
Traffic Impact and Access Study

***Proposed Recreational Marijuana Facility
22-24 Main Street
Maynard, Massachusetts***

Prepared for
Green Star Herbals

March 2019

Prepared by



GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers

Traffic Impact & Access Study

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1.0 INTRODUCTION AND EXECUTIVE SUMMARY

This report evaluates the potential traffic impacts with the proposed 3,900 S.F. recreational marijuana facility located at 22-24 Main Street, Maynard, Massachusetts. Access to the proposed facility will be provided through an existing driveway on Main Street. Figure 1 shows the proposed site location in the context of the surrounding roadways.

The report analyzes traffic volumes, facility parking generation, crash records, and site access. Intersection capacity analyses were completed at the study intersections for the existing, future No-Build, and future Build conditions. The available stopping sight distance (SSD) and intersection sight distance (ISD) conditions were also evaluated for the proposed site driveways. The Massachusetts Department of Transportation (MassDOT) and the Institute of Transportation Engineers (ITE) guidelines were used to conduct the traffic impact and access study.

FUTURE CONDITIONS

For this study, the future year 2026 was chosen based on current MassDOT analysis guidelines. The evaluation of future conditions involves comparing No-Build and Build conditions. The proposed use will generate approximately 136 and 128 net new vehicle trips during the weekday PM and Saturday mid-day peak hours, respectively. The trips were distributed across the study area network based on existing traffic patterns.

CONCLUSIONS AND RECOMMENDATIONS

The roadways within the study area are able to accommodate the additional traffic associated with the proposed development project.

The analyses indicated the following:

- The proposed project results in minimal changes in level of service and vehicles delays for all the five (5) study intersections compared to 2026 Future No-Build and Build conditions
- The analysis predicts that traffic will be able to utilize the proposed site driveway with a high level of service (LOS B) during the weekday PM and Saturday mid-day peak hour, and with minimal delays and queues.
- Under No-Build and Build conditions, the signalized intersection of Main Street/Acton Street with Waltham Street/Summer Street operates at LOS 'E' during both weekday PM and Saturday mid-day peak hours, primarily due to the LOS 'F' on the Acton Street southbound approach which occurs under No-Build and Build conditions during both peak hours.
- All the other approaches at the three (3) unsignalized study intersections operate at LOS 'D' or better in Future Build conditions.
- Sufficient sight distance with respect to the site drive locations is expected to be available with following the site drive construction.

While the analyses show that the proposed recreational marijuana facility can be accommodated on the study area network, several recommendations have been made to enhance the transportation system.

The proposed actions are as follows:

- Provide appropriate pavement markings and associated STOP bars marked at the site access driveway approach to Main Street (Route 62). A STOP sign (R1-1) should also be installed on the site driveway approach to Main Street (Route 62).
- All STOP signs to be installed shall be consistent with current Manual on Uniform Traffic Control Devices (MUTCD) standards and guidelines.
- Parking should be prohibited for approximately 50' west of the driveway to enhance sight distances at the driveway.



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Figure 1
Project Location
Proposed Recreational Marijuana Development
Traffic Impact and Access Study
Maynard, MA

2.0 EXISTING TRAFFIC CONDITIONS

The following section describe the existing transportation system in terms of physical and operational characteristics. The selection of the study area took into account the location, type of project, and focused on the roadways and intersections that are anticipated to be most impacted by the development of the proposed recreational marijuana facility.

2.1 Existing Roadway Network

The study focused on the roadway network in the vicinity of the proposed project with an emphasis on the following four (4) intersections:

- Acton Street (Route 27) / Waltham Street/ Main Street (Route 62)/ Summer Street
- Nason Street / Main Street (Route 62)
- Main Street (Route 62) / Walnut Street
- Summer Street / Nason Street (Route 62)

As part of this study, a field reconnaissance was conducted on February 26, 2019 to verify the physical and geometric layout of the study intersections and roadways and to observe traffic operations in the study area. A description of the study roadways serving the project site is as follows:

Main Street (Route 62)

Main Street is functionally classified as an urban principal arterial roadway and is owned and maintained by the Town of Maynard. Main Street is generally oriented in the east and west directions.

In the vicinity of the proposed project, between Waltham Street/Summer Street and River Street, Main Street serves as a single lane, one-way roadway carrying eastbound vehicles. The total width of the roadway is approximately 38 feet. The travel lane of Main Street is approximately 22 feet wide with approximately (8) eight feet on-street metered parking on the north side of the roadway and unstriped unmetered parking on the southside.



Main Street (Route 62), looking southwest from its intersection with Route 62 and Route 27

Between Nason Street and River Street, Main Street narrows down to a 20-foot-wide lane, with metered on-street parking on both the sides of the roadway.

To the west of Nason street, Main street operates as a two-lane, two-way roadway. There are cement concrete sidewalks with granite curbs on both the sides of the roadway. There are no pavement markings other than on-street parking in the vicinity of the project. Land uses along Main Street consists primarily of commercial buildings. The posted speed limit at this portion of Main Street is 25 mph.

Nason Street (Route 62)

The segment of Nason Street in the study area is approximately 670 feet long and runs in the southwest direction between Summer Street and Main Street. Nason street is a one-way, single-lane roadway with a travel lane that is approximately 14 feet wide, and approximately (8) eight-foot--wide metered on-street parking on both the sides of the roadway. A granite curb separates the roadway from concrete sidewalk on both the sides of the roadway. Nason Street is owned and maintained by the Town of Maynard and it is functionally classified as an urban collector. There is no posted speed limit in Nason Street. Land use along Nason Street consists primarily of commercial buildings.



Nason Street, looking south from its intersection with Summer Street

Summer Street

Summer Street is functionally classified as an urban collector and it is owned and maintained by the Town of Maynard.

Summer Street typically runs in the southeast and northwest directions connecting with Route 27 and Route 62 to the east and continuing as Pompositticut Street to the west. In the vicinity of the proposed project, between Main Street and Nason Street, Summer Street typically provides one travel lane in each direction with a double yellow centerline separating the opposing traffic. On-Street metered parking is provided on the north side of the roadway. A granite curb separates cement concrete sidewalk on both the sides of the roadway.



Summer Street, looking east from its intersection with Nason Street

There is no posted speed limit at this portion of the roadway. The land uses along Summer Street consists primarily of commercial and residential buildings.

Waltham Street

Waltham Street is functionally classified as an urban principal arterial between Main Street to the north and Parker Street to the south for approximately 400 feet. This section of Waltham Street typically provides one 20-foot-wide lane in each direction separated by a double yellow center line. A solid white line separates the shoulder from the travel way on both the sides of Waltham Street. A granite curb separates the roadway from the cement concrete sidewalk on both sides of the roadway.

Waltham Street typically follows the southeast and northwest directions, connecting with Route 117 to the east and Route 62 / Route 27 to the west. Approximately 100 feet east of Main Street / Waltham

Street intersection, Waltham street runs above a cement concrete simple span bridge for approximately 130 feet. This portion of Waltham Street is owned and maintained by MassDOT and the remaining roadway is owned and maintained by the Town of Maynard.

To the south of the Waltham Street/Parker Street/Powder Mill Road intersection, Waltham street is functionally classified as a minor arterial until Route 117. This section of Waltham Street typically provides one 16-foot-wide lane in each direction separated by a double yellow center line. A granite curb separates the roadway from the asphalt sidewalk on both sides of the roadway. Land use along Waltham Street consist primarily of commercial and residential buildings. In the vicinity of the proposed project the posted speed limit on Waltham Street is 25 mph.



*Waltham Street, looking east at its intersection with
Route 27 and Route 62*

River Street

River Street is functionally classified as a local roadway and it is owned and maintained by the Town of Maynard. River Street connects to Walnut street in the west, and Main Street to the north. River Street is approximately 12 feet wide with one travel lane allowing vehicles to enter from Main street and exit through Walnut Street. There are no visible pavement markings or a posted speed limit sign on River Street. A granite curb and asphalt sidewalk run along River Street from its intersection with Main Street on the west side of the roadway for approximately 75 feet.



*River Street, looking south from its intersection
with Main Street*

Walnut Street

Walnut Street begins approximately 1040 feet west of the proposed Jones Marijuana Recreational facility drive-way. Walnut Street runs in the northwest and southeast directions for approximately 1650 feet. Walnut Street serves as a link between Parker Street (Route 27) and Main Street (Route 62). Walnut Street is owned and maintained by the Town of Maynard and is functionally classified as an urban collector. Six metered on-street parking spots are located along Walnut Street between River Street and Main Street. Walnut Street provides one 12-foot-wide general purpose travel lane in each direction separated by a double yellow center line.

A concrete curb separates the sidewalk from the traveled-way on both the sides of Walnut Street. The sidewalk along Walnut Street between Main Street and Hillside Street is a mix of three (3) construction materials such as brick sidewalk, cement-concrete sidewalk and asphalt sidewalk. Between Hillside Street and Route 27, the Walnut Street sidewalks is made of asphalt. The posted speed limit in Walnut Street is 25 mph. There is a posted weight limit sign and vehicles greater than 12 Tons are prohibited from entering Walnut Street.



***Walnut Street, looking south from its intersection
with Main Street***

Walnut Street at Main Street (Route 62)

Walnut Street forms a STOP-controlled, three-legged intersection with Main Street approximately 1,170 feet west of the 24 Main Street driveway. Walnut Street forms the south leg and Main Street provides the east and west legs. The Walnut Street northbound approach is STOP-controlled while the Main Street east and westbound approaches flow freely. Marked crosswalks are provided with ADA compliant curb ramps across the south and west legs.



***Walnut Street at Main Street intersection,
Looking north from Walnut Street***

Nason Street at Main Street (Route 62)

Nason Street forms a skewed three-legged intersection with Main Street approximately 750 feet west of the 24 Main Street driveway. Nason Street forms the north leg and Main Street provides the east and west legs. The Nason Street southbound approach forms a channelized left turn and right turn with Main Street. The channelized left turn approach of Main Street is yield controlled while the Main Street eastbound approach and Nason Street channelized right turn approach flow freely. Brick crosswalks surrounded by granite curbs are provided with ADA compliant curb ramps across the three legs. Detecable warning panels are present on both legs of Nason Street.



***Nason St. at Main St. intersection, Looking west from
Main St***

Main St. (Route 62) /Acton St. (Route 27) at Summer St. (Route 62) / Waltham St. (Route 27)

Route 62 (Main Street/ Summer Street) meets Route 27 (Acton Street/ Waltham Street) to form a four-legged signalized intersection. This intersection is located approximately 300 feet east of the proposed site driveway. Acton Street and Main Street form the northwest and southeast legs, Summer Street forms the west leg and Waltham Street forms the east leg of the intersection.

The Waltham Street westbound approach consists of a signal controlled channelized right turning lane and a through lane. The Acton Street southeast approach consists of a 50-foot exclusive right-turn storage lane and an exclusive left turn lane. The Summer Street approach consists of a single lane for left and through movements. The Main Street approach includes a 100-foot-long exclusive left turning lane, a 100-foot-long exclusive right turning lane and an exclusive through lane.

Crosswalks are present on the south, east and north legs of the intersection. Pedestrian movements are concurrent and most of the crossings don't have pedestrian push buttons. The traffic phases are pretimed and the signal phasing is as follows: Main Street left, through and right turning movements get called first, followed by the Acton Street left and right turning movements. The third phase allows all Summer and Waltham Street movements.

Nason Street at Summer Street

Nason Street meets Summer Street to form a four-legged, signalized intersection. Summer Street forms the east and west legs of the intersection while Nason Street forms the north and south legs.

The Summer Street westbound approach consists of a 140-foot-wide exclusive left-turning lane and an exclusive through lane. The Summer Street approach consists of a single shared lane for all movements. The Nason Street southbound approach consists of a single shared lane for all movements.

Crosswalks are present in the south, east and north legs of the intersection. The pedestrian crossing is provided by an exclusive signal phase, and the push buttons work fine except the one located at southeast corner. The traffic signal is actuated-uncoordinated with the following signal phasing: Summer Street eastbound phase, with a protected left-turn and through movement, followed by the



Main Street/Acton Street at Summer Street/Waltham Street, Looking north from Main Street



Nason Street at Summer Street, Looking west from Summer Street

Summer Street westbound left turn and through movements, and if actuated the Nason Street southbound movement.

2.2 Traffic Volumes

As part of this study, traffic volume data were obtained and used to form the basis of the traffic analysis. The data collection consisted of both weekday and Saturday peak period (4:00-6:00 PM and 11:00 AM-2:00 PM) manual turning movement counts (TMC) at the study intersections. The TMC data were collected on Thursday February 28, 2019 and Saturday March 02, 2019. The count program also included a 48-hour vehicle count on Main Street (west of the proposed site driveway) using an Automatic Traffic Recorder (ATR) conducted on February 28th and March 2nd, 2019. The complete TMC and ATR count data collected as a part of this study are included in the Appendix.

Tables 2.1 summarizes the ATR data that were collected as part of this study. As indicated, the 2019 weekday average daily traffic (ADT) volume on Main Street (in front of the proposed site driveway) is approximately 4,594 vehicles per day (VPD) during the weekday and 3,374 VPD on Saturday. The weekday evening peak hour on Main Street occurred between 5:00 and 6:00 PM and traffic volumes represent approximately 9.4 % of daily traffic. The Saturday mid-day peak hour on Main Street occurs from 11:45-12:45 PM and traffic volumes represent approximately 8.1 % of the daily traffic. During the weekday PM and Saturday mid-day peak hour, 100% of traffic travels in the eastbound direction because Main Street is one-way in the vicinity of the site driveway.

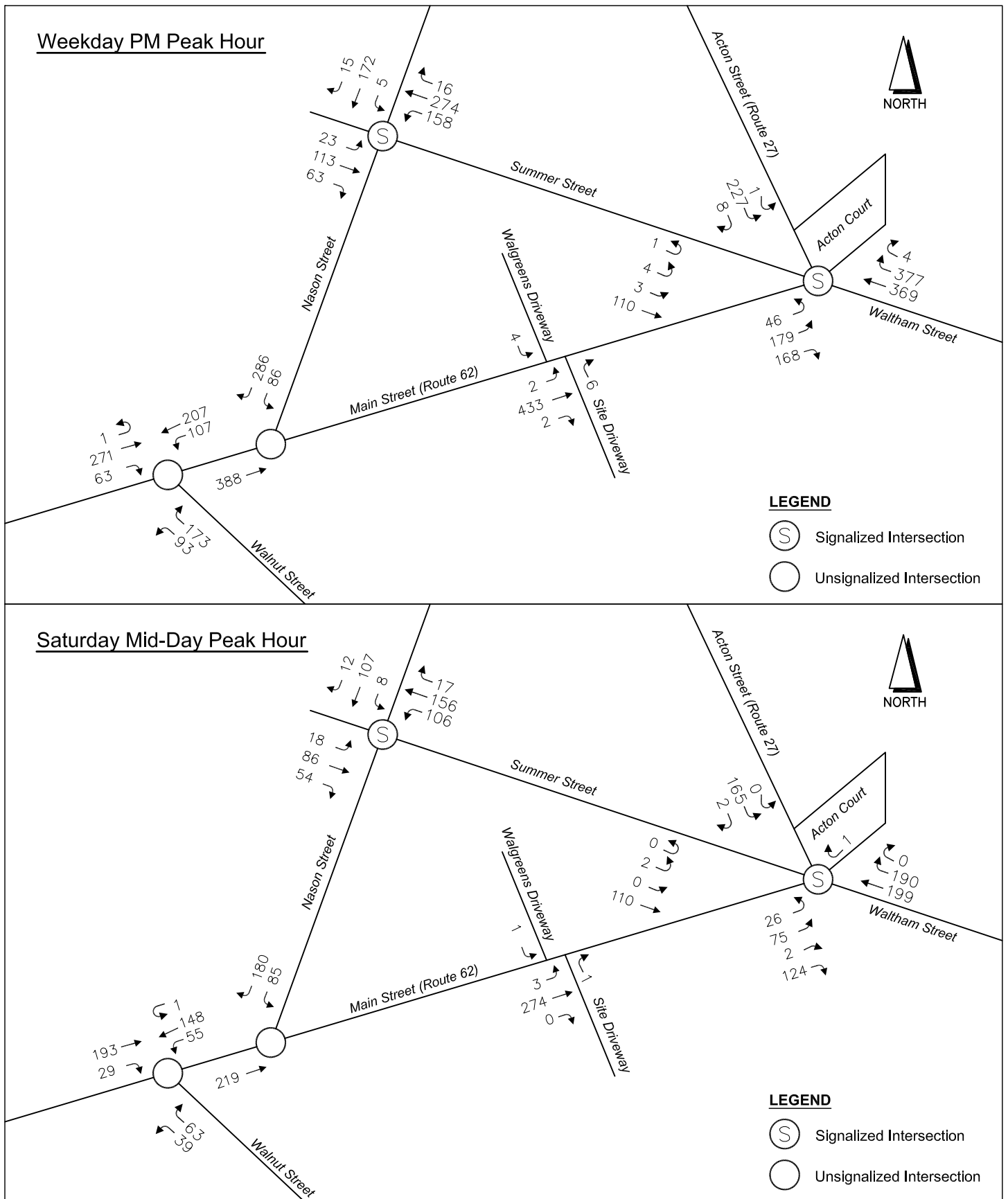
The average speed along Main Street was measured to be 21 mph in the eastbound direction. The measured 85th percentile speeds along Main Street is 25 mph.

Table 2.1. Summary of Observed Main Street ATR Traffic Data (near proposed site driveway)

	PM Weekday Peak Hour	Mid-day Saturday Peak Hour	Weekday Average	Saturday Average
Time Period	5:00 - 6:00	11:45 – 12:45	Daily	Daily
Traffic Volume ¹	217 vph	138 vph	4,594 vpd	3,374 vpd
K-Factor ²	9.4 %	8.1 %	-	-
Average Speed	21 mph EB			
85th %-ile Speed	25 mph EB			
¹ vpd = vehicles per day, vph = vehicles per hour				
² percent of daily traffic that occurs during the peak hour				

Note: Data have been averaged over two days and rounded. February and March 2019 (ATR) data.

In order to provide an average month condition, seasonal adjustment data from the MassDOT permanent count station ID 403 (on Elm Street in West Concord located to the east of Reformatory Circle on Route 2) was used to determine the seasonal variation. The weekday volumes were observed in the month of February and the Saturday volumes were observed during March. Therefore, the seasonal variation for the month of February was applied to the weekday volumes and the seasonal variation for the month of March was applied to the Saturday volumes. The seasonal adjustment data indicated that the February volumes were on average 3.5% lower, and the March volumes were on average 1% lower than a typical month. The existing volumes were adjusted upwards to reflect the typical condition. Figure 2 illustrates the 2018 existing weekday afternoon and Saturday mid-day peak hour traffic volumes. The calculated background growth and seasonal variation as a part of this study are included in the Appendix.



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Figure 2
2019 Existing Peak Hour Traffic Volumes
Proposed Recreational Marijuana Development
Traffic Impact and Access Study
Maynard, MA

2.3 Existing Public Transportation Network

As part of the inventory, the presence of nearby public transit systems was identified to better understand the potential interaction among multiple modes of travel as well the impact that commuters driving to transit stations will have on the roadway network. Based on the review, there is no public transportation service in close proximity to the site.

2.4 Crash Experience

Crash history for the study intersections for the most recent three-year period available (2014-2016) were reviewed as part of this study. Crash data presented in this report were obtained from the MassDOT Crash Record System (CRS). As part of this safety review, the “crash rate”, measured in crashes per million entering vehicles (MEV) for the study intersections, was also determined. The standard MassDOT Crash Rate Worksheet was used to determine the crash rate at each location. The calculation of the crash rate relates the number of accidents at a location to the amount of traffic that passes through the location. It is a more comprehensive measure for identifying potentially hazardous locations compared to simple averages as it takes into account volume, although crash rates can skew higher due to low volumes. The calculated rate is compared to the MassDOT District averages. Intersections and roadway segments experiencing above average crash rates are potentially experiencing an unusually high number or higher than expected number of crashes relative to traffic volumes at that particular location and may warrant further investigation or improvements. MassDOT District 3, which includes the Town of Maynard, has an average crash rate of 0.89 and 0.61 crashes per MEV for signalized and unsignalized intersections, respectively. Table 2.2 provides a summary of the crash history at the study intersections and Table 2.3 provides a summary of crash history at the roadway segment.

The following summarizes the key aspects of the review:

- Green determined the crash rate at the intersection of Main Street @ Nason Street (1.68 / MEV) is well above the District 3 average for signalized intersections of 0.89 MEV.
- A total of 10 crashes were reported during the three-year study period along Main Street between Waltham Street and Walnut street (approximately 0.25 miles). The segment crash rate for this section of the roadway segment was determined to be 7.87 / MEV and it is higher than Massachusetts state wide average of 3.49 / MEV.
- The crash rate at the signalized intersections of Main Street / Acton Street with Summer Street / Waltham Street (0.85/MEV) and Summer Street with Nason Street (0.81/MEV) is slightly below the District 3 average for signalized intersections of 0.89/MEV.
- The crash rate at the unsignalized intersection of Main Street with Walnut Street (0.37/MEV) is below the District 3 average for unsignalized intersections (0.61/MEV).
- The majority of the crashes resulted in property damage only (90%) and there were no fatalities.
- The most typical crash types at the study intersections were reported to be angle crashes (36%) followed by rear end and side swipe crashes (26%) and the remaining were all single vehicle crashes (17%).
- Approximately 79% of all reported crashes at the study intersections occurred during daylight and on dry pavement.

Table 2.2. Summary of Reported Intersection Crash Data

	<i>Main Street/Acton Street @ Summer St/Waltham St</i>			<i>Main Street @ Nason Street</i>			<i>Main Street @ Walnut Street</i>			<i>Summer Street @ Nason Street</i>		
	2014	2015	2016	2014	2015	2016	2014	2015	2016	2014	2015	2016
Severity												
Property Damage	3	7	3	5	3	7	2	1	-	-	2	5
Injury	2	-	-	-	-	-	-	1	-	-	-	-
Fatality	-	-	-	-	-	-	-	-	-	-	-	-
Not Reported	-	-	-	-	-	-	-	-	-	1	-	-
Collision Type												
Rear End	4	2	2	1	1	-	-	-	-	-	1	-
Angle	1	3	-	4	1	3	1	-	-	-	-	2
Side Swipe	-	2	-	-	1	3	1	-	-	1	-	1
Head On	-	-	-	-	-	-	-	-	-	-	-	-
Single Vehicle	-	-	1	-	-	1	-	2	-	-	1	2
Collision with Ped	-	-	-	-	-	-	-	-	-	-	-	-
Collision with Bike	-	-	-	-	-	-	-	-	-	-	-	-
Other/Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Time of Day												
6:01 AM – 10:00 AM	-	4	1	-	-	-	-	-	-	-	-	1
10:01 AM – 4:00 PM	1	1	1	3	1	5	-	1	-	1	2	2
4:01 PM – 7:00 PM	2	-	-	1	2	2	1	1	-	-	-	1
7:01 PM – 6:00 AM	2	2	1	1	-	-	1	-	-	-	-	1
Roadway Conditions												
Dry	5	4	3	3	3	5	1	2	-	1	2	4
Wet	-	2	-	2	-	2	1	-	-	-	-	-
Snow/Ice	-	1	-	-	-	-	-	-	-	-	-	1
Other/Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Season												
Dec-Feb	1	2	2	2	-	3	-	1	-	-	-	2
Mar-May	1	1	-	2	-	1	1	-	-	-	2	1
June-Aug	2	3	-	1	2	3	-	1	-	-	-	1
Sept-Nov	1	1	1	-	1	-	1	-	-	1	-	1
Light Conditions												
Daylight	3	4	2	4	3	6	1	2	-	1	2	5
Dawn/Dusk	-	1	-	-	-	-	-	-	-	-	-	-
Dark (Unlit)	-	-	-	-	-	-	-	-	-	-	-	-
Dark (Lit)	2	2	1	1	-	1	1	-	-	-	-	-
Unknown	-	-	-	-	-	-	-	-	-	-	-	-
Totals	5	7	3	5	3	7	2	2	0	1	2	5
Annual Average Crashes	5			5			1.33			2.66		
Intersection Crash Rate	0.85			1.68			0.37			0.81		
MassDOT District 3 Average Crash Rate	0.89			0.61			0.61			0.89		

Table 2.3. Summary of Reported Roadway Segment Crash Data

	<i>Main Street (Route 67) between Nason Street and Waltham St/Summer St</i>		
	2014	2015	2016
Severity			
Property Damage	2	3	
Injury		2	1
Fatality			
No Injury			
Not Reported	1		1
Collision Type			
Rear End	1	1	
Angle		1	1
Side Swipe	2		1
Head On			
Single Vehicle		3	
Collision with Ped			
Collision with Bike			
Other/Unknown			
Time of Day			
6:01 AM – 10:00 AM			1
10:01 AM – 4:00 PM	1	4	
4:01 PM – 7:00 PM			
7:01 PM – 6:00 AM	2	1	1
Roadway Conditions			
Dry	3	5	1
Wet			1
Snow/Ice			
Other/Unknown			
Season			
Dec-Feb			1
Mar-May		1	1
June-Aug	2	3	
Sept-Nov	1	1	
Light Conditions			
Daylight	1	4	1
Dawn/Dusk			
Dark (Unlit)			
Dark (Lit)	2	1	1
Unknown			
Totals	3	5	2
Annual Average Crashes	3.33		
Segment Crash Rate	7.87		
MassDOT Urban Principal Arterial Average Crash Rate	3.49		

3.0 PROBABLE IMPACTS OF THE PROJECT

The impact of the proposed recreational marijuana dispensary on the roadway network was evaluated and the results are described in this section. This study used the year 2026 for the future analysis year, which represents a seven-year permitting and build-out timeframe from the present condition and is consistent with current MassDOT guidelines for traffic studies.

3.1 No-Build Traffic Volumes

A year 2026 No-Build traffic volume network was developed by identifying potential background traffic volume growth and specific nearby development projects that could contribute to traffic flow on the 2026 study network.

Background Traffic Growth

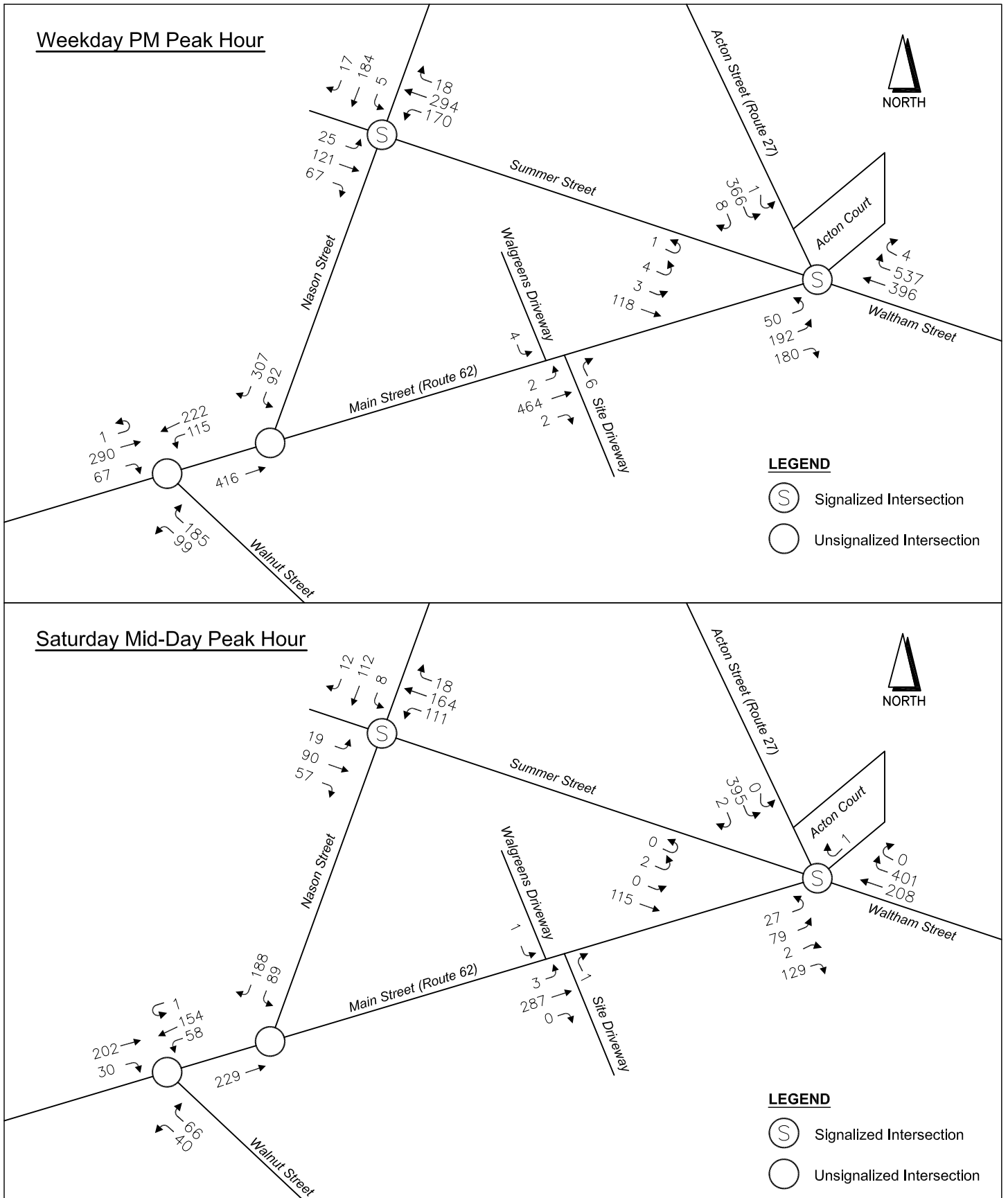
Traffic growth and historical traffic count trends have been evaluated for the proposed study area. Based upon review of local count stations, an annual growth rate of half percent (0.5%) per year for seven years was used to forecast future roadway volumes. The count station used was MassDOT spot count station ID 403 located on Elm Street in West Concord to the east of Reformatory Circle on Route 2. These rates would presumably account for some of the more remote growth in the region as well as potential nearby business growth that could result in added traffic through the study area. The count station data can be found in the Appendix.

Specific Development Projects

In addition to the application of the general background growth rate, traffic generated by other specific development projects was also be taken into consideration. Green identified four (4) proposed commercial / residential development projects near the Town of Maynard downtown area. Capital Group Partners is proposing to redevelop the project site located at 129 Parker Street in Maynard into 240,490 square feet (SF) of retail space, which includes a 68,000 SF super market, 30,300 SF of commercial office, a 20,000 SF fitness center, 180 apartment units for multi-family rental, and 143 units of senior independent living housing. Project trips from the proposed 129 Parker Street traffic study were added to the study area intersections for the 2026 No-Build condition. Traffic studies were not conducted for the (3) three proposed projects located at 170 Main Street, 115 Main Street and 173 Main Street and therefore trips from those projects were not added directly to our No Build scenario, however additional traffic from these studies is reflected in the generic background growth rate.

No-Build Traffic Volumes

2026 No-Build peak hour traffic volume projections were developed by adding seven (7) years of background traffic growth of a half percent (0.5%) annually and the volumes projected by the proposed retail development at 129 parker Street to the existing traffic volumes in the study area. The projected year 2026 No-Build traffic volumes for the weekday evening and Saturday mid-day peak hours at the study intersections are shown in Figure 3.



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Figure 3
2026 No Build Peak Hour Traffic Volumes
Proposed Recreational Marijuana Development
Traffic Impact and Access Study
Maynard, MA

3.2 Site Generated Traffic Volumes

In this section, the traffic forecasts related to the development of the 3900 S.F. Recreational Marijuana at 22-24 Main Street are described. An estimate of traffic to be generated by the proposed development project was completed and assigned to roadways/intersections within the study area to develop the Build traffic condition, based upon the year 2026 No-Build traffic volume network.

Site Trip Generation

In order to accurately estimate the number of trips that could be generated by the proposed recreational marijuana facility, Green examined the traffic generation of a recreational marijuana facility located at Fall River, MA. The results were compared to the volumes published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*¹ for similar land uses. Since this land use is relatively new, the ITE trip generation statistics only contain information from a select number of states on the western side of the country. As a result, the local volumes from Fall River are considered a better reflection of the local trip generation characteristics. Land Use Code (LUC) 882 – Marijuana Dispensary, from the ITE Land Use Database, was used for comparison purposes only. The traffic counts collected at Fall River were seasonally adjusted based on data provided from MassDOT permanent count station 6527. The seasonal adjustment data is provided in the appendix. The traffic volumes for the Fall River site were compared to the size of the facility in order to develop a trip generation rate per 1000 square feet. That trip generation rate was used to estimate the site trips for this proposed development.

The total estimated trips generated by the proposed recreational marijuana facility is presented in Table 3.1. In summary, the proposed 3,900 SF recreational marijuana facility is expected to generate a total of approximately 1,578 net new vehicle trips over the course of an average weekday including 789 entering trips and 789 exiting trips. On a typical Saturday, the facility is expected to generate a total of 890 vehicle trips, including 445 entering and 445 exiting trips. During the average weekday evening peak hour, the proposed recreational marijuana facility is expected to generate approximately 136 vehicle trips with 71 entering and 65 exiting trips. During the average Saturday mid-day peak hour, the proposed recreational marijuana facility is expected to generate approximately 128 vehicle trips with 74 entering and 54 exiting trips. At the beginning of operations, the facility will be appointment only, allowing a maximum of 50 appointments per hour. This will reduce the trip generation to 50 vehicles entering, and 50 vehicles exiting the building. However, in order to provide a conservative analysis that reflects the future condition without an appointment only system, the trip generation rates from the Fall River facility were used to develop future Build volumes.

Table 3.1. Summary of Estimated Site Trip Generation

LAND USE	WEEKDAY PM PEAK HOUR SITE GENERATED TRIPS			SATURDAY MID-DAY PEAK HOUR SITE GENERATED TRIPS			WEEKDAY DAILY VOLUME			SATURDAY DAILY VOLUME		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Green Estimate of Recreational Marijuana Facility 3.9 KSF	71	65	136	74	54	128	789	789	1,578	445	445	890
Marijuana Dispensary (LUC 882) 3.9KSF	43	43	86	72	72	144	493	493	986	506	506	1,012

*ITE Trip Generation, 10th Edition, 2017; LUC 882

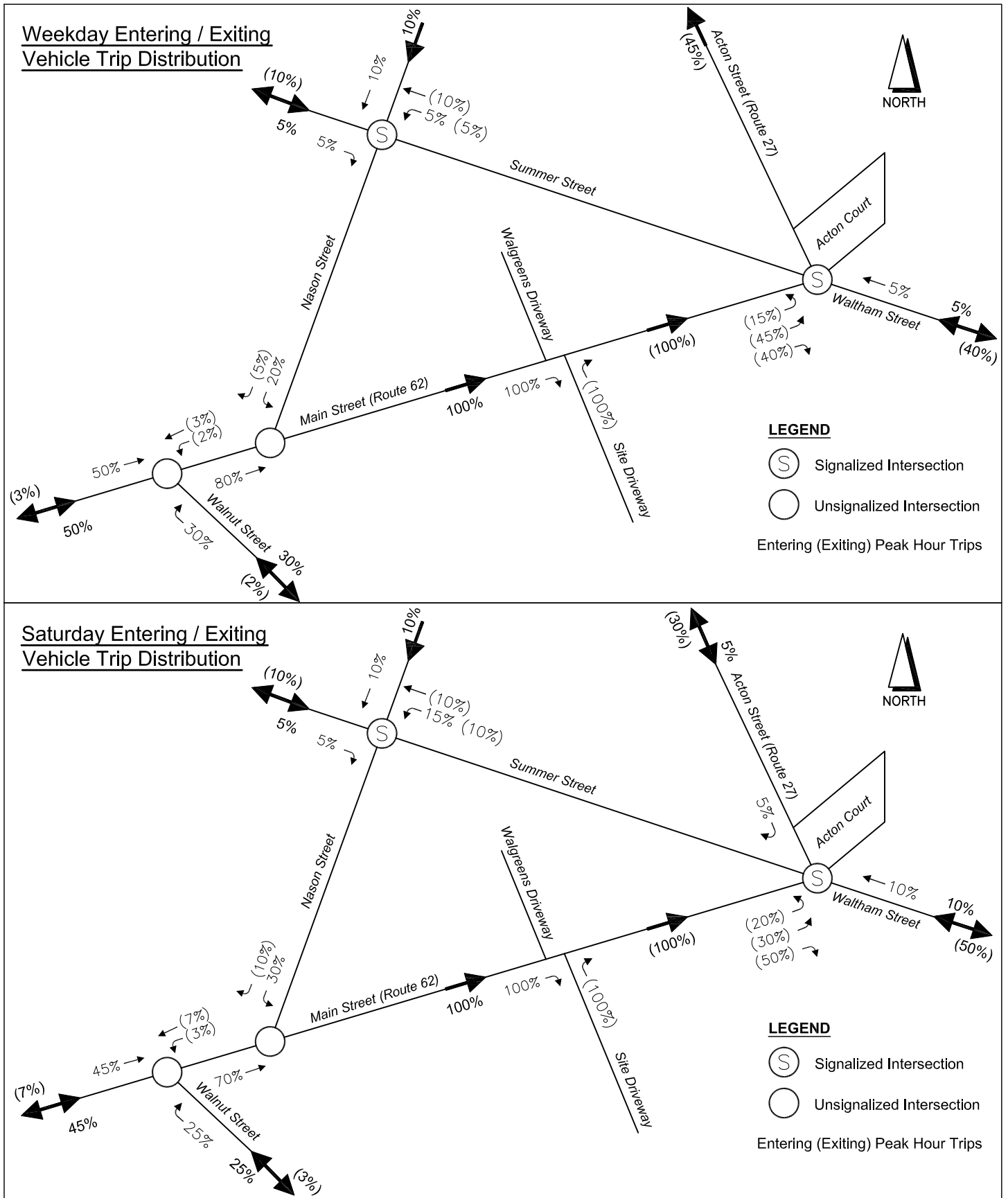
¹ Institute of Transportation Engineers, *Trip Generation Manual*, 10th Edition, Washington, D.C., September 2017

Site Trip Distribution/Assignment

The vehicle trips generated by the proposed recreational facility were distributed onto the roadway network to develop future build peak hour traffic volumes. The distribution of trips to and from the site is generally expected to follow existing traffic patterns, which, in turn, are a function of regional population densities, shopping opportunities, areas of employment, and recreational activities in the area. Figure 4 shows the trip distribution percentages within the study area.

Build Traffic Volumes

The vehicle-trips estimated for the proposed recreational marijuana facility were assigned to the study intersections and the study area roadways using the trip distribution percentages discussed above. Figure 5 shows the additional traffic during the weekday PM and Saturday mid-day peak hours expected to be generated by the proposed recreational marijuana facility. The peak hour site traffic volumes were then added to the future No-Build traffic volumes in order to establish the 2026 Build condition traffic volume networks. Figure 6 presents the 2026 Build traffic volumes for the weekday evening and Saturday mid-day peak hours.



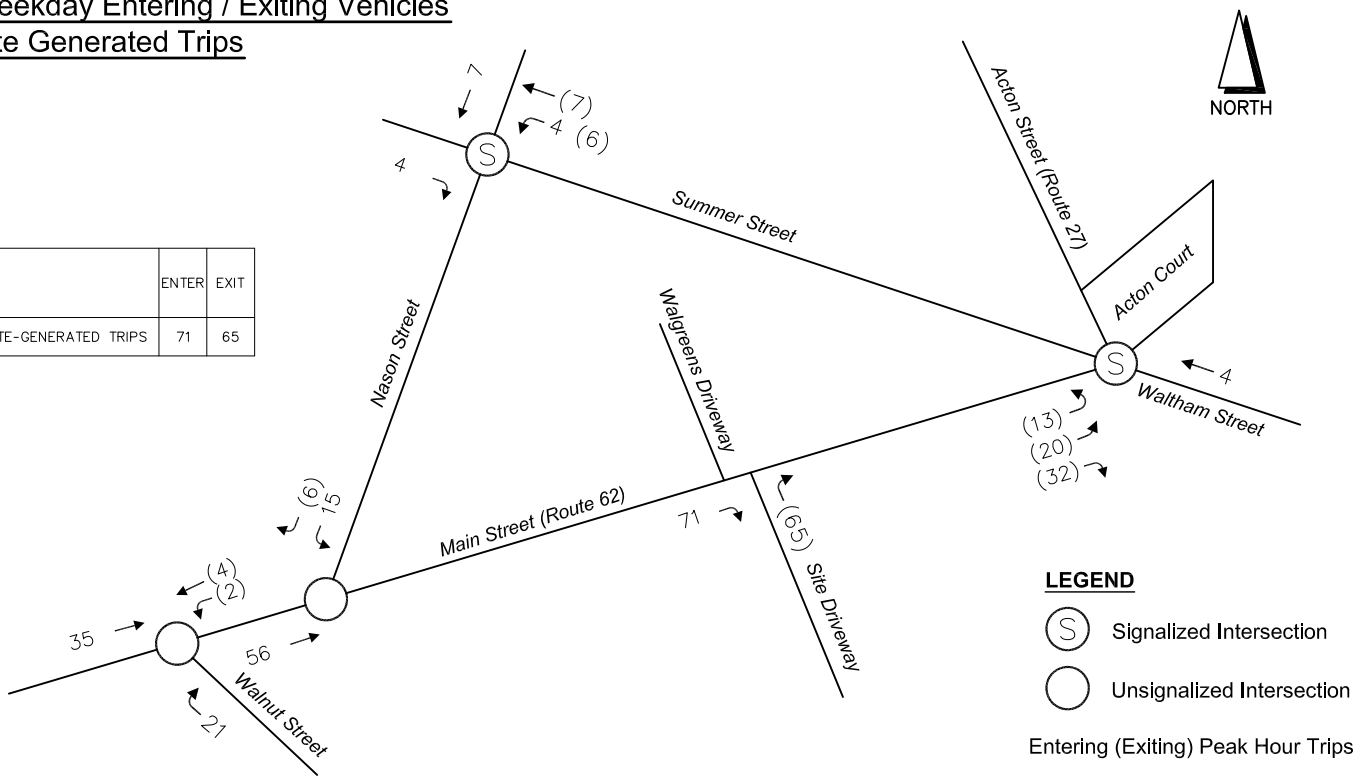
GREEN INTERNATIONAL AFFILIATES, INC.
CIVIL AND STRUCTURAL ENGINEERS

Figure 4
Weekday Trip Distribution
Proposed Recreational Marijuana Development
Traffic Impact and Access Study
Maynard, MA

Weekday Entering / Exiting Vehicles

Site Generated Trips

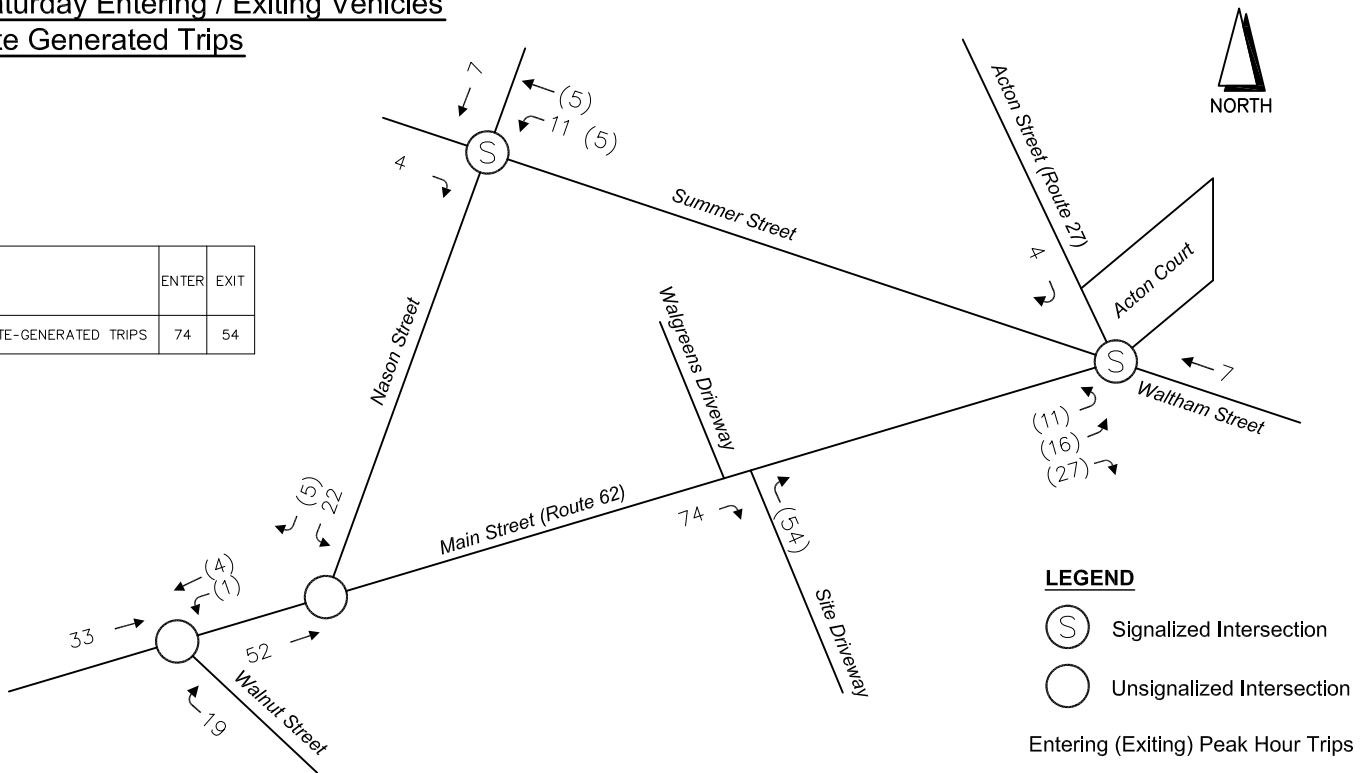
	ENTER	EXIT
SITE-GENERATED TRIPS	71	65

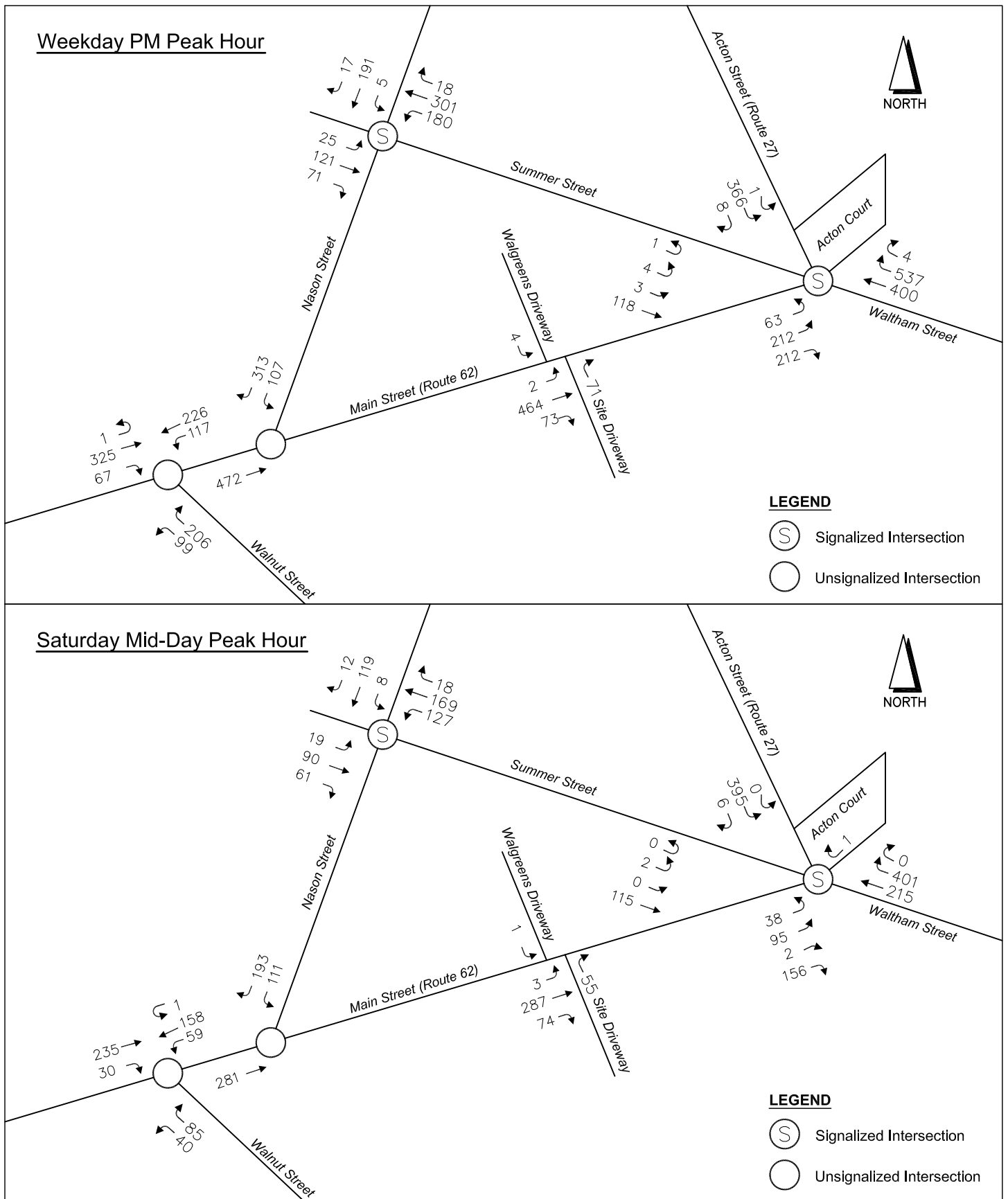


Saturday Entering / Exiting Vehicles

Site Generated Trips

	ENTER	EXIT
SITE-GENERATED TRIPS	74	54





3.3 Parking Generation

The Institute of Transportation Engineers (ITE) *Parking Generation Manual*² was reviewed to determine the parking demand for the proposed recreational marijuana dispensary. The ITE peak parking demand rate for a Retail Marijuana dispensary is 2.2 spaces per 1000 Sq. Ft. on a weekday. The analysis estimated approximately 10 parking spaces would be required to meet the peak traffic demand of the recreational marijuana facility. This rate is reflective of locations in western states where lines are no longer an issue and people are able to enter and exit the facilities at a rapid pace. The proposed recreational marijuana facility at 22-24 Main Street will include 39 parking spaces which includes two (2) handicapped parking spots inside. The additional parking at the proposed facility will assist with operations during the early months where individuals may require more time to make their purchases. The parking generation data and calculation can be found in Appendix

4.0 ANALYSIS

This section of the report provides an examination of the intersection capacity analyses for the study intersections and a discussion of the available sight distances at the existing site driveways.

