1237	244	993	1237	375
Stage 1	-	-	-	-	-	-	488	488	-	749	749	-
Stage 2	-	-	-	-	-	-	375	749	-	244	488	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	869	-	-	1086	-	-	252	177	763	203	177	628
Stage 1	-	-	-	-	-	-	535	553	-	375	422	-
Stage 2	-	-	-	-	-	-	624	422	-	744	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	869	-	-	1086	-	-	252	177	763	203	177	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	252	177	-	203	177	-
Stage 1	-	-	-	-	-	-	535	553	-	375	422	-
Stage 2	-	-	-	-	-	-	624	422	-	744	553	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS			A	A

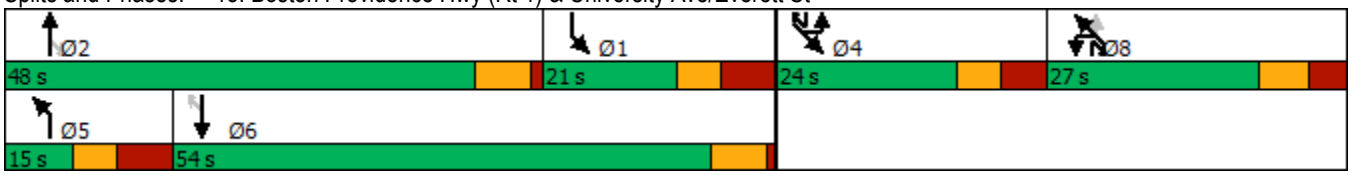
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	869	-	-	1086	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	143	1273	213	176	1798	139	237	207	104	361	259	228
Future Volume (vph)	143	1273	213	176	1798	139	237	207	104	361	259	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	10	10	10	11	11	11
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.91	0.91	0.95	0.91	0.91	1.00
Frt			0.850			0.850		0.957				0.850
Flt Protected	0.950			0.950			0.950	0.993		0.950	0.981	
Satd. Flow (prot)	3286	5136	1553	3273	5136	1615	1488	2978	0	1557	3254	1516
Flt Permitted	0.950			0.950			0.950	0.993		0.950	0.981	
Satd. Flow (perm)	3286	5136	1553	3273	5136	1615	1488	2978	0	1557	3254	1516
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127		37				264
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		472			512			1622			368	
Travel Time (s)		6.4			7.0			36.9			8.4	
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Heavy Vehicles (%)	3%	1%	4%	7%	1%	0%	3%	4%	1%	2%	0%	3%
Adj. Flow (vph)	152	1354	227	189	1933	149	255	223	112	420	301	265
Shared Lane Traffic (%)							23%			44%		
Lane Group Flow (vph)	152	1354	227	189	1933	149	196	394	0	235	486	265
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	Perm
Protected Phases	5	2	8	1	6	4	4	4		8	8	
Permitted Phases			2			6						8
Detector Phase	5	2	8	1	6	4	4	4		8	8	8

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Switch Phase												
Minimum Initial (s)	4.0	10.0	6.0	6.0	10.0	6.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	25.0	26.0	15.0	25.0	15.0	15.0	15.0		26.0	26.0	26.0
Total Split (s)	15.0	48.0	27.0	21.0	54.0	24.0	24.0	24.0		27.0	27.0	27.0
Total Split (%)	12.5%	40.0%	22.5%	17.5%	45.0%	20.0%	20.0%	20.0%		22.5%	22.5%	22.5%
Maximum Green (s)	6.0	42.0	19.0	12.0	48.0	16.0	16.0	16.0		19.0	19.0	19.0
Yellow Time (s)	4.0	5.0	4.5	4.0	5.0	4.0	4.0	4.0		4.5	4.5	4.5
All-Red Time (s)	5.0	1.0	3.5	5.0	1.0	4.0	4.0	4.0		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	8.0	9.0	6.0	8.0	8.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	0
Act Effct Green (s)	6.0	42.0	67.0	12.0	48.0	70.0	16.0	16.0		19.0	19.0	19.0
Actuated g/C Ratio	0.05	0.35	0.56	0.10	0.40	0.58	0.13	0.13		0.16	0.16	0.16
v/c Ratio	0.93	0.75	0.25	0.58	0.94	0.15	0.99	0.92		0.96	0.94	0.57
Control Delay	110.2	37.7	6.5	59.2	45.1	3.1	113.8	74.0		97.6	78.2	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	110.2	37.7	6.5	59.2	45.1	3.1	113.8	74.0		97.6	78.2	10.8
LOS	F	D	A	E	D	A	F	E		F	E	B
Approach Delay		39.9			43.5			87.2			64.7	
Approach LOS		D			D			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 50.8		Intersection LOS: D	
Intersection Capacity Utilization 87.0%		ICU Level of Service E	
Analysis Period (min) 15			

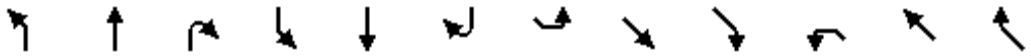
Splits and Phases: 15: Boston Providence Hwy (Rt 1) & University Ave/Everett St



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	NWL	NWT	NWR
Lane Group Flow (vph)	152	1354	227	189	1933	149	196	394	235	486	265
v/c Ratio	0.93	0.75	0.25	0.58	0.94	0.15	0.99	0.92	0.96	0.94	0.57
Control Delay	110.2	37.7	6.5	59.2	45.1	3.1	113.8	74.0	97.6	78.2	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.2	37.7	6.5	59.2	45.1	3.1	113.8	74.0	97.6	78.2	10.8
Queue Length 50th (ft)	61	336	35	73	520	7	169	152	201	207	1
Queue Length 95th (ft)	#128	394	76	112	#631	35	#338	#253	#350	#293	63
Internal Link Dist (ft)		392			432			1542		288	
Turn Bay Length (ft)											
Base Capacity (vph)	164	1797	923	327	2054	995	198	429	246	515	462
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.75	0.25	0.58	0.94	0.15	0.99	0.92	0.96	0.94	0.57

Intersection Summary

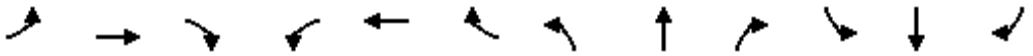
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	143	1273	213	176	1798	139	237	207	104	361	259	228
Future Volume (vph)	143	1273	213	176	1798	139	237	207	104	361	259	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	10	10	11	11	11
Total Lost time (s)	9.0	6.0	8.0	9.0	6.0	8.0	8.0	8.0		8.0	8.0	8.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.91	0.91		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.98	1.00
Satd. Flow (prot)	3286	5136	1553	3273	5136	1615	1488	2978		1557	3256	1516
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.98	1.00
Satd. Flow (perm)	3286	5136	1553	3273	5136	1615	1488	2978		1557	3256	1516
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Adj. Flow (vph)	152	1354	227	189	1933	149	255	223	112	420	301	265
RTOR Reduction (vph)	0	0	62	0	0	59	0	32	0	0	0	222
Lane Group Flow (vph)	152	1354	165	189	1933	90	196	362	0	235	486	43
Heavy Vehicles (%)	3%	1%	4%	7%	1%	0%	3%	4%	1%	2%	0%	3%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	Perm
Protected Phases	5	2	8	1	6	4	4	4		8	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	6.0	42.0	61.0	12.0	48.0	64.0	16.0	16.0		19.0	19.0	19.0
Effective Green, g (s)	6.0	42.0	61.0	12.0	48.0	64.0	16.0	16.0		19.0	19.0	19.0
Actuated g/C Ratio	0.05	0.35	0.51	0.10	0.40	0.53	0.13	0.13		0.16	0.16	0.16
Clearance Time (s)	9.0	6.0	8.0	9.0	6.0	8.0	8.0	8.0		8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	164	1797	892	327	2054	861	198	397		246	515	240
v/s Ratio Prot	0.05	c0.26	0.03	0.06	c0.38	0.01	c0.13	0.12		c0.15	0.15	
v/s Ratio Perm			0.08			0.04						0.03
v/c Ratio	0.93	0.75	0.18	0.58	0.94	0.10	0.99	0.91		0.96	0.94	0.18
Uniform Delay, d1	56.8	34.4	16.0	51.6	34.6	13.8	51.9	51.3		50.1	50.0	43.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	48.8	3.0	0.1	2.5	10.1	0.1	60.4	24.7		44.7	26.1	0.4
Delay (s)	105.6	37.4	16.1	54.1	44.8	13.9	112.3	76.0		94.7	76.1	44.1
Level of Service	F	D	B	D	D	B	F	E		F	E	D
Approach Delay (s)		40.6			43.5			88.1			71.9	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	52.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	318	41	288	360	380	68	923	176	99	365	233
Future Volume (vph)	191	318	41	288	360	380	68	923	176	99	365	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	16	11	11	16	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.989			0.923			0.976			0.942	
Flt Protected		0.983		0.950			0.950			0.950		
Satd. Flow (prot)	0	3155	0	1678	1622	0	1745	3308	0	1616	3186	0
Flt Permitted		0.604		0.950			0.950			0.950		
Satd. Flow (perm)	0	1939	0	1678	1622	0	1745	3308	0	1616	3186	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			47			12			80	
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		390			143			429			457	
Travel Time (s)		8.9			3.3			7.3			10.4	
Peak Hour Factor	0.74	0.74	0.74	0.95	0.95	0.95	0.93	0.93	0.93	0.77	0.77	0.77
Heavy Vehicles (%)	6%	3%	0%	4%	3%	6%	0%	2%	8%	8%	2%	5%
Adj. Flow (vph)	258	430	55	303	379	400	73	992	189	129	474	303
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	743	0	303	779	0	73	1181	0	129	777	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	0.85	1.04	1.04	0.85	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Detector Phase	2	4		3	3 9 10		1	6		5	2	

Lane Group	Ø8	Ø9	Ø10
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	8	9	10
Permitted Phases			
Detector Phase			

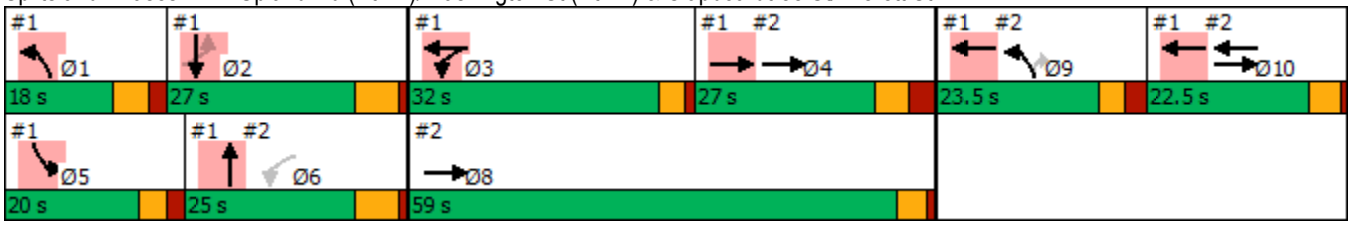
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	6.0		5.0			5.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (%)	18.0%	18.0%		21.3%			12.0%	16.7%		13.3%	18.0%	
Maximum Green (s)	21.0	20.0		28.0			12.0	19.0		15.0	21.0	
Yellow Time (s)	5.0	4.0		3.0			4.0	5.0		3.0	5.0	
All-Red Time (s)	1.0	3.0		1.0			2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Recall Mode	Max	None		Max			Max	None		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	11.0	11.0						11.0			11.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		20.0		28.0	70.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.47		0.08	0.13		0.10	0.14	
v/c Ratio		5.27dl		0.97	1.00		0.53	2.75		0.80	1.51	
Control Delay		858.2		85.0	42.6		80.5	817.6		98.8	277.4	
Queue Delay		7.0		79.3	40.3		0.0	7.9		102.1	0.0	
Total Delay		865.3		164.3	82.9		80.5	825.6		200.9	277.4	
LOS		F		F	F		F	F		F	F	
Approach Delay		865.3			105.7			782.2			266.5	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.84			
Intersection Signal Delay: 496.8		Intersection LOS: F	
Intersection Capacity Utilization 115.6%		ICU Level of Service H	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

! Phase conflict between lane groups.

Splits and Phases: 1: Upland Rd (Rt 1A)/Washington St (Rt 1A) & Clapboardtree St/Everett St



Lane Group	Ø8	Ø9	Ø10
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	23.5	22.5
Total Split (s)	59.0	23.5	22.5
Total Split (%)	39%	16%	15%
Maximum Green (s)	54.5	18.0	18.0
Yellow Time (s)	3.5	3.0	3.5
All-Red Time (s)	1.0	2.5	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	Max	None
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	743	303	779	73	1181	129	777
v/c Ratio	5.27dl	0.97	1.00	0.53	2.75	0.80	1.51
Control Delay	858.2	85.0	42.6	80.5	817.6	98.8	277.4
Queue Delay	7.0	79.3	40.3	0.0	7.9	102.1	0.0
Total Delay	865.3	164.3	82.9	80.5	825.6	200.9	277.4
Queue Length 50th (ft)	~657	316	611	70	~1036	126	~521
Queue Length 95th (ft)	#625	m161	m81	127	#1178	#181	#515
Internal Link Dist (ft)	310		63		349		377
Turn Bay Length (ft)							
Base Capacity (vph)	262	313	782	139	429	161	514
Starvation Cap Reductn	0	265	393	0	0	0	0
Spillback Cap Reductn	97	0	0	0	210	127	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	4.50	6.31	2.00	0.53	5.39	3.79	1.51

Intersection Summary

~ 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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	318	41	288	360	380	68	923	176	99	365	233
Future Volume (vph)	191	318	41	288	360	380	68	923	176	99	365	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	16	11	11	16	11	11	11	11	11	11
Total Lost time (s)		7.0		4.0	4.0		6.0	6.0		5.0	6.0	
Lane Util. Factor		0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.92		1.00	0.98		1.00	0.94	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3155		1678	1622		1745	3308		1616	3185	
Flt Permitted		0.60		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1939		1678	1622		1745	3308		1616	3185	
Peak-hour factor, PHF	0.74	0.74	0.74	0.95	0.95	0.95	0.93	0.93	0.93	0.77	0.77	0.77
Adj. Flow (vph)	258	430	55	303	379	400	73	992	189	129	474	303
RTOR Reduction (vph)	0	4	0	0	27	0	0	10	0	0	69	0
Lane Group Flow (vph)	0	739	0	303	752	0	73	1171	0	129	708	0
Heavy Vehicles (%)	6%	3%	0%	4%	3%	6%	0%	2%	8%	8%	2%	5%
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Actuated Green, G (s)		20.0		28.0	69.5		12.0	19.0		15.0	21.0	
Effective Green, g (s)		20.0		28.0	64.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.43		0.08	0.13		0.10	0.14	
Clearance Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Vehicle Extension (s)		3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		258		313	692		139	419		161	445	
v/s Ratio Prot				0.18	c0.46		0.04	c0.35		c0.08	0.22	
v/s Ratio Perm		c0.38										
v/c Ratio		5.27dl		0.97	1.09		0.53	2.79		0.80	1.59	
Uniform Delay, d1		65.0		60.6	43.0		66.3	65.5		66.0	64.5	
Progression Factor		1.00		1.29	1.37		1.00	1.00		1.00	1.00	
Incremental Delay, d2		849.0		9.5	41.8		13.5	813.8		32.9	276.6	
Delay (s)		914.0		87.5	100.8		79.7	879.3		99.0	341.1	
Level of Service		F		F	F		E	F		F	F	
Approach Delay (s)		914.0			97.1			832.7			306.7	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	528.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	115.6%	ICU Level of Service	H
Analysis Period (min)	15		