4.1 Intersection Capacity Analysis

The study intersections were examined with regard to flow rates, capacity and delay characteristics to determine the Level of Service (LOS), using the methodology defined in the Highway Capacity Manual (HCM)³ for the existing and future (No-Build and Build) traffic conditions. LOS is an indicator of operating conditions which occur on a given roadway. LOS is classified into six levels that are designated 'A' through 'F' based on the control delay ranges they fall under. These particular criteria are presented in Table 4.1 for signalized and unsignalized intersections.

In practice, any given roadway/intersection may operate at a wide range of LOS depending upon time of day, day of the week or time of year. It should be noted that for unsignalized intersections, the LOS is not computed for the intersection as a whole. Instead, the LOS is determined by the computed or measured control delay for each individual critical movement (typically the side street movements).

Table 4.1. Level of Service (LOS) Criteria for Intersections

LOS	UNSIGNALIZED INTERSECTION (SEC)	SIGNALIZED INTERSECTION (SEC)
A	≤10	≤10
B	>10 and ≤15	>10 and ≤20
C	>15 and ≤25	>20 and ≤35
D	>25 and ≤35	>35 and ≤55
E	>35 and ≤50	>55 and ≤80
F	>50 or v/c ≥1.00	>80 or v/c ≥1.00

The study intersections were evaluated using the Synchro 10 computer software as required by MassDOT Traffic Impact Study guidelines. Using existing roadway features and the intersection controls, traffic operations at the study intersection were evaluated for existing and future 2026 conditions. Analysis

² Institute of Transportation Engineers, *Parking Generation Manual*, 5th Edition, Washington, D.C., 2019.

³ Transportation Research Board, of the National Academies, *Highway Capacity Manual 6th Edition*, Washington, D.C., 2017.

results are presented in Tables 4.2 and 4.3 for the weekday PM and Saturday mid-day peak hours at the study intersections.

The Level of Service analysis indicated the following:

- The analysis predicts that the site drive is expected to operate with minimal delays during both weekday PM and Saturday mid-day peak hour, at a LOS 'B'. The maximum difference in delay per vehicle between Build and No-Build conditions is less than three (3) seconds per vehicle and the queue length increases by approximately 33 feet (approximately one vehicle). Hence traffic will be able to enter and exit the proposed site driveway with good levels of service (LOS B) during the weekday PM and Saturday mid-day peak hour, with minimal delays and queues.
- The estimated recreational marijuana facility results in minimal changes in level of service and vehicles delays for all the five (5) study intersections compared to 2026 Future No-Build and Build conditions
- The signalized intersection of Main Street/Acton Street with Waltham Street/Summer Street operates at LOS 'E' during both weekday PM and Saturday mid-day peak hours under No-build and Build conditions. The Acton Street southbound exclusive left turn approach at this intersection operates with high delays and LOS 'F' under No-Build and Build conditions during both the peak hour study periods and is the primary cause of the poor LOS for the intersection.
- The signalized intersection of Summer Street with Nason Street operates with good LOS 'B' during both weekday PM and Saturday mid-day peak hours. The difference in delay per vehicle at this signalized intersection is less than two (2) seconds from No-Build to Build conditions during both the peak hours. All the approaches at this signalized intersection operate at LOS 'D' or better during both the weekday PM peak hour and Saturday mid-day peak hour.
- At the unsignalized intersection of Walnut Street with Main Street, the Walnut Street northbound approach operates at a LOS 'D' for the PM peak hour under Build conditions, as compared to a LOS 'C' under No-Build conditions. However, the delay per vehicle only increases by eight (8) seconds and the queues increase by 45 feet from No-Build to Build conditions. During the Saturday mid-day peak hour, the LOS for this approach operates at a LOS 'B' under both No-Build and Build conditions.
- Apart from Walnut Street northbound approach with Main Street, all the other approaches at the three (3) unsignalized study intersections operate at LOS 'C' or better in Future Build conditions.

Table 4.2. Summary of Level of Service Analysis Period: Weekday PM Peak Hour

	2019 Existing Conditions					2026 No-Build Conditions					2026 Build Conditions				
	Delay	LOS	V/C	50th % Q (ft.)	95th % Q (ft.)	Delay	LOS	V/C	50th % Q (ft.)	95th % Q (ft.)	Delay	LOS	V/C	50th % Q (ft.)	95th % Q (ft.)
Walnut Street @ Main Street (Route 62)															
Main Street EB T	-	A	-	-	-	-	A	-	-	-	-	A	-	-	-
Main Street WB T	8.3	A	0.09	-	8	8.4	A	0.10	-	8	8.6	A	0.11	-	10
Walnut Street NB LR	20.2	C	0.55	-	83	24	C	0.62	-	105	32.3	D	0.73	-	150
Main Street (Route 62) @ Nason Street															
Main Street EB T	0	A	0.25	-	0	0	A	0.27	-	0	0	A	0.30	-	0
Nason Street SB LR	11.8	B	0.45	-	53	12.3	B	0.46	-	61	13.4	B	0.51	-	73
Main Street (Route 62)/Acton Street (Route 27) @ Summer Street (Route 62)/Waltham Street (Route 27)															
Summer Street EB T	18	B	0.20	38	75	18.1	B	0.21	41	79	18.1	B	0.21	41	79
Waltham Street WB T	25	C	0.62	147	235	26.4	C	0.66	161	256	26.6	C	0.67	163	259
Waltham Street WB R	23.7	C	0.69	127	226	54.6	D	0.97	227	435	54.6	D	0.97	227	435
Main Street NB L	22.3	C	0.12	19	43	22.5	C	0.13	20	46	22.9	C	0.17	26	55
Main Street NB T	27	C	0.45	80	133	27.6	C	0.48	86	142	28.8	C	0.53	97	156
Main Street NB R	0.7	A	0.24	0	0	1	A	0.28	0	0	1.2	A	0.34	0	0
Acton Street SB L	56.6	E	0.86	107	233	>120	F	1.40	246	407	>120	F	1.44	249	410
Acton Street SB R	0.1	A	0.02	0	0	0.1	A	0.02	0	0	0.1	A	0.02	0	0
Overall Intersection	26.1	C				70.9	E				71.4	E			
Nason Street @ Summer Street															
Summer Street EB LTR	19.5	B	0.47	40	138	20.3	C	0.51	45	149	22.7	C	0.59	46	151
Summer Street WB L	7.4	A	0.25	16	76	7.4	A	0.28	18	81	7.5	A	0.29	19	86
Summer Street WB TR	9.4	A	0.34	40	146	9.5	A	0.37	43	158	9.3	A	0.36	44	162
Nason Street SB LTR	31.2	C	0.59	49	224	33.5	C	0.64	56	250	36.4	D	0.69	59	261
Overall Intersection	16.6	B				17.3	B				18.5	B			
Main Street (Route 62) @ Existing Site Driveway / Walgreens Driveway															
Main Street EB T	-	A	-	-	-	-	A	-	-	-	-	A	-	-	-
Existing Site Driveway NB TR	11.5	B	0.01	-	0	12.2	B	0.01	-	0	14.3	B	0.19	-	18
Walgreen Driveway SB LT	12.9	B	0.01	-	3	13.4	B	0.01	-	3	16.8	C	0.02	-	3
Abbreviations: EB = Eastbound WB = Westbound NB = Northbound SB = Southbound L = Left T = Through R = Right Delay = Average delay per vehicle (measured in seconds) LOS = Level of Service v/c = Volume-to-Capacity Ratio 50 th % Q = 50 th percentile queue length (measured in feet), assumes 25 feet per vehicle 95 th % Q = 95 th percentile queue length (measured in feet), assumes 25 feet per vehicle															

Table 4.3. Summary of Level of Service Analysis Period: Saturday Mid-Day Peak Hour

	2019 Existing Conditions					2026 No-Build Conditions					2026 Build Conditions				
	Delay	LOS	V/C	50th % Q (ft.)	95th % Q (ft.)	Delay	LOS	V/C	50th % Q (ft.)	95th % Q (ft.)	Delay	LOS	V/C	50th % Q (ft.)	95th % Q (ft.)
Walnut Street @ Main Street (Route 62)															
Main Street EB T	-	A	-	-	-	-	A	-	-	-	-	A	-	-	-
Main Street WB T	-	A	-	-	-	-	A	-	-	-	-	A	-	-	-
Walnut Street NB LR	11.7	B	0.19	-	18	12	B	0.20	-	20	12.5	B	0.24	-	25
Main Street (Route 62) @ Nason Street															
Main Street EB T	0	A	0.14	-	0	0	A	0.14	-	0	0	A	0.18	-	0
Nason Street SB LR	10.4	B	0.31	-	32	10.6	B	0.32	-	35	11.3	B	0.37	-	43
Main Street (Route 62)/Acton Street (Route 27) @ Summer Street (Route 62)/Waltham Street (Route 27)															
Summer Street EB T	17.9	B	0.19	38	75	18.0	B	0.20	40	77	18	B	0.20	40	77
Waltham Street WB T	20.3	C	0.38	81	125	20.6	C	0.40	85	131	20.8	C	0.41	88	135
Waltham Street WB R	21.4	C	0.42	78	124	44.5	D	0.89	203	327	44.5	D	0.89	203	327
Main Street NB L	21.6	C	0.06	9	28	21.7	C	0.06	10	28	22	C	0.09	14	37
Main Street NB T	22.9	C	0.17	28	61	23.0	C	0.18	30	63	23.4	C	0.22	36	74
Main Street NB R	6.4	A	0.27	1	39	6.3	A	0.28	1	41	6.2	A	0.32	1	44
Acton Street SB L	31.3	C	0.55	71	133	>120	F	1.32	258	425	>120	F	1.34	261	428
Acton Street SB R	0	A	0	0	0	0	A	0	0	0	0	A	0.02	0	0
Overall Intersection	20.6	C				74.5	E				74.3	E			
Nason Street @ Summer Street															
Summer Street EB LTR	18.9	B	0.27	26	104	20.2	C	0.37	28	109	20.1	C	0.38	29	111
Summer Street WB L	9.3	A	0.17	12	53	9.5	A	0.20	13	55	9.5	A	0.23	15	61
Summer Street WB TR	10.5	B	0.20	24	85	10.8	B	0.25	26	88	10.8	B	0.26	27	91
Nason Street SB LTR	27.8	C	0.42	27	123	29.5	C	0.47	29	130	30.4	C	0.49	31	142
Overall Intersection	16.2	B				17	B				17.1	B			
Main Street (Route 62) @ Existing Site Driveway / Walgreens Driveway															
Main Street EB T	-	A	-	-	-	-	A	-	-	-	-	A	-	-	-
Existing Site Driveway NB TR	9.8	A	0	-	0	9.9	A	0	-	0	12.5	B	0.31	-	33
Walgreen Driveway SB LT	10.5	B	0	-	0	10.7	B	0	-	0	15.3	C	0.01	-	0
Abbreviations: EB = Eastbound WB = Westbound NB = Northbound SB = Southbound L = Left T = Through R = Right Delay = Average delay per vehicle (measured in seconds) LOS = Level of Service v/c = Volume-to-Capacity Ratio 50 th % Q = 50 th percentile queue length (measured in feet), assumes 25 feet per vehicle 95 th % Q = 95 th percentile queue length (measured in feet), assumes 25 feet per vehicle															

4.2 Sight Distance Analysis

Adequate sight distance is an important safety consideration at intersections. Sight distances were reviewed at the proposed site driveway. Stopping sight distance (SSD) is the distance required for an approaching driver (with an eye height of 3.5 feet) to perceive and stop in time to avoid a collision with an object, 2 feet high in the roadway. The values are based on a perception and reaction time of 2.5 seconds and braking distance required with wet pavement. Intersection sight distance (ISD) is based upon the time required to perceive, react, and complete desired exiting maneuvers from a driveway once the driver decides to execute the maneuver. Adjustments for the grade of the roadway are applied to both SSD and ISD.

Values for ISD represent the time to turn left or right, in addition to accelerating to the operating speed of the roadway, without causing approaching vehicles to reduce speed by more than 10 mph, and upon

turning left, to clear the near half of the intersection without conflicting with the vehicles approaching from the left. ISD is related to operations and to some degree, the convenience or inconvenience of oncoming motorists. The minimum criteria are defined by the American Association of State and Highway and Transportation Officials (AASHTO)⁴. SSD relates specifically to safety. As indicated by AASHTO, if the available ISD meets or exceeds the minimum SSD criteria, then there is adequate safe sight distance available for motorists to avoid collisions. A criterion for calculating minimum required sight distances can be established based on operating speed, the speed at or under which most motorists (85th percentile) actually travel along a particular portion of roadway.

The posted speed limit on Main Street is 25 miles per hour (mph) along the roadway segment in the vicinity of the project. Also, 85th percentile travel speeds on Main Street in the vicinity of the proposed site driveway were observed to be 25 mph.

The SSD and ISD were measured in the field and compared to minimum and desirable distances. The results indicate that the available SSD and ISD along Main Street looking left from the proposed site driveway exceeds the minimum required distances as calculated per AASHTO standards. However, the desirable ISD is higher than the ISD measured at the proposed driveway due to vehicle parked in the on-street parking space directly to the west of the site driveway. Removing this parking space would improve sight distances at this location and provide the desirable ISD. Table 4.4 summarizes the results of the evaluation.

Table 4.4. Summary of Sight Distance Analysis

Location	Stopping Sight Distance (ft.)		Intersection Sight Distance (ft.)		
	Current Measured	Minimum Required	Current Measured	Minimum Required	Desirable
Proposed Recreational Marijuana Facility at Main Street		25 mph		25 mph	25 mph
Main Street eastbound	154	152	197	152	276

5.0 CONCLUSIONS AND RECOMMENDATIONS

The analyses demonstrate that traffic impacts to the surrounding roadway network associated with the proposed 3,900 square foot recreational marijuana facility are not expected to cause any new operational issues on the adjacent roadways. The roadways within the study area are able to accommodate the additional traffic associated with the proposed development project. While the analyses show that the proposed recreational marijuana facility can be accommodated on the study area network, several recommendations have been made to enhance the transportation system. The proposed actions are as follows:

- Provide appropriate pavement markings and associated STOP bars marked at the site access driveway approach to Main Street (Route 62). A STOP sign (R1-1) should also be installed on the site driveway approach to Main Street (Route 62).
- All STOP signs to be installed shall be consistent with current Manual on Uniform Traffic Control Devices (MUTCD) standards and guidelines.
- Parking should be prohibited for approximately 50' west of the site driveway to enhance sight distance.

⁴ American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, Washington, D.C., 2011.

APPENDICES

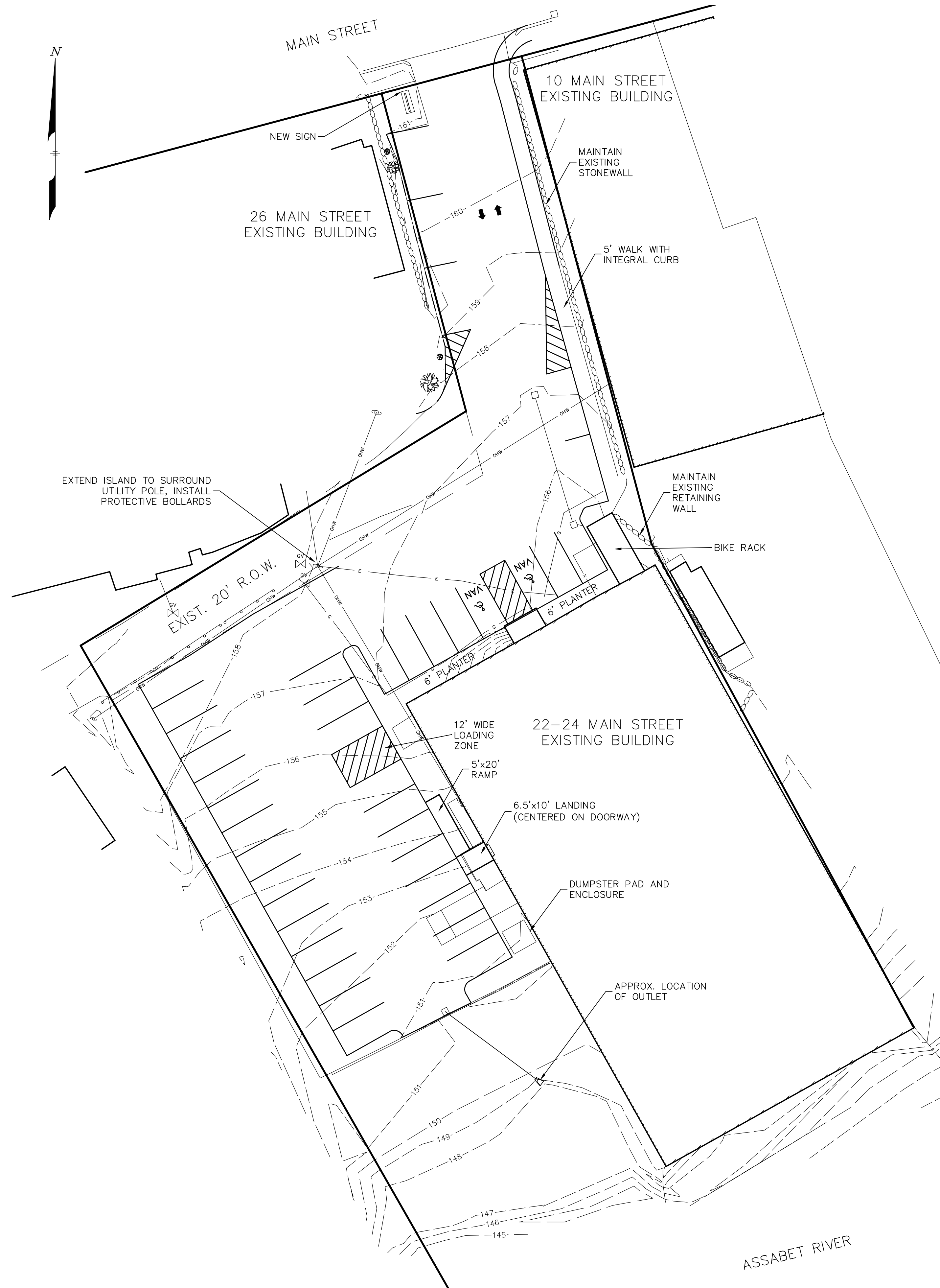
Proposed Site Plan
Traffic Volume Data
Intersection and Segment Crash Rate Calculations
MassDOT Seasonal Adjustment Factors and Historical Growth
Trip Generation Calculations
Parking Generation Calculation
Intersection Capacity Analysis Worksheets



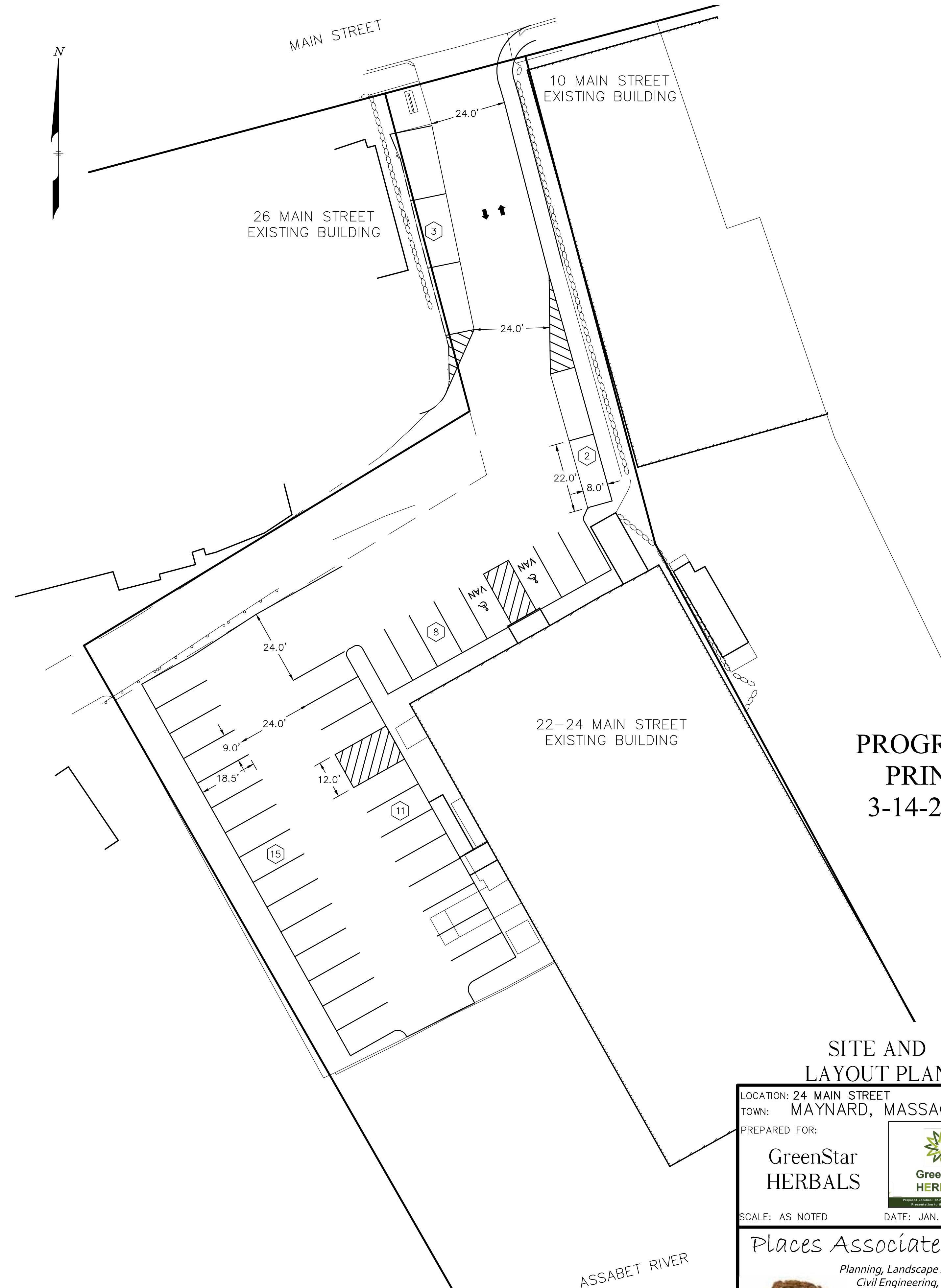
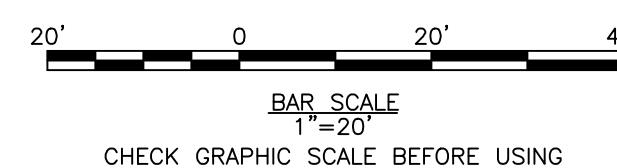


APPENDIX A – PROPOSED SITE PLAN





SITE PLAN
1"=20'



LAYOUT PLAN
1"=20'

**PROGRESS
PRINT
3-14-2019**

**SITE AND
LAYOUT PLAN**

LOCATION: 24 MAIN STREET
 TOWN: MAYNARD, MASSACHUSETTS

PREPARED FOR:

**GreenStar
HERBALS**



SCALE: AS NOTED

DATE: JAN. 21, 2019

Places Associates, Inc.

Planning, Landscape Architecture,
 Civil Engineering, Surveying
 256 GREAT ROAD, SUITE 4
 LITTLETON, MA 01460
 978.486.0334 Ph.
 978.486.0447 Fax
 places@placesassociates.com

PROJECT No.: 5390

PLAN No. C-2 SITE & LAYOUT

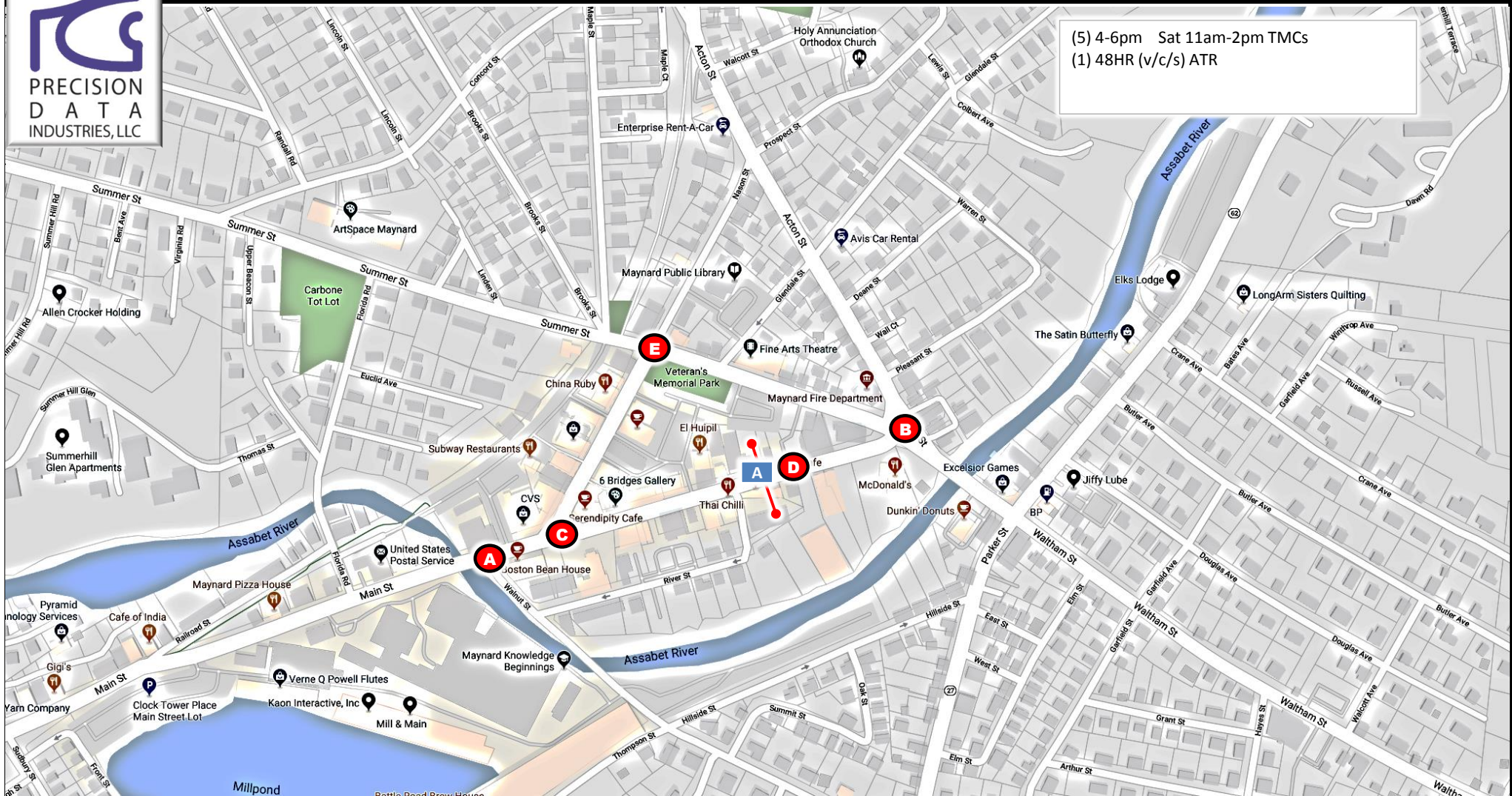
APPENDIX B – TRAFFIC VOLUME DATA



Location Map: 196770 Maynard, MA

Precision Data Industries, LLC 46 Morton Street, Framingham, MA 01702 ph: 508-875-0100 email: datarequests@pdillc.com

(5) 4-6pm Sat 11am-2pm TMCs
(1) 48HR (v/c/s) ATR



Client:
Green International

Engineer:
C. Tobias

Site Code:

Date:
Thurs 2/28 and Sat 3/2/2019

PDI Job #
196770

City, State:
Maynard, MA

Main Street (Route 62)
 west of #24 Driveway
 City, State: Maynard, MA
 Client: Green International/ C. Tobias



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

196770 A Volume
 Site Code: TBA

Start Time	A.M.	EB	P.M.	Thu 02/28/19										
12:00	5		79											
12:15	1		52											
12:30	4		66											
12:45	8	18	75	272										
01:00	5		82											
01:15	3		73											
01:30	4		69											
01:45	1	13	87	311										
02:00	3		66											
02:15	2		72											
02:30	10		69											
02:45	9	24	94	301										
03:00	0		99											
03:15	7		68											
03:30	3		102											
03:45	6	16	81	350										
04:00	1		92											
04:15	6		90											
04:30	6		100											
04:45	14	27	94	376										
05:00	16		126											
05:15	21		96											
05:30	21		104											
05:45	13	71	108	434										
06:00	35		96											
06:15	41		84											
06:30	40		96											
06:45	51	167	88	364										
07:00	55		72											
07:15	63		78											
07:30	60		65											
07:45	65	243	44	259										
08:00	56		38											
08:15	75		39											
08:30	69		28											
08:45	69	269	26	131										
09:00	65		26											
09:15	56		26											
09:30	77		24											
09:45	78	276	20	96										
10:00	65		18											
10:15	70		12											
10:30	71		17											
10:45	66	272	6	53										
11:00	44		9											
11:15	55		7											
11:30	53		6											
11:45	71	223	6	28										
Total	1619		2975											
Percent			100.0 %		0.0%			0.0%						
Day Total		4594												
Peak	09:30	-	05:00	-	-	-	-	-	-	-	-	-	-	-
Vol.	290	-	434	-	-	-	-	-	-	-	-	-	-	-
P.H.F.	0.929		0.861											

Main Street (Route 62)
 west of #24 Driveway
 City, State: Maynard, MA
 Client: Green International/ C. Tobias



PRECISION
 D A T A
 INDUSTRIES, LLC

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

196770 A Volume
 Site Code: TBA

Start Time	A.M.	EB	P.M.	Fri 03/01/19											
12:00	0		0												
12:15	0		0												
12:30	0		0												
12:45	0	0	0	0											
01:00	0		0												
01:15	0		0												
01:30	0		0												
01:45	0	0	0	0											
02:00	0		0												
02:15	0		0												
02:30	0		0												
02:45	0	0	0	0											
03:00	0		0												
03:15	0		0												
03:30	0		0												
03:45	0	0	0	0											
04:00	0		0												
04:15	0		0												
04:30	0		0												
04:45	0	0	0	0											
05:00	0		0												
05:15	0		0												
05:30	0		0												
05:45	0	0	0	0											
06:00	0		0												
06:15	0		0												
06:30	0		0												
06:45	0	0	0	0											
07:00	0		0												
07:15	0		0												
07:30	0		0												
07:45	0	0	0	0											
08:00	0		0												
08:15	0		0												
08:30	0		0												
08:45	0	0	0	0											
09:00	0		0												
09:15	0		0												
09:30	0		0												
09:45	0	0	0	0											
10:00	0		0												
10:15	0		0												
10:30	0		0												
10:45	0	0	0	0											
11:00	0		0												
11:15	0		0												
11:30	0		0												
11:45	0	0	0	0											
Total	0		0												
Percent			0.0%		0.0%										
Day Total		0													
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
P.H.F.															

Main Street (Route 62)
west of #24 Driveway
City, State: Maynard, MA
Client: Green International/ C. Tobias



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

196770 A Volume
Site Code: TBA

Start Time	A.M.	EB	P.M.	Sat 03/02/19
12:00	9		65	
12:15	8		76	
12:30	12		68	
12:45	3	32	57	266
01:00	8		68	
01:15	5		61	
01:30	8		64	
01:45	2	23	58	251
02:00	2		49	
02:15	1		62	
02:30	0		59	
02:45	1	4	55	225
03:00	1		56	
03:15	0		65	
03:30	2		68	
03:45	0	3	57	246
04:00	2		50	
04:15	1		53	
04:30	1		55	
04:45	2	6	76	234
05:00	0		52	
05:15	3		61	
05:30	9		55	
05:45	6	18	53	221
06:00	9		63	
06:15	22		66	
06:30	16		75	
06:45	26	73	51	255
07:00	17		54	
07:15	31		40	
07:30	31		43	
07:45	30	109	38	175
08:00	40		46	
08:15	43		48	
08:30	41		43	
08:45	42	166	38	175
09:00	44		36	
09:15	48		35	
09:30	58		37	
09:45	55	205	25	133
10:00	43		24	
10:15	57		17	
10:30	47		14	
10:45	62	209	17	72
11:00	50		10	
11:15	58		9	
11:30	59		9	
11:45	67	234	11	39
Total	1082		2292	
Percent			100.0 %	0.0%
Day Total		3374		
Peak	11:00	-	00:15	-
Vol.	234	-	269	-
P.H.F.	0.873		0.885	

Main Street (Route 62)
west of #24 Driveway
City, State: Maynard, MA
Client: Green International/ C. Tobias



PRECISION
D A T A
INDUSTRIES, LLC

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

196770 A Class
Site Code: TBA

EB

Start Time	Cars	Medium Heavy	Large Heavy											Total
02/28/1														
9	18	0	0	0	0	0	0	0	0	0	0	0	0	18
01:00	13	0	0	0	0	0	0	0	0	0	0	0	0	13
02:00	22	2	0	0	0	0	0	0	0	0	0	0	0	24
03:00	14	1	1	0	0	0	0	0	0	0	0	0	0	16
04:00	26	1	0	0	0	0	0	0	0	0	0	0	0	27
05:00	66	5	0	0	0	0	0	0	0	0	0	0	0	71
06:00	162	3	2	0	0	0	0	0	0	0	0	0	0	167
07:00	236	6	1	0	0	0	0	0	0	0	0	0	0	243
08:00	258	10	1	0	0	0	0	0	0	0	0	0	0	269
09:00	261	12	3	0	0	0	0	0	0	0	0	0	0	276
10:00	266	5	1	0	0	0	0	0	0	0	0	0	0	272
11:00	211	10	2	0	0	0	0	0	0	0	0	0	0	223
12 PM	266	4	2	0	0	0	0	0	0	0	0	0	0	272
13:00	311	0	0	0	0	0	0	0	0	0	0	0	0	311
14:00	290	11	0	0	0	0	0	0	0	0	0	0	0	301
15:00	344	5	1	0	0	0	0	0	0	0	0	0	0	350
16:00	373	2	1	0	0	0	0	0	0	0	0	0	0	376
17:00	432	2	0	0	0	0	0	0	0	0	0	0	0	434
18:00	361	2	1	0	0	0	0	0	0	0	0	0	0	364
19:00	255	4	0	0	0	0	0	0	0	0	0	0	0	259
20:00	131	0	0	0	0	0	0	0	0	0	0	0	0	131
21:00	96	0	0	0	0	0	0	0	0	0	0	0	0	96
22:00	52	1	0	0	0	0	0	0	0	0	0	0	0	53
23:00	28	0	0	0	0	0	0	0	0	0	0	0	0	28
Total	4492	86	16	0	0	0	0	0	0	0	0	0	0	4594
Percent	97.8%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	09:00	09:00											09:00
Vol.	266	12	3											276
PM Peak	17:00	14:00	12:00											17:00
Vol.	432	11	2											434

Main Street (Route 62)
 west of #24 Driveway
 City, State: Maynard, MA
 Client: Green International/ C. Tobias



PRECISION
 D A T A
 INDUSTRIES, LLC

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

196770 A Class
 Site Code: TBA

EB

Start Time	Cars	Medium Heavy	Large Heavy												Total
03/01/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	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
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM															
Peak															
Vol.															
PM															
Peak															
Vol.															

Main Street (Route 62)
 west of #24 Driveway
 City, State: Maynard, MA
 Client: Green International/ C. Tobias



PRECISION
 D A T A
 INDUSTRIES, LLC

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

196770 A Class
 Site Code: TBA

EB

Start Time	Cars	Medium Heavy	Large Heavy												Total
03/02/1															
9	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
01:00	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
02:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	17	0	1	0	0	0	0	0	0	0	0	0	0	0	18
06:00	73	0	0	0	0	0	0	0	0	0	0	0	0	0	73
07:00	102	7	0	0	0	0	0	0	0	0	0	0	0	0	109
08:00	164	2	0	0	0	0	0	0	0	0	0	0	0	0	166
09:00	202	3	0	0	0	0	0	0	0	0	0	0	0	0	205
10:00	202	7	0	0	0	0	0	0	0	0	0	0	0	0	209
11:00	234	0	0	0	0	0	0	0	0	0	0	0	0	0	234
12 PM	261	4	1	0	0	0	0	0	0	0	0	0	0	0	266
13:00	248	3	0	0	0	0	0	0	0	0	0	0	0	0	251
14:00	218	7	0	0	0	0	0	0	0	0	0	0	0	0	225
15:00	245	1	0	0	0	0	0	0	0	0	0	0	0	0	246
16:00	231	3	0	0	0	0	0	0	0	0	0	0	0	0	234
17:00	220	1	0	0	0	0	0	0	0	0	0	0	0	0	221
18:00	253	1	1	0	0	0	0	0	0	0	0	0	0	0	255
19:00	175	0	0	0	0	0	0	0	0	0	0	0	0	0	175
20:00	174	1	0	0	0	0	0	0	0	0	0	0	0	0	175
21:00	132	1	0	0	0	0	0	0	0	0	0	0	0	0	133
22:00	71	1	0	0	0	0	0	0	0	0	0	0	0	0	72
23:00	39	0	0	0	0	0	0	0	0	0	0	0	0	0	39
Total	3323	48	3	0	0	0	0	0	0	0	0	0	0	0	3374
Percent	98.5%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	05:00												11:00
Vol.	234	7	1												234
PM Peak	12:00	14:00	12:00												12:00
Vol.	261	7	1												266

PDI File #: **196770 A**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	47	24	0	71	33	20	0	53	8	66	0	74	198
4:15 PM	53	14	0	67	22	15	0	37	9	56	0	65	169
4:30 PM	44	18	0	62	32	17	0	49	8	51	0	59	170
4:45 PM	55	21	0	76	37	23	0	60	14	56	0	70	206
Total	199	77	0	276	124	75	0	199	39	229	0	268	743
5:00 PM	47	31	0	78	45	19	0	64	19	80	0	99	241
5:15 PM	59	22	0	81	43	28	0	71	9	61	0	70	222
5:30 PM	43	29	0	72	38	25	0	63	16	63	1	80	215
5:45 PM	58	25	0	83	47	21	0	68	19	67	0	86	237
Total	207	107	0	314	173	93	0	266	63	271	1	335	915
Grand Total	406	184	0	590	297	168	0	465	102	500	1	603	1658
Approach %	68.8	31.2	0.0		63.9	36.1	0.0		16.9	82.9	0.2		
Total %	24.5	11.1	0.0	35.6	17.9	10.1	0.0	28.0	6.2	30.2	0.1	36.4	
Exiting Leg Total				797				286				575	1658
Cars	402	183	0	585	295	167	0	462	102	495	1	598	1645
% Cars	99.0	99.5	0.0	99.2	99.3	99.4	0.0	99.4	100.0	99.0	100.0	99.2	99.2
Exiting Leg Total				790				285				570	1645
Heavy Vehicles	4	1	0	5	2	1	0	3	0	5	0	5	13
% Heavy Vehicles	1.0	0.5	0.0	0.8	0.7	0.6	0.0	0.6	0.0	1.0	0.0	0.8	0.8
Exiting Leg Total				7				1				5	13

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

5:00 PM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	47	31	0	78	45	19	0	64	19	80	0	99	241
5:15 PM	59	22	0	81	43	28	0	71	9	61	0	70	222
5:30 PM	43	29	0	72	38	25	0	63	16	63	1	80	215
5:45 PM	58	25	0	83	47	21	0	68	19	67	0	86	237
Total Volume	207	107	0	314	173	93	0	266	63	271	1	335	915
% Approach Total	65.9	34.1	0.0		65.0	35.0	0.0		18.8	80.9	0.3		
PHF	0.877	0.863	0.000	0.946	0.920	0.830	0.000	0.937	0.829	0.847	0.250	0.846	0.949
Cars	206	106	0	312	171	92	0	263	63	270	1	334	909
Cars %	99.5	99.1	0.0	99.4	98.8	98.9	0.0	98.9	100.0	99.6	100.0	99.7	99.3
Heavy Vehicles	1	1	0	2	2	1	0	3	0	1	0	1	6
Heavy Vehicles %	0.5	0.9	0.0	0.6	1.2	1.1	0.0	1.1	0.0	0.4	0.0	0.3	0.7
Cars Enter Leg	206	106	0	312	171	92	0	263	63	270	1	334	909
Heavy Enter Leg	1	1	0	2	2	1	0	3	0	1	0	1	6
Total Entering Leg	207	107	0	314	173	93	0	266	63	271	1	335	915
Cars Exiting Leg				441				169				299	909
Heavy Exiting Leg				3				1				2	6
Total Exiting Leg				444				170				301	915

PDI File #: **196770 A**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Main Street (Route 62)					Walnut Street					Main Street (Route 62)					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
4:00 PM	46	24	0	70		33	20	0	53		8	65	0	73		196
4:15 PM	51	14	0	65		22	15	0	37		9	55	0	64		166
4:30 PM	44	18	0	62		32	17	0	49		8	51	0	59		170
4:45 PM	55	21	0	76		37	23	0	60		14	54	0	68		204
Total	196	77	0	273		124	75	0	199		39	225	0	264		736
5:00 PM	47	30	0	77		45	19	0	64		19	80	0	99		240
5:15 PM	58	22	0	80		42	28	0	70		9	61	0	70		220
5:30 PM	43	29	0	72		37	24	0	61		16	62	1	79		212
5:45 PM	58	25	0	83		47	21	0	68		19	67	0	86		237
Total	206	106	0	312		171	92	0	263		63	270	1	334		909
Grand Total	402	183	0	585		295	167	0	462		102	495	1	598		1645
Approach %	68.7	31.3	0.0			63.9	36.1	0.0			17.1	82.8	0.2			
Total %	24.4	11.1	0.0	35.6		17.9	10.2	0.0	28.1		6.2	30.1	0.1	36.4		
Exiting Leg Total	790					285					570					1645

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

5:00 PM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	47	30	0	77	45	19	0	64	19	80	0	99	240
5:15 PM	58	22	0	80	42	28	0	70	9	61	0	70	220
5:30 PM	43	29	0	72	37	24	0	61	16	62	1	79	212
5:45 PM	58	25	0	83	47	21	0	68	19	67	0	86	237
Total Volume	206	106	0	312	171	92	0	263	63	270	1	334	909
% Approach Total	66.0	34.0	0.0		65.0	35.0	0.0		18.9	80.8	0.3		
PHF	0.888	0.883	0.000	0.940	0.910	0.821	0.000	0.939	0.829	0.844	0.250	0.843	0.947
Entering Leg	206	106	0	312	171	92	0	263	63	270	1	334	909
Exiting Leg				441				169				299	909
Total				753				432				633	1818