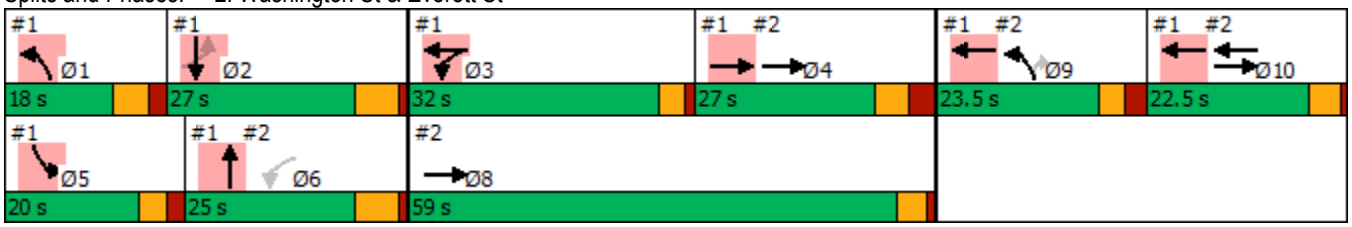
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Lane Configurations												
Traffic Volume (vph)	530	63	21	625	403	400						
Future Volume (vph)	530	63	21	625	403	400						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	16	16	12	12	10	10						
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00						
Frt	0.986					0.850						
Flt Protected				0.998	0.950							
Satd. Flow (prot)	2020	0	0	3501	1652	1507						
Flt Permitted				0.903	0.950							
Satd. Flow (perm)	2020	0	0	3168	1652	1507						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	5					298						
Link Speed (mph)	30			30	30							
Link Distance (ft)	143			301	440							
Travel Time (s)	3.3			6.8	10.0							
Peak Hour Factor	0.83	0.83	0.91	0.91	0.94	0.94						
Heavy Vehicles (%)	5%	6%	0%	3%	2%	0%						
Adj. Flow (vph)	639	76	23	687	429	426						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	715	0	0	710	429	426						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Right	Left	Left	Left	Right						
Median Width(ft)	0			0	10							
Link Offset(ft)	0			0	0							
Crosswalk Width(ft)	16			16	16							
Two way Left Turn Lane												
Headway Factor	0.85	0.85	1.00	1.00	1.09	1.09						
Turning Speed (mph)		9	15		15	9						
Number of Detectors	2		1	2	1	1						
Detector Template	Thru		Left	Thru	Left	Right						
Leading Detector (ft)	100		20	100	20	20						
Trailing Detector (ft)	0		0	0	0	0						
Detector 1 Position(ft)	0		0	0	0	0						
Detector 1 Size(ft)	6		20	6	20	20						
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0						
Detector 2 Position(ft)	94			94								
Detector 2 Size(ft)	6			6								
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	NA		custom	NA	Prot	Perm						
Protected Phases	4 8 10			10	9		1	2	3	4	5	8
Permitted Phases			6			9						
Detector Phase	4 8 10		6	10	9	9						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Switch Phase												
Minimum Initial (s)			10.0	5.0	5.0	5.0	5.0	10.0	5.0	6.0	10.0	5.0
Minimum Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	22.5
Total Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	59.0
Total Split (%)			16.7%	15.0%	15.7%	15.7%	12%	18%	21%	18%	13%	39%
Maximum Green (s)			19.0	18.0	18.0	18.0	12.0	21.0	28.0	20.0	15.0	54.5
Yellow Time (s)			5.0	3.5	3.0	3.0	4.0	5.0	3.0	4.0	3.0	3.5
All-Red Time (s)			1.0	1.0	2.5	2.5	2.0	1.0	1.0	3.0	2.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0						
Total Lost Time (s)				4.5	5.5	5.5						
Lead/Lag			Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode			None	None	Max	Max	Max	Max	Max	None	Max	Max
Walk Time (s)			7.0	7.0	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0		11.0		11.0
Pedestrian Calls (#/hr)			0	0	0	0		0		0		0
Act Effct Green (s)	67.5			18.0	18.0	18.0						
Actuated g/C Ratio	0.45			0.12	0.12	0.12						
v/c Ratio	0.78			1.87	2.17	0.96						
Control Delay	27.6			434.5	570.3	53.4						
Queue Delay	61.8			9.0	6.5	0.0						
Total Delay	89.4			443.5	576.8	53.4						
LOS	F			F	F	D						
Approach Delay	89.4			443.5	316.0							
Approach LOS	F			F	F							

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.84			
Intersection Signal Delay: 284.7		Intersection LOS: F	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Washington St & Everett St



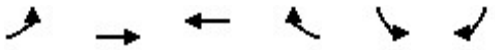
Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	715	710	429	426
v/c Ratio	0.78	1.87	2.17	0.96
Control Delay	27.6	434.5	570.3	53.4
Queue Delay	61.8	9.0	6.5	0.0
Total Delay	89.4	443.5	576.8	53.4
Queue Length 50th (ft)	317	~555	~669	139
Queue Length 95th (ft)	m151	#686	#886	#361
Internal Link Dist (ft)	63	221	360	
Turn Bay Length (ft)				
Base Capacity (vph)	911	380	198	443
Starvation Cap Reductn	690	0	0	0
Spillback Cap Reductn	0	190	61	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	3.24	3.74	3.13	0.96

Intersection Summary
~ 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.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	530	63	21	625	403	400
Future Volume (vph)	530	63	21	625	403	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	16	12	12	10	10
Total Lost time (s)	7.0			4.5	5.5	5.5
Lane Util. Factor	1.00			0.95	1.00	1.00
Frt	0.99			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	2019			3502	1652	1507
Flt Permitted	1.00			0.90	0.95	1.00
Satd. Flow (perm)	2019			3168	1652	1507
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.94	0.94
Adj. Flow (vph)	639	76	23	687	429	426
RTOR Reduction (vph)	3	0	0	0	0	262
Lane Group Flow (vph)	712	0	0	710	429	164
Heavy Vehicles (%)	5%	6%	0%	3%	2%	0%
Turn Type	NA		custom	NA	Prot	Perm
Protected Phases	4 8 10			10	9	
Permitted Phases			6			9
Actuated Green, G (s)	72.5			18.0	18.0	18.0
Effective Green, g (s)	72.5			18.0	18.0	18.0
Actuated g/C Ratio	0.48			0.12	0.12	0.12
Clearance Time (s)				4.5	5.5	5.5
Vehicle Extension (s)				3.0	3.0	3.0
Lane Grp Cap (vph)	975			380	198	180
v/s Ratio Prot	c0.35				c0.26	
v/s Ratio Perm				c0.22		0.11
v/c Ratio	0.73			1.87	2.17	0.91
Uniform Delay, d1	31.0			66.0	66.0	65.2
Progression Factor	1.26			1.00	1.00	1.00
Incremental Delay, d2	0.3			400.7	541.4	46.8
Delay (s)	39.1			466.7	607.4	112.0
Level of Service	D			F	F	F
Approach Delay (s)	39.1			466.7	360.6	
Approach LOS	D			F	F	

Intersection Summary			
HCM 2000 Control Delay	292.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	924	637	19	29	9
Future Volume (vph)	6	924	637	19	29	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.996			0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3389	3343	0	2046	1830
Flt Permitted					0.950	
Satd. Flow (perm)	0	3389	3343	0	2046	1830
Link Speed (mph)		30	30		30	
Link Distance (ft)		301	148		173	
Travel Time (s)		6.8	3.4		3.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	0%	3%	4%	3%	0%	0%
Adj. Flow (vph)	7	1027	708	21	58	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1034	729	0	58	18
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.85	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	924	637	19	29	9
Future Vol, veh/h	6	924	637	19	29	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	50	50
Heavy Vehicles, %	0	3	4	3	0	0
Mvmt Flow	7	1027	708	21	58	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	729	0	-	0	1247	365
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	528	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	884	-	-	-	168	638
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	562	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	884	-	-	-	165	638
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	562	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	31.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	884	-	-	-	165	638
HCM Lane V/C Ratio	0.008	-	-	-	0.352	0.028
HCM Control Delay (s)	9.1	0.1	-	-	38.2	10.8
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	1.5	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	953	0	3	655	1	7
Future Volume (vph)	953	0	3	655	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	15	15
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.884	
Flt Protected					0.993	
Satd. Flow (prot)	3388	0	0	3356	1835	0
Flt Permitted					0.993	
Satd. Flow (perm)	3388	0	0	3356	1835	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	148			138	139	
Travel Time (s)	3.4			3.1	3.2	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.58	0.58
Heavy Vehicles (%)	3%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1059	0	3	720	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1059	0	0	723	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