PDI File #: **196770 A**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
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	2	0	2	2
Total	3	0	0	3	0	0	0	0	0	4	0	4	7
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	1	1	0	2	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	2	1	0	3	0	1	0	1	6
Grand Total	4	1	0	5	2	1	0	3	0	5	0	5	13
Approach %	80.0	20.0	0.0		66.7	33.3	0.0		0.0	100.0	0.0		
Total %	30.8	7.7	0.0	38.5	15.4	7.7	0.0	23.1	0.0	38.5	0.0	38.5	
Exiting Leg Total	7				1				5				13
Buses	1	0	0	1	0	1	0	1	0	2	0	2	4
% Buses	25.0	0.0	0.0	20.0	0.0	100.0	0.0	33.3	0.0	40.0	0.0	40.0	30.8
Exiting Leg Total	2				0				2				4
Single-Unit Trucks	3	1	0	4	2	0	0	2	0	2	0	2	8
% Single-Unit	75.0	100.0	0.0	80.0	100.0	0.0	0.0	66.7	0.0	40.0	0.0	40.0	61.5
Exiting Leg Total	4				1				3				8
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	7.7
Exiting Leg Total	1				0				0				1

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

4:45 PM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	1	1	0	2	0	1	0	1	3
Total Volume	1	1	0	2	2	1	0	3	0	3	0	3	8
% Approach Total	50.0	50.0	0.0		66.7	33.3	0.0		0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.500	0.250	0.000	0.375	0.000	0.375	0.000	0.375	0.667
Buses	1	0	0	1	0	1	0	1	0	2	0	2	4
Buses %	100.0	0.0	0.0	50.0	0.0	100.0	0.0	33.3	0.0	66.7	0.0	66.7	50.0
Single-Unit Trucks	0	1	0	1	2	0	0	2	0	1	0	1	4
Single-Unit %	0.0	100.0	0.0	50.0	100.0	0.0	0.0	66.7	0.0	33.3	0.0	33.3	50.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	1	0	0	1	0	1	0	1	0	2	0	2	4
Single-Unit Trucks	0	1	0	1	2	0	0	2	0	1	0	1	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	1	1	0	2	2	1	0	3	0	3	0	3	8
Buses				2				0				2	4
Single-Unit Trucks				3				1				0	4
Articulated Trucks				0				0				0	0
Total Exiting Leg				5				1				2	8

PDI File #: **196770 A**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Main Street (Route 62)					Walnut Street					Main Street (Route 62)					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
4:00 PM	43	20	0	63	26	18	0	44	6	58	0	64	171			
4:15 PM	48	12	0	60	21	13	0	34	6	48	0	54	148			
4:30 PM	43	16	0	59	29	13	0	42	8	45	0	53	154			
4:45 PM	53	21	0	74	35	19	0	54	13	50	0	63	191			
Total	187	69	0	256	111	63	0	174	33	201	0	234	664			
5:00 PM	43	29	0	72	41	17	0	58	17	68	0	85	215			
5:15 PM	54	22	0	76	38	28	0	66	8	58	0	66	208			
5:30 PM	41	28	0	69	33	22	0	55	15	56	1	72	196			
5:45 PM	56	22	0	78	46	18	0	64	17	63	0	80	222			
Total	194	101	0	295	158	85	0	243	57	245	1	303	841			
Grand Total	381	170	0	551	269	148	0	417	90	446	1	537	1505			
Approach %	69.1	30.9	0.0		64.5	35.5	0.0		16.8	83.1	0.2					
Total %	25.3	11.3	0.0	36.6	17.9	9.8	0.0	27.7	6.0	29.6	0.1	35.7				
Exiting Leg Total	715				260				530				1505			

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

5:00 PM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	43	29	0	72	41	17	0	58	17	68	0	85	215
5:15 PM	54	22	0	76	38	28	0	66	8	58	0	66	208
5:30 PM	41	28	0	69	33	22	0	55	15	56	1	72	196
5:45 PM	56	22	0	78	46	18	0	64	17	63	0	80	222
Total Volume	194	101	0	295	158	85	0	243	57	245	1	303	841
% Approach Total	65.8	34.2	0.0		65.0	35.0	0.0		18.8	80.9	0.3		
PHF	0.866	0.871	0.000	0.946	0.859	0.759	0.000	0.920	0.838	0.901	0.250	0.891	0.947
Entering Leg	194	101	0	295	158	85	0	243	57	245	1	303	841
Exiting Leg				403				158				280	841
Total				698				401				583	1682

PDI File #: **196770 A**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Light Goods Vehicle

	Main Street (Route 62)					Walnut Street					Main Street (Route 62)					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
4:00 PM	3	4	0	7	7	2	0	9	2	7	0	9	25			
4:15 PM	3	2	0	5	1	2	0	3	3	7	0	10	18			
4:30 PM	1	2	0	3	3	4	0	7	0	6	0	6	16			
4:45 PM	2	0	0	2	2	4	0	6	1	4	0	5	13			
Total	9	8	0	17	13	12	0	25	6	24	0	30	72			
5:00 PM	4	1	0	5	4	2	0	6	2	12	0	14	25			
5:15 PM	4	0	0	4	4	0	0	4	1	3	0	4	12			
5:30 PM	2	1	0	3	4	2	0	6	1	6	0	7	16			
5:45 PM	2	3	0	5	1	3	0	4	2	4	0	6	15			
Total	12	5	0	17	13	7	0	20	6	25	0	31	68			
Grand Total	21	13	0	34	26	19	0	45	12	49	0	61	140			
Approach %	61.8	38.2	0.0		57.8	42.2	0.0		19.7	80.3	0.0					
Total %	15.0	9.3	0.0	24.3	18.6	13.6	0.0	32.1	8.6	35.0	0.0	43.6				
Exiting Leg Total	75				25				40				140			

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

4:00 PM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	4	0	7	7	2	0	9	2	7	0	9	25
4:15 PM	3	2	0	5	1	2	0	3	3	7	0	10	18
4:30 PM	1	2	0	3	3	4	0	7	0	6	0	6	16
4:45 PM	2	0	0	2	2	4	0	6	1	4	0	5	13
Total Volume	9	8	0	17	13	12	0	25	6	24	0	30	72
% Approach Total	52.9	47.1	0.0		52.0	48.0	0.0		20.0	80.0	0.0		
PHF	0.750	0.500	0.000	0.607	0.464	0.750	0.000	0.694	0.500	0.857	0.000	0.750	0.720
Entering Leg	9	8	0	17	13	12	0	25	6	24	0	30	72
Exiting Leg				37				14				21	72
Total				54				39				51	144

PDI File #: **196770 A**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	0	1	0	1	3
Grand Total	1	0	0	1	0	1	0	1	0	2	0	2	4
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	25.0	0.0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	50.0	
Exiting Leg Total	2				0				2				4

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

4:45 PM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
Total Volume	1	0	0	1	0	1	0	1	0	2	0	2	4
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.500	0.500
Entering Leg	1	0	0	1	0	1	0	1	0	2	0	2	4
Exiting Leg				2				0				2	4
Total				3				1				4	

PDI File #: **196770 A**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	3	0	0	3	0	0	0	0	0	2	0	2	5
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	2	0	0	2	0	0	0	0	3
Grand Total	3	1	0	4	2	0	0	2	0	2	0	2	8
Approach %	75.0	25.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	37.5	12.5	0.0	50.0	25.0	0.0	0.0	25.0	0.0	25.0	0.0	25.0	
Exiting Leg Total	4				1				3				8

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

4:00 PM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	3	0	0	3	0	0	0	0	0	2	0	2	5
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.625
Entering Leg	3	0	0	3	0	0	0	0	0	2	0	2	5
Exiting Leg				2				0				3	5
Total				5				0				5	10

PDI File #: **196770 A**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total	1				0				0				1

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

4:00 PM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	1
% Approach Total	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	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg				1				0				0	1
Total				1				0				1	2

PDI File #: **196770 A**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Bicycles (on Roadway and Crosswalks)

	Main Street (Route 62)						Walnut Street						Main Street (Route 62)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	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	0	0	0	0	0	0	1	1	0	1	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	2	3
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	66.7	0.0	0.0	0.0	66.7	
Exiting Leg Total	2						1						0						3

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

4:00 PM	Main Street (Route 62)						Walnut Street						Main Street (Route 62)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	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	0	0	0	0	0	0	1	1	0	1	0	0	0	1	2
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0		
PHF	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	0.250	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1	2
Exiting Leg	1						1						0						2
Total	1						2						1						4

PDI File #: **196770 A**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Main Street (Route 62)						Walnut Street						Main Street (Route 62)						Total			
	from East						from South						from West									
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total				
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	1	1	3	
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	
4:30 PM	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	0	0	3	
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	1	3	4	0	0	0	0	1	2	3	0	0	0	0	0	2	2	9
5:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	0	1	1	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	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	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	0	0	0	0	1	5	6	0	0	0	0	0	1	1	8
Grand Total	0	0	0	0	2	3	5	0	0	0	0	2	7	9	0	0	0	0	0	3	3	17
Approach %	0	0	0	0	40	60		0	0	0	0	22.222	77.778		0	0	0	0	0	100		
Total %	0	0	0	0	11.765	17.647	29.412	0	0	0	0	11.765	41.176	52.941	0	0	0	0	0	17.647	17.647	
Exiting Leg Total	5						9						3						17			

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

4:15 PM	Main Street (Route 62)						Walnut Street						Main Street (Route 62)						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2	
4:30 PM	0	0	0	1	1	2	0	0	0	0	1	1	0	0	0	0	0	0	3	
4:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	1	0	1	0	0	0	1	2	3	0	0	0	0	1	1	5	
Total Volume	0	0	0	2	2	4	0	0	0	2	3	5	0	0	0	0	2	2	11	
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	100.0			
PHF	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.500	0.375	0.417	0.000	0.000	0.000	0.000	0.500	0.500	0.550	
Entering Leg	0	0	0	2	2	4	0	0	0	2	3	5	0	0	0	0	2	2	11	
Exiting Leg	4						4	5						2						11
Total	8							10						4						22

PDI File #: **196770 AA**
Location: **S: Walnut Street**
Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
City, State: **Maynard, MA**
Client: **Green International/ C. Tobias**
Site Code: **TBA**
Count Date: **Saturday, March 2, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Cars and Heavy Vehicles (Combined)

	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	43	7	0	50	13	7	0	20	3	31	0	34	104
11:15 AM	35	11	0	46	21	11	0	32	7	33	0	40	118
11:30 AM	39	12	0	51	10	14	0	24	7	46	0	53	128
11:45 AM	37	13	0	50	18	11	0	29	10	52	0	62	141
Total	154	43	0	197	62	43	0	105	27	162	0	189	491
12:00 PM	39	17	0	56	21	11	0	32	5	44	0	49	137
12:15 PM	33	13	1	47	14	3	0	17	7	51	0	58	122
12:30 PM	34	8	0	42	8	9	0	17	3	47	0	50	109
12:45 PM	31	13	0	44	14	16	0	30	7	48	0	55	129
Total	137	51	1	189	57	39	0	96	22	190	0	212	497
1:00 PM	28	16	0	44	16	8	0	24	9	42	0	51	119
1:15 PM	34	12	0	46	16	15	0	31	7	44	1	52	129
1:30 PM	44	11	0	55	13	19	0	32	6	45	0	51	138
1:45 PM	34	17	0	51	16	13	0	29	3	38	0	41	121
Total	140	56	0	196	61	55	0	116	25	169	1	195	507
Grand Total	431	150	1	582	180	137	0	317	74	521	1	596	1495
Approach %	74.1	25.8	0.2		56.8	43.2	0.0		12.4	87.4	0.2		
Total %	28.8	10.0	0.1	38.9	12.0	9.2	0.0	21.2	4.9	34.8	0.1	39.9	
Exiting Leg Total				702				224				569	1495
Cars	427	148	1	576	178	135	0	313	72	516	1	589	1478
% Cars	99.1	98.7	100.0	99.0	98.9	98.5	0.0	98.7	97.3	99.0	100.0	98.8	98.9
Exiting Leg Total				695				220				563	1478
Heavy Vehicles	4	2	0	6	2	2	0	4	2	5	0	7	17
% Heavy Vehicles	0.9	1.3	0.0	1.0	1.1	1.5	0.0	1.3	2.7	1.0	0.0	1.2	1.1
Exiting Leg Total				7				4				6	17

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	39	12	0	51	10	14	0	24	7	46	0	53	128
11:45 AM	37	13	0	50	18	11	0	29	10	52	0	62	141
12:00 PM	39	17	0	56	21	11	0	32	5	44	0	49	137
12:15 PM	33	13	1	47	14	3	0	17	7	51	0	58	122
Total Volume	148	55	1	204	63	39	0	102	29	193	0	222	528
% Approach Total	72.5	27.0	0.5		61.8	38.2	0.0		13.1	86.9	0.0		
PHF	0.949	0.809	0.250	0.911	0.750	0.696	0.000	0.797	0.725	0.928	0.000	0.895	0.936
Cars	148	55	1	204	61	37	0	98	28	193	0	221	523
Cars %	100.0	100.0	100.0	100.0	96.8	94.9	0.0	96.1	96.6	100.0	0.0	99.5	99.1
Heavy Vehicles	0	0	0	0	2	2	0	4	1	0	0	1	5
Heavy Vehicles %	0.0	0.0	0.0	0.0	3.2	5.1	0.0	3.9	3.4	0.0	0.0	0.5	0.9
Cars Enter Leg	148	55	1	204	61	37	0	98	28	193	0	221	523
Heavy Enter Leg	0	0	0	0	2	2	0	4	1	0	0	1	5
Total Entering Leg	148	55	1	204	63	39	0	102	29	193	0	222	528
Cars Exiting Leg				255				83				185	523
Heavy Exiting Leg				2				1				2	5
Total Exiting Leg				257				84				187	528

PDI File #: **196770 AA**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**



Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	42	7	0	49	13	7	0	20	3	31	0	34	103
11:15 AM	35	11	0	46	21	11	0	32	6	33	0	39	117
11:30 AM	39	12	0	51	10	13	0	23	7	46	0	53	127
11:45 AM	37	13	0	50	18	11	0	29	9	52	0	61	140
Total	153	43	0	196	62	42	0	104	25	162	0	187	487
12:00 PM	39	17	0	56	19	10	0	29	5	44	0	49	134
12:15 PM	33	13	1	47	14	3	0	17	7	51	0	58	122
12:30 PM	34	7	0	41	8	9	0	17	3	45	0	48	106
12:45 PM	30	12	0	42	14	16	0	30	7	47	0	54	126
Total	136	49	1	186	55	38	0	93	22	187	0	209	488
1:00 PM	28	16	0	44	16	8	0	24	9	41	0	50	118
1:15 PM	33	12	0	45	16	15	0	31	7	43	1	51	127
1:30 PM	43	11	0	54	13	19	0	32	6	45	0	51	137
1:45 PM	34	17	0	51	16	13	0	29	3	38	0	41	121
Total	138	56	0	194	61	55	0	116	25	167	1	193	503
Grand Total	427	148	1	576	178	135	0	313	72	516	1	589	1478
Approach %	74.1	25.7	0.2		56.9	43.1	0.0		12.2	87.6	0.2		
Total %	28.9	10.0	0.1	39.0	12.0	9.1	0.0	21.2	4.9	34.9	0.1	39.9	
Exiting Leg Total				695				220				563	1478

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	39	12	0	51	10	13	0	23	7	46	0	53	127
11:45 AM	37	13	0	50	18	11	0	29	9	52	0	61	140
12:00 PM	39	17	0	56	19	10	0	29	5	44	0	49	134
12:15 PM	33	13	1	47	14	3	0	17	7	51	0	58	122
Total Volume	148	55	1	204	61	37	0	98	28	193	0	221	523
% Approach Total	72.5	27.0	0.5		62.2	37.8	0.0		12.7	87.3	0.0		
PHF	0.949	0.809	0.250	0.911	0.803	0.712	0.000	0.845	0.778	0.928	0.000	0.906	0.934
Entering Leg	148	55	1	204	61	37	0	98	28	193	0	221	523
Exiting Leg				255				83				185	523
Total				459				181				406	1046

PDI File #: **196770 AA**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**



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

	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	1	0	1	0	1	2	0	0	2	4
12:00 PM	0	0	0	0	2	1	0	3	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
12:45 PM	1	1	0	2	0	0	0	0	0	1	0	1	3
Total	1	2	0	3	2	1	0	3	0	3	0	3	9
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
Grand Total	4	2	0	6	2	2	0	4	2	5	0	7	17
Approach %	66.7	33.3	0.0		50.0	50.0	0.0		28.6	71.4	0.0		
Total %	23.5	11.8	0.0	35.3	11.8	11.8	0.0	23.5	11.8	29.4	0.0	41.2	
Exiting Leg Total	7				4				6				17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0
Single-Unit Trucks	4	2	0	6	2	1	0	3	2	4	0	6	15
% Single-Unit	100.0	100.0	0.0	100.0	100.0	50.0	0.0	75.0	100.0	80.0	0.0	85.7	88.2
Exiting Leg Total	6				4				5				15
Articulated Trucks	0	0	0	0	0	1	0	1	0	1	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	20.0	0.0	14.3	11.8
Exiting Leg Total	1				1				1				2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	0	0	0	0	2	1	0	3	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
12:45 PM	1	1	0	2	0	0	0	0	0	1	0	1	3
Total Volume	1	2	0	3	2	1	0	3	0	3	0	3	9
% Approach Total	33.3	66.7	0.0		66.7	33.3	0.0		0.0	100.0	0.0		
PHF	0.250	0.500	0.000	0.375	0.250	0.250	0.000	0.250	0.000	0.375	0.000	0.375	0.750
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	1	2	0	3	2	0	0	2	0	2	0	2	7
Single-Unit %	100.0	100.0	0.0	100.0	100.0	0.0	0.0	66.7	0.0	66.7	0.0	66.7	77.8
Articulated Trucks	0	0	0	0	0	1	0	1	0	1	0	1	2
Articulated %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	33.3	0.0	33.3	0.0	33.3	22.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	2	0	3	2	0	0	2	0	2	0	2	7
Articulated Trucks	0	0	0	0	0	1	0	1	0	1	0	1	2
Total Entering Leg	1	2	0	3	2	1	0	3	0	3	0	3	9
Buses	0				0				0				0
Single-Unit Trucks	4				2				1				7
Articulated Trucks	1				0				1				2
Total Exiting Leg	5				2				2				9

PDI File #: **196770 AA**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	37	7	0	44	12	7	0	19	3	26	0	29	92
11:15 AM	33	9	0	42	19	9	0	28	6	25	0	31	101
11:30 AM	36	8	0	44	9	12	0	21	5	36	0	41	106
11:45 AM	33	12	0	45	16	11	0	27	7	45	0	52	124
Total	139	36	0	175	56	39	0	95	21	132	0	153	423
12:00 PM	32	14	0	46	13	9	0	22	2	36	0	38	106
12:15 PM	27	13	1	41	12	3	0	15	7	44	0	51	107
12:30 PM	29	5	0	34	8	8	0	16	2	39	0	41	91
12:45 PM	26	10	0	36	12	15	0	27	7	39	0	46	109
Total	114	42	1	157	45	35	0	80	18	158	0	176	413
1:00 PM	23	15	0	38	14	8	0	22	4	34	0	38	98
1:15 PM	28	10	0	38	13	13	0	26	7	38	1	46	110
1:30 PM	33	10	0	43	12	18	0	30	5	40	0	45	118
1:45 PM	28	15	0	43	13	12	0	25	3	36	0	39	107
Total	112	50	0	162	52	51	0	103	19	148	1	168	433
Grand Total	365	128	1	494	153	125	0	278	58	438	1	497	1269
Approach %	73.9	25.9	0.2		55.0	45.0	0.0		11.7	88.1	0.2		
Total %	28.8	10.1	0.1	38.9	12.1	9.9	0.0	21.9	4.6	34.5	0.1	39.2	
Exiting Leg Total				592				186				491	1269

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	36	8	0	44	9	12	0	21	5	36	0	41	106
11:45 AM	33	12	0	45	16	11	0	27	7	45	0	52	124
12:00 PM	32	14	0	46	13	9	0	22	2	36	0	38	106
12:15 PM	27	13	1	41	12	3	0	15	7	44	0	51	107
Total Volume	128	47	1	176	50	35	0	85	21	161	0	182	443
% Approach Total	72.7	26.7	0.6		58.8	41.2	0.0		11.5	88.5	0.0		
PHF	0.889	0.839	0.250	0.957	0.781	0.729	0.000	0.787	0.750	0.894	0.000	0.875	0.893
Entering Leg	128	47	1	176	50	35	0	85	21	161	0	182	443
Exiting Leg				212				68				163	443
Total				388				153				345	886

PDI File #: **196770 AA**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Light Goods Vehicle

	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	5	0	0	5	1	0	0	1	0	5	0	5	11
11:15 AM	2	2	0	4	2	2	0	4	0	8	0	8	16
11:30 AM	3	4	0	7	1	1	0	2	2	10	0	12	21
11:45 AM	4	1	0	5	2	0	0	2	2	7	0	9	16
Total	14	7	0	21	6	3	0	9	4	30	0	34	64
12:00 PM	7	3	0	10	6	1	0	7	3	8	0	11	28
12:15 PM	6	0	0	6	2	0	0	2	0	7	0	7	15
12:30 PM	5	2	0	7	0	1	0	1	1	6	0	7	15
12:45 PM	4	2	0	6	2	1	0	3	0	8	0	8	17
Total	22	7	0	29	10	3	0	13	4	29	0	33	75
1:00 PM	5	1	0	6	2	0	0	2	5	7	0	12	20
1:15 PM	5	2	0	7	3	2	0	5	0	5	0	5	17
1:30 PM	10	1	0	11	1	1	0	2	1	5	0	6	19
1:45 PM	6	2	0	8	3	1	0	4	0	2	0	2	14
Total	26	6	0	32	9	4	0	13	6	19	0	25	70
Grand Total	62	20	0	82	25	10	0	35	14	78	0	92	209
Approach %	75.6	24.4	0.0		71.4	28.6	0.0		15.2	84.8	0.0		
Total %	29.7	9.6	0.0	39.2	12.0	4.8	0.0	16.7	6.7	37.3	0.0	44.0	
Exiting Leg Total	103				34				72				209

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Main Street (Route 62)					Walnut Street					Main Street (Route 62)					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
11:15 AM	2	2	0	4		2	2	0	4		0	8	0	8	16	
11:30 AM	3	4	0	7		1	1	0	2		2	10	0	12	21	
11:45 AM	4	1	0	5		2	0	0	2		2	7	0	9	16	
12:00 PM	7	3	0	10		6	1	0	7		3	8	0	11	28	
Total Volume	16	10	0	26		11	4	0	15		7	33	0	40	81	
% Approach Total	61.5	38.5	0.0			73.3	26.7	0.0			17.5	82.5	0.0			
PHF	0.571	0.625	0.000	0.650		0.458	0.500	0.000	0.536		0.583	0.825	0.000	0.833	0.723	
Entering Leg	16	10	0	26		11	4	0	15		7	33	0	40	81	
Exiting Leg				44					17					20	81	
Total				70					32					60	162	

PDI File #: **196770 AA**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Main Street (Route 62)					Walnut Street					Main Street (Route 62)					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
11:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		
11:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		
11:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		
11:45 AM	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		
12:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		
12:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		
12:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		
12:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		
Total	0	0	0	0		0	0	0	0		0	0	0	0		
1:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		
1:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		
1:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		
1:45 PM	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		
Grand Total	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					

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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 #: **196770 AA**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Main Street (Route 62)					Walnut Street					Main Street (Route 62)					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
11:00 AM	1	0	0	1		0	0	0	0		0	0	0	0		1
11:15 AM	0	0	0	0		0	0	0	0		1	0	0	1		1
11:30 AM	0	0	0	0		0	1	0	1		0	0	0	0		1
11:45 AM	0	0	0	0		0	0	0	0		1	0	0	1		1
Total	1	0	0	1		0	1	0	1		2	0	0	2		4
12:00 PM	0	0	0	0		2	0	0	2		0	0	0	0		2
12:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0
12:30 PM	0	1	0	1		0	0	0	0		0	2	0	2		3
12:45 PM	1	1	0	2		0	0	0	0		0	0	0	0		2
Total	1	2	0	3		2	0	0	2		0	2	0	2		7
1:00 PM	0	0	0	0		0	0	0	0		0	1	0	1		1
1:15 PM	1	0	0	1		0	0	0	0		0	1	0	1		2
1:30 PM	1	0	0	1		0	0	0	0		0	0	0	0		1
1:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0
Total	2	0	0	2		0	0	0	0		0	2	0	2		4
Grand Total	4	2	0	6		2	1	0	3		2	4	0	6		15
Approach %	66.7	33.3	0.0			66.7	33.3	0.0			33.3	66.7	0.0			
Total %	26.7	13.3	0.0	40.0		13.3	6.7	0.0	20.0		13.3	26.7	0.0	40.0		
Exiting Leg Total	6					4					5					15

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Main Street (Route 62)					Walnut Street					Main Street (Route 62)					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
12:30 PM	0	1	0	1		0	0	0	0	0	0	2	0	2		3
12:45 PM	1	1	0	2		0	0	0	0	0	0	0	0	0		2
1:00 PM	0	0	0	0		0	0	0	0	0	0	1	0	1		1
1:15 PM	1	0	0	1		0	0	0	0	0	0	1	0	1		2
Total Volume	2	2	0	4		0	0	0	0	0	0	4	0	4		8
% Approach Total	50.0	50.0	0.0			0.0	0.0	0.0		0.0	100.0	0.0				
PHF	0.500	0.500	0.000	0.500		0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.667		
Entering Leg	2	2	0	4		0	0	0	0	0	0	4	0	4		8
Exiting Leg				4					2					2		8
Total	8					2					6					16

PDI File #: **196770 AA**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Main Street (Route 62)					Walnut Street					Main Street (Route 62)					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	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	
12:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Total	0	0	0	0	0	0	1	0	1	0	1	0	1	2	2	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	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	
Grand Total	0	0	0	0	0	0	1	0	1	0	1	0	1	2	2	
Approach %	0.0	0.0	0.0			0.0	100.0	0.0			0.0	100.0	0.0			
Total %	0.0	0.0	0.0	0.0		0.0	50.0	0.0	50.0	0.0	50.0	0.0	50.0			
Exiting Leg Total	1					0					1					2

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Main Street (Route 62)				Walnut Street				Main Street (Route 62)				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	2
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	1	0	1	0	1	0	1	2
Exiting Leg				1				0				1	2
Total				1				1				2	4

PDI File #: **196770 AA**
 Location: **S: Walnut Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**



Bicycles (on Roadway and Crosswalks)

	Main Street (Route 62)						Walnut Street						Main Street (Route 62)						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	100.0	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		
Exiting Leg Total	0						0						1						1	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Main Street (Route 62)						Walnut Street						Main Street (Route 62)						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	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	0.250
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0						0						1						1	
Total	1						0						1						2	

PDI File #: **196770 AA**
Location: **S: Walnut Street**
Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
City, State: **Maynard, MA**
Client: **Green International/ C. Tobias**
Site Code: **TBA**
Count Date: **Saturday, March 2, 2019**
Start Time: **11:00 AM**
End Time: **2:00 PM**
Class:



Pedestrians

	Main Street (Route 62)						Walnut Street						Main Street (Route 62)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3	3	6
11:30 AM	0	0	0	1	0	1	0	0	0	3	0	3	0	0	0	3	2	5	9
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	3	5	8	0	0	0	3	5	8	17
12:00 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	1	1	6
12:15 PM	0	0	0	0	1	1	0	0	0	2	3	5	0	0	0	1	1	2	8
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	2	0	0	0	6	5	11	0	0	0	1	2	3	16
1:00 PM	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	1	1	2	7
1:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	7	9	0	0	0	2	1	3	12
Grand Total	0	0	0	2	1	3	0	0	0	11	17	28	0	0	0	6	8	14	45
Approach %	0	0	0	66.667	33.333		0	0	0	39.286	60.714		0	0	0	42.857	57.143		
Total %	0	0	0	4.4444	2.2222	6.6667	0	0	0	24.444	37.778	62.222	0	0	0	13.333	17.778	31.111	
Exiting Leg Total	3						28						14						45

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Main Street (Route 62)						Walnut Street						Main Street (Route 62)						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
11:30 AM	0	0	0	1	0	1	0	0	0	3	0	3	0	0	0	3	2	5	9
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	1	1	6
12:15 PM	0	0	0	0	1	1	0	0	0	2	3	5	0	0	0	1	1	2	8
Total Volume	0	0	0	1	1	2	0	0	0	9	5	14	0	0	0	4	4	8	24
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	64.3	35.7		0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.563	0.417	0.700	0.000	0.000	0.000	0.333	0.500	0.400	0.667
Entering Leg	0	0	0	1	1	2	0	0	0	9	5	14	0	0	0	4	4	8	24
Exiting Leg	2						14						8						24
Total	4						28						16						48

PDI File #: 196770 B

Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court

Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)

City, State: Maynard, MA

Client: Green International/ C. Tobias

Site Code: TBA

Count Date: Thursday, February 28, 2019

Start Time: 4:00 PM

End Time: 6:00 PM

Class:



Cars and Heavy Vehicles (Combined)

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	1	0	45	1	0	47	0	0	0	0	0	0	3	84	68	3	0	158	42	1	38	13	0	94	0	27	0	3	0	30	329
4:15 PM	2	0	56	0	0	58	0	0	0	0	0	0	1	91	92	0	0	184	32	0	40	13	0	85	0	34	0	2	0	36	363
4:30 PM	1	0	53	0	0	54	0	0	0	0	0	0	0	106	95	0	0	201	35	0	45	11	0	91	0	18	2	1	1	22	368
4:45 PM	2	0	49	0	0	51	0	0	0	0	0	0	3	95	91	0	0	189	46	0	33	8	0	87	0	32	1	0	0	33	360
Total	6	0	203	1	0	210	0	0	0	0	0	0	7	376	346	3	0	732	155	1	156	45	0	357	0	111	3	6	1	121	1420
5:00 PM	2	0	68	1	0	71	0	0	0	0	0	0	0	83	95	0	0	178	41	0	57	16	0	114	0	26	0	3	0	29	392
5:15 PM	3	0	57	0	0	60	0	0	0	0	1	1	1	93	88	0	0	182	46	0	44	11	0	101	0	34	0	0	0	34	378
5:30 PM	4	0	58	0	0	62	0	0	0	0	0	0	0	92	80	0	0	172	43	0	38	16	0	97	0	23	0	2	0	25	356
5:45 PM	0	0	52	0	0	52	0	0	0	0	0	0	0	84	87	0	0	171	51	0	45	12	0	108	0	25	0	1	0	26	357
Total	9	0	235	1	0	245	0	0	0	0	1	1	1	352	350	0	0	703	181	0	184	55	0	420	0	108	0	6	0	114	1483
Grand Total	15	0	438	2	0	455	0	0	0	0	1	1	8	728	696	3	0	1435	336	1	340	100	0	777	0	219	3	12	1	235	2903
Approach %	3.3	0.0	96.3	0.4	0.0		0.0	0.0	0.0	0.0	100.0		0.6	50.7	48.5	0.2	0.0		43.2	0.1	43.8	12.9	0.0		0.0	93.2	1.3	5.1	0.4		
Total %	0.5	0.0	15.1	0.1	0.0	15.7	0.0	0.0	0.0	0.0	0.0	0.0	0.3	25.1	24.0	0.1	0.0	49.4	11.6	0.0	11.7	3.4	0.0	26.8	0.0	7.5	0.1	0.4	0.0	8.1	
Exiting Leg Total	1080						15						993						3						812						2903
Cars	15	0	431	2	0	448	0	0	0	0	1	1	8	718	689	3	0	1418	333	1	337	99	0	770	0	217	3	11	1	232	2869
% Cars	100.0	0.0	98.4	100.0	0.0	98.5	0.0	0.0	0.0	0.0	100.0	100.0	100.0	98.6	99.0	100.0	0.0	98.8	99.1	100.0	99.1	99.0	0.0	99.1	0.0	99.1	100.0	91.7	100.0	98.7	98.8
Exiting Leg Total	1066						15						981						3						804						2869
Heavy Vehicles	0	0	7	0	0	7	0	0	0	0	0	0	0	10	7	0	0	17	3	0	3	1	0	7	0	2	0	1	0	3	34
% Heavy Vehicles	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.0	0.0	0.0	1.2	0.9	0.0	0.9	1.0	0.0	0.9	0.0	0.9	0.0	8.3	0.0	1.3	1.2
Exiting Leg Total	14						0						12						0						8						34

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

4:30 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:30 PM	1	0	53	0	0	54	0	0	0	0	0	0	0	106	95	0	0	201	35	0	45	11	0	91	0	18	2	1	1	22	368
4:45 PM	2	0	49	0	0	51	0	0	0	0	0	0	3	95	91	0	0	189	46	0	33	8	0	87	0	32	1	0	0	33	360
5:00 PM	2	0	68	1	0	71	0	0	0	0	0	0	0	83	95	0	0	178	41	0	57	16	0	114	0	26	0	3	0	29	392
5:15 PM	3	0	57	0	0	60	0	0	0	0	1	1	1	93	88	0	0	182	46	0	44	11	0	101	0	34	0	0	0	34	378
Total Volume	8	0	227	1	0	236	0	0	0	0	1	1	4	377	369	0	0	750	168	0	179	46	0	393	0	110	3	4	1	118	1498
% Approach Total	3.4	0.0	96.2	0.4	0.0		0.0	0.0	0.0	0.0	100.0		0.5	50.3	49.2	0.0	0.0		42.7	0.0	45.5	11.7	0.0		0.0	93.2	2.5	3.4	0.8		
PHF	0.667	0.000	0.835	0.250	0.000	0.831	0.000	0.000	0.000	0.000	0.250	0.250	0.333	0.889	0.971	0.000	0.000	0.933	0.913	0.000	0.785	0.719	0.000	0.862	0.000	0.809	0.375	0.333	0.250	0.868	0.955
Cars	8	0	222	1	0	231	0	0	0	0	1	1	4	375	363	0	0	742	165	0	179	46	0	390	0	109	3	4	1	117	1481
Cars %	100.0	0.0	97.8	100.0	0.0	97.9	0.0	0.0	0.0	0.0	100.0	100.0	100.0	99.5	98.4	0.0	0.0	98.9	98.2	0.0	100.0	100.0	0.0	99.2	0.0	99.1	100.0	100.0	100.0	99.2	98.9
Heavy Vehicles	0	0	5	0	0	5	0	0	0	0	0	0	0	2	6	0	0	8	3	0	0	0	0	3	0	1	0	0	0	1	17
Heavy Vehicles %	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.6	0.0	0.0	1.1	1.8	0.0	0.0	0.0	0.0	0.8	0.0	0.9	0.0	0.0	0.0	0.8	1.1
Cars Enter Leg	8	0	222	1	0	231	0	0	0	0	1	1	4	375	363	0	0	742	165	0	179	46	0	390	0	109	3	4	1	117	1481
Heavy Enter Leg	0	0	5	0	0	5	0	0	0	0	0	0	0	2	6	0	0	8	3	0	0	0	0	3	0	1	0	0	0	1	17
Total Entering Leg	8	0	227	1	0	236	0	0	0	0	1	1	4	377	369	0	0	750	168	0	179	46	0	393	0	110	3	4	1	118	1498
Cars Exiting Leg	558						9						496						0						418						1481
Heavy Exiting Leg	2						0						9						0						6						17
Total Exiting Leg	560						9						505						0						424						1498

PDI File #: **196770 B**
 Location: **N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court**
 Location: **E: Waltham Street (Route 27/62) W: Summer Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	1	0	45	1	0	47	0	0	0	0	0	0	3	79	67	3	0	152	42	1	37	13	0	93	0	26	0	3	0	29	321
4:15 PM	2	0	55	0	0	57	0	0	0	0	0	0	1	89	92	0	0	182	32	0	38	13	0	83	0	34	0	2	0	36	358
4:30 PM	1	0	51	0	0	52	0	0	0	0	0	0	0	105	92	0	0	197	34	0	45	11	0	90	0	17	2	1	1	21	360
4:45 PM	2	0	48	0	0	50	0	0	0	0	0	0	3	95	90	0	0	188	46	0	33	8	0	87	0	32	1	0	0	33	358
Total	6	0	199	1	0	206	0	0	0	0	0	0	7	368	341	3	0	719	154	1	153	45	0	353	0	109	3	6	1	119	1397
5:00 PM	2	0	67	1	0	70	0	0	0	0	0	0	0	83	93	0	0	176	40	0	57	16	0	113	0	26	0	3	0	29	388
5:15 PM	3	0	56	0	0	59	0	0	0	0	1	1	1	92	88	0	0	181	45	0	44	11	0	100	0	34	0	0	0	34	375
5:30 PM	4	0	58	0	0	62	0	0	0	0	0	0	0	92	80	0	0	172	43	0	38	15	0	96	0	23	0	1	0	24	354
5:45 PM	0	0	51	0	0	51	0	0	0	0	0	0	0	83	87	0	0	170	51	0	45	12	0	108	0	25	0	1	0	26	355
Total	9	0	232	1	0	242	0	0	0	0	1	1	1	350	348	0	0	699	179	0	184	54	0	417	0	108	0	5	0	113	1472
Grand Total	15	0	431	2	0	448	0	0	0	0	1	1	8	718	689	3	0	1418	333	1	337	99	0	770	0	217	3	11	1	232	2869
Approach %	3.3	0.0	96.2	0.4	0.0		0.0	0.0	0.0	0.0	100.0		0.6	50.6	48.6	0.2	0.0		43.2	0.1	43.8	12.9	0.0		0.0	93.5	1.3	4.7	0.4		
Total %	0.5	0.0	15.0	0.1	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.3	25.0	24.0	0.1	0.0	49.4	11.6	0.0	11.7	3.5	0.0	26.8	0.0	7.6	0.1	0.4	0.0	8.1	
Exiting Leg Total	1066						15						981						3						804						2869

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

4:30 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:30 PM	1	0	51	0	0	52	0	0	0	0	0	0	0	105	92	0	0	197	34	0	45	11	0	90	0	17	2	1	1	21	360
4:45 PM	2	0	48	0	0	50	0	0	0	0	0	0	3	95	90	0	0	188	46	0	33	8	0	87	0	32	1	0	0	33	358
5:00 PM	2	0	67	1	0	70	0	0	0	0	0	0	0	83	93	0	0	176	40	0	57	16	0	113	0	26	0	3	0	29	388
5:15 PM	3	0	56	0	0	59	0	0	0	0	1	1	1	92	88	0	0	181	45	0	44	11	0	100	0	34	0	0	0	34	375
Total Volume	8	0	222	1	0	231	0	0	0	0	1	1	4	375	363	0	0	742	165	0	179	46	0	390	0	109	3	4	1	117	1481
% Approach Total	3.5	0.0	96.1	0.4	0.0		0.0	0.0	0.0	0.0	100.0		0.5	50.5	48.9	0.0	0.0		42.3	0.0	45.9	11.8	0.0		0.0	93.2	2.6	3.4	0.9		
PHF	0.667	0.000	0.828	0.250	0.000	0.825	0.000	0.000	0.000	0.000	0.250	0.250	0.333	0.893	0.976	0.000	0.000	0.942	0.897	0.000	0.785	0.719	0.000	0.863	0.000	0.801	0.375	0.333	0.250	0.860	0.954
Entering Leg	8	0	222	1	0	231	0	0	0	0	1	1	4	375	363	0	0	742	165	0	179	46	0	390	0	109	3	4	1	117	1481
Exiting Leg	558						9						496						0						418						1481
Total	789						10						1238						390						535						2962

PDI File #: 196770 B

Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court

Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)

City, State: Maynard, MA

Client: Green International/ C. Tobias

Site Code: TBA

Count Date: Thursday, February 28, 2019

Start Time: 4:00 PM

End Time: 6:00 PM

Class:



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

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	0	0	1	0	0	1	0	1	0	0	0	1	8
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	5
4:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	3	0	0	4	1	0	0	0	0	1	0	1	0	0	0	1	8
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	8	5	0	0	13	1	0	3	0	0	4	0	2	0	0	0	2	23
5:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	0	3	0	0	0	0	0	0	0	2	2	0	0	4	2	0	0	1	0	3	0	0	0	1	0	1	11
Grand Total	0	0	7	0	0	7	0	0	0	0	0	0	0	10	7	0	0	17	3	0	3	1	0	7	0	2	0	1	0	3	34
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	58.8	41.2	0.0	0.0		42.9	0.0	42.9	14.3	0.0		0.0	66.7	0.0	33.3	0.0		
Total %	0.0	0.0	20.6	0.0	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.4	20.6	0.0	0.0	50.0	8.8	0.0	8.8	2.9	0.0	20.6	0.0	5.9	0.0	2.9	0.0	8.8	
Exiting Leg Total	14						0						12						0						8						34
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Exiting Leg Total	1						0						0						0						0						1
Single-Unit Trucks	0	0	6	0	0	6	0	0	0	0	0	0	0	8	7	0	0	15	3	0	2	1	0	6	0	2	0	1	0	3	30
% Single-Unit	0.0	0.0	85.7	0.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	100.0	0.0	0.0	88.2	100.0	0.0	66.7	100.0	0.0	85.7	0.0	100.0	0.0	100.0	0.0	100.0	88.2
Exiting Leg Total	11						0						11						0						8						30
Articulated Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
% Articulated	0.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	5.9	0.0	0.0	33.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8.8
Exiting Leg Total	2						0						1						0						0						3

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

4:00 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	0	0	1	0	0	1	0	1	0	0	0	1	8
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	5
4:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	3	0	0	4	1	0	0	0	0	1	0	1	0	0	0	1	8
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	4	0	0	4	0	0	0	0	0	0	0	8	5	0	0	13	1	0	3	0	0	4	0	2	0	0	0	2	23
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	61.5	38.5	0.0	0.0		25.0	0.0	75.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.400	0.417	0.000	0.000	0.542	0.250	0.000	0.375	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.500	0.719
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
Single-Unit Trucks	0	0	4	0	0	4	0	0	0	0	0	0	0	6	5	0	0	11	1	0	2	0	0	3	0	2	0	0	0	2	20
Single-Unit %	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	100.0	0.0	0.0	84.6	100.0	0.0	66.7	0.0	0.0	75.0	0.0	100.0	0.0	0.0	0.0	100.0	87.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
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	12.5	0.0	0.0	0.0	7.7	0.0	0.0	33.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7

PDI File #: **196770 B**
 Location: **N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court**
 Location: **E: Waltham Street (Route 27/62) W: Summer Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	0	4	0	0	4	0	0	0	0	0	0	0	6	5	0	0	11	1	0	2	0	0	3	0	2	0	0	0	0	2	20
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Total Entering Leg	0	0	4	0	0	4	0	0	0	0	0	0	0	8	5	0	0	13	1	0	3	0	0	4	0	2	0	0	0	0	2	23
Buses						1						0						0						0						0	1	
Single-Unit Trucks						8						0						7						0						5	20	
Articulated Trucks						2						0						0						0						0	2	
Total Exiting Leg						11						0						7						0						5	23	

PDI File #: **196770 B**
 Location: **N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court**
 Location: **E: Waltham Street (Route 27/62) W: Summer Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	1	0	40	0	0	41	0	0	0	0	0	0	2	68	59	3	0	132	36	1	28	13	0	78	0	25	0	3	0	28	279
4:15 PM	2	0	52	0	0	54	0	0	0	0	0	0	0	79	77	0	0	156	27	0	35	12	0	74	0	33	0	2	0	35	319
4:30 PM	1	0	48	0	0	49	0	0	0	0	0	0	0	95	81	0	0	176	31	0	40	10	0	81	0	17	2	1	1	21	327
4:45 PM	2	0	42	0	0	44	0	0	0	0	0	0	3	87	80	0	0	170	45	0	29	7	0	81	0	31	1	0	0	32	327
Total	6	0	182	0	0	188	0	0	0	0	0	0	5	329	297	3	0	634	139	1	132	42	0	314	0	106	3	6	1	116	1252
5:00 PM	2	0	65	1	0	68	0	0	0	0	0	0	0	76	83	0	0	159	35	0	50	13	0	98	0	24	0	3	0	27	352
5:15 PM	2	0	52	0	0	54	0	0	0	0	1	1	1	82	80	0	0	163	42	0	37	10	0	89	0	33	0	0	0	33	340
5:30 PM	4	0	53	0	0	57	0	0	0	0	0	0	0	86	72	0	0	158	36	0	34	15	0	85	0	23	0	1	0	24	324
5:45 PM	0	0	48	0	0	48	0	0	0	0	0	0	0	75	78	0	0	153	47	0	42	12	0	101	0	25	0	1	0	26	328
Total	8	0	218	1	0	227	0	0	0	0	1	1	1	319	313	0	0	633	160	0	163	50	0	373	0	105	0	5	0	110	1344
Grand Total	14	0	400	1	0	415	0	0	0	0	1	1	6	648	610	3	0	1267	299	1	295	92	0	687	0	211	3	11	1	226	2596
Approach %	3.4	0.0	96.4	0.2	0.0		0.0	0.0	0.0	0.0	100.0		0.5	51.1	48.1	0.2	0.0		43.5	0.1	42.9	13.4	0.0		0.0	93.4	1.3	4.9	0.4		
Total %	0.5	0.0	15.4	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	25.0	23.5	0.1	0.0	48.8	11.5	0.0	11.4	3.5	0.0	26.5	0.0	8.1	0.1	0.4	0.0	8.7	
Exiting Leg Total	954						12						910						3						717						2596

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

4:30 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:30 PM	1	0	48	0	0	49	0	0	0	0	0	0	0	95	81	0	0	176	31	0	40	10	0	81	0	17	2	1	1	21	327
4:45 PM	2	0	42	0	0	44	0	0	0	0	0	0	3	87	80	0	0	170	45	0	29	7	0	81	0	31	1	0	0	32	327
5:00 PM	2	0	65	1	0	68	0	0	0	0	0	0	0	76	83	0	0	159	35	0	50	13	0	98	0	24	0	3	0	27	352
5:15 PM	2	0	52	0	0	54	0	0	0	0	1	1	1	82	80	0	0	163	42	0	37	10	0	89	0	33	0	0	0	33	340
Total Volume	7	0	207	1	0	215	0	0	0	0	1	1	4	340	324	0	0	668	153	0	156	40	0	349	0	105	3	4	1	113	1346
% Approach Total	3.3	0.0	96.3	0.5	0.0		0.0	0.0	0.0	0.0	100.0		0.6	50.9	48.5	0.0	0.0		43.8	0.0	44.7	11.5	0.0		0.0	92.9	2.7	3.5	0.9		
PHF	0.875	0.000	0.796	0.250	0.000	0.790	0.000	0.000	0.000	0.000	0.250	0.250	0.333	0.895	0.976	0.000	0.000	0.949	0.850	0.000	0.780	0.769	0.000	0.890	0.000	0.795	0.375	0.333	0.250	0.856	0.956
Entering Leg	7	0	207	1	0	215	0	0	0	0	1	1	4	340	324	0	0	668	153	0	156	40	0	349	0	105	3	4	1	113	1346
Exiting Leg						500						9						465						0						372	1346
Total						715						10					1133						349							485	2692

PDI File #: **196770 B**
 Location: **N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court**
 Location: **E: Waltham Street (Route 27/62) W: Summer Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Light Goods Vehicle

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	5	1	0	6	0	0	0	0	0	0	1	11	8	0	0	20	6	0	9	0	0	15	0	1	0	0	0	1	42
4:15 PM	0	0	3	0	0	3	0	0	0	0	0	0	1	10	15	0	0	26	5	0	3	1	0	9	0	1	0	0	0	1	39
4:30 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	10	11	0	0	21	3	0	5	1	0	9	0	0	0	0	0	0	33
4:45 PM	0	0	6	0	0	6	0	0	0	0	0	0	0	8	10	0	0	18	1	0	4	1	0	6	0	1	0	0	0	1	31
Total	0	0	17	1	0	18	0	0	0	0	0	0	2	39	44	0	0	85	15	0	21	3	0	39	0	3	0	0	0	3	145
5:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	7	10	0	0	17	5	0	7	3	0	15	0	2	0	0	0	2	36
5:15 PM	1	0	4	0	0	5	0	0	0	0	0	0	0	10	8	0	0	18	3	0	7	1	0	11	0	1	0	0	0	1	35
5:30 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	6	8	0	0	14	7	0	4	0	0	11	0	0	0	0	0	0	30
5:45 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	8	9	0	0	17	3	0	3	0	0	6	0	0	0	0	0	0	26
Total	1	0	14	0	0	15	0	0	0	0	0	0	0	31	35	0	0	66	18	0	21	4	0	43	0	3	0	0	0	3	127
Grand Total	1	0	31	1	0	33	0	0	0	0	0	0	2	70	79	0	0	151	33	0	42	7	0	82	0	6	0	0	0	6	272
Approach %	3.0	0.0	93.9	3.0	0.0		0.0	0.0	0.0	0.0	0.0		1.3	46.4	52.3	0.0	0.0		40.2	0.0	51.2	8.5	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	0.4	0.0	11.4	0.4	0.0	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7	25.7	29.0	0.0	0.0	55.5	12.1	0.0	15.4	2.6	0.0	30.1	0.0	2.2	0.0	0.0	0.0	2.2	
Exiting Leg Total	112						3						70						0						87						272

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

4:00 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	5	1	0	6	0	0	0	0	0	0	1	11	8	0	0	20	6	0	9	0	0	15	0	1	0	0	0	1	42
4:15 PM	0	0	3	0	0	3	0	0	0	0	0	0	1	10	15	0	0	26	5	0	3	1	0	9	0	1	0	0	0	1	39
4:30 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	10	11	0	0	21	3	0	5	1	0	9	0	0	0	0	0	0	33
4:45 PM	0	0	6	0	0	6	0	0	0	0	0	0	0	8	10	0	0	18	1	0	4	1	0	6	0	1	0	0	0	1	31
Total Volume	0	0	17	1	0	18	0	0	0	0	0	0	2	39	44	0	0	85	15	0	21	3	0	39	0	3	0	0	0	3	145
% Approach Total	0.0	0.0	94.4	5.6	0.0		0.0	0.0	0.0	0.0	0.0		2.4	45.9	51.8	0.0	0.0		38.5	0.0	53.8	7.7	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.708	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.886	0.733	0.000	0.000	0.817	0.625	0.000	0.583	0.750	0.000	0.650	0.000	0.750	0.000	0.000	0.000	0.750	0.863
Entering Leg	0	0	17	1	0	18	0	0	0	0	0	0	2	39	44	0	0	85	15	0	21	3	0	39	0	3	0	0	0	3	145
Exiting Leg						60						3					35						0							47	145
Total						78						3					120						39							50	290

PDI File #: 196770 B
Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court
Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)
City, State: Maynard, MA
Client: Green International/ C. Tobias
Site Code: TBA
Count Date: Thursday, February 28, 2019
Start Time: 4:00 PM
End Time: 6:00 PM
Class:



Buses

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	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	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1						0						0						0						0						1

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

4:00 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)												
	from North						from Northeast						from East						from South						from West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0						
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1					
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	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	0.250	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	0.250						
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1						
Exiting Leg	1						0						0						0						0						1						
Total	1						0						1						0						0						0						2

PDI File #: **196770 B**
 Location: **N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court**
 Location: **E: Waltham Street (Route 27/62) W: Summer Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	0	0	1	0	0	1	0	1	0	0	0	1	8
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	3	0	0	4	1	0	0	0	0	1	0	1	0	0	0	1	8
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	6	5	0	0	11	1	0	2	0	0	3	0	2	0	0	0	2	20
5:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	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	1	0	1	0	0	0	1	0	1	2
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0	4	2	0	0	1	0	3	0	0	0	1	0	1	10
Grand Total	0	0	6	0	0	6	0	0	0	0	0	0	0	8	7	0	0	15	3	0	2	1	0	6	0	2	0	1	0	3	30
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	53.3	46.7	0.0	0.0		50.0	0.0	33.3	16.7	0.0		0.0	66.7	0.0	33.3	0.0		
Total %	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.7	23.3	0.0	0.0	50.0	10.0	0.0	6.7	3.3	0.0	20.0	0.0	6.7	0.0	3.3	0.0	10.0	
Exiting Leg Total	11						0						11						0						8						30

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

4:00 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						
	from North						from Northeast						from East						from South						from West						Total
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	0	0	1	0	0	1	0	1	0	0	0	1	8
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	3	0	0	4	1	0	0	0	0	1	0	1	0	0	0	1	8
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	4	0	0	4	0	0	0	0	0	0	0	6	5	0	0	11	1	0	2	0	0	3	0	2	0	0	0	2	20
% Approach Total	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	54.5	45.5	0.0	0.0		33.3	0.0	66.7	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.300	0.417	0.000	0.000	0.458	0.250	0.000	0.500	0.000	0.000	0.750	0.000	0.500	0.000	0.000	0.000	0.500	0.625
Entering Leg	0	0	4	0	0	4	0	0	0	0	0	0	0	6	5	0	0	11	1	0	2	0	0	3	0	2	0	0	0	2	20
Exiting Leg	8						0						7						0						5						20
Total	12						0						18						3						7						40

PDI File #: **196770 B**
Location: **N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court**
Location: **E: Waltham Street (Route 27/62) W: Summer Street (Route 62)**
City, State: **Maynard, MA**
Client: **Green International/ C. Tobias**
Site Code: **TBA**
Count Date: **Thursday, February 28, 2019**
Start Time: **4:00 PM**
End Time: **6:00 PM**
Class:



Articulated Trucks

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
Approach %	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	2						0						1						0						0						3	

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

4:00 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	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	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	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2	
Exiting Leg	2						0						0						0						0						2
Total	2						0						1						1						0						4

PDI File #: 196770 B

Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court

Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)

City, State: Maynard, MA

Client: Green International/ C. Tobias

Site Code: TBA

Count Date: Thursday, February 28, 2019

Start Time: 4:00 PM

End Time: 6:00 PM

Class:



Bicycles (on Roadway and Crosswalks)

	Acton Street (Route 27)								Acton Court								Waltham Street (Route 27/62)								Main Street (Route 62)								Summer Street (Route 62)								Total		
	from North								from Northeast								from East								from South								from West										
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	1	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	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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	100.0	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								0								1		

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

4:45 PM	Acton Street (Route 27)								Acton Court								Waltham Street (Route 27/62)								Main Street (Route 62)								Summer Street (Route 62)								Total		
	from North								from Northeast								from East								from South								from West										
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
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	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0								0								1								0								0								1		
Total	0								0								1								1								0								2		

PDI File #: 196770 B

Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court

Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)

City, State: Maynard, MA

Client: Green International/ C. Tobias

Site Code: TBA

Count Date: Thursday, February 28, 2019

Start Time: 4:00 PM

End Time: 6:00 PM

Class:



Pedestrians

	Acton Street (Route 27)								Acton Court								Waltham Street (Route 27/62)								Main Street (Route 62)								Summer Street (Route 62)								Total
	from North								from Northeast								from East								from South								from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	6
4:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	
Total	0	0	0	0	0	0	0	4	4	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	10	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	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	0	1	1	2	0	0	0	0	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	1	2	3	11
Grand Total	0	0	0	0	0	0	0	4	4	0	0	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	1	5	6	21
Approach %	0	0	0	0	0	0	0	100		0	0	0	0	0	50	50		0	0	0	0	0	0	0	0		0	0	0	0	0	33.3	66.7		0	0	0	0	0	16.7	83.3
Total %	0	0	0	0	0	0	0	19	19	0	0	0	0	0	19	19	38.1	0	0	0	0	0	0	0	0	0	0	0	0	0	4.76	9.52	14.3	0	0	0	0	0	4.76	23.8	28.6
Exiting Leg Total	4								8								0								3								6								21

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

4:30 PM	Acton Street (Route 27)								Acton Court								Waltham Street (Route 27/62)								Main Street (Route 62)								Summer Street (Route 62)								Total
	from North								from Northeast								from East								from South								from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6	
4:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4			
Total Volume	0	0	0	0	0	0	4	4	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	4	5	16		
% 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	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	20.0	80.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.500	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	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.500	0.625	0.667	
Entering Leg	0	0	0	0	0	0	4	4	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	4	5	16		
Exiting Leg	4								6								0								1								5								16
Total	8								12								0								2								10								32

PDI File #: 196770 BB

Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court

Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)

City, State: Maynard, MA

Client: Green International/ C. Tobias

Site Code: TBA

Count Date: Saturday, March 2, 2019

Start Time: 11:00 AM

End Time: 2:00 PM

Class:



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

Cars and Heavy Vehicles (Combined)

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:00 AM	5	0	41	0	0	46	0	0	0	0	0	0	0	29	47	0	0	76	29	0	11	3	0	43	0	16	0	0	0	16	181
11:15 AM	2	0	28	0	0	30	0	0	0	4	0	4	0	44	44	0	0	88	24	0	22	6	0	52	0	22	0	1	0	23	197
11:30 AM	1	0	40	0	0	41	0	1	0	0	0	1	1	39	49	0	0	89	39	0	14	7	0	60	0	24	0	2	0	26	217
11:45 AM	1	0	29	0	0	30	0	0	0	0	0	0	0	43	53	0	0	96	40	1	14	13	0	68	0	28	0	0	0	28	222
Total	9	0	138	0	0	147	0	1	0	4	0	5	1	155	193	0	0	349	132	1	61	29	0	223	0	90	0	3	0	93	817
12:00 PM	3	0	41	0	0	44	0	0	0	0	0	0	0	42	72	0	0	114	26	0	26	4	0	56	0	21	0	1	0	22	236
12:15 PM	1	0	45	0	0	46	0	0	0	0	0	0	0	31	56	0	0	87	44	0	14	7	0	65	0	17	0	2	0	19	217
12:30 PM	1	0	37	0	0	38	0	0	0	0	0	0	0	41	46	0	0	87	41	1	15	5	0	62	0	27	1	0	0	28	215
12:45 PM	2	0	33	0	0	35	0	0	0	0	0	0	0	47	58	0	0	105	32	0	14	7	0	53	0	24	0	1	0	25	218
Total	7	0	156	0	0	163	0	0	0	0	0	0	0	161	232	0	0	393	143	1	69	23	0	236	0	89	1	4	0	94	886
1:00 PM	0	0	40	0	0	40	1	0	0	0	0	1	0	35	44	0	0	79	32	0	19	5	0	56	0	23	0	1	0	24	200
1:15 PM	0	0	40	0	0	40	0	0	0	0	0	0	0	58	59	0	0	117	30	0	23	7	0	60	0	26	0	0	0	26	243
1:30 PM	0	0	41	0	0	41	0	0	0	0	0	0	0	50	50	1	0	101	37	0	12	8	0	57	0	26	0	0	0	26	225
1:45 PM	2	0	44	0	0	46	0	0	0	0	0	0	0	47	46	0	0	93	25	2	21	6	0	54	0	35	0	1	0	36	229
Total	2	0	165	0	0	167	1	0	0	0	0	1	0	190	199	1	0	390	124	2	75	26	0	227	0	110	0	2	0	112	897
Grand Total	18	0	459	0	0	477	1	1	0	4	0	6	1	506	624	1	0	1132	399	4	205	78	0	686	0	289	1	9	0	299	2600
Approach %	3.8	0.0	96.2	0.0	0.0		16.7	16.7	0.0	66.7	0.0		0.1	44.7	55.1	0.1	0.0		58.2	0.6	29.9	11.4	0.0		0.0	96.7	0.3	3.0	0.0		
Total %	0.7	0.0	17.7	0.0	0.0	18.3	0.0	0.0	0.0	0.2	0.0	0.2	0.0	19.5	24.0	0.0	0.0	43.5	15.3	0.2	7.9	3.0	0.0	26.4	0.0	11.1	0.0	0.3	0.0	11.5	
Exiting Leg Total	721						6						1151						1						721						2600
Cars	17	0	456	0	0	473	1	1	0	4	0	6	1	499	616	1	0	1117	397	3	202	77	0	679	0	286	1	8	0	295	2570
% Cars	94.4	0.0	99.3	0.0	0.0	99.2	100.0	100.0	0.0	100.0	0.0	100.0	100.0	98.6	98.7	100.0	0.0	98.7	99.5	75.0	98.5	98.7	0.0	99.0	0.0	99.0	100.0	88.9	0.0	98.7	98.8
Exiting Leg Total	710						5						1143						1						711						2570
Heavy Vehicles	1	0	3	0	0	4	0	0	0	0	0	0	0	7	8	0	0	15	2	1	3	1	0	7	0	3	0	1	0	4	30
% Heavy Vehicles	5.6	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.3	0.0	0.0	1.3	0.5	25.0	1.5	1.3	0.0	1.0	0.0	1.0	0.0	11.1	0.0	1.3	1.2
Exiting Leg Total	11						1						8						0						10						30

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
1:00 PM	0	0	40	0	0	40	1	0	0	0	0	1	0	35	44	0	0	79	32	0	19	5	0	56	0	23	0	1	0	24	200
1:15 PM	0	0	40	0	0	40	0	0	0	0	0	0	0	58	59	0	0	117	30	0	23	7	0	60	0	26	0	0	0	26	243
1:30 PM	0	0	41	0	0	41	0	0	0	0	0	0	0	50	50	1	0	101	37	0	12	8	0	57	0	26	0	0	0	26	225
1:45 PM	2	0	44	0	0	46	0	0	0	0	0	0	0	47	46	0	0	93	25	2	21	6	0	54	0	35	0	1	0	36	229
Total Volume	2	0	165	0	0	167	1	0	0	0	0	1	0	190	199	1	0	390	124	2	75	26	0	227	0	110	0	2	0	112	897
% Approach Total	1.2	0.0	98.8	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	48.7	51.0	0.3	0.0		54.6	0.9	33.0	11.5	0.0		0.0	98.2	0.0	1.8	0.0		
PHF	0.250	0.000	0.938	0.000	0.000	0.908	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.819	0.843	0.250	0.000	0.833	0.838	0.250	0.815	0.813	0.000	0.946	0.000	0.786	0.000	0.500	0.000	0.778	0.923
Cars	2	0	165	0	0	167	1	0	0	0	0	1	0	186	196	1	0	383	123	2	74	26	0	225	0	110	0	2	0	112	888
Cars %	100.0	0.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	97.9	98.5	100.0	0.0	98.2	99.2	100.0	98.7	100.0	0.0	99.1	0.0	100.0	0.0	100.0	0.0	100.0	99.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	1	0	1	0	0	2	0	0	0	0	0	0	9
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	1.5	0.0	0.0	1.8	0.8	0.0	1.3	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Cars Enter Leg	2	0	165	0	0	167	1	0	0	0	0	1	0	186	196	1	0	383	123	2	74	26	0	225	0	110	0	2	0	112	888
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	1	0	1	0	0	2	0	0	0	0	0	0	9
Total Entering Leg	2	0	165	0	0	167	1	0	0	0	0	1	0	190	199	1	0	390	124	2	75	26	0	227	0	110	0	2	0	112	897
Cars Exiting Leg						263						2						398						1						224	888
Heavy Exiting Leg						5						0						1						0						3	9
Total Exiting Leg						268						2						399						1						227	897

PDI File #: 196770 BB

Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court

Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)

City, State: Maynard, MA

Client: Green International/ C. Tobias

Site Code: TBA

Count Date: Saturday, March 2, 2019

Start Time: 11:00 AM

End Time: 2:00 PM

Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:00 AM	5	0	38	0	0	43	0	0	0	0	0	0	0	29	47	0	0	76	28	0	11	3	0	42	0	16	0	0	0	16	177
11:15 AM	2	0	28	0	0	30	0	0	0	4	0	4	0	44	43	0	0	87	24	0	22	6	0	52	0	22	0	0	0	22	195
11:30 AM	1	0	40	0	0	41	0	1	0	0	0	1	1	39	48	0	0	88	39	0	14	7	0	60	0	24	0	2	0	26	216
11:45 AM	1	0	29	0	0	30	0	0	0	0	0	0	0	43	53	0	0	96	40	1	14	13	0	68	0	27	0	0	0	27	221
Total	9	0	135	0	0	144	0	1	0	4	0	5	1	155	191	0	0	347	131	1	61	29	0	222	0	89	0	2	0	91	809
12:00 PM	3	0	41	0	0	44	0	0	0	0	0	0	0	42	71	0	0	113	26	0	26	3	0	55	0	21	0	1	0	22	234
12:15 PM	1	0	45	0	0	46	0	0	0	0	0	0	0	30	55	0	0	85	44	0	14	7	0	65	0	17	0	2	0	19	215
12:30 PM	1	0	37	0	0	38	0	0	0	0	0	0	0	40	45	0	0	85	41	0	14	5	0	60	0	25	1	0	0	26	209
12:45 PM	1	0	33	0	0	34	0	0	0	0	0	0	0	46	58	0	0	104	32	0	13	7	0	52	0	24	0	1	0	25	215
Total	6	0	156	0	0	162	0	0	0	0	0	0	0	158	229	0	0	387	143	0	67	22	0	232	0	87	1	4	0	92	873
1:00 PM	0	0	40	0	0	40	1	0	0	0	0	1	0	34	44	0	0	78	31	0	19	5	0	55	0	23	0	1	0	24	198
1:15 PM	0	0	40	0	0	40	0	0	0	0	0	0	0	57	58	0	0	115	30	0	22	7	0	59	0	26	0	0	0	26	240
1:30 PM	0	0	41	0	0	41	0	0	0	0	0	0	0	49	48	1	0	98	37	0	12	8	0	57	0	26	0	0	0	26	222
1:45 PM	2	0	44	0	0	46	0	0	0	0	0	0	0	46	46	0	0	92	25	2	21	6	0	54	0	35	0	1	0	36	228
Total	2	0	165	0	0	167	1	0	0	0	0	1	0	186	196	1	0	383	123	2	74	26	0	225	0	110	0	2	0	112	888
Grand Total	17	0	456	0	0	473	1	1	0	4	0	6	1	499	616	1	0	1117	397	3	202	77	0	679	0	286	1	8	0	295	2570
Approach %	3.6	0.0	96.4	0.0	0.0		16.7	16.7	0.0	66.7	0.0		0.1	44.7	55.1	0.1	0.0		58.5	0.4	29.7	11.3	0.0		0.0	96.9	0.3	2.7	0.0		
Total %	0.7	0.0	17.7	0.0	0.0	18.4	0.0	0.0	0.0	0.2	0.0	0.2	0.0	19.4	24.0	0.0	0.0	43.5	15.4	0.1	7.9	3.0	0.0	26.4	0.0	11.1	0.0	0.3	0.0	11.5	
Exiting Leg Total	710						5						1143						1						711						2570

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
1:00 PM	0	0	40	0	0	40	1	0	0	0	0	1	0	34	44	0	0	78	31	0	19	5	0	55	0	23	0	1	0	24	198
1:15 PM	0	0	40	0	0	40	0	0	0	0	0	0	0	57	58	0	0	115	30	0	22	7	0	59	0	26	0	0	0	26	240
1:30 PM	0	0	41	0	0	41	0	0	0	0	0	0	0	49	48	1	0	98	37	0	12	8	0	57	0	26	0	0	0	26	222
1:45 PM	2	0	44	0	0	46	0	0	0	0	0	0	0	46	46	0	0	92	25	2	21	6	0	54	0	35	0	1	0	36	228
Total Volume	2	0	165	0	0	167	1	0	0	0	0	1	0	186	196	1	0	383	123	2	74	26	0	225	0	110	0	2	0	112	888
% Approach Total	1.2	0.0	98.8	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	48.6	51.2	0.3	0.0		54.7	0.9	32.9	11.6	0.0		0.0	98.2	0.0	1.8	0.0		
PHF	0.250	0.000	0.938	0.000	0.000	0.908	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.816	0.845	0.250	0.000	0.833	0.831	0.250	0.841	0.813	0.000	0.953	0.000	0.786	0.000	0.500	0.000	0.778	0.925
Entering Leg	2	0	165	0	0	167	1	0	0	0	0	1	0	186	196	1	0	383	123	2	74	26	0	225	0	110	0	2	0	112	888
Exiting Leg	263						2						398						1						224						888
Total	430						3						781						226						336						1776

PDI File #: 196770 BB

Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court

Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)

City, State: Maynard, MA

Client: Green International/ C. Tobias

Site Code: TBA

Count Date: Saturday, March 2, 2019

Start Time: 11:00 AM

End Time: 2:00 PM

Class:



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

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
11:00 AM	0	0	3	0	0	3	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	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:45 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	1	0	0	0	0	1	
Total	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	1	0	1	0	1	0	2	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	1	0	0	2	0	2	0	0	0	0	2	6
12:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0	0	6	0	1	2	1	0	4	0	2	0	0	0	0	2	13
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	1	0	1	0	0	2	0	0	0	0	0	0	0	9
Grand Total	1	0	3	0	0	4	0	0	0	0	0	0	0	7	8	0	0	15	2	1	3	1	0	7	0	3	0	1	0	4	30	
Approach %	25.0	0.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	46.7	53.3	0.0	0.0		28.6	14.3	42.9	14.3	0.0		0.0	75.0	0.0	25.0	0.0			
Total %	3.3	0.0	10.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.3	26.7	0.0	0.0	50.0	6.7	3.3	10.0	3.3	0.0	23.3	0.0	10.0	0.0	3.3	0.0	13.3		
Exiting Leg Total	11						1						8						0						10						30	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	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	3.3	
Exiting Leg Total	1						0						0						0						0						1	
Single-Unit Trucks	1	0	3	0	0	4	0	0	0	0	0	0	0	6	8	0	0	14	2	1	2	1	0	6	0	3	0	1	0	4	28	
% Single-Unit	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.7	100.0	0.0	0.0	93.3	100.0	100.0	66.7	100.0	0.0	85.7	0.0	100.0	0.0	100.0	0.0	100.0	93.3	
Exiting Leg Total	9						1						8						0						10						28	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	3.3	
Exiting Leg Total	1						0						0						0						0						1	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	1	0	0	2	0	2	0	0	0	2	6
12:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	3
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	4	2	0	0	6	1	1	3	0	0	5	0	2	0	0	0	2	14
% Approach Total	100.0	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		20.0	20.0	60.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.500	0.000	0.000	0.750	0.250	0.250	0.750	0.000	0.000	0.625	0.000	0.250	0.000	0.000	0.000	0.250	0.583
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	1	0	0	0	0	1	0	0	0	0	0	0	0	4	2	0	0	6	1	1	2	0	0	4	0	2	0	0	0	2	13
Single-Unit %	100.0	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	100.0	0.0	0.0	100.0	100.0	100.0	66.7	0.0	0.0	80.0	0.0	100.0	0.0	0.0	0.0	100.0	92.9

PDI File #: **196770 BB**
 Location: **N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court**
 Location: **E: Waltham Street (Route 27/62) W: Summer Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



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

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	1	0	0	0	0	1	0	0	0	0	0	0	0	4	2	0	0	6	1	1	2	0	0	4	0	2	0	0	0	2	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	4	2	0	0	6	1	1	3	0	0	5	0	2	0	0	0	2	14
Buses						0												0						0						0	0
Single-Unit Trucks						6												3						0						3	13
Articulated Trucks						1												0						0						0	1
Total Exiting Leg						7												3						0						3	14

PDI File #: **196770 BB**
 Location: **N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court**
 Location: **E: Waltham Street (Route 27/62) W: Summer Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:00 AM	2	0	32	0	0	34	0	0	0	0	0	0	0	23	39	0	0	62	23	0	9	3	0	35	0	12	0	0	0	12	143
11:15 AM	0	0	25	0	0	25	0	0	0	3	0	3	0	38	38	0	0	76	20	0	20	6	0	46	0	17	0	0	0	17	167
11:30 AM	1	0	37	0	0	38	0	1	0	0	0	1	1	35	42	0	0	78	33	0	13	4	0	50	0	22	0	2	0	24	191
11:45 AM	1	0	28	0	0	29	0	0	0	0	0	0	0	38	48	0	0	86	34	1	12	12	0	59	0	23	0	0	0	23	197
Total	4	0	122	0	0	126	0	1	0	3	0	4	1	134	167	0	0	302	110	1	54	25	0	190	0	74	0	2	0	76	698
12:00 PM	3	0	37	0	0	40	0	0	0	0	0	0	0	34	59	0	0	93	24	0	19	2	0	45	0	19	0	1	0	20	198
12:15 PM	1	0	32	0	0	33	0	0	0	0	0	0	0	28	47	0	0	75	39	0	12	5	0	56	0	17	0	2	0	19	183
12:30 PM	0	0	32	0	0	32	0	0	0	0	0	0	0	37	37	0	0	74	33	0	11	5	0	49	0	24	1	0	0	25	180
12:45 PM	1	0	28	0	0	29	0	0	0	0	0	0	0	45	49	0	0	94	27	0	11	6	0	44	0	21	0	1	0	22	189
Total	5	0	129	0	0	134	0	0	0	0	0	0	0	144	192	0	0	336	123	0	53	18	0	194	0	81	1	4	0	86	750
1:00 PM	0	0	36	0	0	36	1	0	0	0	0	1	0	29	37	0	0	66	25	0	18	5	0	48	0	21	0	1	0	22	173
1:15 PM	0	0	37	0	0	37	0	0	0	0	0	0	0	49	51	0	0	100	25	0	17	5	0	47	0	22	0	0	0	22	206
1:30 PM	0	0	34	0	0	34	0	0	0	0	0	0	0	45	38	1	0	84	28	0	11	8	0	47	0	25	0	0	0	25	190
1:45 PM	2	0	35	0	0	37	0	0	0	0	0	0	0	43	38	0	0	81	23	0	20	5	0	48	0	33	0	1	0	34	200
Total	2	0	142	0	0	144	1	0	0	0	0	1	0	166	164	1	0	331	101	0	66	23	0	190	0	101	0	2	0	103	769
Grand Total	11	0	393	0	0	404	1	1	0	3	0	5	1	444	523	1	0	969	334	1	173	66	0	574	0	256	1	8	0	265	2217
Approach %	2.7	0.0	97.3	0.0	0.0		20.0	20.0	0.0	60.0	0.0		0.1	45.8	54.0	0.1	0.0		58.2	0.2	30.1	11.5	0.0		0.0	96.6	0.4	3.0	0.0		
Total %	0.5	0.0	17.7	0.0	0.0	18.2	0.0	0.0	0.0	0.1	0.0	0.2	0.0	20.0	23.6	0.0	0.0	43.7	15.1	0.0	7.8	3.0	0.0	25.9	0.0	11.5	0.0	0.4	0.0	12.0	
Exiting Leg Total	626						3						986						1						601						2217

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:30 AM	1	0	37	0	0	38	0	1	0	0	0	1	1	35	42	0	0	78	33	0	13	4	0	50	0	22	0	2	0	24	191
11:45 AM	1	0	28	0	0	29	0	0	0	0	0	0	0	38	48	0	0	86	34	1	12	12	0	59	0	23	0	0	0	23	197
12:00 PM	3	0	37	0	0	40	0	0	0	0	0	0	0	34	59	0	0	93	24	0	19	2	0	45	0	19	0	1	0	20	198
12:15 PM	1	0	32	0	0	33	0	0	0	0	0	0	0	28	47	0	0	75	39	0	12	5	0	56	0	17	0	2	0	19	183
Total Volume	6	0	134	0	0	140	0	1	0	0	0	1	1	135	196	0	0	332	130	1	56	23	0	210	0	81	0	5	0	86	769
% Approach Total	4.3	0.0	95.7	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.3	40.7	59.0	0.0	0.0		61.9	0.5	26.7	11.0	0.0		0.0	94.2	0.0	5.8	0.0		
PHF	0.500	0.000	0.905	0.000	0.000	0.875	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.888	0.831	0.000	0.000	0.892	0.833	0.250	0.737	0.479	0.000	0.890	0.000	0.880	0.000	0.625	0.000	0.896	0.971
Entering Leg	6	0	134	0	0	140	0	1	0	0	0	1	1	135	196	0	0	332	130	1	56	23	0	210	0	81	0	5	0	86	769
Exiting Leg	196						2						345						0						226						769
Total	336						3						677						210						312						1538

PDI File #: 196770 BB

Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court

Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)

City, State: Maynard, MA

Client: Green International/ C. Tobias

Site Code: TBA

Count Date: Saturday, March 2, 2019

Start Time: 11:00 AM

End Time: 2:00 PM

Class:



Light Goods Vehicle

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:00 AM	3	0	6	0	0	9	0	0	0	0	0	0	0	6	8	0	0	14	5	0	2	0	0	7	0	4	0	0	0	4	34
11:15 AM	2	0	3	0	0	5	0	0	0	1	0	1	0	6	5	0	0	11	4	0	2	0	0	6	0	5	0	0	0	5	28
11:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	4	6	0	0	10	6	0	1	3	0	10	0	2	0	0	0	2	25
11:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	5	5	0	0	10	6	0	2	1	0	9	0	4	0	0	0	4	24
Total	5	0	13	0	0	18	0	0	0	1	0	1	0	21	24	0	0	45	21	0	7	4	0	32	0	15	0	0	0	15	111
12:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	8	12	0	0	20	2	0	7	1	0	10	0	2	0	0	0	2	36
12:15 PM	0	0	13	0	0	13	0	0	0	0	0	0	0	2	8	0	0	10	5	0	2	2	0	9	0	0	0	0	0	0	32
12:30 PM	1	0	5	0	0	6	0	0	0	0	0	0	0	3	8	0	0	11	8	0	3	0	0	11	0	1	0	0	0	1	29
12:45 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	1	9	0	0	10	5	0	2	1	0	8	0	3	0	0	0	3	26
Total	1	0	27	0	0	28	0	0	0	0	0	0	0	14	37	0	0	51	20	0	14	4	0	38	0	6	0	0	0	6	123
1:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	5	7	0	0	12	6	0	1	0	0	7	0	2	0	0	0	2	25
1:15 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	8	7	0	0	15	5	0	5	2	0	12	0	4	0	0	0	4	34
1:30 PM	0	0	7	0	0	7	0	0	0	0	0	0	0	4	10	0	0	14	9	0	1	0	0	10	0	1	0	0	0	1	32
1:45 PM	0	0	9	0	0	9	0	0	0	0	0	0	0	3	8	0	0	11	2	2	1	1	0	6	0	2	0	0	0	2	28
Total	0	0	23	0	0	23	0	0	0	0	0	0	0	20	32	0	0	52	22	2	8	3	0	35	0	9	0	0	0	9	119
Grand Total	6	0	63	0	0	69	0	0	0	1	0	1	0	55	93	0	0	148	63	2	29	11	0	105	0	30	0	0	0	30	353
Approach %	8.7	0.0	91.3	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	37.2	62.8	0.0	0.0		60.0	1.9	27.6	10.5	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	1.7	0.0	17.8	0.0	0.0	19.5	0.0	0.0	0.0	0.3	0.0	0.3	0.0	15.6	26.3	0.0	0.0	41.9	17.8	0.6	8.2	3.1	0.0	29.7	0.0	8.5	0.0	0.0	0.0	8.5	
Exiting Leg Total	84						2						157						0						110						353

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
12:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	8	12	0	0	20	2	0	7	1	0	10	0	2	0	0	0	2	36
12:15 PM	0	0	13	0	0	13	0	0	0	0	0	0	0	2	8	0	0	10	5	0	2	2	0	9	0	0	0	0	0	0	32
12:30 PM	1	0	5	0	0	6	0	0	0	0	0	0	0	3	8	0	0	11	8	0	3	0	0	11	0	1	0	0	0	1	29
12:45 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	1	9	0	0	10	5	0	2	1	0	8	0	3	0	0	0	3	26
Total Volume	1	0	27	0	0	28	0	0	0	0	0	0	0	14	37	0	0	51	20	0	14	4	0	38	0	6	0	0	0	6	123
% Approach Total	3.6	0.0	96.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	27.5	72.5	0.0	0.0		52.6	0.0	36.8	10.5	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.519	0.000	0.000	0.538	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.771	0.000	0.000	0.638	0.625	0.000	0.500	0.500	0.000	0.864	0.000	0.500	0.000	0.000	0.000	0.500	0.854
Entering Leg	1	0	27	0	0	28	0	0	0	0	0	0	0	14	37	0	0	51	20	0	14	4	0	38	0	6	0	0	0	6	123
Exiting Leg						28						0						53					0							42	123
Total						56						0						104						38						48	246

PDI File #: 196770 BB

Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court

Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)

City, State: Maynard, MA

Client: Green International/ C. Tobias

Site Code: TBA

Count Date: Saturday, March 2, 2019

Start Time: 11:00 AM

End Time: 2:00 PM

Class:



Buses

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1						0						0						0						0						1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	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	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	1						0						0						0						0						1
Total	1						0						1						0						0						2

PDI File #: 196770 BB

Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court

Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)

City, State: Maynard, MA

Client: Green International/ C. Tobias

Site Code: TBA

Count Date: Saturday, March 2, 2019

Start Time: 11:00 AM

End Time: 2:00 PM

Class:



Single-Unit Trucks

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
11:00 AM	0	0	3	0	0	3	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	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:45 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	1	0	0	0	1	1	
Total	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	1	0	1	0	1	0	2	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	1	0	0	0	2	0	2	0	0	0	2	6
12:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0	0	6	0	1	1	1	1	0	3	0	2	0	0	0	2	12
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	3	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	1	0	1	0	0	0	2	0	0	0	0	0	0	8
Grand Total	1	0	3	0	0	4	0	0	0	0	0	0	0	6	8	0	0	14	2	1	2	1	0	6	0	3	0	1	0	4	28	
Approach %	25.0	0.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	42.9	57.1	0.0	0.0		33.3	16.7	33.3	16.7	0.0		0.0	75.0	0.0	25.0	0.0			
Total %	3.6	0.0	10.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4	28.6	0.0	0.0	50.0	7.1	3.6	7.1	3.6	0.0	21.4	0.0	10.7	0.0	3.6	0.0	14.3		
Exiting Leg Total	9						1						8						0						10						28	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total			
	from North						from Northeast						from East						from South						from West									
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total				
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	1	1	0	0	0	2	0	2	0	0	0	0	2	6
12:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	2	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	3	
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	4	2	0	0	0	6	1	1	2	0	0	4	0	2	0	0	0	0	2	13	
% Approach Total	100.0	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		25.0	25.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0					
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.500	0.000	0.000	0.750	0.250	0.250	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.250	0.542			
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	4	2	0	0	6	1	1	2	0	0	4	0	2	0	0	0	0	2	13		
Exiting Leg	6						1						3						0						3						13			
Total	7						1						9						4						5						26			

PDI File #: **196770 BB**
 Location: **N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court**
 Location: **E: Waltham Street (Route 27/62) W: Summer Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	1	0	0	1	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	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		
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	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1						0						0						0						0						1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Acton Street (Route 27)						Acton Court						Waltham Street (Route 27/62)						Main Street (Route 62)						Summer Street (Route 62)						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	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	0.000	0.000	0.000	0.000	0.000	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	0.250	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
Exiting Leg	1						0						0						0						0						1
Total	1						0						0						1						0						2

PDI File #: 196770 BB
Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court
Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)
City, State: Maynard, MA
Client: Green International/ C. Tobias
Site Code: TBA
Count Date: Saturday, March 2, 2019
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Acton Street (Route 27)									Acton Court									Waltham Street (Route 27/62)									Main Street (Route 62)									Summer Street (Route 62)									Total
	from North									from Northeast									from East									from South									from West									
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0									0									0									0									0									0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Acton Street (Route 27)								Acton Court								Waltham Street (Route 27/62)								Main Street (Route 62)								Summer Street (Route 62)								Total				
	from North								from Northeast								from East								from South								from West												
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0								0								0								0								0								0				
Total	0								0								0								0								0								0				

PDI File #: 196770 BB
Location: N: Acton Street (Route 27) S: Main Street (Route 62) NE: Acton Court
Location: E: Waltham Street (Route 27/62) W: Summer Street (Route 62)
City, State: Maynard, MA
Client: Green International/ C. Tobias
Site Code: TBA
Count Date: Saturday, March 2, 2019
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Pedestrians

	Acton Street (Route 27)								Acton Court								Waltham Street (Route 27/62)								Main Street (Route 62)								Summer Street (Route 62)								Total	
	from North								from Northeast								from East								from South								from West									
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total		
11:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	3	
11:15 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	1	0	1	0	0	0	0	0	3	0	3	4	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3	1	4	10	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	5	
12:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
12:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3		
Total	0	0	0	0	0	2	2	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	1	1	11	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	5	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	6	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	3			
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	2	4	6	17	
Grand Total	0	0	0	0	0	2	3	5	0	0	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11	14	0	0	0	0	0	5	6	11	38	
Approach %	0	0	0	0	0	40	60		0	0	0	0	0	50	50		0	0	0	0	0	0	0		0	0	0	0	0	21	79		0	0	0	0	0	45	55			
Total %	0	0	0	0	0	5.3	7.9	13	0	0	0	0	0	11	11	21	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	29	37	0	0	0	0	0	13	16	29		
Exiting Leg Total	5								8								0								14								11								38	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Acton Street (Route 27)								Acton Court								Waltham Street (Route 27/62)								Main Street (Route 62)								Summer Street (Route 62)								Total								
	from North								from Northeast								from East								from South								from West																
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SE	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SE	Total									
12:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3								
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	5								
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3								
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	6								
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0	1	5	6	17							
% 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	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	16.7	83.3		0.0	0.0	0.0	0.0	0.0	16.7	83.3										
PHF	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	0.500	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.417	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.417	0.500	0.708								
Entering Leg	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0	1	5	6	17							
Exiting Leg	2								3								0								6								6								17								
Total	4								6								0								12								12								12								34

PDI File #: **196770 C**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	64	0	18	0	82	0	0	0	0	0	0	0	0	0	0	0	87	0	0	0	87	169
4:15 PM	60	0	25	0	85	0	0	0	0	0	0	0	0	0	0	0	68	0	0	0	68	153
4:30 PM	58	0	23	0	81	0	0	0	0	0	0	0	0	0	0	0	78	0	0	0	78	159
4:45 PM	74	0	26	0	100	0	0	0	0	0	0	0	0	0	0	0	74	0	0	0	74	174
Total	256	0	92	0	348	0	0	0	0	0	0	0	0	0	0	0	307	0	0	0	307	655
5:00 PM	66	0	30	0	96	0	0	0	0	0	0	0	0	0	0	0	111	0	0	0	111	207
5:15 PM	79	0	13	0	92	0	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	184
5:30 PM	68	0	24	0	92	0	0	0	0	0	0	0	0	0	0	0	87	0	0	0	87	179
5:45 PM	73	0	19	0	92	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0	98	190
Total	286	0	86	0	372	0	0	0	0	0	0	0	0	0	0	0	388	0	0	0	388	760
Grand Total	542	0	178	0	720	0	0	0	0	0	0	0	0	0	0	0	695	0	0	0	695	1415
Approach %	75.3	0.0	24.7	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	38.3	0.0	12.6	0.0	50.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.1	0.0	0.0	0.0	49.1	
Exiting Leg Total	0					873					0					542					1415	
Cars	539	0	178	0	717	0	0	0	0	0	0	0	0	0	0	0	686	0	0	0	686	1403
% Cars	99.4	0.0	100.0	0.0	99.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.7	0.0	0.0	0.0	98.7	99.2
Exiting Leg Total	0					864					0					539					1403	
Heavy Vehicles	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	12
% Heavy Vehicles	0.6	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	1.3	0.8
Exiting Leg Total	0					9					0					3					12	

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

5:00 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
5:00 PM	66	0	30	0	96	0	0	0	0	0	0	0	0	0	0	0	111	0	0	0	111	207
5:15 PM	79	0	13	0	92	0	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	184
5:30 PM	68	0	24	0	92	0	0	0	0	0	0	0	0	0	0	0	87	0	0	0	87	179
5:45 PM	73	0	19	0	92	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0	98	190
Total Volume	286	0	86	0	372	0	0	0	0	0	0	0	0	0	0	0	388	0	0	0	388	760
% Approach Total	76.9	0.0	23.1	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	0.905	0.000	0.717	0.000	0.969	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.874	0.000	0.000	0.874	0.918	
Cars	285	0	86	0	371	0	0	0	0	0	0	0	0	0	0	0	383	0	0	0	383	754
Cars %	99.7	0.0	100.0	0.0	99.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.7	0.0	0.0	0.0	98.7	99.2
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6
Heavy Vehicles %	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	1.3	0.8
Cars Enter Leg	285	0	86	0	371	0	0	0	0	0	0	0	0	0	0	0	383	0	0	0	383	754
Heavy Enter Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6
Total Entering Leg	286	0	86	0	372	0	0	0	0	0	0	0	0	0	0	0	388	0	0	0	388	760
Cars Exiting Leg	0					469					0					285					754	
Heavy Exiting Leg	0					5					0					1					6	
Total Exiting Leg	0					474					0					286					760	

PDI File #: **196770 C**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Cars-Combined (Motorcycles, Cars, Light Goods)

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	64	0	18	0	82	0	0	0	0	0	0	0	0	0	0	0	87	0	0	0	87
4:15 PM	58	0	25	0	83	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	67
4:30 PM	58	0	23	0	81	0	0	0	0	0	0	0	0	0	0	0	77	0	0	0	77
4:45 PM	74	0	26	0	100	0	0	0	0	0	0	0	0	0	0	0	72	0	0	0	72
Total	254	0	92	0	346	0	0	0	0	0	0	0	0	0	0	0	303	0	0	0	303
5:00 PM	66	0	30	0	96	0	0	0	0	0	0	0	0	0	0	0	110	0	0	0	110
5:15 PM	78	0	13	0	91	0	0	0	0	0	0	0	0	0	0	0	90	0	0	0	90
5:30 PM	68	0	24	0	92	0	0	0	0	0	0	0	0	0	0	0	86	0	0	0	86
5:45 PM	73	0	19	0	92	0	0	0	0	0	0	0	0	0	0	0	97	0	0	0	97
Total	285	0	86	0	371	0	0	0	0	0	0	0	0	0	0	0	383	0	0	0	383
Grand Total	539	0	178	0	717	0	0	0	0	0	0	0	0	0	0	0	686	0	0	0	686
Approach %	75.2	0.0	24.8	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	38.4	0.0	12.7	0.0	51.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.9	0.0	0.0	0.0	48.9
Exiting Leg Total	0					864					0					539					1403

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

5:00 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	66	0	30	0	96	0	0	0	0	0	0	0	0	0	0	0	110	0	0	110	206
5:15 PM	78	0	13	0	91	0	0	0	0	0	0	0	0	0	0	0	90	0	0	90	181
5:30 PM	68	0	24	0	92	0	0	0	0	0	0	0	0	0	0	0	86	0	0	86	178
5:45 PM	73	0	19	0	92	0	0	0	0	0	0	0	0	0	0	0	97	0	0	97	189
Total Volume	285	0	86	0	371	0	0	0	0	0	0	0	0	0	0	0	383	0	0	383	754
% Approach Total	76.8	0.0	23.2	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		
PHF	0.913	0.000	0.717	0.000	0.966	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.870	0.000	0.000	0.870	0.915
Entering Leg	285	0	86	0	371	0	0	0	0	0	0	0	0	0	0	0	383	0	0	383	754
Exiting Leg	0					469					0					285					754
Total	371					469					0					668					1508

PDI File #: **196770 C**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
Grand Total	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	
Exiting Leg Total	0					9					0					3					12
Buses	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
% Buses	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	
Exiting Leg Total	0					3					0					1					4
Single-Unit Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	
% Single-Unit	66.7	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	0.0	55.6	
Exiting Leg Total	0					5					0					2					7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.1	
Exiting Leg Total	0					1					0					0					1

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

4:15 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	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	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.583	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	14.3	
Single-Unit Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	
Single-Unit %	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	71.4	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
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	20.0	0.0	0.0	20.0	14.3	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Total Entering Leg	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7	
Buses	0					1					0					0					1	
Single-Unit Trucks	0					3					0					2					5	
Articulated Trucks	0					1					0					0					1	
Total Exiting Leg	0					5					0					2					7	

PDI File #: **196770 C**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	57	0	16	0	73	0	0	0	0	0	0	0	0	0	0	0	70	0	0	0	70	143
4:15 PM	50	0	22	0	72	0	0	0	0	0	0	0	0	0	0	0	61	0	0	0	61	133
4:30 PM	54	0	20	0	74	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	67	141
4:45 PM	68	0	25	0	93	0	0	0	0	0	0	0	0	0	0	0	63	0	0	0	63	156
Total	229	0	83	0	312	0	0	0	0	0	0	0	0	0	0	0	261	0	0	0	261	573
5:00 PM	58	0	27	0	85	0	0	0	0	0	0	0	0	0	0	0	95	0	0	0	95	180
5:15 PM	62	0	13	0	75	0	0	0	0	0	0	0	0	0	0	0	83	0	0	0	83	158
5:30 PM	64	0	21	0	85	0	0	0	0	0	0	0	0	0	0	0	80	0	0	0	80	165
5:45 PM	67	0	17	0	84	0	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	176
Total	251	0	78	0	329	0	0	0	0	0	0	0	0	0	0	0	350	0	0	0	350	679
Grand Total	480	0	161	0	641	0	0	0	0	0	0	0	0	0	0	0	611	0	0	0	611	1252
Approach %	74.9	0.0	25.1	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	38.3	0.0	12.9	0.0	51.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.8	0.0	0.0	0.0	48.8	
Exiting Leg Total	0					772					0					480					1252	

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

5:00 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
5:00 PM	58	0	27	0	85	0	0	0	0	0	0	0	0	0	0	0	95	0	0	0	95	180
5:15 PM	62	0	13	0	75	0	0	0	0	0	0	0	0	0	0	0	83	0	0	0	83	158
5:30 PM	64	0	21	0	85	0	0	0	0	0	0	0	0	0	0	0	80	0	0	0	80	165
5:45 PM	67	0	17	0	84	0	0	0	0	0	0	0	0	0	0	0	92	0	0	0	92	176
Total Volume	251	0	78	0	329	0	0	0	0	0	0	0	0	0	0	0	350	0	0	0	350	679
% Approach Total	76.3	0.0	23.7	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0			
PHF	0.937	0.000	0.722	0.000	0.968	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.921	0.000	0.000	0.921	0.943	
Entering Leg	251	0	78	0	329	0	0	0	0	0	0	0	0	0	0	0	350	0	0	0	350	679
Exiting Leg	0					428					0					251					679	
Total	329					428					0					601					1358	