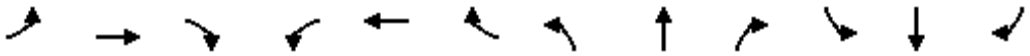
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	953	0	3	655	1	7
Future Vol, veh/h	953	0	3	655	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	91	91	58	58
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	1059	0	3	720	2	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1059	0	1425	530
Stage 1	-	-	-	-	1059	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	665	-	129	499
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	665	-	128	499
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	366	-	-	665	-
HCM Lane V/C Ratio	0.038	-	-	0.005	-
HCM Control Delay (s)	15.2	-	-	10.4	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	960	0	0	654	4	0	0	0	14	0	4
Future Volume (vph)	0	960	0	0	654	4	0	0	0	14	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.970	
Flt Protected											0.963	
Satd. Flow (prot)	0	3388	0	0	3353	0	0	1647	0	0	1716	0
Flt Permitted											0.963	
Satd. Flow (perm)	0	3388	0	0	3353	0	0	1647	0	0	1716	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			1622			133			163	
Travel Time (s)		3.1			36.9			3.0			3.7	
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	0%	3%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1055	0	0	735	4	0	0	0	56	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1055	0	0	739	0	0	0	0	0	72	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.20	1.20	1.20	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

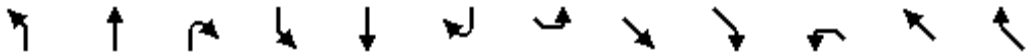
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	960	0	0	654	4	0	0	0	14	0	4
Future Vol, veh/h	0	960	0	0	654	4	0	0	0	14	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	89	89	89	25	25	25	25	25	25
Heavy Vehicles, %	0	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	1055	0	0	735	4	0	0	0	56	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	739	0	0	1055	0	0	1423	1794	528	1265	1792	370
Stage 1	-	-	-	-	-	-	1055	1055	-	737	737	-
Stage 2	-	-	-	-	-	-	368	739	-	528	1055	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	876	-	-	668	-	-	98	81	500	128	82	633
Stage 1	-	-	-	-	-	-	245	305	-	381	428	-
Stage 2	-	-	-	-	-	-	630	427	-	507	305	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	876	-	-	668	-	-	96	81	500	128	82	633
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	81	-	128	82	-
Stage 1	-	-	-	-	-	-	245	305	-	381	428	-
Stage 2	-	-	-	-	-	-	614	427	-	507	305	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	46.5
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	876	-	-	668	-	-	156
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.462
HCM Control Delay (s)	0	0	-	-	0	-	-	46.5
HCM Lane LOS	A	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	2.1

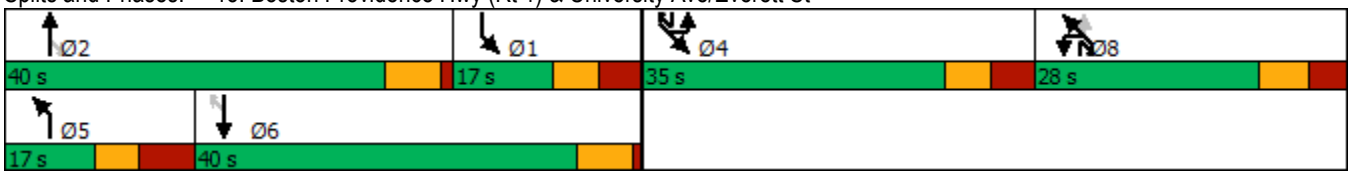


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	114	1275	259	177	1017	372	460	355	90	151	184	388
Future Volume (vph)	114	1275	259	177	1017	372	460	355	90	151	184	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	10	10	10	11	11	11
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.91	0.91	0.95	0.91	0.91	1.00
Frt			0.850			0.850		0.978				0.850
Flt Protected	0.950			0.950			0.950	0.987		0.950	0.991	
Satd. Flow (prot)	3351	4988	1568	3213	5036	1568	1460	3039	0	1498	3101	1432
Flt Permitted	0.950			0.950			0.950	0.987		0.950	0.991	
Satd. Flow (perm)	3351	4988	1568	3213	5036	1568	1460	3039	0	1498	3101	1432
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			118			170		14				255
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		472			512			1622			368	
Travel Time (s)		6.4			7.0			36.9			8.4	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94	0.85	0.85	0.85
Heavy Vehicles (%)	1%	4%	3%	9%	3%	3%	5%	1%	4%	6%	7%	9%
Adj. Flow (vph)	121	1356	276	186	1071	392	489	378	96	178	216	456
Shared Lane Traffic (%)							35%			28%		
Lane Group Flow (vph)	121	1356	276	186	1071	392	318	645	0	128	266	456
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	Perm
Protected Phases	5	2	8	1	6	4	4	4		8	8	
Permitted Phases			2			6						8
Detector Phase	5	2	8	1	6	4	4	4		8	8	8

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Switch Phase												
Minimum Initial (s)	5.0	10.0	6.0	6.0	10.0	6.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	14.0	25.0	23.0	17.0	25.0	26.0	26.0	26.0		23.0	23.0	23.0
Total Split (s)	17.0	40.0	28.0	17.0	40.0	35.0	35.0	35.0		28.0	28.0	28.0
Total Split (%)	14.2%	33.3%	23.3%	14.2%	33.3%	29.2%	29.2%	29.2%		23.3%	23.3%	23.3%
Maximum Green (s)	8.0	34.0	20.0	9.0	34.0	27.0	27.0	27.0		20.0	20.0	20.0
Yellow Time (s)	4.0	5.0	4.5	4.0	5.0	4.0	4.0	4.0		4.5	4.5	4.5
All-Red Time (s)	5.0	1.0	3.5	4.0	1.0	4.0	4.0	4.0		3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	8.0	8.0	6.0	8.0	8.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	0
Act Effct Green (s)	7.8	34.0	60.0	9.0	34.2	67.2	27.0	27.0		20.0	20.0	20.0
Actuated g/C Ratio	0.06	0.28	0.50	0.08	0.28	0.56	0.22	0.22		0.17	0.17	0.17
v/c Ratio	0.56	0.96	0.33	0.78	0.75	0.41	0.97	0.93		0.51	0.52	1.01
Control Delay	64.6	58.6	11.0	76.2	42.9	9.5	89.3	65.6		53.8	49.6	67.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	64.6	58.6	11.0	76.2	42.9	9.5	89.3	65.6		53.8	49.6	67.6
LOS	E	E	B	E	D	A	F	E		D	D	E
Approach Delay		51.5			38.7			73.4			59.9	
Approach LOS		D			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 52.9		Intersection LOS: D	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 15: Boston Providence Hwy (Rt 1) & University Ave/Everett St

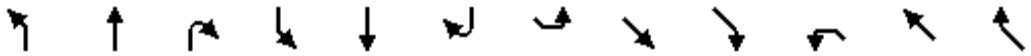


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	NWL	NWT	NWR
Lane Group Flow (vph)	121	1356	276	186	1071	392	318	645	128	266	456
v/c Ratio	0.56	0.96	0.33	0.78	0.75	0.41	0.97	0.93	0.51	0.52	1.01
Control Delay	64.6	58.6	11.0	76.2	42.9	9.5	89.3	65.6	53.8	49.6	67.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	58.6	11.0	76.2	42.9	9.5	89.3	65.6	53.8	49.6	67.6
Queue Length 50th (ft)	47	379	66	74	276	87	270	265	100	104	~183
Queue Length 95th (ft)	79	#479	125	#130	330	156	#472	#385	161	141	#350
Internal Link Dist (ft)		392			432			1542		288	
Turn Bay Length (ft)											
Base Capacity (vph)	223	1413	843	240	1434	952	328	694	249	516	451
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.96	0.33	0.78	0.75	0.41	0.97	0.93	0.51	0.52	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