PDI File #: **196770 C**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	7	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	26
4:15 PM	8	0	3	0	11	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	17
4:30 PM	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	17
4:45 PM	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	16
Total	25	0	9	0	34	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	76
5:00 PM	8	0	3	0	11	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	26
5:15 PM	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	23
5:30 PM	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	13
5:45 PM	6	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	13
Total	34	0	8	0	42	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	75
Grand Total	59	0	17	0	76	0	0	0	0	0	0	0	0	0	0	0	75	0	0	75	151
Approach %	77.6	0.0	22.4	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	39.1	0.0	11.3	0.0	50.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.7	0.0	0.0	49.7	
Exiting Leg Total	0					92					0					59					151

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

4:30 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:30 PM	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	17
4:45 PM	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	16
5:00 PM	8	0	3	0	11	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	26
5:15 PM	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	23
Total Volume	34	0	7	0	41	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	82
% Approach Total	82.9	0.0	17.1	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	0.531	0.000	0.583	0.000	0.641	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.683	0.000	0.000	0.683	0.788
Entering Leg	34	0	7	0	41	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	82
Exiting Leg	0					48					0					34					82	
Total	41					48					0					75					164	

PDI File #: **196770 C**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	
Exiting Leg Total	0					3					0					1					4

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

4:45 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	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	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.750
Entering Leg	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Exiting Leg	0					2					0					1					3
Total	1					2					0					3					6

PDI File #: **196770 C**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	3	0	0	3	3
Grand Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	7
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	28.6	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	0.0	71.4	
Exiting Leg Total	0					5					0					2					7

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

4:15 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					
	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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	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	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.625
Entering Leg	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
Exiting Leg					0										0					2	5
Total					2					3					0					5	10

PDI File #: **196770 C**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	100.0	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	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					1					0					0					1

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

4:00 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)						
	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	1	0	0	1	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	1	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	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	0.250	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	1	0	0	1	1	
Exiting Leg	0					1					0					0					0	1
Total	0					1					0					1					2	

PDI File #: **196770 C**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Nason Street (Route 62)							Main Street (Route 62)							Church Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 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
4:30 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	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	1	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	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	0.0	100.0		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	50.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	0							1							1							0							2

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

4:00 PM	Nason Street (Route 62)							Main Street (Route 62)							Church Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 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
4:30 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	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	0.0	0.0	100.0	50.0	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	0.250	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 #: **196770 C**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Nason Street (Route 62)							Main Street (Route 62)							Church Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	3	2	5	0	0	0	0	0	1	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	9
4:15 PM	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	0	0	3	
4:30 PM	0	0	0	0	1	1	2	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	5	
4:45 PM	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	1	0	1	8
Total	0	0	0	0	7	6	13	0	0	0	0	1	4	5	0	0	0	0	1	5	6	0	0	0	0	1	0	1	25
5:00 PM	0	0	0	0	2	2	4	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	0	1	8
5:15 PM	0	0	0	0	2	7	9	0	0	0	0	4	4	8	0	0	0	0	3	5	8	0	0	0	0	0	0	0	25
5:30 PM	0	0	0	0	5	2	7	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	9
5:45 PM	0	0	0	0	0	3	3	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	7
Total	0	0	0	0	9	14	23	0	0	0	0	6	7	13	0	0	0	0	3	9	12	0	0	0	0	1	0	1	49
Grand Total	0	0	0	0	16	20	36	0	0	0	0	7	11	18	0	0	0	0	4	14	18	0	0	0	0	2	0	2	74
Approach %	0	0	0	0	44.4	55.6		0	0	0	0	38.9	61.1		0	0	0	0	22.2	77.8		0	0	0	0	100	0		
Total %	0	0	0	0	21.6	27	48.6	0	0	0	0	9.46	14.9	24.3	0	0	0	0	5.41	18.9	24.3	0	0	0	0	2.7	0	2.7	
Exiting Leg Total	36							18							18							2							74

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

4:45 PM	Nason Street (Route 62)							Main Street (Route 62)							Church Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	1	0	1	8
5:00 PM	0	0	0	0	2	2	4	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	0	1	8
5:15 PM	0	0	0	0	2	7	9	0	0	0	0	4	4	8	0	0	0	0	3	5	8	0	0	0	0	0	0	0	25
5:30 PM	0	0	0	0	5	2	7	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	9
Total Volume	0	0	0	0	11	13	24	0	0	0	0	6	6	12	0	0	0	0	3	9	12	0	0	0	0	2	0	2	50
% Approach Total	0.0	0.0	0.0	0.0	45.8	54.2		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.550	0.464	0.667	0.000	0.000	0.000	0.000	0.375	0.375	0.375	0.000	0.000	0.000	0.000	0.250	0.450	0.375	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	0	0	0	0	11	13	24	0	0	0	0	6	6	12	0	0	0	0	3	9	12	0	0	0	0	2	0	2	50
Exiting Leg	24							12							12							2							50
Total	48							24							24							4							100

PDI File #: **196770 CC**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total		
	from North					from East					from South					from West							
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total			
11:00 AM	51	0	15	0	66	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	40	106	
11:15 AM	42	0	15	0	57	0	0	0	0	0	0	0	0	1	1	0	43	0	0	0	43	101	
11:30 AM	43	0	23	0	66	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	45	111	
11:45 AM	40	0	23	0	63	0	0	0	0	0	0	0	0	0	0	0	57	0	0	0	57	120	
Total	176	0	76	0	252	0	0	0	0	0	0	0	0	0	1	1	0	185	0	0	0	185	438
12:00 PM	53	0	20	0	73	0	0	0	0	0	0	0	0	0	0	0	57	0	0	0	57	130	
12:15 PM	44	0	19	0	63	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	60	123	
12:30 PM	34	0	23	0	57	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	52	109	
12:45 PM	39	0	21	0	60	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	56	116	
Total	170	0	83	0	253	0	0	0	0	0	0	0	0	0	0	0	0	225	0	0	0	225	478
1:00 PM	33	0	24	0	57	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	54	111	
1:15 PM	45	0	14	0	59	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	54	113	
1:30 PM	47	0	26	0	73	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	43	116	
1:45 PM	45	0	23	0	68	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	44	112	
Total	170	0	87	0	257	0	0	0	0	0	0	0	0	0	0	0	0	195	0	0	0	195	452
Grand Total	516	0	246	0	762	0	0	0	0	0	0	0	0	0	1	1	0	605	0	0	0	605	1368
Approach %	67.7	0.0	32.3	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0			
Total %	37.7	0.0	18.0	0.0	55.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	44.2	0.0	0.0	0.0	44.2	
Exiting Leg Total	0					851					1					516					1368		
Cars	509	0	245	0	754	0	0	0	0	0	0	0	0	0	1	1	0	595	0	0	0	595	1350
% Cars	98.6	0.0	99.6	0.0	99.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	98.3	0.0	0.0	0.0	98.3	98.7
Exiting Leg Total	0					840					1					509					1350		
Heavy Vehicles	7	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	18
% Heavy Vehicles	1.4	0.0	0.4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	1.7	1.3
Exiting Leg Total	0					11					0					7					18		

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:30 AM	43	0	23	0	66	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	45	111
11:45 AM	40	0	23	0	63	0	0	0	0	0	0	0	0	0	0	0	57	0	0	0	57	120
12:00 PM	53	0	20	0	73	0	0	0	0	0	0	0	0	0	0	0	57	0	0	0	57	130
12:15 PM	44	0	19	0	63	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	60	123
Total Volume	180	0	85	0	265	0	0	0	0	0	0	0	0	0	0	0	219	0	0	0	219	484
% Approach Total	67.9	0.0	32.1	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0			
PHF	0.849	0.000	0.924	0.000	0.908	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.913	0.000	0.000	0.913	0.931	
Cars	178	0	85	0	263	0	0	0	0	0	0	0	0	0	0	0	217	0	0	0	217	480
Cars %	98.9	0.0	100.0	0.0	99.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.1	0.0	0.0		99.1	99.2
Heavy Vehicles	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Heavy Vehicles %	1.1	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.8	
Cars Enter Leg	178	0	85	0	263	0	0	0	0	0	0	0	0	0	0	0	217	0	0	0	217	480
Heavy Enter Leg	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Total Entering Leg	180	0	85	0	265	0	0	0	0	0	0	0	0	0	0	0	219	0	0	0	219	484
Cars Exiting Leg	0					302					0					178					480	
Heavy Exiting Leg	0					2					0					2					4	
Total Exiting Leg	0					304					0					180					484	

PDI File #: **196770 CC**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**



Cars-Combined (Motorcycles, Cars, Light Goods)

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total		
	from North					from East					from South					from West							
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total			
11:00 AM	50	0	15	0	65	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	39	104	
11:15 AM	42	0	15	0	57	0	0	0	0	0	0	0	0	1	1	0	41	0	0	0	41	99	
11:30 AM	43	0	23	0	66	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	45	111	
11:45 AM	39	0	23	0	62	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	56	118	
Total	174	0	76	0	250	0	0	0	0	0	0	0	0	0	1	1	0	181	0	0	0	181	432
12:00 PM	53	0	20	0	73	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	56	129	
12:15 PM	43	0	19	0	62	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	60	122	
12:30 PM	34	0	23	0	57	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	50	107	
12:45 PM	37	0	21	0	58	0	0	0	0	0	0	0	0	0	0	0	55	0	0	0	55	113	
Total	167	0	83	0	250	0	0	0	0	0	0	0	0	0	0	0	221	0	0	0	221	471	
1:00 PM	33	0	24	0	57	0	0	0	0	0	0	0	0	0	0	0	53	0	0	0	53	110	
1:15 PM	44	0	14	0	58	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	54	112	
1:30 PM	46	0	26	0	72	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	42	114	
1:45 PM	45	0	22	0	67	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	44	111	
Total	168	0	86	0	254	0	0	0	0	0	0	0	0	0	0	0	193	0	0	0	193	447	
Grand Total	509	0	245	0	754	0	0	0	0	0	0	0	0	1	1	0	595	0	0	0	595	1350	
Approach %	67.5	0.0	32.5	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0				
Total %	37.7	0.0	18.1	0.0	55.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	44.1	0.0	0.0	0.0	44.1		
Exiting Leg Total	0					840					1					509					1350		

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)						
	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		
11:30 AM	43	0	23	0	66	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	45	111
11:45 AM	39	0	23	0	62	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	56	118
12:00 PM	53	0	20	0	73	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	56	129
12:15 PM	43	0	19	0	62	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	60	122
Total Volume	178	0	85	0	263	0	0	0	0	0	0	0	0	0	0	0	217	0	0	0	217	480
% Approach Total	67.7	0.0	32.3	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	0.840	0.000	0.924	0.000	0.901	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.904	0.000	0.000	0.904	0.930	
Entering Leg	178	0	85	0	263	0	0	0	0	0	0	0	0	0	0	0	217	0	0	0	217	480
Exiting Leg	0					302					0					178					480	
Total	263					302					0					395					960	

PDI File #: **196770 CC**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
Grand Total	7	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	18
Approach %	87.5	0.0	12.5	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	38.9	0.0	5.6	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	0.0	55.6		
Exiting Leg Total	0					11					0					7					18	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0	
Single-Unit Trucks	7	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	17
% Single-Unit	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	0.0	0.0	90.0	94.4
Exiting Leg Total	0					10					0					7					17	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 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	10.0	0.0	0.0	10.0	5.6
Exiting Leg Total	0					1					0					0					1	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.583	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6
Single-Unit %	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	85.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	25.0	0.0	0.0	25.0	14.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Entering Leg	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
Buses	0					0					0					0					0	
Single-Unit Trucks	0					0					0					0					3	
Articulated Trucks	0					0					0					0					1	
Total Exiting Leg	0					4					0					3					7	

PDI File #: **196770 CC**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	42	0	14	0	56	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	31	87
11:15 AM	37	0	14	0	51	0	0	0	0	0	0	0	0	1	1	0	33	0	0	0	33	85
11:30 AM	36	0	22	0	58	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	36	94
11:45 AM	37	0	21	0	58	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	48	106
Total	152	0	71	0	223	0	0	0	0	0	0	0	0	1	1	0	148	0	0	0	148	372
12:00 PM	44	0	18	0	62	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	45	107
12:15 PM	39	0	17	0	56	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	51	107
12:30 PM	27	0	20	0	47	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	40	87
12:45 PM	30	0	19	0	49	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	44	93
Total	140	0	74	0	214	0	0	0	0	0	0	0	0	0	0	0	180	0	0	0	180	394
1:00 PM	28	0	21	0	49	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	42	91
1:15 PM	37	0	12	0	49	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	90
1:30 PM	35	0	21	0	56	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	37	93
1:45 PM	39	0	20	0	59	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	39	98
Total	139	0	74	0	213	0	0	0	0	0	0	0	0	0	0	0	159	0	0	0	159	372
Grand Total	431	0	219	0	650	0	0	0	0	0	0	0	0	1	1	0	487	0	0	0	487	1138
Approach %	66.3	0.0	33.7	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0			
Total %	37.9	0.0	19.2	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	42.8	0.0	0.0	0.0	42.8	
Exiting Leg Total	0					706					1					431					1138	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:30 AM	36	0	22	0	58	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	36	94
11:45 AM	37	0	21	0	58	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	48	106
12:00 PM	44	0	18	0	62	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	45	107
12:15 PM	39	0	17	0	56	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	51	107
Total Volume	156	0	78	0	234	0	0	0	0	0	0	0	0	0	0	0	180	0	0	0	180	414
% Approach Total	66.7	0.0	33.3	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	0.886	0.000	0.886	0.000	0.944	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.882	0.000	0.000	0.882	0.967	
Entering Leg	156	0	78	0	234	0	0	0	0	0	0	0	0	0	0	0	180	0	0	0	180	414
Exiting Leg	0					258					0					156					414	
Total	234					258					0					336					828	

PDI File #: **196770 CC**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Light Goods Vehicle

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	8	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	17
11:15 AM	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	14
11:30 AM	7	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	17
11:45 AM	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	12
Total	22	0	5	0	27	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	60
12:00 PM	9	0	2	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	22
12:15 PM	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	15
12:30 PM	7	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	20
12:45 PM	7	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	20
Total	27	0	9	0	36	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	77
1:00 PM	5	0	3	0	8	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	19
1:15 PM	7	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	22
1:30 PM	11	0	5	0	16	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	21
1:45 PM	6	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	13
Total	29	0	12	0	41	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	34	75
Grand Total	78	0	26	0	104	0	0	0	0	0	0	0	0	0	0	0	108	0	0	0	108	212
Approach %	75.0	0.0	25.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	36.8	0.0	12.3	0.0	49.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.9	0.0	0.0	0.0	50.9	
Exiting Leg Total	0					134					0					78					212	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:45 PM	7	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	20
1:00 PM	5	0	3	0	8	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	19
1:15 PM	7	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	22
1:30 PM	11	0	5	0	16	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	21
Total Volume	30	0	12	0	42	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	40	82
% Approach Total	71.4	0.0	28.6	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	0.682	0.000	0.600	0.000	0.656	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.769	0.000	0.000	0.769	0.932	
Entering Leg	30	0	12	0	42	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	40	82
Exiting Leg	0					52					0					30					82	
Total	42					52					0					70					164	

PDI File #: **196770 CC**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					
	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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 #: **196770 CC**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
Grand Total	7	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	17
Approach %	87.5	0.0	12.5	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	41.2	0.0	5.9	0.0	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.9	0.0	0.0	52.9		
Exiting Leg Total	0					10					0					7					17	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)						
	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	
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6
% Approach Total	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.750	
Entering Leg	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6
Exiting Leg	0					4					0					2					6	
Total	2					4					0					6					12	

PDI File #: **196770 CC**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	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	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					1					0					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Nason Street (Route 62)					Main Street (Route 62)					Church Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	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	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	0.250	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	1	0	0	0	1
Exiting Leg					0					1					0					0	1
Total					0					1					0					1	2

PDI File #: **196770 CC**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Nason Street (Route 62)							Main Street (Route 62)						Church Driveway						Main Street (Route 62)						Total			
	from North							from East						from South						from West									
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn		CW-NB	CW-SB	Total
11:00 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
11:15 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
11:30 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
11:45 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
12:00 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
12:15 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
12:30 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
12:45 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
1:00 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
1:15 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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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
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 11:00 AM to 02:00 PM begins at:

11:00 AM	Nason Street (Route 62)							Main Street (Route 62)							Church Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 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	
11:15 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	
11:30 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	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **196770 CC**
 Location: **N: Nason Street (Route 62) S: Church Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Nason Street (Route 62)							Main Street (Route 62)							Church Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	3	1	4	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	0	0	0	8
11:15 AM	0	0	0	0	3	6	9	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	13
11:30 AM	0	0	0	0	4	0	4	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	1	1	13
11:45 AM	0	0	0	0	3	1	4	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	11
Total	0	0	0	0	13	8	21	0	0	0	0	3	8	11	0	0	0	0	2	10	12	0	0	0	0	0	1	1	45
12:00 PM	0	0	0	0	1	1	2	0	0	0	0	4	1	5	0	0	0	0	5	3	8	0	0	0	0	0	0	0	15
12:15 PM	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	0	0	0	2	3	5	0	0	0	0	0	0	0	11
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	4	5	0	0	0	0	0	0	0	7
12:45 PM	0	0	0	0	3	1	4	0	0	0	0	1	2	3	0	0	0	0	0	2	2	0	0	0	0	0	0	0	9
Total	0	0	0	0	6	4	10	0	0	0	0	6	6	12	0	0	0	0	8	12	20	0	0	0	0	0	0	0	42
1:00 PM	0	0	0	0	2	2	4	0	0	0	0	1	1	2	0	0	0	0	0	3	3	0	0	0	0	0	0	0	9
1:15 PM	0	0	0	0	3	0	3	0	0	0	0	1	2	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	7
1:30 PM	0	0	0	0	7	5	12	0	0	0	0	2	1	3	0	0	0	0	2	1	3	0	0	0	0	0	0	0	18
1:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4
Total	0	0	0	0	13	8	21	0	0	0	0	4	5	9	0	0	0	0	3	5	8	0	0	0	0	0	0	0	38
Grand Total	0	0	0	0	32	20	52	0	0	0	0	13	19	32	0	0	0	0	13	27	40	0	0	0	0	0	1	1	125
Approach %	0	0	0	0	61.5	38.5		0	0	0	0	40.6	59.4		0	0	0	0	32.5	67.5		0	0	0	0	0	100		
Total %	0	0	0	0	25.6	16	41.6	0	0	0	0	10.4	15.2	25.6	0	0	0	0	10.4	21.6	32	0	0	0	0	0	0.8	0.8	
Exiting Leg Total	52							32							40							1							125

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Nason Street (Route 62)							Main Street (Route 62)							Church Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:15 AM	0	0	0	0	3	6	9	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	13
11:30 AM	0	0	0	0	4	0	4	0	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	1	1	13
11:45 AM	0	0	0	0	3	1	4	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	0	0	0	11
12:00 PM	0	0	0	0	1	1	2	0	0	0	0	4	1	5	0	0	0	0	5	3	8	0	0	0	0	0	0	0	15
Total Volume	0	0	0	0	11	8	19	0	0	0	0	6	9	15	0	0	0	0	6	11	17	0	0	0	0	0	1	1	52
% Approach Total	0.0	0.0	0.0	0.0	57.9	42.1		0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	35.3	64.7		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.688	0.333	0.528	0.000	0.000	0.000	0.000	0.375	0.563	0.750	0.000	0.000	0.000	0.000	0.300	0.688	0.531	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.867
Entering Leg	0	0	0	0	11	8	19	0	0	0	0	6	9	15	0	0	0	0	6	11	17	0	0	0	0	0	1	1	52
Exiting Leg	19							15							17							1							52
Total	38							30							34							2							104

PDI File #: **196770 D**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	91	1	0	92	95
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	89	1	0	90	92
4:30 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	1	98	0	0	99	103
4:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	90	2	0	93	95
Total	0	3	4	0	7	0	0	0	0	0	4	0	0	0	4	2	368	4	0	374	385
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	1	0	131	131
5:15 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	2	96	0	0	98	102
5:30 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	100	0	0	100	103
5:45 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	107	1	0	108	111
Total	0	0	4	0	4	0	0	0	0	0	6	0	0	0	6	2	433	2	0	437	447
Grand Total	0	3	8	0	11	0	0	0	0	0	10	0	0	0	10	4	801	6	0	811	832
Approach %	0.0	27.3	72.7	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.5	98.8	0.7	0.0		
Total %	0.0	0.4	1.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	1.2	0.5	96.3	0.7	0.0	97.5	
Exiting Leg Total	6					819					7					0					832
Cars	0	2	8	0	10	0	0	0	0	0	9	0	0	0	9	3	794	6	0	803	822
% Cars	0.0	66.7	100.0	0.0	90.9	0.0	0.0	0.0	0.0	0.0	90.0	0.0	0.0	0.0	90.0	75.0	99.1	100.0	0.0	99.0	98.8
Exiting Leg Total	6					811					5					0					822
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	7	0	0	8	10
% Heavy Vehicles	0.0	33.3	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0	25.0	0.9	0.0	0.0	1.0	1.2
Exiting Leg Total	0					8					2					0					10

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

5:00 PM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	1	0	131	131
5:15 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	2	96	0	0	98	102
5:30 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	100	0	0	100	103
5:45 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	107	1	0	108	111
Total Volume	0	0	4	0	4	0	0	0	0	0	6	0	0	0	6	2	433	2	0	437	447
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.5	99.1	0.5	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.250	0.833	0.500	0.000	0.834	0.853
Cars	0	0	4	0	4	0	0	0	0	0	5	0	0	0	5	1	429	2	0	432	441
Cars %	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	0.0	83.3	50.0	99.1	100.0	0.0	98.9	98.7
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	0	0	5	6
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	16.7	50.0	0.9	0.0	0.0	1.1	1.3
Cars Enter Leg	0	0	4	0	4	0	0	0	0	0	5	0	0	0	5	1	429	2	0	432	441
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	0	0	5	6
Total Entering Leg	0	0	4	0	4	0	0	0	0	0	6	0	0	0	6	2	433	2	0	437	447
Cars Exiting Leg	2										1					0					441
Heavy Exiting Leg	0										1					0					6
Total Exiting Leg	2					443					2					0					447

PDI File #: **196770 D**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**



	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	91	1	0	92	95
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	87	1	0	88	90
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	97	0	0	98	101
4:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	90	2	0	93	95
Total	0	2	4	0	6	0	0	0	0	0	4	0	0	0	4	2	365	4	0	371	381
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	1	0	130	130
5:15 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	1	94	0	0	95	99
5:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	99	0	0	99	101
5:45 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	107	1	0	108	111
Total	0	0	4	0	4	0	0	0	0	0	5	0	0	0	5	1	429	2	0	432	441
Grand Total	0	2	8	0	10	0	0	0	0	0	9	0	0	0	9	3	794	6	0	803	822
Approach %	0.0	20.0	80.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.4	98.9	0.7	0.0		
Total %	0.0	0.2	1.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.1	0.4	96.6	0.7	0.0	97.7	
Exiting Leg Total	6					811					5					0					822

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

5:00 PM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	1	0	130	130
5:15 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	1	94	0	0	95	99
5:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	99	0	0	99	101
5:45 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	107	1	0	108	111
Total Volume	0	0	4	0	4	0	0	0	0	0	5	0	0	0	5	1	429	2	0	432	441
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.2	99.3	0.5	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.250	0.831	0.500	0.000	0.831	0.848
Entering Leg	0	0	4	0	4	0	0	0	0	0	5	0	0	0	5	1	429	2	0	432	441
Exiting Leg	2					438					1					0					441
Total	6					438					6					432					882

PDI File #: **196770 D**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	0	0	0	5
Grand Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	7	0	0	0	8
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		
Total %	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0	10.0	70.0	0.0	0.0	80.0	
Exiting Leg Total	0					8					2					0					10
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	25.0	20.0
Exiting Leg Total	0					2					0					0					2
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	4	0	0	5	7
% Single-Unit	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	100.0	57.1	0.0	0.0	62.5	70.0
Exiting Leg Total	0					5					2					0					7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 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	14.3	0.0	0.0	12.5	10.0
Exiting Leg Total	0					1					0					0					1

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

4:30 PM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3	
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	6	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		20.0	80.0	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	0.250	0.500	0.000	0.000	0.417	0.500	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	20.0	16.7	
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	5	
Single-Unit %	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	100.0	75.0	0.0	0.0	80.0	83.3	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	5	
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	6	
Buses	0					1					0					0					1	
Single-Unit Trucks	0					3					2					0					5	
Articulated Trucks	0					0					0					0					0	
Total Exiting Leg	0					4					2					0					6	

PDI File #: **196770 D**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	77	1	0	78	80
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	76	1	0	77	79
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	1	86	0	0	87	90
4:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	80	2	0	83	85
Total	0	1	4	0	5	0	0	0	0	0	4	0	0	0	0	4	2	319	4	0	325	334
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	1	0	115	115
5:15 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	2	1	85	0	0	86	90
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	90	0	0	90	91
5:45 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2	0	99	1	0	100	103
Total	0	0	4	0	4	0	0	0	0	0	4	0	0	0	0	4	1	388	2	0	391	399
Grand Total	0	1	8	0	9	0	0	0	0	0	8	0	0	0	0	8	3	707	6	0	716	733
Approach %	0.0	11.1	88.9	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0			0.4	98.7	0.8	0.0		
Total %	0.0	0.1	1.1	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.1		0.4	96.5	0.8	0.0	97.7	
Exiting Leg Total	6					723					4					0					733	

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

5:00 PM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					
	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
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	1	0	115	115
5:15 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	1	85	0	0	86	90
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	90	0	0	90	91
5:45 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	99	1	0	100	103
Total Volume	0	0	4	0	4	0	0	0	0	0	4	0	0	0	4	1	388	2	0	391	399
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.3	99.2	0.5	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.250	0.851	0.500	0.000	0.850	0.867
Entering Leg	0	0	4	0	4	0	0	0	0	0	4	0	0	0	4	1	388	2	0	391	399
Exiting Leg	2					396					1					0					399
Total	6					396					5					391					798

PDI File #: **196770 D**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	15
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	11
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	11
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	46	0	0	46	47
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	15
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	9	0	0	9	10
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	40	0	0	40	41
Grand Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	86	0	0	86	88
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.1	0.0	97.7	0.0	0.0	97.7	
Exiting Leg Total	0					87					1					0					88

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

4:00 PM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	15
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	11
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	11
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	46	0	0	46	47
% 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	100.0	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	0.821	0.000	0.000	0.821	0.783
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	46	0	0	46	47
Exiting Leg	0					46					1					0					47
Total	1					46					1					46					94

PDI File #: **196770 D**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	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	100.0	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	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					2					0					0					2

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

4:45 PM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	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	1	0	0	1	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	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	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	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Exiting Leg	0					2					0					0					2
Total	0					2					0					2					4

PDI File #: **196770 D**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	4
Grand Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	4	0	0	5	7
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		
Total %	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	14.3	14.3	57.1	0.0	0.0	71.4	
Exiting Leg Total	0					5					2					0					7

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

4:30 PM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	5
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		25.0	75.0	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	0.250	0.750	0.000	0.000	0.500	0.625
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	5
Exiting Leg	0					3					2					0					5
Total	1					3					2					4					10

PDI File #: **196770 D**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	100.0	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	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					1					0					0					1

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

4:00 PM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	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	0.250	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	1	0	0	0	1	
Exiting Leg	0					1					0					0					0	1
Total	0					1					0					1					0	2

PDI File #: **196770 D**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Walgreens Driveway							Main Street (Route 62)							#24 Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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 04:00 PM to 06:00 PM begins at:

4:45 PM	Walgreens Driveway							Main Street (Route 62)							#24 Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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 #: **196770 D**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Walgreens Driveway							Main Street (Route 62)							#24 Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	10
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4:30 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
4:45 PM	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	7
Total	0	0	0	0	4	5	9	0	0	0	0	0	0	0	0	0	0	0	10	1	11	0	0	0	0	0	0	0	20
5:00 PM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	9
5:30 PM	0	0	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	12
5:45 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	7	12	19	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	25
Grand Total	0	0	0	0	11	17	28	0	0	0	0	0	0	0	0	0	0	0	12	5	17	0	0	0	0	0	0	0	45
Approach %	0	0	0	0	39.3	60.7		0	0	0	0	0	0	0	0	0	0	0	70.6	29.4		0	0	0	0	0	0		
Total %	0	0	0	0	24.4	37.8	62.2	0	0	0	0	0	0	0	0	0	0	0	26.7	11.1	37.8	0	0	0	0	0	0	0	
Exiting Leg Total	28							0							17							0							45

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

4:45 PM	Walgreens Driveway							Main Street (Route 62)							#24 Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	9
5:30 PM	0	0	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	12
Total Volume	0	0	0	0	10	14	24	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	31
% Approach Total	0.0	0.0	0.0	0.0	41.7	58.3		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.833	0.583	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.333	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.646
Entering Leg	0	0	0	0	10	14	24	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	31
Exiting Leg	24							0							7							0							31
Total	48							0							14							0							62

PDI File #: **196770 DD**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	50
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	54	0	0	0	56
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	58	1	0	0	59
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	66	1	0	0	67
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	228	2	0	0	232
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	67	1	0	0	68
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0	0	0	74
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	1	0	0	68
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	1	0	0	58
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	265	3	0	0	268
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	67	0	0	0	68
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	60	1	0	0	61
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	63	0	0	0	64
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	56
Total	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	2	246	1	0	0	249
Grand Total	0	0	2	0	2	0	0	0	0	0	5	0	0	0	5	4	739	6	0	0	749
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.5	98.7	0.8	0.0		
Total %	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.7	0.5	97.8	0.8	0.0	99.1	
Exiting Leg Total	6					746					4					0					756
Cars	0	0	2	0	2	0	0	0	0	0	5	0	0	0	5	4	734	6	0	0	744
% Cars	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	100.0	99.3	100.0	0.0	99.3	
Exiting Leg Total	6					741					4					0					751
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	
Exiting Leg Total	0					5					0					0					5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	66	1	0	67	68
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	67	1	0	68	69
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0	0	74	74
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	1	0	68	68
Total Volume	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	274	3	0	277	279
% Approach Total	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	98.9	1.1	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.926	0.750	0.000	0.936	0.943	
Cars	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	271	3	0	274	276
Cars %	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	98.9	100.0	0.0	98.9	98.9
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	1.1	1.1
Cars Enter Leg	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	271	3	0	274	276
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Entering Leg	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	274	3	0	277	279
Cars Exiting Leg	3					273					0					0					276	
Heavy Exiting Leg	0					3					0					0					3	
Total Exiting Leg	3					276					0					0					279	

PDI File #: **196770 DD**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**



Cars-Combined (Motorcycles, Cars, Light Goods)

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	0	49	49
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	54	0	0	56	57
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	58	1	0	59	60
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	66	1	0	67	68
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	227	2	0	231	234
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	66	1	0	67	68
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0	0	74	74
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	1	0	66	66
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	1	0	57	57
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	261	3	0	264	265
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	67	0	0	68	69
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	60	1	0	61	62
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	63	0	0	64	64
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	56	0	0	56	57
Total	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	2	246	1	0	249	252
Grand Total	0	0	2	0	2	0	0	0	0	0	5	0	0	0	5	4	734	6	0	744	751
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.5	98.7	0.8	0.0		
Total %	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.7	0.5	97.7	0.8	0.0	99.1	
Exiting Leg Total	6					741					4					0					751

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	66	1	0	67	68	
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	66	1	0	67	68	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0	0	74	74	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	1	0	66	66	
Total Volume	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	271	3	0	274	276	
% Approach Total	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	98.9	1.1	0.0			
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.916	0.750	0.000	0.926	0.932	
Entering Leg	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	271	3	0	274	276	
Exiting Leg	3					273					0					0					276	
Total	4					273					1					274					552	

PDI File #: **196770 DD**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	5	0	0	5	5
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	100.0	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	100.0	0.0	0.0	100.0		
Exiting Leg Total	0					5					0					0					5	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	80.0	
Exiting Leg Total	0					4					0					0					4	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 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	20.0	0.0	0.0	20.0	20.0	
Exiting Leg Total	0					1					0					0					1	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% 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	0.500	0.000	0.000	0.500	0.500	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	75.0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	25.0	0.0	0.0	25.0	25.0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Buses	0					0					0					0					0	
Single-Unit Trucks	0					3					0					0					3	
Articulated Trucks	0					1					0					0					1	
Total Exiting Leg	0					4					0					0					4	

PDI File #: **196770 DD**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	46	0	0	0	46
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	1	0	0	51
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	56	1	0	0	57
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	193	2	0	0	195
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	54	1	0	0	55
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	0	64
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	1	0	0	55
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	1	0	0	49
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	220	3	0	0	223
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	60	0	0	0	60
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	1	0	0	49
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	53	0	0	0	54
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	51
Total	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	1	212	1	0	0	214
Grand Total	0	0	2	0	2	0	0	0	0	0	3	0	0	0	3	1	625	6	0	0	632
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.2	98.9	0.9	0.0		
Total %	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.2	98.1	0.9	0.0	99.2	
Exiting Leg Total	6					630					1					0					637

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	56	1	0	57	58
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	54	1	0	55	56
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	64	64
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	1	0	55	55
Total Volume	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	228	3	0	231	233
% Approach Total	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	98.7	1.3	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.891	0.750	0.000	0.902	0.910
Entering Leg	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	228	3	0	231	233
Exiting Leg	3					230					0					0					233
Total	4					230					1					231					466

PDI File #: **196770 DD**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Light Goods Vehicle**



	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	10
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	8	0	0	0	8
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	34	0	0	0	36
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	8
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	12	0	0	0	12
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	34	0	0	0	35
Grand Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	109	0	0	0	112
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		2.7	97.3	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	1.8	0.0	0.0	0.0	1.8	2.6	95.6	0.0	0.0	0.0	98.2
Exiting Leg Total	0					111					3					0					114

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	43	
% 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	0.896	0.000	0.000	0.896	0.896	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	43	
Exiting Leg	0					43					0					0					43	
Total	0					43					0					43					86	

PDI File #: **196770 DD**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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 #: **196770 DD**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	4	0	0	4	4	
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	100.0	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	100.0	0.0	0.0	100.0		
Exiting Leg Total	0					4					0					0					4	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:45 AM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					
	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
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	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	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% 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	0.375	0.000	0.000	0.375	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Exiting Leg	0					3					0					0					3
Total	0					3					0					3					6

PDI File #: **196770 DD**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	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	100.0	0.0	0.0	100.0	
Exiting Leg Total	0					1					0					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Walgreens Driveway					Main Street (Route 62)					#24 Driveway					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	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	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	0.250	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	1	0	0	0	1	
Exiting Leg	0					1					0					0					0	1
Total	0					1					0					1					1	2

PDI File #: **196770 DD**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Walgreens Driveway							Main Street (Route 62)						#24 Driveway						Main Street (Route 62)						Total			
	from North							from East						from South						from West									
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn		CW-NB	CW-SB	Total
11:00 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
11:15 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
11:30 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
11:45 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
12:00 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
12:15 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
12:30 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
12:45 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
1:00 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
1:15 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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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
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 11:00 AM to 02:00 PM begins at:

11:00 AM	Walgreens Driveway							Main Street (Route 62)							#24 Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 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	
11:15 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	
11:30 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	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **196770 DD**
 Location: **N: Walgreens Driveway S: #24 Driveway**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Walgreens Driveway							Main Street (Route 62)							#24 Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	5
11:15 AM	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3	
11:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	5	2	7	0	0	0	0	1	0	1	0	0	0	0	1	3	4	0	0	0	0	0	1	1	13
12:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	4	3	7	0	0	0	0	0	0	0	9
12:15 PM	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	7
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	0	0	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	2	3	0	0	0	0	2	1	3	0	0	0	0	7	11	18	0	0	0	0	0	1	1	25
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3
1:15 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
1:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	1	2	3	0	0	0	0	0	0	0	7
Total	0	0	0	0	3	1	4	0	0	0	0	2	0	2	0	0	0	0	4	3	7	0	0	0	0	0	0	0	13
Grand Total	0	0	0	0	9	5	14	0	0	0	0	5	1	6	0	0	0	0	12	17	29	0	0	0	0	0	2	2	51
Approach %	0	0	0	0	64.3	35.7		0	0	0	0	83.3	16.7		0	0	0	0	41.4	58.6		0	0	0	0	0	100		
Total %	0	0	0	0	17.6	9.8	27.5	0	0	0	0	9.8	1.96	11.8	0	0	0	0	23.5	33.3	56.9	0	0	0	0	0	3.92	3.92	
Exiting Leg Total	14							6							29							2							51

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Walgreens Driveway							Main Street (Route 62)							#24 Driveway							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	4	3	7	0	0	0	0	0	0	0	9
12:15 PM	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	7
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	0	0	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	2	3	0	0	0	0	2	1	3	0	0	0	0	7	11	18	0	0	0	0	0	1	1	25
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	38.9	61.1		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.000	0.000	0.438	0.550	0.643	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.694
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	2	1	3	0	0	0	0	7	11	18	0	0	0	0	0	1	1	25
Exiting Leg	3							3							18							1							25
Total	6							6							36							2							50

PDI File #: **196770 E**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	4	38	0	0	42	2	55	29	0	86	0	0	0	0	0	12	30	8	0	50	178
4:15 PM	4	43	2	0	49	5	67	37	0	109	0	0	0	0	0	8	26	5	0	39	197
4:30 PM	7	37	0	0	44	2	69	33	0	104	0	0	0	0	0	12	17	3	0	32	180
4:45 PM	2	36	0	0	38	3	67	41	0	111	0	0	0	0	0	22	29	9	0	60	209
Total	17	154	2	0	173	12	258	140	0	410	0	0	0	0	0	54	102	25	0	181	764
5:00 PM	5	50	1	0	56	5	85	35	0	125	0	0	0	0	0	16	27	5	0	48	229
5:15 PM	7	38	2	0	47	2	55	51	0	108	0	0	0	0	0	6	30	5	0	41	196
5:30 PM	1	48	2	0	51	6	67	31	0	104	0	0	0	0	0	19	27	4	0	50	205
5:45 PM	5	33	3	0	41	11	57	35	0	103	0	0	0	0	0	15	19	9	0	43	187
Total	18	169	8	0	195	24	264	152	0	440	0	0	0	0	0	56	103	23	0	182	817
Grand Total	35	323	10	0	368	36	522	292	0	850	0	0	0	0	0	110	205	48	0	363	1581
Approach %	9.5	87.8	2.7	0.0		4.2	61.4	34.4	0.0		0.0	0.0	0.0	0.0		30.3	56.5	13.2	0.0		
Total %	2.2	20.4	0.6	0.0	23.3	2.3	33.0	18.5	0.0	53.8	0.0	0.0	0.0	0.0	0.0	7.0	13.0	3.0	0.0	23.0	
Exiting Leg Total	84					215					725					557					1581
Cars	35	322	9	0	366	35	517	290	0	842	0	0	0	0	0	109	202	47	0	358	1566
% Cars	100.0	99.7	90.0	0.0	99.5	97.2	99.0	99.3	0.0	99.1	0.0	0.0	0.0	0.0	0.0	99.1	98.5	97.9	0.0	98.6	99.1
Exiting Leg Total	82					211					721					552					1566
Heavy Vehicles	0	1	1	0	2	1	5	2	0	8	0	0	0	0	0	1	3	1	0	5	15
% Heavy Vehicles	0.0	0.3	10.0	0.0	0.5	2.8	1.0	0.7	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.9	1.5	2.1	0.0	1.4	0.9
Exiting Leg Total	2					4					4					5					15

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

4:45 PM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	2	36	0	0	38	3	67	41	0	111	0	0	0	0	0	22	29	9	0	60	209
5:00 PM	5	50	1	0	56	5	85	35	0	125	0	0	0	0	0	16	27	5	0	48	229
5:15 PM	7	38	2	0	47	2	55	51	0	108	0	0	0	0	0	6	30	5	0	41	196
5:30 PM	1	48	2	0	51	6	67	31	0	104	0	0	0	0	0	19	27	4	0	50	205
Total Volume	15	172	5	0	192	16	274	158	0	448	0	0	0	0	0	63	113	23	0	199	839
% Approach Total	7.8	89.6	2.6	0.0		3.6	61.2	35.3	0.0		0.0	0.0	0.0	0.0		31.7	56.8	11.6	0.0		
PHF	0.536	0.860	0.625	0.000	0.857	0.667	0.806	0.775	0.000	0.896	0.000	0.000	0.000	0.000	0.000	0.716	0.942	0.639	0.000	0.829	0.916
Cars	15	172	4	0	191	15	273	156	0	444	0	0	0	0	0	63	113	22	0	198	833
Cars %	100.0	100.0	80.0	0.0	99.5	93.8	99.6	98.7	0.0	99.1	0.0	0.0	0.0	0.0	0.0	100.0	100.0	95.7	0.0	99.5	99.3
Heavy Vehicles	0	0	1	0	1	1	1	2	0	4	0	0	0	0	0	0	0	1	0	1	6
Heavy Vehicles %	0.0	0.0	20.0	0.0	0.5	6.3	0.4	1.3	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.5	0.7
Cars Enter Leg	15	172	4	0	191	15	273	156	0	444	0	0	0	0	0	63	113	22	0	198	833
Heavy Enter Leg	0	0	1	0	1	1	1	2	0	4	0	0	0	0	0	0	0	1	0	1	6
Total Entering Leg	15	172	5	0	192	16	274	158	0	448	0	0	0	0	0	63	113	23	0	199	839
Cars Exiting Leg	37					117					391					288					833
Heavy Exiting Leg	2					1					2					1					6
Total Exiting Leg	39					118					393					289					839

PDI File #: **196770 E**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**



	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	4	38	0	0	42	2	54	29	0	85	0	0	0	0	0	12	29	8	0	49	176
4:15 PM	4	42	2	0	48	5	67	37	0	109	0	0	0	0	0	7	26	5	0	38	195
4:30 PM	7	37	0	0	44	2	66	33	0	101	0	0	0	0	0	12	15	3	0	30	175
4:45 PM	2	36	0	0	38	2	67	40	0	109	0	0	0	0	0	22	29	8	0	59	206
Total	17	153	2	0	172	11	254	139	0	404	0	0	0	0	0	53	99	24	0	176	752
5:00 PM	5	50	1	0	56	5	85	35	0	125	0	0	0	0	0	16	27	5	0	48	229
5:15 PM	7	38	1	0	46	2	55	50	0	107	0	0	0	0	0	6	30	5	0	41	194
5:30 PM	1	48	2	0	51	6	66	31	0	103	0	0	0	0	0	19	27	4	0	50	204
5:45 PM	5	33	3	0	41	11	57	35	0	103	0	0	0	0	0	15	19	9	0	43	187
Total	18	169	7	0	194	24	263	151	0	438	0	0	0	0	0	56	103	23	0	182	814
Grand Total	35	322	9	0	366	35	517	290	0	842	0	0	0	0	0	109	202	47	0	358	1566
Approach %	9.6	88.0	2.5	0.0		4.2	61.4	34.4	0.0		0.0	0.0	0.0	0.0		30.4	56.4	13.1	0.0		
Total %	2.2	20.6	0.6	0.0	23.4	2.2	33.0	18.5	0.0	53.8	0.0	0.0	0.0	0.0	0.0	7.0	12.9	3.0	0.0	22.9	
Exiting Leg Total	82					211					721					552					1566

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

4:45 PM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer 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	
4:45 PM	2	36	0	0	38	2	67	40	0	109	0	0	0	0	0	22	29	8	0	59	206
5:00 PM	5	50	1	0	56	5	85	35	0	125	0	0	0	0	0	16	27	5	0	48	229
5:15 PM	7	38	1	0	46	2	55	50	0	107	0	0	0	0	0	6	30	5	0	41	194
5:30 PM	1	48	2	0	51	6	66	31	0	103	0	0	0	0	0	19	27	4	0	50	204
Total Volume	15	172	4	0	191	15	273	156	0	444	0	0	0	0	0	63	113	22	0	198	833
% Approach Total	7.9	90.1	2.1	0.0		3.4	61.5	35.1	0.0		0.0	0.0	0.0	0.0		31.8	57.1	11.1	0.0		
PHF	0.536	0.860	0.500	0.000	0.853	0.625	0.803	0.780	0.000	0.888	0.000	0.000	0.000	0.000	0.000	0.716	0.942	0.688	0.000	0.839	0.909
Entering Leg	15	172	4	0	191	15	273	156	0	444	0	0	0	0	0	63	113	22	0	198	833
Exiting Leg	37					117					391					288					833
Total	228					561					391					486					1666

PDI File #: **196770 E**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	1	0	0	1	1	4	1	0	6	0	0	0	0	0	0	1	3	1	0	5	12
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
5:15 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	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
Total	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	1	1	0	2	1	5	2	0	8	0	0	0	0	0	0	1	3	1	0	5	15
Approach %	0.0	50.0	50.0	0.0		12.5	62.5	25.0	0.0		0.0	0.0	0.0	0.0			20.0	60.0	20.0	0.0		
Total %	0.0	6.7	6.7	0.0	13.3	6.7	33.3	13.3	0.0	53.3	0.0	0.0	0.0	0.0	0.0	0.0	6.7	20.0	6.7	0.0	33.3	
Exiting Leg Total	2					4					4					5					15	
Buses	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
% Buses	0.0	0.0	100.0	0.0	50.0	100.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	20.0
Exiting Leg Total	1					1					1					0					3	
Single-Unit Trucks	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	0	1	3	1	0	5	12
% Single-Unit	0.0	100.0	0.0	0.0	50.0	0.0	100.0	50.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	100.0	80.0
Exiting Leg Total	1					3					3					5					12	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0	

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

4:00 PM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	1	0	1	3
Total Volume	0	1	0	0	1	1	4	1	0	6	0	0	0	0	0	0	1	3	1	0	5	12
% Approach Total	0.0	100.0	0.0	0.0		16.7	66.7	16.7	0.0		0.0	0.0	0.0	0.0		20.0	60.0	20.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.333	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.250	0.000	0.625	0.600	
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3
Single-Unit Trucks	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	0	1	3	1	0	5	11
Single-Unit %	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	100.0	91.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	0	1	3	1	0	5	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	1	0	0	1	1	4	1	0	6	0	0	0	0	0	0	1	3	1	0	5	12
Buses	1					0					0					0					1	
Single-Unit Trucks	1					3					3					4					11	
Articulated Trucks	0					0					0					0					0	
Total Exiting Leg	2					3					3					4					12	

PDI File #: **196770 E**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	3	34	0	0	37	2	48	28	0	78	0	0	0	0	0	11	29	8	0	48	163
4:15 PM	4	34	2	0	40	5	57	34	0	96	0	0	0	0	0	7	26	5	0	38	174
4:30 PM	7	32	0	0	39	2	56	32	0	90	0	0	0	0	0	11	14	3	0	28	157
4:45 PM	2	34	0	0	36	2	61	36	0	99	0	0	0	0	0	18	24	7	0	49	184
Total	16	134	2	0	152	11	222	130	0	363	0	0	0	0	0	47	93	23	0	163	678
5:00 PM	5	49	1	0	55	5	77	27	0	109	0	0	0	0	0	13	26	5	0	44	208
5:15 PM	7	36	1	0	44	2	53	42	0	97	0	0	0	0	0	6	29	5	0	40	181
5:30 PM	1	45	2	0	48	6	58	30	0	94	0	0	0	0	0	15	27	3	0	45	187
5:45 PM	5	30	3	0	38	11	52	33	0	96	0	0	0	0	0	14	19	9	0	42	176
Total	18	160	7	0	185	24	240	132	0	396	0	0	0	0	0	48	101	22	0	171	752
Grand Total	34	294	9	0	337	35	462	262	0	759	0	0	0	0	0	95	194	45	0	334	1430
Approach %	10.1	87.2	2.7	0.0		4.6	60.9	34.5	0.0		0.0	0.0	0.0	0.0		28.4	58.1	13.5	0.0		
Total %	2.4	20.6	0.6	0.0	23.6	2.4	32.3	18.3	0.0	53.1	0.0	0.0	0.0	0.0	0.0	6.6	13.6	3.1	0.0	23.4	
Exiting Leg Total	80					203					651					496					1430

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

4:45 PM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	2	34	0	0	36	2	61	36	0	99	0	0	0	0	0	18	24	7	0	49	184
5:00 PM	5	49	1	0	55	5	77	27	0	109	0	0	0	0	0	13	26	5	0	44	208
5:15 PM	7	36	1	0	44	2	53	42	0	97	0	0	0	0	0	6	29	5	0	40	181
5:30 PM	1	45	2	0	48	6	58	30	0	94	0	0	0	0	0	15	27	3	0	45	187
Total Volume	15	164	4	0	183	15	249	135	0	399	0	0	0	0	0	52	106	20	0	178	760
% Approach Total	8.2	89.6	2.2	0.0		3.8	62.4	33.8	0.0		0.0	0.0	0.0	0.0		29.2	59.6	11.2	0.0		
PHF	0.536	0.837	0.500	0.000	0.832	0.625	0.808	0.804	0.000	0.915	0.000	0.000	0.000	0.000	0.000	0.722	0.914	0.714	0.000	0.908	0.913
Entering Leg	15	164	4	0	183	15	249	135	0	399	0	0	0	0	0	52	106	20	0	178	760
Exiting Leg	35					110					351					264					760
Total	218					509					351					442					1520

PDI File #: **196770 E**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	1	4	0	0	5	0	6	1	0	7	0	0	0	0	0	1	0	0	0	0	1	13
4:15 PM	0	8	0	0	8	0	10	3	0	13	0	0	0	0	0	0	0	0	0	0	0	21
4:30 PM	0	5	0	0	5	0	10	1	0	11	0	0	0	0	0	1	1	0	0	0	2	18
4:45 PM	0	2	0	0	2	0	6	4	0	10	0	0	0	0	0	4	5	1	0	0	10	22
Total	1	19	0	0	20	0	32	9	0	41	0	0	0	0	0	6	6	1	0	0	13	74
5:00 PM	0	1	0	0	1	0	8	8	0	16	0	0	0	0	0	3	1	0	0	0	4	21
5:15 PM	0	1	0	0	1	0	2	8	0	10	0	0	0	0	0	0	1	0	0	0	1	12
5:30 PM	0	3	0	0	3	0	8	1	0	9	0	0	0	0	0	4	0	1	0	0	5	17
5:45 PM	0	3	0	0	3	0	5	2	0	7	0	0	0	0	0	1	0	0	0	0	1	11
Total	0	8	0	0	8	0	23	19	0	42	0	0	0	0	0	8	2	1	0	0	11	61
Grand Total	1	27	0	0	28	0	55	28	0	83	0	0	0	0	0	14	8	2	0	0	24	135
Approach %	3.6	96.4	0.0	0.0		0.0	66.3	33.7	0.0		0.0	0.0	0.0	0.0		58.3	33.3	8.3	0.0			
Total %	0.7	20.0	0.0	0.0	20.7	0.0	40.7	20.7	0.0	61.5	0.0	0.0	0.0	0.0	0.0	10.4	5.9	1.5	0.0	0.0	17.8	
Exiting Leg Total	2					8					69					56					135	

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

4:15 PM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	8	0	0	8	0	10	3	0	13	0	0	0	0	0	0	0	0	0	0	21
4:30 PM	0	5	0	0	5	0	10	1	0	11	0	0	0	0	0	1	1	0	0	2	18
4:45 PM	0	2	0	0	2	0	6	4	0	10	0	0	0	0	0	4	5	1	0	10	22
5:00 PM	0	1	0	0	1	0	8	8	0	16	0	0	0	0	0	3	1	0	0	4	21
Total Volume	0	16	0	0	16	0	34	16	0	50	0	0	0	0	0	8	7	1	0	16	82
% Approach Total	0.0	100.0	0.0	0.0		0.0	68.0	32.0	0.0		0.0	0.0	0.0	0.0		50.0	43.8	6.3	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.850	0.500	0.000	0.781	0.000	0.000	0.000	0.000	0.000	0.500	0.350	0.250	0.000	0.400	0.932
Entering Leg	0	16	0	0	16	0	34	16	0	50	0	0	0	0	0	8	7	1	0	16	82
Exiting Leg	1					7					40					34					82
Total	17					57					40					50					164

PDI File #: **196770 E**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	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	1	0	1	0	0	1	0	1	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	0	0	0	0	0
Total	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.0	0.0	100.0	0.0		50.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	33.3	0.0	33.3	33.3	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					1					1					0					3

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

4:30 PM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	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	0	0	0	1	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	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	100.0	0.0		50.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg	1					1					1					0					3
Total	2					3					1					0					6

PDI File #: **196770 E**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	2	5
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	0	1	3	1	0	5	11
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
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
5:30 PM	0	0	0	0	0	0	1	0	0	1	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
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	0	1	3	1	0	5	12
Approach %	0.0	100.0	0.0	0.0		0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		20.0	60.0	20.0	0.0			
Total %	0.0	8.3	0.0	0.0	8.3	0.0	41.7	8.3	0.0	50.0	0.0	0.0	0.0	0.0	0.0	8.3	25.0	8.3	0.0	41.7		
Exiting Leg Total	1					3					3					5					12	

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

4:00 PM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2	
Total Volume	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	1	3	1	0	5	11	
% Approach Total	0.0	100.0	0.0	0.0		0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0		20.0	60.0	20.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.333	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.250	0.000	0.625	0.550	
Entering Leg	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	1	3	1	0	5	11	
Exiting Leg	1					3					3					4					11	
Total	2					8					3					9					22	

PDI File #: **196770 E**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer 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	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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
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
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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
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						

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

4:00 PM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer 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 #: **196770 E**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Nason Street							Summer Street (Route 62)							Nason Street (Route 62)							Summer Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
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 06:00 PM begins at:

4:00 PM	Nason Street							Summer Street (Route 62)							Nason Street (Route 62)							Summer Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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 #: **196770 E**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Thursday, February 28, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Nason Street							Summer Street (Route 62)							Nason Street (Route 62)							Summer Street							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	3	3	0	0	0	0	1	1	2	0	0	0	0	1	3	4	11	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	3	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	1	2	3	0	0	0	0	2	7	9	0	0	0	0	1	2	3	0	0	0	0	1	3	4	19	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	
5:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	1	1	2	0	0	0	0	0	1	5	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	1	0	1	0	0	0	0	0	1	6	
Total	0	0	0	0	0	0	1	1	0	0	0	0	1	6	7	0	0	0	0	3	2	5	0	0	0	0	0	2	2	15
Grand Total	0	0	0	0	1	3	4	0	0	0	0	3	13	16	0	0	0	0	4	4	8	0	0	0	0	1	5	6	34	
Approach %	0	0	0	0	25	75		0	0	0	0	18.8	81.3		0	0	0	0	50	50		0	0	0	0	16.7	83.3			
Total %	0	0	0	0	2.94	8.82	11.8	0	0	0	0	8.82	38.2	47.1	0	0	0	0	11.8	11.8	23.5	0	0	0	0	2.94	14.7	17.6		
Exiting Leg Total	4							16							8							6							34	

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

4:00 PM	Nason Street							Summer Street (Route 62)							Nason Street (Route 62)							Summer Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	3	3	0	0	0	0	1	1	2	0	0	0	0	1	3	4	11
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	2	3	0	0	0	0	2	7	9	0	0	0	0	1	2	3	0	0	0	0	1	3	4	19
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	22.2	77.8		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	25.0	75.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.000	0.000	0.000	0.000	0.250	0.583	0.563	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.432
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	2	7	9	0	0	0	0	1	2	3	0	0	0	0	1	3	4	19
Exiting Leg	3							9							3							4							19
Total	6							18							6							8							38

PDI File #: **196770 EE**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	3	27	0	0	30	4	25	27	0	56	0	0	0	0	0	11	11	5	0	27	113
11:15 AM	2	24	3	0	29	6	29	19	0	54	0	0	0	0	0	8	26	7	0	41	124
11:30 AM	1	32	3	0	36	1	39	24	0	64	0	0	0	0	0	16	20	2	0	38	138
11:45 AM	4	24	1	0	29	4	40	30	0	74	0	0	0	0	0	11	23	7	0	41	144
Total	10	107	7	0	124	15	133	100	0	248	0	0	0	0	0	46	80	21	0	147	519
12:00 PM	5	27	1	0	33	6	48	33	0	87	0	0	0	0	0	19	17	2	0	38	158
12:15 PM	3	20	1	0	24	3	30	26	0	59	0	0	0	0	0	13	14	3	0	30	113
12:30 PM	7	15	1	0	23	3	29	24	0	56	0	0	0	0	0	15	20	3	0	38	117
12:45 PM	4	13	2	0	19	4	33	31	0	68	0	0	0	0	0	11	29	3	0	43	130
Total	19	75	5	0	99	16	140	114	0	270	0	0	0	0	0	58	80	11	0	149	518
1:00 PM	6	22	1	0	29	3	29	19	0	51	0	0	0	0	0	15	24	2	0	41	121
1:15 PM	4	23	2	0	29	6	36	33	0	75	0	0	0	0	0	8	22	6	0	36	140
1:30 PM	2	22	1	0	25	5	26	33	0	64	0	0	0	0	0	11	22	5	0	38	127
1:45 PM	3	33	0	0	36	4	39	20	0	63	0	0	0	0	0	12	31	6	0	49	148
Total	15	100	4	0	119	18	130	105	0	253	0	0	0	0	0	46	99	19	0	164	536
Grand Total	44	282	16	0	342	49	403	319	0	771	0	0	0	0	0	150	259	51	0	460	1573
Approach %	12.9	82.5	4.7	0.0		6.4	52.3	41.4	0.0		0.0	0.0	0.0	0.0		32.6	56.3	11.1	0.0		
Total %	2.8	17.9	1.0	0.0	21.7	3.1	25.6	20.3	0.0	49.0	0.0	0.0	0.0	0.0	0.0	9.5	16.5	3.2	0.0	29.2	
Exiting Leg Total	100					275					751					447					1573
Cars	42	279	16	0	337	48	399	316	0	763	0	0	0	0	0	147	258	51	0	456	1556
% Cars	95.5	98.9	100.0	0.0	98.5	98.0	99.0	99.1	0.0	99.0	0.0	0.0	0.0	0.0	0.0	98.0	99.6	100.0	0.0	99.1	98.9
Exiting Leg Total	99					274					742					441					1556
Heavy Vehicles	2	3	0	0	5	1	4	3	0	8	0	0	0	0	0	3	1	0	0	4	17
% Heavy Vehicles	4.5	1.1	0.0	0.0	1.5	2.0	1.0	0.9	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.4	0.0	0.0	0.9	1.1
Exiting Leg Total	1					1					9					6					17

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	2	24	3	0	29	6	29	19	0	54	0	0	0	0	0	8	26	7	0	41	124
11:30 AM	1	32	3	0	36	1	39	24	0	64	0	0	0	0	0	16	20	2	0	38	138
11:45 AM	4	24	1	0	29	4	40	30	0	74	0	0	0	0	0	11	23	7	0	41	144
12:00 PM	5	27	1	0	33	6	48	33	0	87	0	0	0	0	0	19	17	2	0	38	158
Total Volume	12	107	8	0	127	17	156	106	0	279	0	0	0	0	0	54	86	18	0	158	564
% Approach Total	9.4	84.3	6.3	0.0		6.1	55.9	38.0	0.0		0.0	0.0	0.0	0.0		34.2	54.4	11.4	0.0		
PHF	0.600	0.836	0.667	0.000	0.882	0.708	0.813	0.803	0.000	0.802	0.000	0.000	0.000	0.000	0.000	0.711	0.827	0.643	0.000	0.963	0.892
Cars	11	107	8	0	126	17	154	106	0	277	0	0	0	0	0	53	86	18	0	157	560
Cars %	91.7	100.0	100.0	0.0	99.2	100.0	98.7	100.0	0.0	99.3	0.0	0.0	0.0	0.0	0.0	98.1	100.0	100.0	0.0	99.4	99.3
Heavy Vehicles	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
Heavy Vehicles %	8.3	0.0	0.0	0.0	0.8	0.0	1.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.6	0.7
Cars Enter Leg	11	107	8	0	126	17	154	106	0	277	0	0	0	0	0	53	86	18	0	157	560
Heavy Enter Leg	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
Total Entering Leg	12	107	8	0	127	17	156	106	0	279	0	0	0	0	0	54	86	18	0	158	564
Cars Exiting Leg	35					94					266					165					560
Heavy Exiting Leg	0					0					1					3					4
Total Exiting Leg	35					94					267					168					564

PDI File #: **196770 EE**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**



	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	3	26	0	0	29	4	25	27	0	56	0	0	0	0	0	11	11	5	0	27	112
11:15 AM	2	24	3	0	29	6	29	19	0	54	0	0	0	0	0	8	26	7	0	41	124
11:30 AM	1	32	3	0	36	1	38	24	0	63	0	0	0	0	0	16	20	2	0	38	137
11:45 AM	4	24	1	0	29	4	40	30	0	74	0	0	0	0	0	11	23	7	0	41	144
Total	10	106	7	0	123	15	132	100	0	247	0	0	0	0	0	46	80	21	0	147	517
12:00 PM	4	27	1	0	32	6	47	33	0	86	0	0	0	0	0	18	17	2	0	37	155
12:15 PM	3	20	1	0	24	3	30	26	0	59	0	0	0	0	0	12	14	3	0	29	112
12:30 PM	7	15	1	0	23	3	29	24	0	56	0	0	0	0	0	15	19	3	0	37	116
12:45 PM	3	13	2	0	18	4	33	29	0	66	0	0	0	0	0	11	29	3	0	43	127
Total	17	75	5	0	97	16	139	112	0	267	0	0	0	0	0	56	79	11	0	146	510
1:00 PM	6	22	1	0	29	2	29	19	0	50	0	0	0	0	0	15	24	2	0	41	120
1:15 PM	4	22	2	0	28	6	36	32	0	74	0	0	0	0	0	8	22	6	0	36	138
1:30 PM	2	22	1	0	25	5	26	33	0	64	0	0	0	0	0	11	22	5	0	38	127
1:45 PM	3	32	0	0	35	4	37	20	0	61	0	0	0	0	0	11	31	6	0	48	144
Total	15	98	4	0	117	17	128	104	0	249	0	0	0	0	0	45	99	19	0	163	529
Grand Total	42	279	16	0	337	48	399	316	0	763	0	0	0	0	0	147	258	51	0	456	1556
Approach %	12.5	82.8	4.7	0.0		6.3	52.3	41.4	0.0		0.0	0.0	0.0	0.0		32.2	56.6	11.2	0.0		
Total %	2.7	17.9	1.0	0.0	21.7	3.1	25.6	20.3	0.0	49.0	0.0	0.0	0.0	0.0	0.0	9.4	16.6	3.3	0.0	29.3	
Exiting Leg Total	99					274					742					441					1556

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	2	24	3	0	29	6	29	19	0	54	0	0	0	0	0	8	26	7	0	41	124
11:30 AM	1	32	3	0	36	1	38	24	0	63	0	0	0	0	0	16	20	2	0	38	137
11:45 AM	4	24	1	0	29	4	40	30	0	74	0	0	0	0	0	11	23	7	0	41	144
12:00 PM	4	27	1	0	32	6	47	33	0	86	0	0	0	0	0	18	17	2	0	37	155
Total Volume	11	107	8	0	126	17	154	106	0	277	0	0	0	0	0	53	86	18	0	157	560
% Approach Total	8.7	84.9	6.3	0.0		6.1	55.6	38.3	0.0		0.0	0.0	0.0	0.0		33.8	54.8	11.5	0.0		
PHF	0.688	0.836	0.667	0.000	0.875	0.708	0.819	0.803	0.000	0.805	0.000	0.000	0.000	0.000	0.000	0.736	0.827	0.643	0.000	0.957	0.903
Entering Leg	11	107	8	0	126	17	154	106	0	277	0	0	0	0	0	53	86	18	0	157	560
Exiting Leg	35					94					266					165					560
Total	161					371					266					322					1120

PDI File #: **196770 EE**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	2	1	0	0	3	8
1:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
Total	0	2	0	0	2	1	2	1	0	4	0	0	0	0	0	1	0	0	0	1	7
Grand Total	2	3	0	0	5	1	4	3	0	8	0	0	0	0	0	3	1	0	0	4	17
Approach %	40.0	60.0	0.0	0.0		12.5	50.0	37.5	0.0		0.0	0.0	0.0	0.0		75.0	25.0	0.0	0.0		
Total %	11.8	17.6	0.0	0.0	29.4	5.9	23.5	17.6	0.0	47.1	0.0	0.0	0.0	0.0	0.0	17.6	5.9	0.0	0.0	23.5	
Exiting Leg Total	1					1					9					6					17
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	2	2	0	0	4	1	4	3	0	8	0	0	0	0	0	3	1	0	0	4	16
% Single-Unit	100.0	66.7	0.0	0.0	80.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	94.1
Exiting Leg Total	1					1					8					6					16
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	33.3	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 PM	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	2	1	0	0	0	3	8
% Approach Total	100.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0			
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.250	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.750	0.667	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	2	1	0	0	0	3	8
Single-Unit %	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	2	1	0	0	0	3	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	2	1	0	0	0	3	8
Buses	0					0					0					0					0	0
Single-Unit Trucks	0					1					4					3					8	8
Articulated Trucks	0					0					0					0					0	0
Total Exiting Leg	0					1					4					3					8	8

PDI File #: **196770 EE**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	3	22	0	0	25	4	24	24	0	52	0	0	0	0	0	8	8	5	0	21	98
11:15 AM	2	22	3	0	27	4	24	17	0	45	0	0	0	0	0	7	20	6	0	33	105
11:30 AM	1	27	3	0	31	1	30	22	0	53	0	0	0	0	0	11	17	2	0	30	114
11:45 AM	4	22	1	0	27	4	36	30	0	70	0	0	0	0	0	9	20	7	0	36	133
Total	10	93	7	0	110	13	114	93	0	220	0	0	0	0	0	35	65	20	0	120	450
12:00 PM	4	22	1	0	27	6	42	27	0	75	0	0	0	0	0	15	16	2	0	33	135
12:15 PM	3	19	1	0	23	2	25	21	0	48	0	0	0	0	0	11	13	3	0	27	98
12:30 PM	7	13	1	0	21	2	25	19	0	46	0	0	0	0	0	13	18	3	0	34	101
12:45 PM	2	13	2	0	17	3	30	23	0	56	0	0	0	0	0	10	26	3	0	39	112
Total	16	67	5	0	88	13	122	90	0	225	0	0	0	0	0	49	73	11	0	133	446
1:00 PM	4	19	1	0	24	1	26	17	0	44	0	0	0	0	0	14	23	2	0	39	107
1:15 PM	3	17	2	0	22	5	33	30	0	68	0	0	0	0	0	8	20	5	0	33	123
1:30 PM	2	15	1	0	18	5	25	25	0	55	0	0	0	0	0	10	20	5	0	35	108
1:45 PM	3	32	0	0	35	4	32	19	0	55	0	0	0	0	0	8	29	6	0	43	133
Total	12	83	4	0	99	15	116	91	0	222	0	0	0	0	0	40	92	18	0	150	471
Grand Total	38	243	16	0	297	41	352	274	0	667	0	0	0	0	0	124	230	49	0	403	1367
Approach %	12.8	81.8	5.4	0.0		6.1	52.8	41.1	0.0		0.0	0.0	0.0	0.0		30.8	57.1	12.2	0.0		
Total %	2.8	17.8	1.2	0.0	21.7	3.0	25.7	20.0	0.0	48.8	0.0	0.0	0.0	0.0	0.0	9.1	16.8	3.6	0.0	29.5	
Exiting Leg Total	90					246					641					390					1367

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:15 AM	2	22	3	0	27	4	24	17	0	45	0	0	0	0	0	7	20	6	0	33	105
11:30 AM	1	27	3	0	31	1	30	22	0	53	0	0	0	0	0	11	17	2	0	30	114
11:45 AM	4	22	1	0	27	4	36	30	0	70	0	0	0	0	0	9	20	7	0	36	133
12:00 PM	4	22	1	0	27	6	42	27	0	75	0	0	0	0	0	15	16	2	0	33	135
Total Volume	11	93	8	0	112	15	132	96	0	243	0	0	0	0	0	42	73	17	0	132	487
% Approach Total	9.8	83.0	7.1	0.0		6.2	54.3	39.5	0.0		0.0	0.0	0.0	0.0		31.8	55.3	12.9	0.0		
PHF	0.688	0.861	0.667	0.000	0.903	0.625	0.786	0.800	0.000	0.810	0.000	0.000	0.000	0.000	0.000	0.700	0.913	0.607	0.000	0.917	0.902
Entering Leg	11	93	8	0	112	15	132	96	0	243	0	0	0	0	0	42	73	17	0	132	487
Exiting Leg	32					81					231					143					487
Total	144					324					231					275					974

PDI File #: **196770 EE**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Light Goods Vehicle

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	4	0	0	4	0	1	3	0	4	0	0	0	0	0	3	3	0	0	6	14
11:15 AM	0	2	0	0	2	2	5	2	0	9	0	0	0	0	0	1	6	1	0	8	19
11:30 AM	0	5	0	0	5	0	8	2	0	10	0	0	0	0	0	5	3	0	0	8	23
11:45 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	2	3	0	0	5	11
Total	0	13	0	0	13	2	18	7	0	27	0	0	0	0	0	11	15	1	0	27	67
12:00 PM	0	5	0	0	5	0	5	6	0	11	0	0	0	0	0	3	1	0	0	4	20
12:15 PM	0	1	0	0	1	1	5	5	0	11	0	0	0	0	0	1	1	0	0	2	14
12:30 PM	0	2	0	0	2	1	4	5	0	10	0	0	0	0	0	2	1	0	0	3	15
12:45 PM	1	0	0	0	1	1	3	6	0	10	0	0	0	0	0	1	3	0	0	4	15
Total	1	8	0	0	9	3	17	22	0	42	0	0	0	0	0	7	6	0	0	13	64
1:00 PM	2	3	0	0	5	1	3	2	0	6	0	0	0	0	0	1	1	0	0	2	13
1:15 PM	1	5	0	0	6	1	3	2	0	6	0	0	0	0	0	0	2	1	0	3	15
1:30 PM	0	7	0	0	7	0	1	8	0	9	0	0	0	0	0	1	2	0	0	3	19
1:45 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	3	2	0	0	5	11
Total	3	15	0	0	18	2	12	13	0	27	0	0	0	0	0	5	7	1	0	13	58
Grand Total	4	36	0	0	40	7	47	42	0	96	0	0	0	0	0	23	28	2	0	53	189
Approach %	10.0	90.0	0.0	0.0		7.3	49.0	43.8	0.0		0.0	0.0	0.0	0.0		43.4	52.8	3.8	0.0		
Total %	2.1	19.0	0.0	0.0	21.2	3.7	24.9	22.2	0.0	50.8	0.0	0.0	0.0	0.0	0.0	12.2	14.8	1.1	0.0	28.0	
Exiting Leg Total	9					28					101					51					189

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer 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	
11:15 AM	0	2	0	0	2	2	5	2	0	9	0	0	0	0	0	1	6	1	0	8	19
11:30 AM	0	5	0	0	5	0	8	2	0	10	0	0	0	0	0	5	3	0	0	8	23
11:45 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	2	3	0	0	5	11
12:00 PM	0	5	0	0	5	0	5	6	0	11	0	0	0	0	0	3	1	0	0	4	20
Total Volume	0	14	0	0	14	2	22	10	0	34	0	0	0	0	0	11	13	1	0	25	73
% Approach Total	0.0	100.0	0.0	0.0		5.9	64.7	29.4	0.0		0.0	0.0	0.0	0.0		44.0	52.0	4.0	0.0		
PHF	0.000	0.700	0.000	0.000	0.700	0.250	0.688	0.417	0.000	0.773	0.000	0.000	0.000	0.000	0.000	0.550	0.542	0.250	0.000	0.781	0.793
Entering Leg	0	14	0	0	14	2	22	10	0	34	0	0	0	0	0	11	13	1	0	25	73
Exiting Leg	3					13					35					22					73
Total	17					47					35					47					146

PDI File #: **196770 EE**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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 #: **196770 EE**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	2	1	0	0	3	8
1:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
Total	0	2	0	0	2	1	2	1	0	4	0	0	0	0	0	1	0	0	0	1	7
Grand Total	2	2	0	0	4	1	4	3	0	8	0	0	0	0	0	3	1	0	0	4	16
Approach %	50.0	50.0	0.0	0.0		12.5	50.0	37.5	0.0		0.0	0.0	0.0	0.0		75.0	25.0	0.0	0.0		
Total %	12.5	12.5	0.0	0.0	25.0	6.3	25.0	18.8	0.0	50.0	0.0	0.0	0.0	0.0	0.0	18.8	6.3	0.0	0.0	25.0	
Exiting Leg Total	1					1					8					6					16

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
12:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 PM	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	2	1	0	0	3	8	
% Approach Total	100.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0			
PHF	0.500	0.000	0.000	0.000	0.500	0.000	0.250	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.750	0.667	
Entering Leg	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	2	1	0	0	3	8	
Exiting Leg	0					1					4					3					8	
Total	2					4					4					6					16	

PDI File #: **196770 EE**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	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 11:00 AM to 02:00 PM begins at:

11:00 AM	Nason Street					Summer Street (Route 62)					Nason Street (Route 62)					Summer Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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 #: **196770 EE**
 Location: **N: Nason Street S: Nason Street (Route 62)**
 Location: **E: Summer Street (Route 62) W: Summer Street**
 City, State: **Maynard, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Nason Street							Summer Street (Route 62)							Nason Street (Route 62)							Summer Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 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
11:15 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
11:30 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
11:45 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
12:00 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
12:15 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
12:30 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
12:45 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
1:00 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
1:15 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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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
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 11:00 AM to 02:00 PM begins at:

11:00 AM	Nason Street							Summer Street (Route 62)							Nason Street (Route 62)							Summer 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	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0	
Total	0							0							0							0							0	

PDI File #: 196770 EE
 Location: N: Nason Street S: Nason Street (Route 62)
 Location: E: Summer Street (Route 62) W: Summer Street
 City, State: Maynard, MA
 Client: Green International/ C. Tobias
 Site Code: TBA
 Count Date: Saturday, March 2, 2019
 Start Time: 11:00 AM
 End Time: 2:00 PM
 Class:



Pedestrians

	Nason Street							Summer Street (Route 62)							Nason Street (Route 62)							Summer Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
11:00 AM	0	0	0	0	0	4	4	0	0	0	0	2	0	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	9
11:15 AM	0	0	0	0	0	3	3	0	0	0	0	4	1	5	0	0	0	0	2	0	2	0	0	0	0	0	0	10	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	2	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3	3	0	0	0	0	0	0	6	
Total	0	0	0	0	0	7	7	0	0	0	0	7	4	11	0	0	0	0	5	4	9	0	0	0	0	0	0	27	
12:00 PM	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	2	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	0	0	0	0	0	0	4	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	2	2	4	
12:45 PM	0	0	0	0	2	2	4	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	7	
Total	0	0	0	0	2	2	4	0	0	0	0	2	4	6	0	0	0	0	2	3	5	0	0	0	0	0	2	2	17
1:00 PM	0	0	0	0	3	0	3	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	7	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	4	10	0	0	0	0	2	0	2	0	0	0	0	1	1	13	
1:30 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	1	1	2	0	0	0	0	0	0	5	
Total	0	0	0	0	3	1	4	0	0	0	0	8	8	16	0	0	0	0	3	3	6	0	0	0	0	0	2	2	28
Grand Total	0	0	0	0	5	10	15	0	0	0	0	17	16	33	0	0	0	0	10	10	20	0	0	0	0	0	4	4	72
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	51.5	48.5		0	0	0	0	50	50		0	0	0	0	0	100		
Total %	0	0	0	0	6.94	13.9	20.8	0	0	0	0	23.6	22.2	45.8	0	0	0	0	13.9	13.9	27.8	0	0	0	0	0	5.56	5.56	
Exiting Leg Total	15							33							20							4							72

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

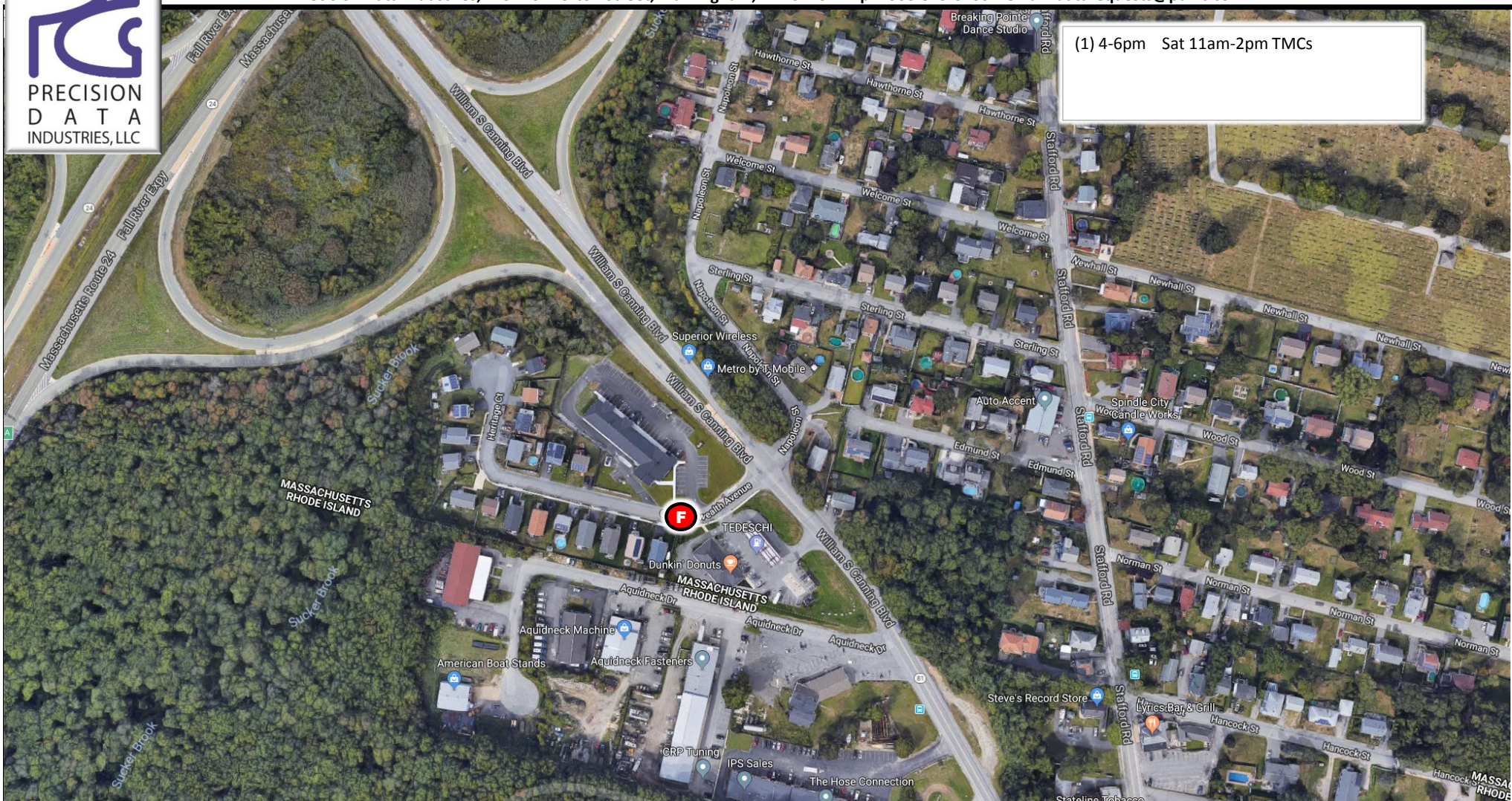
12:30 PM	Nason Street							Summer Street (Route 62)							Nason Street (Route 62)							Summer Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	2	2	4
12:45 PM	0	0	0	0	2	2	4	0	0	0	0	0	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	7
1:00 PM	0	0	0	0	3	0	3	0	0	0	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	7
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	4	10	0	0	0	0	2	0	2	0	0	0	0	0	1	1	13
Total Volume	0	0	0	0	5	2	7	0	0	0	0	7	8	15	0	0	0	0	3	3	6	0	0	0	0	0	3	3	31
% Approach Total	0.0	0.0	0.0	0.0	71.4	28.6		0.0	0.0	0.0	0.0	46.7	53.3		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.417	0.250	0.438	0.000	0.000	0.000	0.000	0.292	0.500	0.375	0.000	0.000	0.000	0.000	0.375	0.375	0.750	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.596
Entering Leg	0	0	0	0	5	2	7	0	0	0	0	7	8	15	0	0	0	0	3	3	6	0	0	0	0	0	3	3	31
Exiting Leg							7							15							6						3		31
Total	14							30							12							6							62



Location Map: 196770 Fall River, MA

Precision Data Industries, LLC 46 Morton Street, Framingham, MA 01702 ph: 508-875-0100 email: datarequests@pdillc.com

(1) 4-6pm Sat 11am-2pm TMCs



Client:
Green International

Engineer:
C. Tobias

Site Code:

Date:
Saturday 3/2 and Tuesday 3/5/2019

PDI Job #
196770

City, State:
Fall River, MA

PDI File #: **196770 F**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total	
	from North					from East					from West					from Northwest						
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	14	2	1	0	17	0	0	0	0	0	0	16	0	0	0	16	33
11:15 AM	0	0	15	0	15	25	2	1	0	28	2	0	0	0	2	0	8	0	0	0	8	53
11:30 AM	0	0	22	0	22	19	1	0	1	21	0	0	0	0	0	0	1	0	0	0	1	44
11:45 AM	0	0	21	0	21	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	44
Total	0	0	58	0	58	81	5	2	1	89	2	0	0	0	2	0	25	0	0	0	25	174
12:00 PM	0	0	17	0	17	16	1	0	0	17	2	0	0	0	2	0	0	1	0	0	1	37
12:15 PM	0	1	23	0	24	19	1	0	0	20	1	0	0	0	1	0	0	0	0	0	0	45
12:30 PM	0	0	16	0	16	21	0	3	0	24	0	0	0	0	0	0	0	0	0	0	0	40
12:45 PM	0	0	30	0	30	26	1	1	0	28	3	0	0	0	3	0	0	0	0	0	0	61
Total	0	1	86	0	87	82	3	4	0	89	6	0	0	0	6	0	0	1	0	0	1	183
1:00 PM	0	0	21	0	21	13	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	35
1:15 PM	0	0	14	0	14	19	1	1	0	21	0	0	0	0	0	0	1	0	0	0	1	36
1:30 PM	0	0	24	0	24	20	1	1	0	22	1	0	0	0	1	0	0	0	0	0	0	47
1:45 PM	0	0	17	0	17	29	0	4	0	33	4	0	0	0	4	0	1	0	0	0	1	55
Total	0	0	76	0	76	81	3	6	0	90	5	0	0	0	5	0	2	0	0	0	2	173
Grand Total	0	1	220	0	221	244	11	12	1	268	13	0	0	0	13	0	27	1	0	0	28	530
Approach %	0.0	0.5	99.5	0.0		91.0	4.1	4.5	0.4		100.0	0.0	0.0	0.0		0.0	96.4	3.6	0.0			
Total %	0.0	0.2	41.5	0.0	41.7	46.0	2.1	2.3	0.2	50.6	2.5	0.0	0.0	0.0	2.5	0.0	5.1	0.2	0.0	5.3		
Exiting Leg Total	245					261					13					11					530	
Cars	0	1	218	0	219	243	10	12	1	266	13	0	0	0	13	0	27	0	0	0	27	525
% Cars	0.0	100.0	99.1	0.0	99.1	99.6	90.9	100.0	100.0	99.3	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	96.4	99.1	
Exiting Leg Total	243					259					13					10					525	
Heavy Vehicles	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	1	5
% Heavy Vehicles	0.0	0.0	0.9	0.0	0.9	0.4	9.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	3.6	0.9	
Exiting Leg Total	2					2					0					1					5	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:00 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
12:00 PM	0	0	17	0	17	16	1	0	0	17	2	0	0	0	2	0	0	1	0	1	37
12:15 PM	0	1	23	0	24	19	1	0	0	20	1	0	0	0	1	0	0	0	0	0	45
12:30 PM	0	0	16	0	16	21	0	3	0	24	0	0	0	0	0	0	0	0	0	0	40
12:45 PM	0	0	30	0	30	26	1	1	0	28	3	0	0	0	3	0	0	0	0	0	61
Total Volume	0	1	86	0	87	82	3	4	0	89	6	0	0	0	6	0	0	1	0	1	183
% Approach Total	0.0	1.1	98.9	0.0		92.1	3.4	4.5	0.0		100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.250	0.717	0.000	0.725	0.788	0.750	0.333	0.000	0.795	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.750
Cars	0	1	85	0	86	81	2	4	0	87	6	0	0	0	6	0	0	0	0	0	179
Cars %	0.0	100.0	98.8	0.0	98.9	98.8	66.7	100.0	0.0	97.8	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97.8
Heavy Vehicles	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
Heavy Vehicles %	0.0	0.0	1.2	0.0	1.1	1.2	33.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	2.2
Cars Enter Leg	0	1	85	0	86	81	2	4	0	87	6	0	0	0	6	0	0	0	0	0	179
Heavy Enter Leg	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
Total Entering Leg	0	1	86	0	87	82	3	4	0	89	6	0	0	0	6	0	0	1	0	1	183
Cars Exiting Leg	81					91					5					2					179
Heavy Exiting Leg	2					1					0					1					4
Total Exiting Leg	83					92					5					3					183

PDI File #: **196770 F**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total	
	from North					from East					from West					from Northwest						
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total		
11:00 AM	0	0	0	0	0	14	2	1	0	17	0	0	0	0	0	0	16	0	0	0	16	33
11:15 AM	0	0	15	0	15	25	2	1	0	28	2	0	0	0	2	0	8	0	0	0	8	53
11:30 AM	0	0	22	0	22	19	1	0	1	21	0	0	0	0	0	0	1	0	0	0	1	44
11:45 AM	0	0	21	0	21	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	44
Total	0	0	58	0	58	81	5	2	1	89	2	0	0	0	2	0	25	0	0	0	25	174
12:00 PM	0	0	16	0	16	15	0	0	0	15	2	0	0	0	2	0	0	0	0	0	0	33
12:15 PM	0	1	23	0	24	19	1	0	0	20	1	0	0	0	1	0	0	0	0	0	0	45
12:30 PM	0	0	16	0	16	21	0	3	0	24	0	0	0	0	0	0	0	0	0	0	0	40
12:45 PM	0	0	30	0	30	26	1	1	0	28	3	0	0	0	3	0	0	0	0	0	0	61
Total	0	1	85	0	86	81	2	4	0	87	6	0	0	0	6	0	0	0	0	0	0	179
1:00 PM	0	0	21	0	21	13	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	35
1:15 PM	0	0	13	0	13	19	1	1	0	21	0	0	0	0	0	0	1	0	0	0	1	35
1:30 PM	0	0	24	0	24	20	1	1	0	22	1	0	0	0	1	0	0	0	0	0	0	47
1:45 PM	0	0	17	0	17	29	0	4	0	33	4	0	0	0	4	0	1	0	0	0	1	55
Total	0	0	75	0	75	81	3	6	0	90	5	0	0	0	5	0	2	0	0	0	2	172
Grand Total	0	1	218	0	219	243	10	12	1	266	13	0	0	0	13	0	27	0	0	0	27	525
Approach %	0.0	0.5	99.5	0.0		91.4	3.8	4.5	0.4		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.2	41.5	0.0	41.7	46.3	1.9	2.3	0.2	50.7	2.5	0.0	0.0	0.0	2.5	0.0	5.1	0.0	0.0	0.0	5.1	
Exiting Leg Total	243					259					13					10					525	

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
12:15 PM	0	1	23	0	24	19	1	0	0	20	1	0	0	0	1	0	0	0	0	0	45
12:30 PM	0	0	16	0	16	21	0	3	0	24	0	0	0	0	0	0	0	0	0	0	40
12:45 PM	0	0	30	0	30	26	1	1	0	28	3	0	0	0	3	0	0	0	0	0	61
1:00 PM	0	0	21	0	21	13	1	0	0	14	0	0	0	0	0	0	0	0	0	0	35
Total Volume	0	1	90	0	91	79	3	4	0	86	4	0	0	0	4	0	0	0	0	0	181
% Approach Total	0.0	1.1	98.9	0.0		91.9	3.5	4.7	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.750	0.000	0.758	0.760	0.750	0.333	0.000	0.768	0.333	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.742
Entering Leg	0	1	90	0	91	79	3	4	0	86	4	0	0	0	4	0	0	0	0	0	181
Exiting Leg					79					94					5					3	181
Total	170					180					9					3					362

PDI File #: **196770 F**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	5
Approach %	0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	40.0	0.0	40.0	20.0	20.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	
Exiting Leg Total	2					2					0					1					5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	5
% Single-Unit	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
Exiting Leg Total	2					2					0					1					5
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 11:00 AM to 02:00 PM begins at:

11:15 AM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
Total Volume	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
% Approach Total	0.0	0.0	100.0	0.0		50.0	50.0	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	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
Single-Unit %	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
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	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
Buses	0					0					0					0					0
Single-Unit Trucks	2					1					0					1					4
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	2					1					0					1					4

PDI File #: **196770 F**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total				
	from North					from East					from West					from Northwest									
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total					
11:00 AM	0	0	0	0	0	12	2	1	0	15	0	0	0	0	0	0	16	0	0	0	16	31			
11:15 AM	0	0	14	0	14	20	1	1	0	22	2	0	0	0	2	0	7	0	0	0	7	45			
11:30 AM	0	0	17	0	17	16	0	0	1	17	0	0	0	0	0	0	0	0	0	0	0	34			
11:45 AM	0	0	15	0	15	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	30			
Total	0	0	46	0	46	63	3	2	1	69	2	0	0	0	2	0	23	0	0	0	23	140			
12:00 PM	0	0	11	0	11	12	0	0	0	12	1	0	0	0	1	0	0	0	0	0	0	24			
12:15 PM	0	0	18	0	18	16	0	0	0	16	1	0	0	0	1	0	0	0	0	0	0	35			
12:30 PM	0	0	13	0	13	19	0	2	0	21	0	0	0	0	0	0	0	0	0	0	0	34			
12:45 PM	0	0	23	0	23	21	1	1	0	23	2	0	0	0	2	0	0	0	0	0	0	48			
Total	0	0	65	0	65	68	1	3	0	72	4	0	0	0	4	0	0	0	0	0	0	141			
1:00 PM	0	0	18	0	18	11	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	30			
1:15 PM	0	0	11	0	11	15	1	0	0	16	0	0	0	0	0	0	0	0	0	0	0	27			
1:30 PM	0	0	20	0	20	18	0	1	0	19	1	0	0	0	1	0	0	0	0	0	0	40			
1:45 PM	0	0	15	0	15	27	0	2	0	29	3	0	0	0	3	0	1	0	0	0	1	48			
Total	0	0	64	0	64	71	2	3	0	76	4	0	0	0	4	0	1	0	0	0	1	145			
Grand Total	0	0	175	0	175	202	6	8	1	217	10	0	0	0	10	0	24	0	0	24	426				
Approach %	0.0	0.0	100.0	0.0		93.1	2.8	3.7	0.5		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0						
Total %	0.0	0.0	41.1	0.0	41.1	47.4	1.4	1.9	0.2	50.9	2.3	0.0	0.0	0.0	2.3	0.0	5.6	0.0	0.0		5.6				
Exiting Leg Total						202						210						8						6	426

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:15 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
12:15 PM	0	0	18	0	18	16	0	0	0	16	1	0	0	0	1	0	0	0	0	0	35
12:30 PM	0	0	13	0	13	19	0	2	0	21	0	0	0	0	0	0	0	0	0	0	34
12:45 PM	0	0	23	0	23	21	1	1	0	23	2	0	0	0	2	0	0	0	0	0	48
1:00 PM	0	0	18	0	18	11	1	0	0	12	0	0	0	0	0	0	0	0	0	0	30
Total Volume	0	0	72	0	72	67	2	3	0	72	3	0	0	0	3	0	0	0	0	0	147
% Approach Total	0.0	0.0	100.0	0.0		93.1	2.8	4.2	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.783	0.000	0.783	0.798	0.500	0.375	0.000	0.783	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.766
Entering Leg	0	0	72	0	72	67	2	3	0	72	3	0	0	0	3	0	0	0	0	0	147
Exiting Leg					67					75					3					2	147
Total					139					147					6					2	294

PDI File #: **196770 F**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Light Goods Vehicle

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	1	0	1	5	1	0	0	6	0	0	0	0	0	0	1	0	0	1	8
11:30 AM	0	0	5	0	5	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	10
11:45 AM	0	0	6	0	6	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	12	0	12	18	2	0	0	20	0	0	0	0	0	0	2	0	0	2	34
12:00 PM	0	0	5	0	5	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	9
12:15 PM	0	1	5	0	6	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	10
12:30 PM	0	0	3	0	3	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	6
12:45 PM	0	0	7	0	7	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	13
Total	0	1	20	0	21	13	1	1	0	15	2	0	0	0	2	0	0	0	0	0	38
1:00 PM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	0	2	0	2	4	0	1	0	5	0	0	0	0	0	0	1	0	0	1	8
1:30 PM	0	0	4	0	4	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1:45 PM	0	0	2	0	2	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	7
Total	0	0	11	0	11	10	1	3	0	14	1	0	0	0	1	0	1	0	0	1	27
Grand Total	0	1	43	0	44	41	4	4	0	49	3	0	0	0	3	0	3	0	0	3	99
Approach %	0.0	2.3	97.7	0.0		83.7	8.2	8.2	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	1.0	43.4	0.0	44.4	41.4	4.0	4.0	0.0	49.5	3.0	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	
Exiting Leg Total	41					49					5					4					99