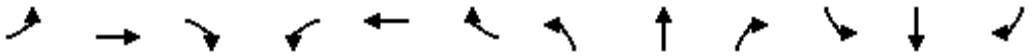
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	114	1275	259	177	1017	372	460	355	90	151	184	388
Future Volume (vph)	114	1275	259	177	1017	372	460	355	90	151	184	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	10	10	11	11	11
Total Lost time (s)	9.0	6.0	8.0	8.0	6.0	8.0	8.0	8.0		8.0	8.0	8.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.91	0.91		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.99	1.00
Satd. Flow (prot)	3351	4988	1568	3213	5036	1568	1460	3038		1498	3100	1432
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.99	1.00
Satd. Flow (perm)	3351	4988	1568	3213	5036	1568	1460	3038		1498	3100	1432
Peak-hour factor, PHF	0.94	0.94	0.94	0.95	0.95	0.95	0.94	0.94	0.94	0.85	0.85	0.85
Adj. Flow (vph)	121	1356	276	186	1071	392	489	378	96	178	216	456
RTOR Reduction (vph)	0	0	65	0	0	83	0	11	0	0	0	213
Lane Group Flow (vph)	121	1356	211	186	1071	309	318	634	0	128	266	244
Heavy Vehicles (%)	1%	4%	3%	9%	3%	3%	5%	1%	4%	6%	7%	9%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	Perm
Protected Phases	5	2	8	1	6	4	4	4		8	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	7.8	34.0	54.0	9.0	34.2	61.2	27.0	27.0		20.0	20.0	20.0
Effective Green, g (s)	7.8	34.0	54.0	9.0	34.2	61.2	27.0	27.0		20.0	20.0	20.0
Actuated g/C Ratio	0.06	0.28	0.45	0.08	0.29	0.51	0.22	0.22		0.17	0.17	0.17
Clearance Time (s)	9.0	6.0	8.0	8.0	6.0	8.0	8.0	8.0		8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	217	1413	810	240	1435	799	328	683		249	516	238
v/s Ratio Prot	0.04	c0.27	0.04	0.06	c0.21	0.09	c0.22	0.21		0.09	0.09	
v/s Ratio Perm			0.09			0.11						c0.17
v/c Ratio	0.56	0.96	0.26	0.78	0.75	0.39	0.97	0.93		0.51	0.52	1.02
Uniform Delay, d1	54.4	42.3	20.6	54.5	39.0	17.9	46.1	45.6		45.6	45.6	50.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.1	16.1	0.2	14.4	3.6	0.3	41.0	18.8		1.8	0.9	64.4
Delay (s)	57.5	58.4	20.7	68.9	42.5	18.3	87.1	64.4		47.4	46.5	114.4
Level of Service	E	E	C	E	D	B	F	E		D	D	F
Approach Delay (s)		52.4			39.7			71.9			83.1	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	57.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	216	27	208	257	321	15	708	109	217	857	143
Future Volume (vph)	92	216	27	208	257	321	15	708	109	217	857	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	16	11	11	16	11	11	11	11	11	11
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.988			0.917			0.980			0.978	
Flt Protected		0.986		0.950			0.950			0.950		
Satd. Flow (prot)	0	3232	0	1728	1668	0	1616	3411	0	1711	3370	0
Flt Permitted		0.573		0.950			0.950			0.950		
Satd. Flow (perm)	0	1878	0	1728	1668	0	1616	3411	0	1711	3370	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			56			9			10	
Link Speed (mph)		30			30			40			30	
Link Distance (ft)		390			143			429			457	
Travel Time (s)		8.9			3.3			7.3			10.4	
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	0%	1%	1%	1%	8%	0%	2%	2%	1%	3%
Adj. Flow (vph)	97	227	28	221	273	341	16	770	118	228	902	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	352	0	221	614	0	16	888	0	228	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	0.85	1.04	1.04	0.85	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Detector Phase	2	4		3	3 9 10		1	6		5	2	

Lane Group	Ø8	Ø9	Ø10
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	8	9	10
Permitted Phases			
Detector Phase			

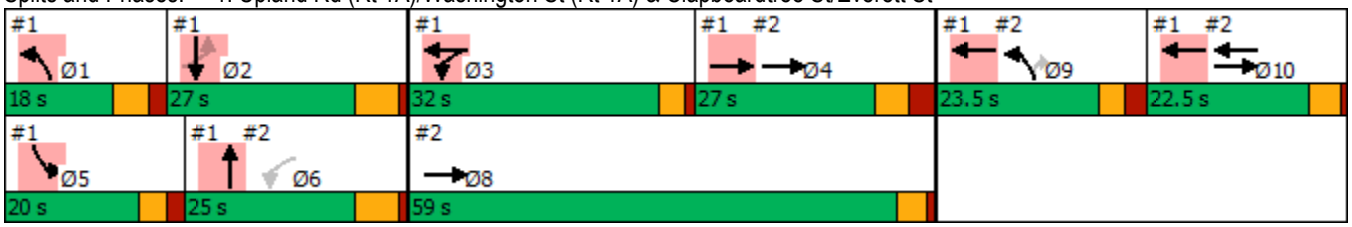
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	6.0		5.0			5.0	10.0		10.0	10.0	
Minimum Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (s)	27.0	27.0		32.0			18.0	25.0		20.0	27.0	
Total Split (%)	18.0%	18.0%		21.3%			12.0%	16.7%		13.3%	18.0%	
Maximum Green (s)	21.0	20.0		28.0			12.0	19.0		15.0	21.0	
Yellow Time (s)	5.0	4.0		3.0			4.0	5.0		3.0	5.0	
All-Red Time (s)	1.0	3.0		1.0			2.0	1.0		2.0	1.0	
Lost Time Adjust (s)		0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
Recall Mode	Max	None		Max			Max	None		Max	Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Dont Walk (s)	11.0	11.0						11.0			11.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)		20.0		28.0	70.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.47		0.08	0.13		0.10	0.14	
v/c Ratio		1.56dl		0.69	0.76		0.12	2.02		1.33	2.19	
Control Delay		241.2		71.5	38.8		66.6	498.9		233.1	572.0	
Queue Delay		0.2		96.9	54.9		0.0	7.6		44.8	0.0	
Total Delay		241.5		168.4	93.7		66.6	506.5		277.9	572.0	
LOS		F		F	F		E	F		F	F	
Approach Delay		241.5			113.5			498.7			519.6	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.26			
Intersection Signal Delay: 384.4		Intersection LOS: F	
Intersection Capacity Utilization 96.1%		ICU Level of Service F	
Analysis Period (min) 15			

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

! Phase conflict between lane groups.