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:30 AM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total	
	from North					from East					from West					from Northwest						
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total		
11:30 AM	0	0	5	0	5	3	1	0	0	4	0	0	0	0	0	0	1	0	0	0	1	10
11:45 AM	0	0	6	0	6	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	14
12:00 PM	0	0	5	0	5	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	9
12:15 PM	0	1	5	0	6	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	10
Total Volume	0	1	21	0	22	17	2	0	0	19	1	0	0	0	1	0	1	0	0	1	43	
% Approach Total	0.0	4.5	95.5	0.0		89.5	10.5	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.250	0.875	0.000	0.917	0.531	0.500	0.000	0.000	0.594	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.768	
Entering Leg	0	1	21	0	22	17	2	0	0	19	1	0	0	0	1	0	1	0	0	1	43	
Exiting Leg					17					23					1					2	43	
Total					39					42					2					3	86	

PDI File #: **196770 F**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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 #: **196770 F**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	5
Approach %	0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	40.0	0.0	40.0	20.0	20.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	
Exiting Leg Total	2					2					0					1					5

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
Total Volume	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
% Approach Total	0.0	0.0	100.0	0.0		50.0	50.0	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	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	4
Exiting Leg	2					1					0					1					4
Total	3					3					0					2					8

PDI File #: **196770 F**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	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 #: **196770 F**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	#999 Driveway							Commonwelath Avenue							Commonwealth Avenue							Delivery Driveway							Total
	from North							from East							from West							from Northwest							
	Hard Right	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
11:00 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
11:15 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
11:30 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
11:45 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
12:00 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
12:15 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
12:30 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
12:45 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
1:00 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
1:15 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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	#999 Driveway							Commonwelath Avenue							Commonwealth Avenue							Delivery Driveway							Total
	from North							from East							from West							from Northwest							
	Hard Right	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
11:00 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	
11:15 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	
11:30 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	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **196770 F**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Saturday, March 2, 2019**
 Start Time: **11:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	#999 Driveway							Commonwelath Avenue							Commonwealth Avenue							Delivery Driveway							Total
	from North							from East							from West							from Northwest							
	Hard Right	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
11:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	3	2	5	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	6	7	13	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
12:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	0	5	7	
12:15 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	3	1	4	4	
12:30 PM	0	0	0	0	0	4	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	
Total	0	0	0	0	0	5	5	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	9	3	12	20	
1:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3	4	6	
1:15 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	4	4	5	
1:30 PM	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	5	
1:45 PM	0	0	0	0	0	2	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Total	0	0	0	0	2	4	6	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	1	8	9	20	
Grand Total	0	0	0	0	8	16	24	0	0	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0	10	11	21	58	
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	46.2	53.8		0	0	0	0	0	0	0	0	0	0	47.6	52.4			
Total %	0	0	0	0	13.8	27.6	41.4	0	0	0	0	10.3	12.1	22.4	0	0	0	0	0	0	0	0	0	0	17.2	19	36.2		
Exiting Leg Total	24							13							0							21							58

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:15 AM	#999 Driveway							Commonwelath Avenue							Commonwealth Avenue							Delivery Driveway							Total
	from North							from East							from West							from Northwest							
	Hard Right	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
11:15 AM	0	0	0	0	3	2	5	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
11:45 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	5	7
Total Volume	0	0	0	0	6	7	13	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	23
% Approach Total	0.0	0.0	0.0	0.0	46.2	53.8		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	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.438	0.650	0.000	0.000	0.000	0.000	0.375	0.500	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.821	
Entering Leg	0	0	0	0	6	7	13	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	23
Exiting Leg	13							5							0							5							23
Total	26							10							0							10							46

PDI File #: **196770 FF**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Tuesday, March 5, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	21	0	21	25	0	3	0	28	2	0	0	0	2	0	0	0	0	0	51
4:15 PM	0	0	27	0	27	18	1	4	0	23	2	0	0	0	2	0	0	0	0	0	52
4:30 PM	0	0	23	0	23	20	3	6	0	29	2	0	1	0	3	0	0	0	0	0	55
4:45 PM	0	0	26	0	26	21	0	4	0	25	3	1	0	0	4	0	0	0	0	0	55
Total	0	0	97	0	97	84	4	17	0	105	9	1	1	0	11	0	0	0	0	0	213
5:00 PM	0	0	22	0	22	27	1	2	0	30	2	0	0	0	2	0	0	0	0	0	54
5:15 PM	0	0	23	0	23	15	3	1	0	19	2	0	0	0	2	0	0	0	0	0	44
5:30 PM	0	0	21	0	21	24	1	6	0	31	0	0	0	0	0	0	0	0	0	0	52
5:45 PM	0	0	25	0	25	23	3	1	0	27	2	0	0	0	2	0	1	0	0	1	55
Total	0	0	91	0	91	89	8	10	0	107	6	0	0	0	6	0	1	0	0	1	205
Grand Total	0	0	188	0	188	173	12	27	0	212	15	1	1	0	17	0	1	0	0	1	418
Approach %	0.0	0.0	100.0	0.0		81.6	5.7	12.7	0.0		88.2	5.9	5.9	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	45.0	0.0	45.0	41.4	2.9	6.5	0.0	50.7	3.6	0.2	0.2	0.0	4.1	0.0	0.2	0.0	0.0	0.2	
Exiting Leg Total	174					204					27					13					418
Cars	0	0	188	0	188	173	12	26	0	211	14	1	1	0	16	0	1	0	0	1	416
% Cars	0.0	0.0	100.0	0.0	100.0	100.0	100.0	96.3	0.0	99.5	93.3	100.0	100.0	0.0	94.1	0.0	100.0	0.0	0.0	100.0	99.5
Exiting Leg Total	174					203					26					13					416
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.5	6.7	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.5
Exiting Leg Total	0					1					1					0					2

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

4:15 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:15 PM	0	0	27	0	27	18	1	4	0	23	2	0	0	0	2	0	0	0	0	0	52
4:30 PM	0	0	23	0	23	20	3	6	0	29	2	0	1	0	3	0	0	0	0	0	55
4:45 PM	0	0	26	0	26	21	0	4	0	25	3	1	0	0	4	0	0	0	0	0	55
5:00 PM	0	0	22	0	22	27	1	2	0	30	2	0	0	0	2	0	0	0	0	0	54
Total Volume	0	0	98	0	98	86	5	16	0	107	9	1	1	0	11	0	0	0	0	0	216
% Approach Total	0.0	0.0	100.0	0.0		80.4	4.7	15.0	0.0		81.8	9.1	9.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.907	0.000	0.907	0.796	0.417	0.667	0.000	0.892	0.750	0.250	0.250	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.982
Cars	0	0	98	0	98	86	5	16	0	107	9	1	1	0	11	0	0	0	0	0	216
Cars %	0.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars Enter Leg	0	0	98	0	98	86	5	16	0	107	9	1	1	0	11	0	0	0	0	0	216
Heavy Enter Leg	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	98	0	98	86	5	16	0	107	9	1	1	0	11	0	0	0	0	0	216
Cars Exiting Leg	87					107					16					6					216
Heavy Exiting Leg	0					0					0					0					0
Total Exiting Leg	87					107					16					6					216

PDI File #: **196770 FF**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Tuesday, March 5, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	21	0	21	25	0	3	0	28	2	0	0	0	2	0	0	0	0	0	51
4:15 PM	0	0	27	0	27	18	1	4	0	23	2	0	0	0	2	0	0	0	0	0	52
4:30 PM	0	0	23	0	23	20	3	6	0	29	2	0	1	0	3	0	0	0	0	0	55
4:45 PM	0	0	26	0	26	21	0	4	0	25	3	1	0	0	4	0	0	0	0	0	55
Total	0	0	97	0	97	84	4	17	0	105	9	1	1	0	11	0	0	0	0	0	213
5:00 PM	0	0	22	0	22	27	1	2	0	30	2	0	0	0	2	0	0	0	0	0	54
5:15 PM	0	0	23	0	23	15	3	1	0	19	2	0	0	0	2	0	0	0	0	0	44
5:30 PM	0	0	21	0	21	24	1	5	0	30	0	0	0	0	0	0	0	0	0	0	51
5:45 PM	0	0	25	0	25	23	3	1	0	27	1	0	0	0	1	0	1	0	0	1	54
Total	0	0	91	0	91	89	8	9	0	106	5	0	0	0	5	0	1	0	0	1	203
Grand Total	0	0	188	0	188	173	12	26	0	211	14	1	1	0	16	0	1	0	0	1	416
Approach %	0.0	0.0	100.0	0.0		82.0	5.7	12.3	0.0		87.5	6.3	6.3	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	45.2	0.0	45.2	41.6	2.9	6.3	0.0	50.7	3.4	0.2	0.2	0.0	3.8	0.0	0.2	0.0	0.0	0.2	
Exiting Leg Total	174					203					26					13					416

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

4:15 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:15 PM	0	0	27	0	27	18	1	4	0	23	2	0	0	0	2	0	0	0	0	0	52
4:30 PM	0	0	23	0	23	20	3	6	0	29	2	0	1	0	3	0	0	0	0	0	55
4:45 PM	0	0	26	0	26	21	0	4	0	25	3	1	0	0	4	0	0	0	0	0	55
5:00 PM	0	0	22	0	22	27	1	2	0	30	2	0	0	0	2	0	0	0	0	0	54
Total Volume	0	0	98	0	98	86	5	16	0	107	9	1	1	0	11	0	0	0	0	0	216
% Approach Total	0.0	0.0	100.0	0.0		80.4	4.7	15.0	0.0		81.8	9.1	9.1	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.907	0.000	0.907	0.796	0.417	0.667	0.000	0.892	0.750	0.250	0.250	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.982
Entering Leg	0	0	98	0	98	86	5	16	0	107	9	1	1	0	11	0	0	0	0	0	216
Exiting Leg	87					107					16					6					216
Total	185					214					27					6					432

PDI File #: **196770 FF**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Tuesday, March 5, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					1					1					0					2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total	0					1					1					0					2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

5:00 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 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	1	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		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	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
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	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Buses	0					0					0					0					0
Single-Unit Trucks	0					1					1					0					2
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					1					1					0					2

PDI File #: **196770 FF**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Tuesday, March 5, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	19	0	19	22	0	2	0	24	2	0	0	0	2	0	0	0	0	0	45
4:15 PM	0	0	23	0	23	17	1	3	0	21	1	0	0	0	1	0	0	0	0	0	45
4:30 PM	0	0	23	0	23	18	3	2	0	23	1	0	0	0	1	0	0	0	0	0	47
4:45 PM	0	0	22	0	22	19	0	4	0	23	2	1	0	0	3	0	0	0	0	0	48
Total	0	0	87	0	87	76	4	11	0	91	6	1	0	0	7	0	0	0	0	0	185
5:00 PM	0	0	20	0	20	24	1	2	0	27	1	0	0	0	1	0	0	0	0	0	48
5:15 PM	0	0	21	0	21	14	3	1	0	18	2	0	0	0	2	0	0	0	0	0	41
5:30 PM	0	0	21	0	21	20	1	5	0	26	0	0	0	0	0	0	0	0	0	0	47
5:45 PM	0	0	20	0	20	21	3	1	0	25	1	0	0	0	1	0	1	0	0	1	47
Total	0	0	82	0	82	79	8	9	0	96	4	0	0	0	4	0	1	0	0	1	183
Grand Total	0	0	169	0	169	155	12	20	0	187	10	1	0	0	11	0	1	0	0	1	368
Approach %	0.0	0.0	100.0	0.0		82.9	6.4	10.7	0.0		90.9	9.1	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	45.9	0.0	45.9	42.1	3.3	5.4	0.0	50.8	2.7	0.3	0.0	0.0	3.0	0.0	0.3	0.0	0.0	0.3	
Exiting Leg Total	156					180					20					12					368

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

4:15 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:15 PM	0	0	23	0	23	17	1	3	0	21	1	0	0	0	1	0	0	0	0	0	45
4:30 PM	0	0	23	0	23	18	3	2	0	23	1	0	0	0	1	0	0	0	0	0	47
4:45 PM	0	0	22	0	22	19	0	4	0	23	2	1	0	0	3	0	0	0	0	0	48
5:00 PM	0	0	20	0	20	24	1	2	0	27	1	0	0	0	1	0	0	0	0	0	48
Total Volume	0	0	88	0	88	78	5	11	0	94	5	1	0	0	6	0	0	0	0	0	188
% Approach Total	0.0	0.0	100.0	0.0		83.0	5.3	11.7	0.0		83.3	16.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.957	0.000	0.957	0.813	0.417	0.688	0.000	0.870	0.625	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.979
Entering Leg	0	0	88	0	88	78	5	11	0	94	5	1	0	0	6	0	0	0	0	0	188
Exiting Leg	79					93					11					5					188
Total	167					187					17					5					376

PDI File #: **196770 FF**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Tuesday, March 5, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	2	0	2	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	3	0	3	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	2	0	4	0	6	1	0	1	0	2	0	0	0	0	0	8
4:45 PM	0	0	4	0	4	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	7
Total	0	0	9	0	9	8	0	6	0	14	3	0	1	0	4	0	0	0	0	0	27
5:00 PM	0	0	2	0	2	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	6
5:15 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	5	0	5	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	9	0	9	10	0	0	0	10	1	0	0	0	1	0	0	0	0	0	20
Grand Total	0	0	18	0	18	18	0	6	0	24	4	0	1	0	5	0	0	0	0	0	47
Approach %	0.0	0.0	100.0	0.0		75.0	0.0	25.0	0.0		80.0	0.0	20.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	38.3	0.0	38.3	38.3	0.0	12.8	0.0	51.1	8.5	0.0	2.1	0.0	10.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	18					22					6					1					47

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

4:00 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	2	0	2	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	3	0	3	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	2	0	4	0	6	1	0	1	0	2	0	0	0	0	0	8
4:45 PM	0	0	4	0	4	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	7
Total Volume	0	0	9	0	9	8	0	6	0	14	3	0	1	0	4	0	0	0	0	0	27
% Approach Total	0.0	0.0	100.0	0.0		57.1	0.0	42.9	0.0		75.0	0.0	25.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.563	0.000	0.563	0.667	0.000	0.375	0.000	0.583	0.750	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.844
Entering Leg	0	0	9	0	9	8	0	6	0	14	3	0	1	0	4	0	0	0	0	0	27
Exiting Leg	8					12					6					1					27
Total	17					26					10					1					54

PDI File #: **196770 FF**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Tuesday, March 5, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway						
	from North					from East					from West					from Northwest						
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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
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
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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
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 06:00 PM begins at:

4:00 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 #: **196770 FF**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Tuesday, March 5, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					1					1					0					2

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

5:00 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway						
	from North					from East					from West					from Northwest						
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard 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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	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	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	
Exiting Leg	0					1					1					0						2
Total	0					2					2					0						4

PDI File #: **196770 FF**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Tuesday, March 5, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Righ	Right	Left	U-Turn	Total	Right	Bear Righ	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

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

4:00 PM	#999 Driveway					Commonwelath Avenue					Commonwealth Avenue					Delivery Driveway					Total
	from North					from East					from West					from Northwest					
	Hard Right	Right	Left	U-Turn	Total	Right	Bear Right	Thru	U-Turn	Total	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 #: **196770 FF**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Tuesday, March 5, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Bicycles (on Roadway and Crosswalks)

	#999 Driveway							Commonwelath Avenue							Commonwealth Avenue							Delivery Driveway							Total
	from North							from East							from West							from Northwest							
	Hard Right	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		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		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	1							0							0							0							1

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

4:00 PM	#999 Driveway							Commonwelath Avenue							Commonwealth Avenue							Delivery Driveway							Total
	from North							from East							from West							from Northwest							
	Hard Right	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	1							0							0							1							
Total	1							1							0							0							2

PDI File #: **196770 FF**
 Location: **N: #999 Driveway NW: Delivery Driveway**
 Location: **E: Commonwelath Avenue W: Commonwealth Avenue**
 City, State: **Fall River, MA**
 Client: **Green International/ C. Tobias**
 Site Code: **TBA**
 Count Date: **Tuesday, March 5, 2019**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	#999 Driveway							Commonwelath Avenue							Commonwealth Avenue							Delivery Driveway							Total
	from North							from East							from West							from Northwest							
	Hard Right	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
Total	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Approach %	0	0	0	0	50	50		0	0	0	0	100	0		0	0	0	0	0	0	0	0	0	0	0	0			
Total %	0	0	0	0	25	25	50	0	0	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0			
Exiting Leg Total	2							2							0							0							4

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

4:00 PM	#999 Driveway							Commonwelath Avenue							Commonwealth Avenue							Delivery Driveway							Total
	from North							from East							from West							from Northwest							
	Hard Right	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
Total Volume	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
% Approach Total	0.0	0.0	0.0	0.0	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		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	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	0.000	0.500		
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Exiting Leg	2							2							2							0							4
Total	4							4							0							0							8

***APPENDIX C – MASSDOT SEASONAL
ADJUSTMENT FACTORS AND HISTORICAL
GROWTH***



GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers
 239 Littleton Road, Suite 3
 WESTFORD, MA 01886

JOB	19013 24 Main Street, Maynard, MA		
SHEET NO.		OF	
CALCULATED BY	AS	DATE	3/6/2019
CHECKED BY	CT	DATE	3/6/2019
DESCRIPTION	Seasonal Traffic Patterns		

Daily Avg. Counts on Weekdays

From MassDOT Interactive Transportation Data Management System

Elm Street (Route 2)	MassDOT spot count, location ID 403 - Elm Street east of Reformatory CircleOn Route 2, West Concord	
year	2007	2018
Daily traffic volume	44,474	45,632
average annual growth rate (relative to 2005)		0.23%

Seasonal Adjustment Factor

Elm Street (Route 2)	MassDOT spot count, location ID 403 - Elm Street east of Reformatory CircleOn Route 2, West Concord												
Month (2018)	January	February	March	April	May	June	July	August	September	October	November	December	Average
Average Total Daily Traffic	43,252	44,165	45,401	46,582	48,560	48,994	44,368	46,689	44,811	48,794	42,486	44,680	45,732
Seasonal Adjustment Factor	0.9458	0.9657	0.9928	1.0186	1.0618	1.0713	0.9702	1.0209	0.9799	1.0670	0.9290	0.9770	

INTERSTATE 195	MassDOT spot count, location ID 6527 - Interstate 195 West of Ramp-Rt 195 EB to Rt 24 NB												
Month (2017)	January	February	March	April	May	June	July	August	September	October	November	December	Average



APPENDIX D – TRIP GENERATION CALCULATIONS



TRIP GENERATION WORKSHEET

LAND USE: *Marijuana Dispensary*
LAND USE CODE: 882 Independent Variable--1000 SF = 1 UNIT
SETTING/LOCATION: General Urban / Suburban

JOB: 22-24 Main Street, Maynard- Recreational Marijuana Facility
JOB NUMBER: 19031 # of KSF: 3.9

WEEKDAY

RATES: Total Trip Ends Directional Dist. Number
Average Enter Exit of Studies

DAILY
AM PEAK
PM PEAK 35 52% 48% 1

BY AVERAGE		
Total	Enter	Exit
1578	789	789
136	71	65

BY REGRESSION			
Total	Enter	Exit	R ²
NA			

DAILY
PM PEAK

EXISTING RAW - FALL RIVER

	IN	OUT	TOT	
PM		92	98	190
SAT		85	87	172

EXISTING SEASONALLY ADJUSTED - FALL RIVER

	IN	OUT	TOT	
PM		96	103	199
SAT		89	91	180

SATURDAY

RATES: Total Trip Ends Directional Dist. Number
Average Low High Enter Exit of Studies

DAILY
PEAK HR 33 58% 42% 1

BY AVERAGE		
Total	Enter	Exit
890	445	445
128	74	54

BY REGRESSION			
Total	Enter	Exit	R ²
NA			

DAILY
PEAK HR

SEASONAL ADJUSTMENT RATE

4.6%

FALL RIVER SQUARE FOOTAGE

5,700 SF**SUNDAY**

RATES: Total Trip Ends Directional Dist. Number
Average Low High Enter Exit of Studies

DAILY
PEAK HR

BY AVERAGE		
Total	Enter	Exit
0	0	0
0	0	0

BY REGRESSION			
Total	Enter	Exit	R ²
-			

DAILY
PEAK HR

TRIP GENERATION WORKSHEET

LAND USE: *Marijuana Dispensary*
 LAND USE CODE: 882 Independent Variable--1000 SF = 1 UNIT
 SETTING/LOCATION: General Urban / Suburban
 JOB: 22-24 Main Street, Maynard- Recreational Marijuana Facility
 JOB NUMBER: 19031 # of KSF 3.9

WEEKDAY

RATES:	Total Trip Ends			Directional Dist.		Number of Studies
	Average	Low	High	Enter	Exit	
DAILY	252.7	79.74	791.22	50%	50%	4
AM PEAK	10.44	1.17	31.08	56%	44%	4
PM PEAK	21.83	2.94	98.65	50%	50%	12
PK GEN AM	20.88	6.33	63.51	52%	48%	4
PK GEN PM	29.93	5.88	128.38	50%	50%	9

	BY AVERAGE		
	Total	Enter	Exit
DAILY	986	493	493
AM PEAK	41	23	18
PM PEAK	85	43	43
PK GEN AM	81	42	39
PK GEN PM	117	59	59

BY REGRESSION		
Total	Enter	Exit
NA		

SATURDAY

RATES:	Total Trip Ends			Directional Dist.		Number of Studies	
	Average	Low	High	Enter	Exit		
DAILY	259.31	75.34	852.03	50%	50%	4	
PEAK HR	36.43	10.85	118.92	50%	50%	4	Note: Dire

	BY AVERAGE		
	Total	Enter	Exit
DAILY	1012	506	506
PEAK HR	144	72	72

BY REGRESSION		
Total	Enter	Exit
-	-	-
-	-	-

SOURCE: Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017.

***APPENDIX E – PARKING GENERATION
CALCULATION***



GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers
 239 Littleton Road, Suite 3
 WESTFORD, MA 01886

JOB 19013 - Recreational Marijuana Facility
 SHEET NO. 1 OF 1
 CALCULATED BY AS DATE 3/11/2019
 CHECKED BY CT DATE
 DESCRIPTION Parking Space Demand Analysis

check for gross footage (not leasible)

									Recreational Marijuana Facility										
ITE Land Use									Recreational Marijuana Facility										
Land Use Code									LUC 882										
Urban Type									Suburban										
Day of Week									Weekday										
Generation Rate Type									Average										
Size of Land Use									3.9										
Peak Demand per Unit									2.2x										
Total Peak Demand, in number of Spaces:									8.58										

Hour	% of Day	Total Vehicles	% of Day	Total Vehicles	% of Day	Total Vehicles	% of Day	Total Vehicles	% of Day	Total Vehicles	% of Day	Total Vehicles	% of Day	Total Vehicles	% of Day	Total Vehicles	TOTAL DEMAND	Supply Needed to Serve Demand	Excess Parking, or Shortage
12:00 AM									0%	0							0	0	39
1:00 AM									0%	0							0	0	39
2:00 AM									0%	0							0	0	39
3:00 AM									0%	0							0	0	39
4:00 AM									0%	0							0	0	39
5:00 AM									0%	0							0	0	39
6:00 AM									2%	1							1	1	38
7:00 AM									8%	1							1	1	38
8:00 AM									35%	4							4	4	35
9:00 AM									47%	5							5	6	33
10:00 AM									67%	6							6	7	32
11:00 AM									82%	8							8	9	30
12:00 PM									88%	8							8	9	30
1:00 PM									90%	8							8	9	30
2:00 PM									100%	9							9	10	29
3:00 PM									80%	7							7	8	31
4:00 PM									88%	8							8	9	30
5:00 PM									84%	8							8	9	30
6:00 PM									86%	8							8	9	30
7:00 PM									35%	4							4	4	35
8:00 PM									4%	1							1	1	38
9:00 PM									2%	1							1	1	38
10:00 PM									0%	0							0	0	39
11:00 PM									0%	0							0	0	39

Sources: Peak Demand
Hourly Proportions

#N/A

Total Parking Supply 39

Sources:

- 1 Institute of Transportation Engineers, [Parking Generation](#), 4th Edition, Washington, D.C., 2010
- 2 Victoria Transport Policy Institute, "Shared Parking: Shared Parking Facilities Among Multiple Users" from [Online TDM Encyclopedia](#), Victoria, BC, March 12, 2013



APPENDIX F – INTERSECTION CAPACITY ANALYSIS



2019 EXISTING CONDITIONS

Lanes, Volumes, Timings
4: Walnut Street & Main Street (Rte 62)

03/14/2019

							
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	271	63	107	207	93	173
Future Volume (vph)	1	271	63	107	207	93	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	15	15	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975				0.912	
Flt Protected					0.983	0.983	
Satd. Flow (prot)	0	1773	0	0	2034	1799	0
Flt Permitted					0.983	0.983	
Satd. Flow (perm)	0	1773	0	0	2034	1799	0
Link Speed (mph)		30			30	25	
Link Distance (ft)		209			212	578	
Travel Time (s)		4.8			4.8	15.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	285	66	113	218	99	184
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	352	0	0	331	283	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		0			0	14	
Link Offset(ft)		0			0	0	
Crosswalk Width(ft)		16			16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.04	1.04	0.88	0.88	0.92	0.92
Turning Speed (mph)	9		9	15		15	9
Sign Control		Free			Free	Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	60.7%			ICU Level of Service B			
Analysis Period (min)	15						

Lanes, Volumes, Timings
6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	388	0	0	86	286
Future Volume (vph)	0	388	0	0	86	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	16	16	15	15
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.896	
Flt Protected					0.989	
Satd. Flow (prot)	0	2069	0	0	1852	0
Flt Permitted					0.989	
Satd. Flow (perm)	0	2069	0	0	1852	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		212	742		676	
Travel Time (s)		4.8	16.9		15.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	0	422	0	0	89	295
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	422	0	0	384	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.88	0.88	0.85	0.85	0.88	0.88
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.5%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

												
Lane Group	EBU	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	1	4	3	110	369	377	4	46	179	0	168	1
Future Volume (vph)	1	4	3	110	369	377	4	46	179	0	168	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			0			50		60		60		
Storage Lanes			0			1		1		1		
Taper Length (ft)			25					65				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00
Frt						0.850				0.850		
Flt Protected				0.997				0.950				
Satd. Flow (prot)	0	0	0	1876	1881	1599	0	1787	1881	1599	0	0
Flt Permitted				0.974				0.950				
Satd. Flow (perm)	0	0	0	1832	1881	1599	0	1787	1881	1599	0	0
Right Turn on Red							Yes				Yes	
Satd. Flow (RTOR)						75				537		
Link Speed (mph)				30	30				25			
Link Distance (ft)				838	387				417			
Travel Time (s)				19.0	8.8				11.4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.93	0.93	0.93	0.86	0.86	0.86	0.86	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%
Adj. Flow (vph)	1	4	3	115	397	405	4	53	208	0	195	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	123	397	409	0	53	208	195	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Left	Right	Right	Left	Left	Right	Right	Left
Median Width(ft)				0	0				0			
Link Offset(ft)				0	0				0			
Crosswalk Width(ft)				16	16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15			9	9	15		9	9	15
Turn Type	Perm	Perm	Perm	NA	NA	Perm		Perm	NA	Perm		Perm
Protected Phases				6	2				4			
Permitted Phases	6	6	6			2		4		4		11
Minimum Split (s)	17.0	17.0	17.0	17.0	25.0	25.0		22.0	22.0	22.0		22.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0		22.0	22.0	22.0		22.0
Total Split (%)	39.7%	39.7%	39.7%	39.7%	39.7%	39.7%		30.1%	30.1%	30.1%		30.1%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0		18.0	18.0	18.0		18.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0	0.0		
Total Lost Time (s)				4.0	4.0	4.0		4.0	4.0	4.0		
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	5.0	5.0		15.0	15.0	15.0		5.0
Flash Dont Walk (s)	6.0	6.0	6.0	6.0	10.0	10.0		3.0	3.0	3.0		10.0
Pedestrian Calls (#/hr)	0	0	0	0	5	5		1	1	1		4
Act Effct Green (s)				25.0	25.0	25.0		18.0	18.0	18.0		
Actuated g/C Ratio				0.34	0.34	0.34		0.25	0.25	0.25		

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

Lane Group	SBL	SBR
Lane Configurations		
Traffic Volume (vph)	227	8
Future Volume (vph)	227	8
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)	0	100
Storage Lanes	1	1
Taper Length (ft)	25	
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected	0.950	
Satd. Flow (prot)	1770	1583
Flt Permitted	0.628	
Satd. Flow (perm)	1170	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		75
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	247	9
Shared Lane Traffic (%)		
Lane Group Flow (vph)	248	9
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)	15	9
Turn Type	Perm	Perm
Protected Phases		
Permitted Phases	11	11
Minimum Split (s)	22.0	22.0
Total Split (s)	22.0	22.0
Total Split (%)	30.1%	30.1%
Maximum Green (s)	18.0	18.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	10.0	10.0
Pedestrian Calls (#/hr)	4	4
Act Effect Green (s)	18.0	18.0
Actuated g/C Ratio	0.25	0.25

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

	EBU	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2
v/c Ratio				0.20	0.62	0.69		0.12	0.45	0.24		
Control Delay				18.0	25.0	23.7		22.3	27.0	0.7		
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		
Total Delay				18.0	25.0	23.7		22.3	27.0	0.7		
LOS				B	C	C		C	C	A		
Approach Delay				18.0	24.3				15.2			
Approach LOS				B	C				B			
Queue Length 50th (ft)				38	147	127		19	80	0		
Queue Length 95th (ft)				75	235	226		43	133	0		
Internal Link Dist (ft)				758	307				337			
Turn Bay Length (ft)						50		60		60		
Base Capacity (vph)				627	644	596		440	463	798		
Starvation Cap Reductn				0	0	0		0	0	0		
Spillback Cap Reductn				0	0	0		0	0	0		
Storage Cap Reductn				0	0	0		0	0	0		
Reduced v/c Ratio				0.20	0.62	0.69		0.12	0.45	0.24		

Intersection Summary

Area Type: Other

Cycle Length: 73

Actuated Cycle Length: 73

Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 26.1

Intersection LOS: C

Intersection Capacity Utilization 75.4%

ICU Level of Service D

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

 Ø2 (R) 29 s	 Ø4 22 s	 Ø11 22 s
 Ø6 29 s		

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019



Lane Group	SBL	SBR
v/c Ratio	0.86	0.02
Control Delay	56.6	0.1
Queue Delay	0.0	0.0
Total Delay	56.6	0.1
LOS	E	A
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	107	0
Queue Length 95th (ft)	#233	0
Internal Link Dist (ft)		
Turn Bay Length (ft)		100
Base Capacity (vph)	288	446
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.86	0.02
Intersection Summary		

Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	113	63	158	274	16	0	0	0	5	172	15
Future Volume (vph)	23	113	63	158	274	16	0	0	0	5	172	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	8	12	16	12	12	12	12
Storage Length (ft)	0		0	138		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.992						0.990	
Flt Protected		0.994		0.950							0.999	
Satd. Flow (prot)	0	1730	0	1728	1928	0	0	0	0	0	1879	0
Flt Permitted		0.920		0.535							0.999	
Satd. Flow (perm)	0	1601	0	973	1928	0	0	0	0	0	1879	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			5						4	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		327			838			676			327	
Travel Time (s)		8.9			22.9			15.4			8.9	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Adj. Flow (vph)	25	123	68	176	304	18	0	0	0	6	200	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	216	0	176	322	0	0	0	0	0	223	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			15			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	0.96	1.20	1.00	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2					1	2	
Detector Template	Left	Thru		Left	Thru					Left	Thru	
Leading Detector (ft)	20	100		20	100					20	100	
Trailing Detector (ft)	0	0		0	0					0	0	
Detector 1 Position(ft)	0	0		0	0					0	0	
Detector 1 Size(ft)	20	6		20	6					20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		pm+pt	NA					Perm	NA	

Weekday PM Peak Hour Existing Analysis 03/11/2019 Recreational Marijuana Dispensary Unit
AS

Synchro 10 Report
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Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (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	

Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	6	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	4.0					4.0	4.0	
Minimum Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (%)	36.6%	36.6%		19.5%	56.1%					18.3%	18.3%	
Maximum Green (s)	24.0	24.0		13.0	40.0					9.0	9.0	
Yellow Time (s)	4.0	4.0		2.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		6.0		3.0	6.0						6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	Min	Min		None	Min					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		13.2		26.7	23.5						9.6	
Actuated g/C Ratio		0.27		0.55	0.49						0.20	
v/c Ratio		0.47		0.25	0.34						0.59	
Control Delay		19.5		7.4	9.4						31.2	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		19.5		7.4	9.4						31.2	
LOS		B		A	A						C	
Approach Delay		19.5			8.7						31.2	
Approach LOS		B			A						C	
Queue Length 50th (ft)		40		16	40						49	
Queue Length 95th (ft)		138		76	146						#224	
Internal Link Dist (ft)		247			758			596			247	
Turn Bay Length (ft)				138								
Base Capacity (vph)		864		753	1651						377	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.25		0.23	0.20						0.59	

Intersection Summary

Area Type: Other

Cycle Length: 82

Actuated Cycle Length: 48.4

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 16.6

Intersection LOS: B

Intersection Capacity Utilization 51.7%

ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Weekday PM Peak Hour Existing Analysis 03/11/2019 Recreational Marijuana Dispensary Unit
AS

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Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	26%
Maximum Green (s)	15.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	19
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

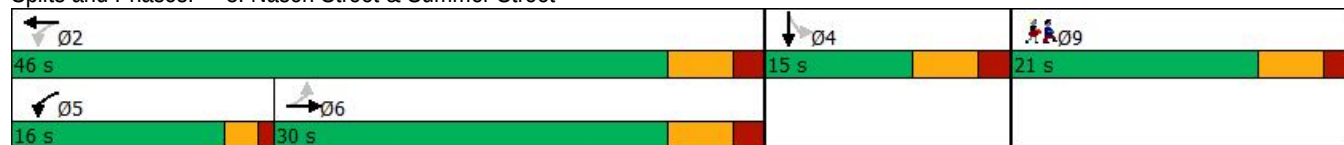
Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

Queue shown is maximum after two cycles.

Splits and Phases: 8: Nason Street & Summer Street



Lanes, Volumes, Timings

13: Main Street (Rte 62)

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	433	2	0	0	0	0	0	6	4	0	0
Future Volume (vph)	2	433	2	0	0	0	0	0	6	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999							0.865			
Flt Protected										0.950		
Satd. Flow (prot)	0	1861	0	0	0	0	0	0	1611	1770	0	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1861	0	0	0	0	0	0	1611	1770	0	0
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		742			417			274			177	
Travel Time (s)		20.2			9.5			6.2			4.0	
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.75	0.75	0.75	0.50	0.50	0.50
Adj. Flow (vph)	2	509	2	0	0	0	0	0	8	8	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	513	0	0	0	0	0	0	8	8	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	39.7%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
4: Walnut Street & Main Street (Rte 62)

03/14/2019

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	193	29	1	55	148	39	63
Future Volume (vph)	193	29	1	55	148	39	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	15	15	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.982					0.917	
Flt Protected					0.987	0.981	
Satd. Flow (prot)	1804	0	0	0	2063	1753	0
Flt Permitted					0.987	0.981	
Satd. Flow (perm)	1804	0	0	0	2063	1753	0
Link Speed (mph)	30				30	25	
Link Distance (ft)	209				212	578	
Travel Time (s)	4.8				4.8	15.8	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.91	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	4%
Adj. Flow (vph)	214	32	1	60	163	49	79
Shared Lane Traffic (%)							
Lane Group Flow (vph)	246	0	0	0	224	128	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				0	14	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.00	0.88	0.88	0.92	0.92
Turning Speed (mph)		9	9	15		15	9
Sign Control	Free				Free	Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	38.8%			ICU Level of Service A			
Analysis Period (min)	15						

Lanes, Volumes, Timings
6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	219	0	0	85	180
Future Volume (vph)	0	219	0	0	85	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	16	16	15	15
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.908	
Flt Protected					0.984	
Satd. Flow (prot)	0	2069	0	0	1849	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	2069	0	0	1849	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		212	742		676	
Travel Time (s)		4.8	16.9		15.4	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.91	0.91
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	235	0	0	93	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	235	0	0	291	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.88	0.88	0.85	0.85	0.88	0.88
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	34.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

											
Lane Group	EBL2	EBT	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL	SBR
Lane Configurations											
Traffic Volume (vph)	2	110	1	199	190	26	75	2	124	165	2
Future Volume (vph)	2	110	1	199	190	26	75	2	124	165	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			0		50	60		60		0	100
Storage Lanes			0		1	1		1		1	1
Taper Length (ft)			0			65				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850			0.850			0.850
Flt Protected		0.999				0.950				0.950	
Satd. Flow (prot)	0	1879	0	1863	1583	1787	1881	1599	0	1805	1615
Flt Permitted		0.997		0.999		0.950				0.706	
Satd. Flow (perm)	0	1876	0	1861	1583	1787	1881	1599	0	1341	1615
Right Turn on Red									Yes		Yes
Satd. Flow (RTOR)								131			75
Link Speed (mph)		30		30			25				
Link Distance (ft)		838		387			417				
Travel Time (s)		19.0		8.8			11.4				
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.95	0.95	0.95	0.95	0.91	0.91
Heavy Vehicles (%)	1%	1%	2%	2%	2%	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	2	120	1	240	229	27	79	2	131	181	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	122	0	241	229	27	79	133	0	181	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right
Median Width(ft)		0		0			0				
Link Offset(ft)		0		0			0				
Crosswalk Width(ft)		16		16			16				
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		15		9	15		9	9	15	9
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm		Perm	Perm
Protected Phases		6		2			4				
Permitted Phases	6		2		2	4		4		11	11
Minimum Split (s)	17.0	17.0	25.0	25.0	25.0	22.0	22.0	22.0		22.0	22.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	22.0	22.0	22.0		22.0	22.0
Total Split (%)	39.7%	39.7%	39.7%	39.7%	39.7%	30.1%	30.1%	30.1%		30.1%	30.1%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	18.0	18.0	18.0		18.0	18.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	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
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Walk Time (s)	7.0	7.0	5.0	5.0	5.0	15.0	15.0	15.0		5.0	5.0
Flash Dont Walk (s)	6.0	6.0	10.0	10.0	10.0	3.0	3.0	3.0		10.0	10.0
Pedestrian Calls (#/hr)	6	6	0	0	0	6	6	6		2	2
Act Effct Green (s)		25.0		25.0	25.0	18.0	18.0	18.0		18.0	18.0
Actuated g/C Ratio		0.34		0.34	0.34	0.25	0.25	0.25		0.25	0.25

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

											
Lane Group	EBL2	EBT	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL	SBR
v/c Ratio		0.19		0.38	0.42	0.06	0.17	0.27		0.55	0.00
Control Delay		17.9		20.3	21.4	21.6	22.9	6.4		31.3	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		17.9		20.3	21.4	21.6	22.9	6.4		31.3	0.0
LOS		B		C	C	C	C	A		C	A
Approach Delay		17.9		20.9			13.6				
Approach LOS		B		C			B				
Queue Length 50th (ft)		38		81	78	9	28	1		71	0
Queue Length 95th (ft)		75		125	124	28	61	39		133	0
Internal Link Dist (ft)		758		307			337				
Turn Bay Length (ft)					50	60		60			100
Base Capacity (vph)		642		637	542	440	463	492		330	454
Starvation Cap Reductn		0		0	0	0	0	0		0	0
Spillback Cap Reductn		0		0	0	0	0	0		0	0
Storage Cap Reductn		0		0	0	0	0	0		0	0
Reduced v/c Ratio		0.19		0.38	0.42	0.06	0.17	0.27		0.55	0.00

Intersection Summary

Area Type: Other

Cycle Length: 73

Actuated Cycle Length: 73

Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 20.6

Intersection LOS: C

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

 Ø2 (R)  29 s	 Ø4  22 s	 Ø11  22 s
 Ø6  29 s		

Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	86	54	106	156	17	0	0	0	8	107	12
Future Volume (vph)	18	86	54	106	156	17	0	0	0	8	107	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	8	12	16	12	12	12	12
Storage Length (ft)	0		0	138		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954			0.985						0.987	
Flt Protected		0.994		0.950							0.997	
Satd. Flow (prot)	0	1724	0	1728	1915	0	0	0	0	0	1851	0
Flt Permitted		0.945		0.628							0.997	
Satd. Flow (perm)	0	1639	0	1142	1915	0	0	0	0	0	1851	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			9						5	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		327			838			676			327	
Travel Time (s)		8.9			22.9			15.4			8.9	
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	19	90	56	133	195	21	0	0	0	9	122	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	133	216	0	0	0	0	0	145	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			15			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	0.96	1.20	1.00	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2					1	2	
Detector Template	Left	Thru		Left	Thru					Left	Thru	
Leading Detector (ft)	20	100		20	100					20	100	
Trailing Detector (ft)	0	0		0	0					0	0	
Detector 1 Position(ft)	0	0		0	0					0	0	
Detector 1 Size(ft)	20	6		20	6					20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		pm+pt	NA					Perm	NA	

Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (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	

Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	6	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	4.0					4.0	4.0	
Minimum Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (%)	36.6%	36.6%		19.5%	56.1%					18.3%	18.3%	
Maximum Green (s)	24.0	24.0		13.0	40.0					9.0	9.0	
Yellow Time (s)	4.0	4.0		2.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		6.0		3.0	6.0						6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	Min	Min		None	Min					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.6		28.6	27.4						9.1	
Actuated g/C Ratio		0.36		0.59	0.56						0.19	
v/c Ratio		0.27		0.17	0.20						0.42	
Control Delay		18.9		9.3	10.5						27.8	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		18.9		9.3	10.5						27.8	
LOS		B		A	B						C	
Approach Delay		18.9			10.1						27.8	
Approach LOS		B			B						C	
Queue Length 50th (ft)		26		12	24						27	
Queue Length 95th (ft)		104		53	85						#123	
Internal Link Dist (ft)		247			758			596			247	
Turn Bay Length (ft)				138								
Base Capacity (vph)		928		847	1589						391	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.18		0.16	0.14						0.37	

Intersection Summary

Area Type: Other

Cycle Length: 82

Actuated Cycle Length: 48.8

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 16.2

Intersection LOS: B

Intersection Capacity Utilization 39.9%

ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	26%
Maximum Green (s)	15.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	31
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

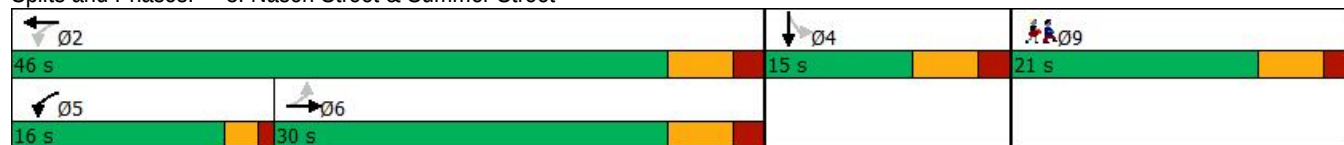
Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

Queue shown is maximum after two cycles.