Splits and Phases: 1: Upland Rd (Rt 1A)/Washington St (Rt 1A) & Clapboardtree St/Everett St



Lane Group	Ø8	Ø9	Ø10
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	23.5	22.5
Total Split (s)	59.0	23.5	22.5
Total Split (%)	39%	16%	15%
Maximum Green (s)	54.5	18.0	18.0
Yellow Time (s)	3.5	3.0	3.5
All-Red Time (s)	1.0	2.5	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	Max	None
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	352	221	614	16	888	228	1053
v/c Ratio	1.56dl	0.69	0.76	0.12	2.02	1.33	2.19
Control Delay	241.2	71.5	38.8	66.6	498.9	233.1	572.0
Queue Delay	0.2	96.9	54.9	0.0	7.6	44.8	0.0
Total Delay	241.5	168.4	93.7	66.6	506.5	277.9	572.0
Queue Length 50th (ft)	~238	231	343	15	~715	~289	~871
Queue Length 95th (ft)	#348	m136	m127	41	#852	#465	#1013
Internal Link Dist (ft)	310		63		349		377
Turn Bay Length (ft)							
Base Capacity (vph)	254	322	808	129	439	171	480
Starvation Cap Reductn	0	274	418	0	0	0	0
Spillback Cap Reductn	4	0	0	0	211	136	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.41	4.60	1.57	0.12	3.89	6.51	2.19

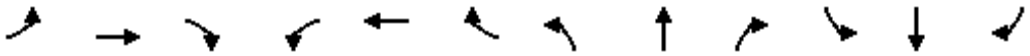
Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	216	27	208	257	321	15	708	109	217	857	143
Future Volume (vph)	92	216	27	208	257	321	15	708	109	217	857	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	16	11	11	16	11	11	11	11	11	11
Total Lost time (s)		7.0		4.0	4.0		6.0	6.0		5.0	6.0	
Lane Util. Factor		0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.92		1.00	0.98		1.00	0.98	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3233		1728	1667		1616	3411		1711	3371	
Flt Permitted		0.57		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1879		1728	1667		1616	3411		1711	3371	
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	97	227	28	221	273	341	16	770	118	228	902	151
RTOR Reduction (vph)	0	4	0	0	32	0	0	8	0	0	9	0
Lane Group Flow (vph)	0	348	0	221	582	0	16	880	0	228	1044	0
Heavy Vehicles (%)	1%	2%	0%	1%	1%	1%	8%	0%	2%	2%	1%	3%
Turn Type	custom	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 9 10		1	6!		5!	2!	
Permitted Phases	2!											
Actuated Green, G (s)		20.0		28.0	69.5		12.0	19.0		15.0	21.0	
Effective Green, g (s)		20.0		28.0	64.0		12.0	19.0		15.0	21.0	
Actuated g/C Ratio		0.13		0.19	0.43		0.08	0.13		0.10	0.14	
Clearance Time (s)		7.0		4.0			6.0	6.0		5.0	6.0	
Vehicle Extension (s)		3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		250		322	711		129	432		171	471	
v/s Ratio Prot				0.13	c0.35		0.01	0.26		c0.13	c0.31	
v/s Ratio Perm		c0.19										
v/c Ratio		1.56dl		0.69	0.82		0.12	2.04		1.33	2.22	
Uniform Delay, d1		65.0		56.9	37.9		64.1	65.5		67.5	64.5	
Progression Factor		1.00		1.22	2.18		1.00	1.00		1.00	1.00	
Incremental Delay, d2		198.5		1.1	0.7		2.0	474.9		184.3	554.7	
Delay (s)		263.5		70.6	83.1		66.1	540.4		251.8	619.2	
Level of Service		F		E	F		E	F		F	F	
Approach Delay (s)		263.5			79.8			532.0			553.8	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	400.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

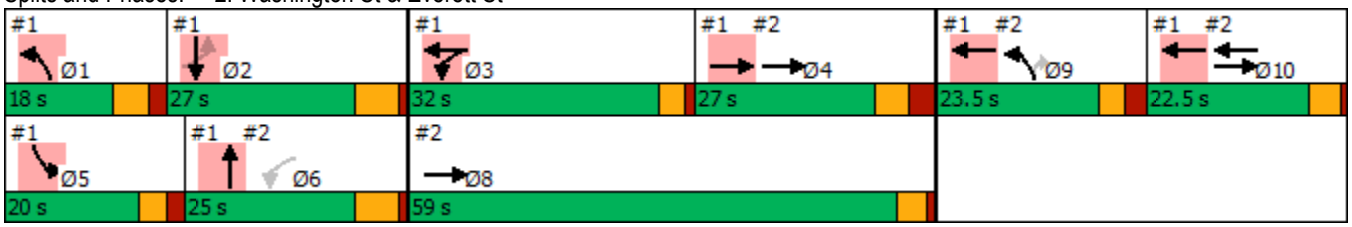
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Lane Configurations												
Traffic Volume (vph)	366	176	70	641	145	105						
Future Volume (vph)	366	176	70	641	145	105						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Width (ft)	16	16	12	12	10	10						
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00						
Frt	0.956					0.850						
Flt Protected				0.995	0.950							
Satd. Flow (prot)	2018	0	0	3560	1652	1478						
Flt Permitted				0.815	0.950							
Satd. Flow (perm)	2018	0	0	2916	1652	1478						
Right Turn on Red		Yes				Yes						
Satd. Flow (RTOR)	21					119						
Link Speed (mph)	30			30	30							
Link Distance (ft)	143			301	440							
Travel Time (s)	3.3			6.8	10.0							
Peak Hour Factor	0.91	0.91	0.90	0.90	0.88	0.88						
Heavy Vehicles (%)	2%	2%	0%	1%	2%	2%						
Adj. Flow (vph)	402	193	78	712	165	119						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	595	0	0	790	165	119						
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Right	Left	Left	Left	Right						
Median Width(ft)	0			0	10							
Link Offset(ft)	0			0	0							
Crosswalk Width(ft)	16			16	16							
Two way Left Turn Lane												
Headway Factor	0.85	0.85	1.00	1.00	1.09	1.09						
Turning Speed (mph)		9	15		15	9						
Number of Detectors	2		1	2	1	1						
Detector Template	Thru		Left	Thru	Left	Right						
Leading Detector (ft)	100		20	100	20	20						
Trailing Detector (ft)	0		0	0	0	0						
Detector 1 Position(ft)	0		0	0	0	0						
Detector 1 Size(ft)	6		20	6	20	20						
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0						
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0						
Detector 2 Position(ft)	94			94								
Detector 2 Size(ft)	6			6								
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	NA		custom	NA	Prot	Perm						
Protected Phases	4 8 10			10	9		1	2	3	4	5	8
Permitted Phases			6			9						
Detector Phase	4 8 10		6	10	9	9						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3	Ø4	Ø5	Ø8
Switch Phase												
Minimum Initial (s)			10.0	5.0	5.0	5.0	5.0	10.0	5.0	6.0	10.0	5.0
Minimum Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	22.5
Total Split (s)			25.0	22.5	23.5	23.5	18.0	27.0	32.0	27.0	20.0	59.0
Total Split (%)			16.7%	15.0%	15.7%	15.7%	12%	18%	21%	18%	13%	39%
Maximum Green (s)			19.0	18.0	18.0	18.0	12.0	21.0	28.0	20.0	15.0	54.5
Yellow Time (s)			5.0	3.5	3.0	3.0	4.0	5.0	3.0	4.0	3.0	3.5
All-Red Time (s)			1.0	1.0	2.5	2.5	2.0	1.0	1.0	3.0	2.0	1.0
Lost Time Adjust (s)				0.0	0.0	0.0						
Total Lost Time (s)				4.5	5.5	5.5						
Lead/Lag			Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode			None	None	Max	Max	Max	Max	Max	None	Max	Max
Walk Time (s)			7.0	7.0	7.0	7.0		7.0		7.0		7.0
Flash Dont Walk (s)			11.0	11.0	11.0	11.0		11.0		11.0		11.0
Pedestrian Calls (#/hr)			0	0	0	0		0		0		0
Act Effct Green (s)	67.5			18.0	18.0	18.0						
Actuated g/C Ratio	0.45			0.12	0.12	0.12						
v/c Ratio	0.65			2.26	0.83	0.42						
Control Delay	25.9			605.4	96.3	14.5						
Queue Delay	61.0			9.0	2.3	0.0						
Total Delay	86.9			614.4	98.5	14.5						
LOS	F			F	F	B						
Approach Delay	86.9			614.4	63.3							
Approach LOS	F			F	E							

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.26			
Intersection Signal Delay: 332.6		Intersection LOS: F	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Washington St & Everett St



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	595	790	165	119
v/c Ratio	0.65	2.26	0.83	0.42
Control Delay	25.9	605.4	96.3	14.5
Queue Delay	61.0	9.0	2.3	0.0
Total Delay	86.9	614.4	98.5	14.5
Queue Length 50th (ft)	365	~656	160	0
Queue Length 95th (ft)	m254	#790	#280	58
Internal Link Dist (ft)	63	221	360	
Turn Bay Length (ft)				
Base Capacity (vph)	919	349	198	282
Starvation Cap Reductn	667	0	0	0
Spillback Cap Reductn	0	170	6	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	2.36	4.41	0.86	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

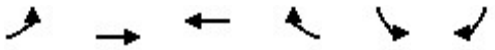
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	366	176	70	641	145	105
Future Volume (vph)	366	176	70	641	145	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	16	16	12	12	10	10
Total Lost time (s)	7.0			4.5	5.5	5.5
Lane Util. Factor	1.00			0.95	1.00	1.00
Frt	0.96			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	2019			3560	1652	1478
Flt Permitted	1.00			0.81	0.95	1.00
Satd. Flow (perm)	2019			2916	1652	1478
Peak-hour factor, PHF	0.91	0.91	0.90	0.90	0.88	0.88
Adj. Flow (vph)	402	193	78	712	165	119
RTOR Reduction (vph)	11	0	0	0	0	105
Lane Group Flow (vph)	584	0	0	790	165	14
Heavy Vehicles (%)	2%	2%	0%	1%	2%	2%
Turn Type	NA		custom	NA	Prot	Perm
Protected Phases	4 8 10			10	9	
Permitted Phases			6			9
Actuated Green, G (s)	72.5			18.0	18.0	18.0
Effective Green, g (s)	72.5			18.0	18.0	18.0
Actuated g/C Ratio	0.48			0.12	0.12	0.12
Clearance Time (s)				4.5	5.5	5.5
Vehicle Extension (s)				3.0	3.0	3.0
Lane Grp Cap (vph)	975			349	198	177
v/s Ratio Prot	c0.29				c0.10	
v/s Ratio Perm				c0.27		0.01
v/c Ratio	0.60			2.26	0.83	0.08
Uniform Delay, d1	28.2			66.0	64.5	58.6
Progression Factor	1.49			1.00	1.00	1.00
Incremental Delay, d2	0.1			577.7	31.9	0.9
Delay (s)	42.1			643.7	96.4	59.5
Level of Service	D			F	F	E
Approach Delay (s)	42.1			643.7	81.0	
Approach LOS	D			F	F	

Intersection Summary			
HCM 2000 Control Delay	333.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	456	699	44	38	12
Future Volume (vph)	15	456	699	44	38	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	16	16
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.991			0.850
Flt Protected		0.998			0.950	
Satd. Flow (prot)	0	3417	3458	0	2046	1830
Flt Permitted		0.998			0.950	
Satd. Flow (perm)	0	3417	3458	0	2046	1830
Link Speed (mph)		30	30		30	
Link Distance (ft)		301	148		173	
Travel Time (s)		6.8	3.4		3.9	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.25	0.25
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	16	480	760	48	152	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	496	808	0	152	48
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.85	0.85
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	456	699	44	38	12
Future Vol, veh/h	15	456	699	44	38	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	92	92	25	25
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	16	480	760	48	152	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	808	0	-	0	1056	404
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	826	-	-	-	224	602
Stage 1	-	-	-	-	416	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	826	-	-	-	218	602
Mov Cap-2 Maneuver	-	-	-	-	218	-
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	42.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	826	-	-	-	218	602
HCM Lane V/C Ratio	0.019	-	-	-	0.697	0.08
HCM Control Delay (s)	9.4	0.1	-	-	52.5	11.5
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	4.5	0.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	491	3	3	740	3	3
Future Volume (vph)	491	3	3	740	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	15	15
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.932	
Flt Protected					0.976	
Satd. Flow (prot)	3418	0	0	3490	1901	0
Flt Permitted					0.976	
Satd. Flow (perm)	3418	0	0	3490	1901	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	148			138	139	
Travel Time (s)	3.4			3.1	3.2	
Peak Hour Factor	0.93	0.93	0.95	0.95	0.50	0.50
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	528	3	3	779	6	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	531	0	0	782	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	0.88	0.88
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.5%		ICU Level of Service A	
Analysis Period (min) 15			

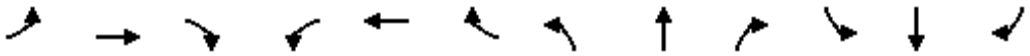
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	491	3	3	740	3	3
Future Vol, veh/h	491	3	3	740	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	95	95	50	50
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	528	3	3	779	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	531	0	926	266
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1047	-	271	738
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1047	-	270	738
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	395	-	-	1047	-
HCM Lane V/C Ratio	0.03	-	-	0.003	-
HCM Control Delay (s)	14.4	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	489	1	0	741	11	0	0	0	7	0	2
Future Volume (vph)	4	489	1	0	741	11	0	0	0	7	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	8	8	8	11	11	11
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998						0.970	
Flt Protected											0.963	
Satd. Flow (prot)	0	3422	0	0	3449	0	0	1647	0	0	1716	0
Flt Permitted											0.963	
Satd. Flow (perm)	0	3422	0	0	3449	0	0	1647	0	0	1716	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		138			1622			133			163	
Travel Time (s)		3.1			36.9			3.0			3.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	4	526	1	0	797	12	0	0	0	28	0	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	531	0	0	809	0	0	0	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.20	1.20	1.20	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			

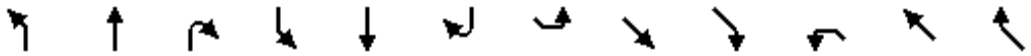
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	489	1	0	741	11	0	0	0	7	0	2
Future Vol, veh/h	4	489	1	0	741	11	0	0	0	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	25	25	25	25	25	25
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	4	526	1	0	797	12	0	0	0	28	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	809	0	0	527	0	0	934	1344	264	1074	1338	405
Stage 1	-	-	-	-	-	-	535	535	-	803	803	-
Stage 2	-	-	-	-	-	-	399	809	-	271	535	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	825	-	-	1050	-	-	224	153	741	177	154	601
Stage 1	-	-	-	-	-	-	502	527	-	348	399	-
Stage 2	-	-	-	-	-	-	604	396	-	717	527	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	825	-	-	1050	-	-	220	152	741	176	153	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	152	-	176	153	-
Stage 1	-	-	-	-	-	-	498	523	-	346	399	-
Stage 2	-	-	-	-	-	-	596	396	-	712	523	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	25.8
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	825	-	-	1050	-	-	209
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.172
HCM Control Delay (s)	0	9.4	0	-	0	-	-	25.8
HCM Lane LOS	A	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.6

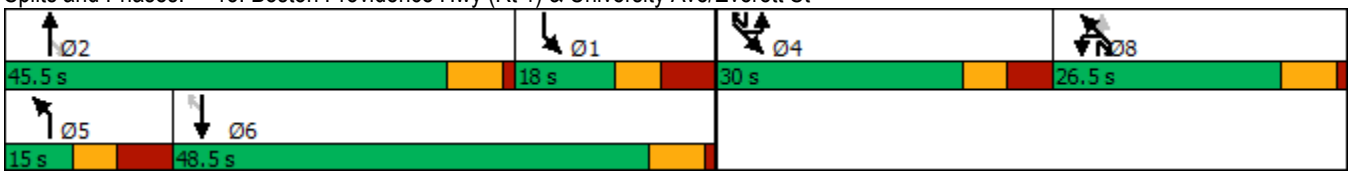


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	147	1273	213	176	1798	186	276	210	107	361	263	228
Future Volume (vph)	147	1273	213	176	1798	186	276	210	107	361	263	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	10	10	10	11	11	11
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.91	0.91	0.95	0.91	0.91	1.00
Frt			0.850			0.850		0.959				0.850
Flt Protected	0.950			0.950			0.950	0.990		0.950	0.982	
Satd. Flow (prot)	3286	5136	1553	3273	5136	1615	1488	2975	0	1557	3258	1516
Flt Permitted	0.950			0.950			0.950	0.990		0.950	0.982	
Satd. Flow (perm)	3286	5136	1553	3273	5136	1615	1488	2975	0	1557	3258	1516
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165			109		36				264
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		472			512			1622			368	
Travel Time (s)		6.4			7.0			36.9			8.4	
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Heavy Vehicles (%)	3%	1%	4%	7%	1%	0%	3%	4%	1%	2%	0%	3%
Adj. Flow (vph)	156	1354	227	189	1933	200	297	226	115	420	306	265
Shared Lane Traffic (%)							28%			44%		
Lane Group Flow (vph)	156	1354	227	189	1933	200	214	424	0	235	491	265
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	Perm
Protected Phases	5	2	8	1	6	4	4	4		8	8	
Permitted Phases			2			6						8
Detector Phase	5	2	8	1	6	4	4	4		8	8	8

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Switch Phase												
Minimum Initial (s)	4.0	10.0	6.0	6.0	10.0	6.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	13.0	25.0	26.5	15.0	25.0	30.0	30.0	30.0		26.5	26.5	26.5
Total Split (s)	15.0	45.5	26.5	18.0	48.5	30.0	30.0	30.0		26.5	26.5	26.5
Total Split (%)	12.5%	37.9%	22.1%	15.0%	40.4%	25.0%	25.0%	25.0%		22.1%	22.1%	22.1%
Maximum Green (s)	6.0	39.5	20.5	9.0	42.5	22.0	22.0	22.0		20.5	20.5	20.5
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	4.0	4.0	4.0		5.0	5.0	5.0
All-Red Time (s)	5.0	1.0	1.0	5.0	1.0	4.0	4.0	4.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	9.0	6.0	6.0	9.0	6.0	8.0	8.0	8.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max	None	None	Max	None	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	0
Act Effct Green (s)	6.0	39.5	65.8	9.0	42.5	69.1	20.6	20.6		20.3	20.3	20.3
Actuated g/C Ratio	0.05	0.33	0.56	0.08	0.36	0.58	0.17	0.17		0.17	0.17	0.17
v/c Ratio	0.94	0.79	0.24	0.76	1.05	0.20	0.83	0.78		0.88	0.88	0.55
Control Delay	112.0	40.0	4.8	74.0	72.3	5.7	73.5	53.3		80.6	66.2	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	112.0	40.0	4.8	74.0	72.3	5.7	73.5	53.3		80.6	66.2	10.1
LOS	F	D	A	E	E	A	E	D		F	E	B
Approach Delay		41.9			66.7			60.1			54.6	
Approach LOS		D			E			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 118.4			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 56.3		Intersection LOS: E	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 15: Boston Providence Hwy (Rt 1) & University Ave/Everett St

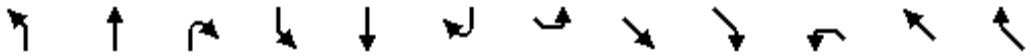


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	NWL	NWT	NWR
Lane Group Flow (vph)	156	1354	227	189	1933	200	214	424	235	491	265
v/c Ratio	0.94	0.79	0.24	0.76	1.05	0.20	0.83	0.78	0.88	0.88	0.55
Control Delay	112.0	40.0	4.8	74.0	72.3	5.7	73.5	53.3	80.6	66.2	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.0	40.0	4.8	74.0	72.3	5.7	73.5	53.3	80.6	66.2	10.1
Queue Length 50th (ft)	63	348	22	75	~604	29	175	158	197	206	1
Queue Length 95th (ft)	#132	408	60	#132	#700	63	#308	219	#332	#279	62
Internal Link Dist (ft)		392			432			1542		288	
Turn Bay Length (ft)											
Base Capacity (vph)	166	1713	924	248	1844	1005	276	582	269	564	480
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.79	0.25	0.76	1.05	0.20	0.78	0.73	0.87	0.87	0.55

Intersection Summary

~ 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.



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	147	1273	213	176	1798	186	276	210	107	361	263	228
Future Volume (vph)	147	1273	213	176	1798	186	276	210	107	361	263	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	10	10	11	11	11
Total Lost time (s)	9.0	6.0	6.0	9.0	6.0	8.0	8.0	8.0		6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.91	0.91		0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.98	1.00
Satd. Flow (prot)	3286	5136	1553	3273	5136	1615	1488	2977		1557	3256	1516
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.98	1.00
Satd. Flow (perm)	3286	5136	1553	3273	5136	1615	1488	2977		1557	3256	1516
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Adj. Flow (vph)	156	1354	227	189	1933	200	297	226	115	420	306	265
RTOR Reduction (vph)	0	0	82	0	0	51	0	30	0	0	0	219
Lane Group Flow (vph)	156	1354	145	189	1933	149	214	394	0	235	491	46
Heavy Vehicles (%)	3%	1%	4%	7%	1%	0%	3%	4%	1%	2%	0%	3%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA		Split	NA	Perm
Protected Phases	5	2	8	1	6	4	4	4		8	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	6.0	39.5	59.8	9.0	42.5	63.1	20.6	20.6		20.3	20.3	20.3
Effective Green, g (s)	6.0	39.5	59.8	9.0	42.5	63.1	20.6	20.6		20.3	20.3	20.3
Actuated g/C Ratio	0.05	0.33	0.51	0.08	0.36	0.53	0.17	0.17		0.17	0.17	0.17
Clearance Time (s)	9.0	6.0	6.0	9.0	6.0	8.0	8.0	8.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	166	1713	863	248	1843	860	258	517		266	558	259
v/s Ratio Prot	0.05	c0.26	0.03	0.06	c0.38	0.03	c0.14	0.13		c0.15	0.15	
v/s Ratio Perm			0.06			0.06						0.03
v/c Ratio	0.94	0.79	0.17	0.76	1.05	0.17	0.83	0.76		0.88	0.88	0.18
Uniform Delay, d1	56.0	35.7	15.8	53.6	38.0	14.2	47.2	46.6		47.9	47.9	41.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	51.7	3.8	0.1	12.9	35.1	0.1	19.3	6.6		27.3	14.7	0.3
Delay (s)	107.7	39.5	15.9	66.6	73.1	14.3	66.5	53.1		75.2	62.6	42.3
Level of Service	F	D	B	E	E	B	E	D		E	E	D
Approach Delay (s)		42.6			67.5			57.6			60.1	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	57.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	118.4	Sum of lost time (s)	29.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Sight Distance Calculations

Proposed Mixed-Use, Westwood, MA

Inputs

Posted Speed Limit = 30 mph EB and 30 mph WB

Direction 1 =	Everwtt St EB	85% Speed =	42	mph	Grade =	0	t=	2.5 s	a=	11.2 ft/s^2
Direction 2 =	Everett St WB	85% Speed =	42	mph	Grade =	0	t=	2.5 s	a=	11.2 ft/s^2

Left: t_g = 7.5 s

Right: t_g = 6.5 s

SSD = Reaction Distance + Braking Distance

Reaction Distance = 1.47 x V x t

Braking Distance = $V^2/(30 \times ((a/32.2) + G))$

ISD = 1.47 x V x t_g

Where t = reaction time (sec)

t_g = time gap for minor road vehicle to enter the major road

V= travel speed (mph)

G= roadway grade

a= deceleration rate (ft/s^2)

Calculations

	Reaction Distance (ft)	Brake Distance (ft)	SSD (ft)
Everwtt St EB	154.4	169.1	323
Everett St WB	154.4	169.1	323

For 42 mph:

Left Turn ISD = 463 ft

Right Turn ISD = 401 ft

For 42 mph:

Left Turn ISD = 463 ft

Right Turn ISD = 401 ft

Source: AASHTO Geometric Design of Highways and Streets, 7th Ed.; FHWA; Washington, D.C.; 2018.