Splits and Phases: 8: Nason Street & Summer Street



Lanes, Volumes, Timings

13: Main Street (Rte 62)

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	274	0	0	0	0	0	0	1	1	0	0
Future Volume (vph)	3	274	0	0	0	0	0	0	1	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865											
Flt Protected	0.999											
Satd. Flow (prot)	0	1879	0	0	0	0	0	0	1644	1805	0	0
Flt Permitted	0.999											
Satd. Flow (perm)	0	1879	0	0	0	0	0	0	1644	1805	0	0
Link Speed (mph)	25											
Link Distance (ft)	742											
Travel Time (s)	20.2											
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	291	0	0	0	0	0	0	4	4	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	294	0	0	0	0	0	0	4	4	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)	12											
Link Offset(ft)	0											
Crosswalk Width(ft)	16											
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free											
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	31.3%											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	388	0	0	86	286
Future Volume (Veh/h)	0	388	0	0	86	286
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.97	0.97
Hourly flow rate (vph)	0	422	0	0	89	295
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1159			
pX, platoon unblocked						
vC, conflicting volume	0				422	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				422	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				85	73
cM capacity (veh/h)	1630				592	1091
Direction, Lane #	EB 1	SB 1				
Volume Total	422	384				
Volume Left	0	89				
Volume Right	0	295				
cSH	1700	913				
Volume to Capacity	0.25	0.42				
Queue Length 95th (ft)	0	53				
Control Delay (s)	0.0	11.8				
Lane LOS		B				
Approach Delay (s)	0.0	11.8				
Approach LOS		B				
Intersection Summary						
Average Delay		5.6				
Intersection Capacity Utilization		49.5%		ICU Level of Service		A
Analysis Period (min)		15				

HCM 6th TWSC
4: Walnut Street & Main Street (Rte 62)

03/14/2019

Intersection							
Int Delay, s/veh	6.9						
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1	271	63	107	207	93	173
Future Vol, veh/h	1	271	63	107	207	93	173
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	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	95	95	95	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	1	285	66	113	218	99	184
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	-	0	0	351	0	762	318
Stage 1	-	-	-	-	-	318	-
Stage 2	-	-	-	-	-	444	-
Critical Hdwy	-	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	-	1213	-	374	725
Stage 1	-	-	-	-	-	740	-
Stage 2	-	-	-	-	-	649	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1213	-	334	725
Mov Cap-2 Maneuver	-	-	-	-	-	334	-
Stage 1	-	-	-	-	-	662	-
Stage 2	-	-	-	-	-	649	-
Approach	EB		WB		NB		
HCM Control Delay, s			2.8		20.2		
HCM LOS					C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	514	-	-	1213	-		
HCM Lane V/C Ratio	0.551	-	-	0.093	-		
HCM Control Delay (s)	20.2	-	-	8.3	0		
HCM Lane LOS	C	-	-	A	A		
HCM 95th %tile Q(veh)	3.3	-	-	0.3	-		

HCM 6th TWSC
13: Main Street (Rte 62)

03/14/2019

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔							↔	↔		
Traffic Vol, veh/h	2	433	2	0	0	0	0	0	6	4	0	0
Future Vol, veh/h	2	433	2	0	0	0	0	0	6	4	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	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	92	92	92	75	75	75	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	509	2	0	0	0	0	0	8	8	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	-	-	510	518	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	518	-
Critical Hdwy	4.12	-	-	-	-	-	6.22	7.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.12	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.318	3.518	-
Pot Cap-1 Maneuver	-	-	-	0	0	0	563	468	0
Stage 1	-	-	-	0	0	0	-	-	0
Stage 2	-	-	-	0	0	0	-	541	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	563	461	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	461	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	533	-

Approach	EB	NB	SB
HCM Control Delay, s		11.5	12.9
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	563	-	-	-	461
HCM Lane V/C Ratio	0.014	-	-	-	0.017
HCM Control Delay (s)	11.5	-	-	-	12.9
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM Unsignalized Intersection Capacity Analysis

6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	219	0	0	85	180
Future Volume (Veh/h)	0	219	0	0	85	180
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.91	0.91
Hourly flow rate (vph)	0	235	0	0	93	198
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1159			
pX, platoon unblocked						
vC, conflicting volume	0				235	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				235	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				88	82
cM capacity (veh/h)	1630				755	1088
Direction, Lane #	EB 1	SB 1				
Volume Total	235	291				
Volume Left	0	93				
Volume Right	0	198				
cSH	1700	954				
Volume to Capacity	0.14	0.31				
Queue Length 95th (ft)	0	32				
Control Delay (s)	0.0	10.4				
Lane LOS		B				
Approach Delay (s)	0.0	10.4				
Approach LOS		B				
Intersection Summary						
Average Delay		5.8				
Intersection Capacity Utilization		34.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM 6th TWSC
4: Walnut Street & Main Street (Rte 62)

03/14/2019

Intersection							
Int Delay, s/veh	2.5						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	193	29	1	55	148	39	63
Future Vol, veh/h	193	29	1	55	148	39	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	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	91	80	80
Heavy Vehicles, %	0	0	0	0	0	4	4
Mvmt Flow	214	32	1	60	163	49	79
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	-	246	0	513	230
Stage 1	-	-	-	-	-	230	-
Stage 2	-	-	-	-	-	283	-
Critical Hdwy	-	-	-	4.1	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	-	2.2	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	-	1332	-	518	804
Stage 1	-	-	-	-	-	803	-
Stage 2	-	-	-	-	-	760	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	~ -58	~ -58	-	518	804
Mov Cap-2 Maneuver	-	-	-	-	-	518	-
Stage 1	-	-	-	-	-	803	-
Stage 2	-	-	-	-	-	760	-
Approach	EB		WB		NB		
HCM Control Delay, s	0				11.7		
HCM LOS					B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	664	-	-	+	-		
HCM Lane V/C Ratio	0.192	-	-	-	-		
HCM Control Delay (s)	11.7	-	-	-	-		
HCM Lane LOS	B	-	-	-	-		
HCM 95th %tile Q(veh)	0.7	-	-	-	-		
Notes							
~: Volume exceeds capacity	\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon		

HCM 6th TWSC
13: Main Street (Rte 62)

03/14/2019

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔								↗	↘	
Traffic Vol, veh/h	3	274	0	0	0	0	0	0	1	1	0	0
Future Vol, veh/h	3	274	0	0	0	0	0	0	1	1	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	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	92	92	92	25	25	25	25	25	25
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	0	0	0
Mvmt Flow	3	291	0	0	0	0	0	0	4	4	0	0
Major/Minor	Major1						Minor1		Minor2			
Conflicting Flow All	0	0	0				-	-	291	299	-	-
Stage 1	-	-	-				-	-	-	0	-	-
Stage 2	-	-	-				-	-	-	299	-	-
Critical Hdwy	4.11	-	-				-	-	6.2	7.1	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.1	-	-
Follow-up Hdwy	2.209	-	-				-	-	3.3	3.5	-	-
Pot Cap-1 Maneuver	-	-	-				0	0	753	657	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	714	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	-	753	654	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	654	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	710	-	-
Approach	EB						NB		SB			
HCM Control Delay, s							9.8		10.5			
HCM LOS							A		B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	753	-	-	-	654							
HCM Lane V/C Ratio	0.005	-	-	-	0.006							
HCM Control Delay (s)	9.8	-	-	-	10.5							
HCM Lane LOS	A	-	-	-	B							
HCM 95th %tile Q(veh)	0	-	-	-	0							

2026 NO-BUILD CONDITION

Lanes, Volumes, Timings
4: Walnut Street & Main Street (Rte 62)

03/14/2019

							
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	290	67	115	222	99	185
Future Volume (vph)	1	290	67	115	222	99	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	15	15	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975				0.912	
Flt Protected					0.983	0.983	
Satd. Flow (prot)	0	1773	0	0	2034	1799	0
Flt Permitted					0.983	0.983	
Satd. Flow (perm)	0	1773	0	0	2034	1799	0
Link Speed (mph)		30			30	25	
Link Distance (ft)		209			212	578	
Travel Time (s)		4.8			4.8	15.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	305	71	121	234	105	197
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	377	0	0	355	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		0			0	14	
Link Offset(ft)		0			0	0	
Crosswalk Width(ft)		16			16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.04	1.04	0.88	0.88	0.92	0.92
Turning Speed (mph)	9		9	15		15	9
Sign Control		Free			Free	Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	64.3%			ICU Level of Service C			
Analysis Period (min)	15						

Lanes, Volumes, Timings
6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	416	0	0	92	307
Future Volume (vph)	0	416	0	0	92	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	16	16	15	15
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.896	
Flt Protected					0.989	
Satd. Flow (prot)	0	2069	0	0	1852	0
Flt Permitted					0.989	
Satd. Flow (perm)	0	2069	0	0	1852	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		212	742		676	
Travel Time (s)		4.8	16.9		15.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	0	452	0	0	95	316
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	452	0	0	411	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.88	0.88	0.85	0.85	0.88	0.88
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.6%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

												
Lane Group	EBU	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	1	4	3	118	396	537	4	50	192	0	180	1
Future Volume (vph)	1	4	3	118	396	537	4	50	192	0	180	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			0			50		60		60		
Storage Lanes			0			1		1		1		
Taper Length (ft)			25					65				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00
Frt						0.850				0.850		
Flt Protected				0.997				0.950				
Satd. Flow (prot)	0	0	0	1876	1881	1599	0	1787	1881	1599	0	0
Flt Permitted				0.974				0.950				
Satd. Flow (perm)	0	0	0	1832	1881	1599	0	1787	1881	1599	0	0
Right Turn on Red							Yes				Yes	
Satd. Flow (RTOR)						75				455		
Link Speed (mph)				30	30				25			
Link Distance (ft)				838	387				417			
Travel Time (s)				19.0	8.8				11.4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.93	0.93	0.93	0.86	0.86	0.86	0.86	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%
Adj. Flow (vph)	1	4	3	123	426	577	4	58	223	0	209	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	131	426	581	0	58	223	209	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Left	Right	Right	Left	Left	Right	Right	Left
Median Width(ft)				0	0				0			
Link Offset(ft)				0	0				0			
Crosswalk Width(ft)				16	16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15			9	9	15		9	9	15
Turn Type	Perm	Perm	Perm	NA	NA	Perm		Perm	NA	Perm		Perm
Protected Phases				6	2				4			
Permitted Phases	6	6	6			2		4		4		11
Minimum Split (s)	17.0	17.0	17.0	17.0	25.0	25.0		22.0	22.0	22.0		22.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0		22.0	22.0	22.0		22.0
Total Split (%)	39.7%	39.7%	39.7%	39.7%	39.7%	39.7%		30.1%	30.1%	30.1%		30.1%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0		18.0	18.0	18.0		18.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0	0.0		
Total Lost Time (s)				4.0	4.0	4.0		4.0	4.0	4.0		
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	5.0	5.0		15.0	15.0	15.0		5.0
Flash Dont Walk (s)	6.0	6.0	6.0	6.0	10.0	10.0		3.0	3.0	3.0		10.0
Pedestrian Calls (#/hr)	0	0	0	0	5	5		1	1	1		4
Act Effct Green (s)				25.0	25.0	25.0		18.0	18.0	18.0		
Actuated g/C Ratio				0.34	0.34	0.34		0.25	0.25	0.25		

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

Lane Group	SBL	SBR
Lane Configurations		
Traffic Volume (vph)	366	8
Future Volume (vph)	366	8
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)	0	100
Storage Lanes	1	1
Taper Length (ft)	25	
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected	0.950	
Satd. Flow (prot)	1770	1583
Flt Permitted	0.619	
Satd. Flow (perm)	1153	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		75
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	398	9
Shared Lane Traffic (%)		
Lane Group Flow (vph)	399	9
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)	15	9
Turn Type	Perm	Perm
Protected Phases		
Permitted Phases	11	11
Minimum Split (s)	22.0	22.0
Total Split (s)	22.0	22.0
Total Split (%)	30.1%	30.1%
Maximum Green (s)	18.0	18.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	10.0	10.0
Pedestrian Calls (#/hr)	4	4
Act Effect Green (s)	18.0	18.0
Actuated g/C Ratio	0.25	0.25

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

												
Lane Group	EBU	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2
v/c Ratio				0.21	0.66	0.97		0.13	0.48	0.28		
Control Delay				18.1	26.4	54.6		22.5	27.6	1.0		
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		
Total Delay				18.1	26.4	54.6		22.5	27.6	1.0		
LOS				B	C	D		C	C	A		
Approach Delay				18.1	42.7				15.7			
Approach LOS				B	D				B			
Queue Length 50th (ft)				41	161	227		20	86	0		
Queue Length 95th (ft)				79	256	#435		46	142	0		
Internal Link Dist (ft)				758	307				337			
Turn Bay Length (ft)						50		60		60		
Base Capacity (vph)				627	644	596		440	463	737		
Starvation Cap Reductn				0	0	0		0	0	0		
Spillback Cap Reductn				0	0	0		0	0	0		
Storage Cap Reductn				0	0	0		0	0	0		
Reduced v/c Ratio				0.21	0.66	0.97		0.13	0.48	0.28		

Intersection Summary

Area Type: Other

Cycle Length: 73

Actuated Cycle Length: 73

Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.40

Intersection Signal Delay: 70.9

Intersection LOS: E

Intersection Capacity Utilization 93.0%

ICU Level of Service F

Analysis Period (min) 15

* User Entered Value

~ 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.

Splits and Phases: 7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

 Ø2 (R)	 Ø4	 Ø11
29 s	22 s	22 s
 Ø6		
29 s		

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019



Lane Group	SBL	SBR
v/c Ratio	1.40	0.02
Control Delay	228.9	0.1
Queue Delay	0.0	0.0
Total Delay	228.9	0.1
LOS	F	A
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	~246	0
Queue Length 95th (ft)	#407	0
Internal Link Dist (ft)		
Turn Bay Length (ft)		100
Base Capacity (vph)	284	446
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.40	0.02
Intersection Summary		

Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	121	67	170	294	18	0	0	0	5	184	17
Future Volume (vph)	25	121	67	170	294	18	0	0	0	5	184	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	8	12	16	12	12	12	12
Storage Length (ft)	0		0	138		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.991						0.989	
Flt Protected		0.994		0.950							0.999	
Satd. Flow (prot)	0	1732	0	1728	1926	0	0	0	0	0	1877	0
Flt Permitted		0.915		0.512							0.999	
Satd. Flow (perm)	0	1594	0	931	1926	0	0	0	0	0	1877	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			5						4	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		327			838			676			327	
Travel Time (s)		8.9			22.9			15.4			8.9	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Adj. Flow (vph)	27	132	73	189	327	20	0	0	0	6	214	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	189	347	0	0	0	0	0	240	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			15			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	0.96	1.20	1.00	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2					1	2	
Detector Template	Left	Thru		Left	Thru					Left	Thru	
Leading Detector (ft)	20	100		20	100					20	100	
Trailing Detector (ft)	0	0		0	0					0	0	
Detector 1 Position(ft)	0	0		0	0					0	0	
Detector 1 Size(ft)	20	6		20	6					20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		pm+pt	NA					Perm	NA	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (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	

Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	6	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	4.0					4.0	4.0	
Minimum Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (%)	36.6%	36.6%		19.5%	56.1%					18.3%	18.3%	
Maximum Green (s)	24.0	24.0		13.0	40.0					9.0	9.0	
Yellow Time (s)	4.0	4.0		2.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		6.0		3.0	6.0						6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	Min	Min		None	Min					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		13.4		27.1	23.8						9.7	
Actuated g/C Ratio		0.27		0.55	0.49						0.20	
v/c Ratio		0.51		0.28	0.37						0.64	
Control Delay		20.3		7.4	9.5						33.5	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		20.3		7.4	9.5						33.5	
LOS		C		A	A						C	
Approach Delay		20.3			8.8						33.5	
Approach LOS		C			A						C	
Queue Length 50th (ft)		45		18	43						56	
Queue Length 95th (ft)		149		81	158						#250	
Internal Link Dist (ft)		247			758			596			247	
Turn Bay Length (ft)				138								
Base Capacity (vph)		857		743	1621						375	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.27		0.25	0.21						0.64	
Intersection Summary												
Area Type:	Other											
Cycle Length: 82												
Actuated Cycle Length: 48.9												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.64												
Intersection Signal Delay: 17.3							Intersection LOS: B					
Intersection Capacity Utilization 54.4%							ICU Level of Service A					
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	26%
Maximum Green (s)	15.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	19
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

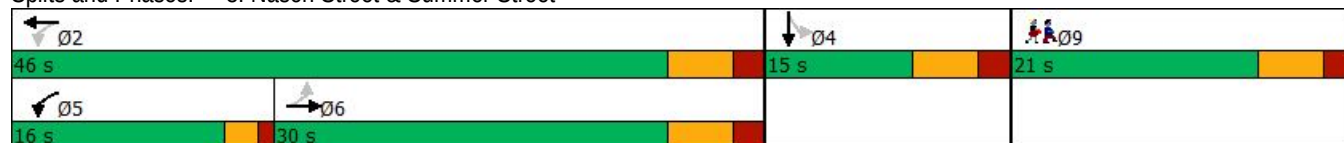
Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

Queue shown is maximum after two cycles.

Splits and Phases: 8: Nason Street & Summer Street



Lanes, Volumes, Timings

13: Main Street (Rte 62)

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	464	2	0	0	0	0	0	6	4	0	0
Future Volume (vph)	2	464	2	0	0	0	0	0	6	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865											
Flt Protected	0.950											
Satd. Flow (prot)	0	1881	0	0	0	0	0	0	1405	1805	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	0	1881	0	0	0	0	0	0	1405	1805	0	0
Link Speed (mph)	25				30				30			
Link Distance (ft)	742				417				274			
Travel Time (s)	20.2				9.5				6.2			
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.75	0.75	0.75	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	17%	17%	17%	0%	0%	0%
Adj. Flow (vph)	2	546	2	0	0	0	0	0	8	8	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	550	0	0	0	0	0	0	8	8	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)	12				12				12			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free				Free				Stop			
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 41.3%												
ICU Level of Service A												
Analysis Period (min) 15												

Lanes, Volumes, Timings
4: Walnut Street & Main Street (Rte 62)

03/14/2019

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	202	30	1	58	154	40	66
Future Volume (vph)	202	30	1	58	154	40	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	15	15	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983					0.916	
Flt Protected					0.986	0.982	
Satd. Flow (prot)	1805	0	0	0	2061	1753	0
Flt Permitted					0.986	0.982	
Satd. Flow (perm)	1805	0	0	0	2061	1753	0
Link Speed (mph)	30				30	25	
Link Distance (ft)	209				212	578	
Travel Time (s)	4.8				4.8	15.8	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.91	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	4%
Adj. Flow (vph)	224	33	1	64	169	50	83
Shared Lane Traffic (%)							
Lane Group Flow (vph)	257	0	0	0	234	133	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				0	14	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.00	0.88	0.88	0.92	0.92
Turning Speed (mph)		9	9	15		15	9
Sign Control	Free				Free	Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	40.1%			ICU Level of Service A			
Analysis Period (min)	15						

Lanes, Volumes, Timings
6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	229	0	0	89	188
Future Volume (vph)	0	229	0	0	89	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	16	16	15	15
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.908	
Flt Protected					0.984	
Satd. Flow (prot)	0	2069	0	0	1849	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	2069	0	0	1849	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		212	742		676	
Travel Time (s)		4.8	16.9		15.4	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.91	0.91
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	246	0	0	98	207
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	246	0	0	305	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.88	0.88	0.85	0.85	0.88	0.88
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.2%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

											
Lane Group	EBL2	EBT	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL	SBR
Lane Configurations											
Traffic Volume (vph)	2	115	1	208	401	27	79	2	129	395	2
Future Volume (vph)	2	115	1	208	401	27	79	2	129	395	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			0		50	60		60		0	100
Storage Lanes			0		1	1		1		1	1
Taper Length (ft)			0			65				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850			0.850			0.850
Flt Protected		0.999				0.950				0.950	
Satd. Flow (prot)	0	1879	0	1863	1583	1787	1881	1599	0	1805	1615
Flt Permitted		0.997		0.999		0.950				0.703	
Satd. Flow (perm)	0	1876	0	1861	1583	1787	1881	1599	0	1336	1615
Right Turn on Red									Yes		Yes
Satd. Flow (RTOR)								136			75
Link Speed (mph)		30		30			25				
Link Distance (ft)		838		387			417				
Travel Time (s)		19.0		8.8			11.4				
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.95	0.95	0.95	0.95	0.91	0.91
Heavy Vehicles (%)	1%	1%	2%	2%	2%	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	2	125	1	251	483	28	83	2	136	434	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	127	0	252	483	28	83	138	0	434	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right
Median Width(ft)		0		0			0				
Link Offset(ft)		0		0			0				
Crosswalk Width(ft)		16		16			16				
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		15		9	15		9	9	15	9
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm		Perm	Perm
Protected Phases		6		2			4				
Permitted Phases	6		2		2	4		4		11	11
Minimum Split (s)	17.0	17.0	25.0	25.0	25.0	22.0	22.0	22.0		22.0	22.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	22.0	22.0	22.0		22.0	22.0
Total Split (%)	39.7%	39.7%	39.7%	39.7%	39.7%	30.1%	30.1%	30.1%		30.1%	30.1%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	18.0	18.0	18.0		18.0	18.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	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
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Walk Time (s)	7.0	7.0	5.0	5.0	5.0	15.0	15.0	15.0		5.0	5.0
Flash Dont Walk (s)	6.0	6.0	10.0	10.0	10.0	3.0	3.0	3.0		10.0	10.0
Pedestrian Calls (#/hr)	6	6	0	0	0	6	6	6		2	2
Act Effct Green (s)		25.0		25.0	25.0	18.0	18.0	18.0		18.0	18.0
Actuated g/C Ratio		0.34		0.34	0.34	0.25	0.25	0.25		0.25	0.25

Weekend Mid-day Peak Hour - No-Build Analysis 03/11/2019 Recreational Marijuana Dispensary Unit
AS

Synchro 10 Report
Page 3

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

	EBL2	EBT	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL	SBR
v/c Ratio		0.20		0.40	0.89	0.06	0.18	0.28		1.32	0.00
Control Delay		18.0		20.6	44.5	21.7	23.0	6.3		191.0	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		18.0		20.6	44.5	21.7	23.0	6.3		191.0	0.0
LOS		B		C	D	C	C	A		F	A
Approach Delay		18.0		36.3			13.6				
Approach LOS		B		D			B				
Queue Length 50th (ft)		40		85	203	10	30	1		~258	0
Queue Length 95th (ft)		77		131	#327	28	63	41		#425	0
Internal Link Dist (ft)		758		307			337				
Turn Bay Length (ft)					50	60		60			100
Base Capacity (vph)		642		637	542	440	463	496		329	454
Starvation Cap Reductn		0		0	0	0	0	0		0	0
Spillback Cap Reductn		0		0	0	0	0	0		0	0
Storage Cap Reductn		0		0	0	0	0	0		0	0
Reduced v/c Ratio		0.20		0.40	0.89	0.06	0.18	0.28		1.32	0.00

Intersection Summary

Area Type: Other

Cycle Length: 73

Actuated Cycle Length: 73

Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.32

Intersection Signal Delay: 74.5

Intersection LOS: E

Intersection Capacity Utilization 85.9%

ICU Level of Service E

Analysis Period (min) 15

* User Entered Value

~ 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.

Splits and Phases: 7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

 Ø2 (R)  29 s  Ø6  29 s	 Ø4  22 s  Ø11  22 s	 Ø11  22 s  Ø6  22 s
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Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	90	57	111	164	18	0	0	0	8	112	12
Future Volume (vph)	19	90	57	111	164	18	0	0	0	8	112	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	8	12	16	12	12	12	12
Storage Length (ft)	0		0	138		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.954			0.985						0.987	
Flt Protected		0.994		0.950							0.997	
Satd. Flow (prot)	0	1724	0	1728	1915	0	0	0	0	0	1851	0
Flt Permitted		0.939		0.597							0.997	
Satd. Flow (perm)	0	1629	0	1086	1915	0	0	0	0	0	1851	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			10						5	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		327			838			676			327	
Travel Time (s)		8.9			22.9			15.4			8.9	
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	20	94	59	139	205	23	0	0	0	9	127	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	139	228	0	0	0	0	0	150	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			15			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	0.96	1.20	1.00	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2					1	2	
Detector Template	Left	Thru		Left	Thru					Left	Thru	
Leading Detector (ft)	20	100		20	100					20	100	
Trailing Detector (ft)	0	0		0	0					0	0	
Detector 1 Position(ft)	0	0		0	0					0	0	
Detector 1 Size(ft)	20	6		20	6					20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		pm+pt	NA					Perm	NA	

Weekend Mid-day Peak Hour - No-Build Analysis 03/11/2019 Recreational Marijuana Dispensary Unit
AS

Synchro 10 Report
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Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (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	

Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	6	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	4.0					4.0	4.0	
Minimum Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (%)	36.6%	36.6%		19.5%	56.1%					18.3%	18.3%	
Maximum Green (s)	24.0	24.0		13.0	40.0					9.0	9.0	
Yellow Time (s)	4.0	4.0		2.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		6.0		3.0	6.0						6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	Min	Min		None	Min					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.1		27.6	24.4						8.9	
Actuated g/C Ratio		0.27		0.53	0.47						0.17	
v/c Ratio		0.37		0.20	0.25						0.47	
Control Delay		20.2		9.5	10.8						29.5	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		20.2		9.5	10.8						29.5	
LOS		C		A	B						C	
Approach Delay		20.2			10.3						29.5	
Approach LOS		C			B						C	
Queue Length 50th (ft)		28		13	26						29	
Queue Length 95th (ft)		109		55	88						#130	
Internal Link Dist (ft)		247			758			596			247	
Turn Bay Length (ft)				138								
Base Capacity (vph)		826		751	1575						349	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.21		0.19	0.14						0.43	

Intersection Summary

Area Type: Other

Cycle Length: 82

Actuated Cycle Length: 51.9

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 17.0

Intersection LOS: B

Intersection Capacity Utilization 41.1%

ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Weekend Mid-day Peak Hour - No-Build Analysis 03/11/2019 Recreational Marijuana Dispensary Unit
AS

Synchro 10 Report
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Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	26%
Maximum Green (s)	15.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	31
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

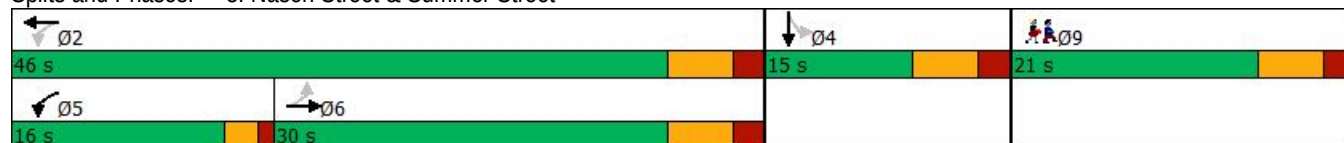
Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

Queue shown is maximum after two cycles.

Splits and Phases: 8: Nason Street & Summer Street



Lanes, Volumes, Timings

13: Main Street (Rte 62)

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	287	0	0	0	0	0	0	1	1	0	0
Future Volume (vph)	3	287	0	0	0	0	0	0	1	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865											
Flt Protected	0.950											
Satd. Flow (prot)	0	1881	0	0	0	0	0	0	1644	1805	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	0	1881	0	0	0	0	0	0	1644	1805	0	0
Link Speed (mph)	25				30				30			
Link Distance (ft)	742				417				274			
Travel Time (s)	20.2				9.5				6.2			
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	305	0	0	0	0	0	0	4	4	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	308	0	0	0	0	0	0	4	4	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)	12				12				12			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free				Free				Stop			
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 31.9%												
ICU Level of Service A												
Analysis Period (min) 15												

HCM 6th TWSC
4: Walnut Street & Main Street (Rte 62)

03/14/2019

Intersection							
Int Delay, s/veh	8						
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1	290	67	115	222	99	185
Future Vol, veh/h	1	290	67	115	222	99	185
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	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	95	95	95	94	94
Heavy Vehicles, %	1	1	1	1	1	1	1
Mvmt Flow	1	305	71	121	234	105	197
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	-	0	0	376	0	817	341
Stage 1	-	-	-	-	-	341	-
Stage 2	-	-	-	-	-	476	-
Critical Hdwy	-	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	-	1188	-	347	704
Stage 1	-	-	-	-	-	722	-
Stage 2	-	-	-	-	-	627	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1188	-	306	704
Mov Cap-2 Maneuver	-	-	-	-	-	306	-
Stage 1	-	-	-	-	-	638	-
Stage 2	-	-	-	-	-	627	-
Approach	EB		WB		NB		
HCM Control Delay, s			2.9		24		
HCM LOS					C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	484	-	-	1188	-		
HCM Lane V/C Ratio	0.624	-	-	0.102	-		
HCM Control Delay (s)	24	-	-	8.4	0		
HCM Lane LOS	C	-	-	A	A		
HCM 95th %tile Q(veh)	4.2	-	-	0.3	-		

HCM 6th TWSC
13: Main Street (Rte 62)

03/14/2019

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔							↔	↔		
Traffic Vol, veh/h	2	464	2	0	0	0	0	0	6	4	0	0
Future Vol, veh/h	2	464	2	0	0	0	0	0	6	4	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	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	92	92	92	75	75	75	50	50	50
Heavy Vehicles, %	1	1	1	2	2	2	17	17	17	0	0	0
Mvmt Flow	2	546	2	0	0	0	0	0	8	8	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	-	-	547	555	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	555	-
Critical Hdwy	4.11	-	-	-	-	-	6.37	7.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.1	-
Follow-up Hdwy	2.209	-	-	-	-	-	3.453	3.5	-
Pot Cap-1 Maneuver	-	-	-	0	0	0	509	445	0
Stage 1	-	-	-	0	0	0	-	-	0
Stage 2	-	-	-	0	0	0	-	520	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	509	438	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	438	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	512	-

Approach	EB	NB	SB
HCM Control Delay, s		12.2	13.4
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	509	-	-	-	438
HCM Lane V/C Ratio	0.016	-	-	-	0.018
HCM Control Delay (s)	12.2	-	-	-	13.4
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM Unsignalized Intersection Capacity Analysis

6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	416	0	0	92	307
Future Volume (Veh/h)	0	416	0	0	92	307
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.97	0.97
Hourly flow rate (vph)	0	452	0	0	95	316
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1159			
pX, platoon unblocked						
vC, conflicting volume	0				452	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				452	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				83	71
cM capacity (veh/h)	1630				569	1091
Direction, Lane #	EB 1	SB 1				
Volume Total	452	411				
Volume Left	0	95				
Volume Right	0	316				
cSH	1700	900				
Volume to Capacity	0.27	0.46				
Queue Length 95th (ft)	0	61				
Control Delay (s)	0.0	12.3				
Lane LOS		B				
Approach Delay (s)	0.0	12.3				
Approach LOS		B				
Intersection Summary						
Average Delay		5.9				
Intersection Capacity Utilization		52.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	229	0	0	89	188
Future Volume (Veh/h)	0	229	0	0	89	188
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.91	0.91
Hourly flow rate (vph)	0	246	0	0	98	207
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1159			
pX, platoon unblocked						
vC, conflicting volume	0				246	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				246	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				87	81
cM capacity (veh/h)	1630				745	1088
Direction, Lane #	EB 1	SB 1				
Volume Total	246	305				
Volume Left	0	98				
Volume Right	0	207				
cSH	1700	948				
Volume to Capacity	0.14	0.32				
Queue Length 95th (ft)	0	35				
Control Delay (s)	0.0	10.6				
Lane LOS		B				
Approach Delay (s)	0.0	10.6				
Approach LOS		B				
Intersection Summary						
Average Delay		5.9				
Intersection Capacity Utilization		35.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM 6th TWSC
4: Walnut Street & Main Street (Rte 62)

03/14/2019

Intersection							
Int Delay, s/veh	2.5						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	202	30	1	58	154	40	66
Future Vol, veh/h	202	30	1	58	154	40	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	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	91	80	80
Heavy Vehicles, %	0	0	0	0	0	4	4
Mvmt Flow	224	33	1	64	169	50	83
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	-	257	0	538	241
Stage 1	-	-	-	-	-	241	-
Stage 2	-	-	-	-	-	297	-
Critical Hdwy	-	-	-	4.1	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	-	2.2	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	-	1320	-	501	793
Stage 1	-	-	-	-	-	794	-
Stage 2	-	-	-	-	-	749	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	~ -62	~ -62	-	501	793
Mov Cap-2 Maneuver	-	-	-	-	-	501	-
Stage 1	-	-	-	-	-	794	-
Stage 2	-	-	-	-	-	749	-
Approach	EB		WB		NB		
HCM Control Delay, s	0				12		
HCM LOS					B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	650	-	-	+	-		
HCM Lane V/C Ratio	0.204	-	-	-	-		
HCM Control Delay (s)	12	-	-	-	-		
HCM Lane LOS	B	-	-	-	-		
HCM 95th %tile Q(veh)	0.8	-	-	-	-		
Notes							
~: Volume exceeds capacity	\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon		

HCM 6th TWSC
13: Main Street (Rte 62)

03/14/2019

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔						↗↖			↗↖		
Traffic Vol, veh/h	3	287	0	0	0	0	0	0	1	1	0	0
Future Vol, veh/h	3	287	0	0	0	0	0	0	1	1	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	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	92	92	92	25	25	25	25	25	25
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	0	0	0
Mvmt Flow	3	305	0	0	0	0	0	0	4	4	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	0	0	0				-	-	305	313	-	-
Stage 1	-	-	-				-	-	-	0	-	-
Stage 2	-	-	-				-	-	-	313	-	-
Critical Hdwy	4.11	-	-				-	-	6.2	7.1	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.1	-	-
Follow-up Hdwy	2.209	-	-				-	-	3.3	3.5	-	-
Pot Cap-1 Maneuver	-	-	-				0	0	740	643	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	702	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	-	740	640	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	640	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	698	-	-
Approach	EB						NB			SB		
HCM Control Delay, s							9.9			10.7		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	740	-	-	-	640							
HCM Lane V/C Ratio	0.005	-	-	-	0.006							
HCM Control Delay (s)	9.9	-	-	-	10.7							
HCM Lane LOS	A	-	-	-	B							
HCM 95th %tile Q(veh)	0	-	-	-	0							

2026 BUILD CONDITION

Lanes, Volumes, Timings
4: Walnut Street & Main Street (Rte 62)

03/14/2019

							
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	325	67	117	226	99	206
Future Volume (vph)	1	325	67	117	226	99	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	15	15	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977				0.909	
Flt Protected					0.983	0.984	
Satd. Flow (prot)	0	1759	0	0	2014	1777	0
Flt Permitted					0.983	0.984	
Satd. Flow (perm)	0	1759	0	0	2014	1777	0
Link Speed (mph)		30			30	25	
Link Distance (ft)		209			212	578	
Travel Time (s)		4.8			4.8	15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	353	73	127	246	108	224
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	427	0	0	373	332	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		0			0	14	
Link Offset(ft)		0			0	0	
Crosswalk Width(ft)		16			16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.04	1.04	0.88	0.88	0.92	0.92
Turning Speed (mph)	9		9	15		15	9
Sign Control		Free			Free	Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization 67.8%	ICU Level of Service C						
Analysis Period (min) 15							

Lanes, Volumes, Timings
6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	472	0	0	107	313
Future Volume (vph)	0	472	0	0	107	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	16	16	15	15
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.899	
Flt Protected					0.987	
Satd. Flow (prot)	0	2069	0	0	1854	0
Flt Permitted					0.987	
Satd. Flow (perm)	0	2069	0	0	1854	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		212	742		676	
Travel Time (s)		4.8	16.9		15.4	
Peak Hour Factor	0.90	0.92	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	1%	1%	2%	2%	0%	0%
Adj. Flow (vph)	0	513	0	0	110	323
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	513	0	0	433	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.88	0.88	0.85	0.85	0.88	0.88
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	56.7%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

												
Lane Group	EBU	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	1	4	3	118	400	537	4	63	212	0	212	1
Future Volume (vph)	1	4	3	118	400	537	4	63	212	0	212	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			0			50		60		60		
Storage Lanes			0			1		1		1		
Taper Length (ft)			25					65				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00
Frt						0.850				0.850		
Flt Protected				0.997				0.950				
Satd. Flow (prot)	0	0	0	1876	1881	1599	0	1787	1881	1599	0	0
Flt Permitted				0.974				0.950				
Satd. Flow (perm)	0	0	0	1832	1881	1599	0	1787	1881	1599	0	0
Right Turn on Red							Yes				Yes	
Satd. Flow (RTOR)						75				455		
Link Speed (mph)				30	30				25			
Link Distance (ft)				838	387				417			
Travel Time (s)				19.0	8.8				11.4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.93	0.93	0.93	0.86	0.86	0.86	0.86	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%
Adj. Flow (vph)	1	4	3	123	430	577	4	73	247	0	247	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	131	430	581	0	73	247	247	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Left	Right	Right	Left	Left	Right	Right	Left
Median Width(ft)				0	0				0			
Link Offset(ft)				0	0				0			
Crosswalk Width(ft)				16	16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15			9	9	15		9	9	15
Turn Type	Perm	Perm	Perm	NA	NA	Perm		Perm	NA	Perm		Perm
Protected Phases				6	2				4			
Permitted Phases	6	6	6			2		4		4		11
Minimum Split (s)	17.0	17.0	17.0	17.0	25.0	25.0		22.0	22.0	22.0		22.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0		22.0	22.0	22.0		22.0
Total Split (%)	39.7%	39.7%	39.7%	39.7%	39.7%	39.7%		30.1%	30.1%	30.1%		30.1%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0		18.0	18.0	18.0		18.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0	0.0		
Total Lost Time (s)				4.0	4.0	4.0		4.0	4.0	4.0		
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	5.0	5.0		15.0	15.0	15.0		5.0
Flash Dont Walk (s)	6.0	6.0	6.0	6.0	10.0	10.0		3.0	3.0	3.0		10.0
Pedestrian Calls (#/hr)	0	0	0	0	5	5		1	1	1		4
Act Effct Green (s)				25.0	25.0	25.0		18.0	18.0	18.0		
Actuated g/C Ratio				0.34	0.34	0.34		0.25	0.25	0.25		

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

Lane Group	SBL	SBR
Lane Configurations		
Traffic Volume (vph)	366	8
Future Volume (vph)	366	8
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)	0	100
Storage Lanes	1	1
Taper Length (ft)	25	
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected	0.950	
Satd. Flow (prot)	1770	1583
Flt Permitted	0.606	
Satd. Flow (perm)	1129	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		75
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	398	9
Shared Lane Traffic (%)		
Lane Group Flow (vph)	399	9
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)	15	9
Turn Type	Perm	Perm
Protected Phases		
Permitted Phases	11	11
Minimum Split (s)	22.0	22.0
Total Split (s)	22.0	22.0
Total Split (%)	30.1%	30.1%
Maximum Green (s)	18.0	18.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	10.0	10.0
Pedestrian Calls (#/hr)	4	4
Act Effect Green (s)	18.0	18.0
Actuated g/C Ratio	0.25	0.25

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

	EBU	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2
v/c Ratio				0.21	0.67	0.97		0.17	0.53	0.34		
Control Delay				18.1	26.6	54.6		22.9	28.8	1.2		
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		
Total Delay				18.1	26.6	54.6		22.9	28.8	1.2		
LOS				B	C	D		C	C	A		
Approach Delay				18.1	42.7				16.0			
Approach LOS				B	D				B			
Queue Length 50th (ft)				41	163	227		26	97	0		
Queue Length 95th (ft)				79	259	#435		55	156	0		
Internal Link Dist (ft)				758	307				337			
Turn Bay Length (ft)						50		60		60		
Base Capacity (vph)				627	644	596		440	463	737		
Starvation Cap Reductn				0	0	0		0	0	0		
Spillback Cap Reductn				0	0	0		0	0	0		
Storage Cap Reductn				0	0	0		0	0	0		
Reduced v/c Ratio				0.21	0.67	0.97		0.17	0.53	0.34		

Intersection Summary

Area Type: Other

Cycle Length: 73

Actuated Cycle Length: 73

Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.44

Intersection Signal Delay: 71.4

Intersection LOS: E

Intersection Capacity Utilization 93.0%

ICU Level of Service F

Analysis Period (min) 15

* User Entered Value

~ 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.

Splits and Phases: 7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

 Ø2 (R)  29 s  Ø6  29 s	 Ø4  22 s	 Ø11  22 s
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Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019



Lane Group	SBL	SBR
v/c Ratio	1.44	0.02
Control Delay	241.8	0.1
Queue Delay	0.0	0.0
Total Delay	241.8	0.1
LOS	F	A
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	~249	0
Queue Length 95th (ft)	#410	0
Internal Link Dist (ft)		
Turn Bay Length (ft)		100
Base Capacity (vph)	278	446
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.44	0.02
Intersection Summary		

Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	121	71	180	301	18	0	0	0	5	191	17
Future Volume (vph)	25	121	71	180	301	18	0	0	0	5	191	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	8	12	16	12	12	12	12
Storage Length (ft)	0		0	138		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.956			0.992						0.989	
Flt Protected		0.994		0.950							0.999	
Satd. Flow (prot)	0	1728	0	1728	1928	0	0	0	0	0	1877	0
Flt Permitted		0.911		0.480							0.999	
Satd. Flow (perm)	0	1584	0	873	1928	0	0	0	0	0	1877	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			5						4	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		327			838			676			327	
Travel Time (s)		8.9			22.9			15.4			8.9	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Adj. Flow (vph)	27	132	77	200	334	20	0	0	0	6	222	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	0	200	354	0	0	0	0	0	248	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			15			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	0.96	1.20	1.00	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2					1	2	
Detector Template	Left	Thru		Left	Thru					Left	Thru	
Leading Detector (ft)	20	100		20	100					20	100	
Trailing Detector (ft)	0	0		0	0					0	0	
Detector 1 Position(ft)	0	0		0	0					0	0	
Detector 1 Size(ft)	20	6		20	6					20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		pm+pt	NA					Perm	NA	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (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	

Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	6	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	4.0					4.0	4.0	
Minimum Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (%)	36.6%	36.6%		19.5%	56.1%					18.3%	18.3%	
Maximum Green (s)	24.0	24.0		13.0	40.0					9.0	9.0	
Yellow Time (s)	4.0	4.0		2.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		6.0		3.0	6.0						6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	Min	Min		None	Min					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		12.0		28.9	25.8						9.5	
Actuated g/C Ratio		0.24		0.57	0.51						0.19	
v/c Ratio		0.59		0.29	0.36						0.69	
Control Delay		22.7		7.5	9.3						36.4	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		22.7		7.5	9.3						36.4	
LOS		C		A	A						D	
Approach Delay		22.7			8.7						36.4	
Approach LOS		C			A						D	
Queue Length 50th (ft)		46		19	44						59	
Queue Length 95th (ft)		151		86	162						#261	
Internal Link Dist (ft)		247			758			596			247	
Turn Bay Length (ft)				138								
Base Capacity (vph)		812		733	1611						357	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.29		0.27	0.22						0.69	

Intersection Summary

Area Type: Other

Cycle Length: 82

Actuated Cycle Length: 50.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 55.4%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	26%
Maximum Green (s)	15.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	19
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

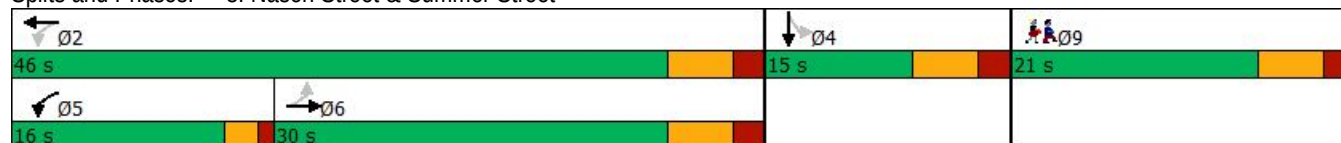
Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

Queue shown is maximum after two cycles.

Splits and Phases: 8: Nason Street & Summer Street



Lanes, Volumes, Timings

13: Main Street (Rte 62)

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	464	73	0	0	0	0	0	71	4	0	0
Future Volume (vph)	2	464	73	0	0	0	0	0	71	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982							0.865			
Flt Protected										0.950		
Satd. Flow (prot)	0	1847	0	0	0	0	0	0	1405	1805	0	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1847	0	0	0	0	0	0	1405	1805	0	0
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		742			417			274			177	
Travel Time (s)		20.2			9.5			6.2			4.0	
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.75	0.75	0.75	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	17%	17%	17%	0%	0%	0%
Adj. Flow (vph)	2	546	86	0	0	0	0	0	95	8	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	0	0	0	0	0	0	95	8	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			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	46.7%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
4: Walnut Street & Main Street (Rte 62)

03/14/2019

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	235	30	1	59	158	40	85
Future Volume (vph)	235	30	1	59	158	40	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	15	15	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985					0.908	
Flt Protected					0.986	0.984	
Satd. Flow (prot)	1809	0	0	0	2061	1741	0
Flt Permitted					0.986	0.984	
Satd. Flow (perm)	1809	0	0	0	2061	1741	0
Link Speed (mph)	30				30	25	
Link Distance (ft)	209				212	578	
Travel Time (s)	4.8				4.8	15.8	
Peak Hour Factor	0.90	0.90	0.91	0.91	0.91	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	4%
Adj. Flow (vph)	261	33	1	65	174	50	106
Shared Lane Traffic (%)							
Lane Group Flow (vph)	294	0	0	0	240	156	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				0	14	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.00	0.88	0.88	0.92	0.92
Turning Speed (mph)		9	9	15		15	9
Sign Control	Free				Free	Stop	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	43.3%			ICU Level of Service A			
Analysis Period (min)	15						

Lanes, Volumes, Timings
6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	281	0	0	111	193
Future Volume (vph)	0	281	0	0	111	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	16	16	15	15
Storage Length (ft)	0			0	0	50
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.914	
Flt Protected					0.982	
Satd. Flow (prot)	0	2069	0	0	1857	0
Flt Permitted					0.982	
Satd. Flow (perm)	0	2069	0	0	1857	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		212	742		676	
Travel Time (s)		4.8	16.9		15.4	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.91	0.91
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	0	302	0	0	122	212
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	302	0	0	334	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.88	0.88	0.85	0.85	0.88	0.88
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.5%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

											
Lane Group	EBL2	EBT	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL	SBR
Lane Configurations											
Traffic Volume (vph)	2	115	1	215	401	38	95	2	156	395	6
Future Volume (vph)	2	115	1	215	401	38	95	2	156	395	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			0		50	60		60		0	100
Storage Lanes			0		1	1		1		1	1
Taper Length (ft)			0			65				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.850			0.850			0.850
Flt Protected		0.999				0.950				0.950	
Satd. Flow (prot)	0	1879	0	1863	1583	1787	1881	1599	0	1805	1615
Flt Permitted		0.997		0.999		0.950				0.692	
Satd. Flow (perm)	0	1876	0	1861	1583	1787	1881	1599	0	1315	1615
Right Turn on Red									Yes		Yes
Satd. Flow (RTOR)								164			75
Link Speed (mph)		30		30			25				
Link Distance (ft)		838		387			417				
Travel Time (s)		19.0		8.8			11.4				
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.95	0.95	0.95	0.95	0.91	0.91
Heavy Vehicles (%)	1%	1%	2%	2%	2%	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	2	125	1	259	483	40	100	2	164	434	7
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	127	0	260	483	40	100	166	0	434	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right
Median Width(ft)		0		0			0				
Link Offset(ft)		0		0			0				
Crosswalk Width(ft)		16		16			16				
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		15		9	15		9	9	15	9
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm		Perm	Perm
Protected Phases		6		2			4				
Permitted Phases	6		2		2	4		4		11	11
Minimum Split (s)	17.0	17.0	25.0	25.0	25.0	22.0	22.0	22.0		22.0	22.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	22.0	22.0	22.0		22.0	22.0
Total Split (%)	39.7%	39.7%	39.7%	39.7%	39.7%	30.1%	30.1%	30.1%		30.1%	30.1%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	18.0	18.0	18.0		18.0	18.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	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
Total Lost Time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag											
Lead-Lag Optimize?											
Walk Time (s)	7.0	7.0	5.0	5.0	5.0	15.0	15.0	15.0		5.0	5.0
Flash Dont Walk (s)	6.0	6.0	10.0	10.0	10.0	3.0	3.0	3.0		10.0	10.0
Pedestrian Calls (#/hr)	6	6	0	0	0	6	6	6		2	2
Act Effct Green (s)		25.0		25.0	25.0	18.0	18.0	18.0		18.0	18.0
Actuated g/C Ratio		0.34		0.34	0.34	0.25	0.25	0.25		0.25	0.25

Lanes, Volumes, Timings

7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

03/14/2019

	EBL2	EBT	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL	SBR
v/c Ratio		0.20		0.41	0.89	0.09	0.22	0.32		1.34	0.02
Control Delay		18.0		20.8	44.5	22.0	23.4	6.2		199.6	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		18.0		20.8	44.5	22.0	23.4	6.2		199.6	0.0
LOS		B		C	D	C	C	A		F	A
Approach Delay		18.0		36.2			13.9				
Approach LOS		B		D			B				
Queue Length 50th (ft)		40		88	203	14	36	1		~261	0
Queue Length 95th (ft)		77		135	#327	37	74	44		#428	0
Internal Link Dist (ft)		758		307			337				
Turn Bay Length (ft)					50	60		60			100
Base Capacity (vph)		642		637	542	440	463	517		324	454
Starvation Cap Reductn		0		0	0	0	0	0		0	0
Spillback Cap Reductn		0		0	0	0	0	0		0	0
Storage Cap Reductn		0		0	0	0	0	0		0	0
Reduced v/c Ratio		0.20		0.41	0.89	0.09	0.22	0.32		1.34	0.02

Intersection Summary

Area Type: Other

Cycle Length: 73

Actuated Cycle Length: 73

Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.34

Intersection Signal Delay: 74.3

Intersection LOS: E

Intersection Capacity Utilization 85.9%

ICU Level of Service E

Analysis Period (min) 15

* User Entered Value

~ 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.

Splits and Phases: 7: Main Street (Rte 62)/Acton Street (Rte 27) & Summer Street/Waltham Street

 Ø2 (R)  29 s	 Ø4  22 s	 Ø11  22 s
 Ø6  29 s		

Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	90	61	127	169	18	0	0	0	8	119	12
Future Volume (vph)	19	90	61	127	169	18	0	0	0	8	119	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	8	12	16	12	12	12	12
Storage Length (ft)	0		0	138		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.985						0.988	
Flt Protected		0.994		0.950							0.997	
Satd. Flow (prot)	0	1719	0	1728	1915	0	0	0	0	0	1853	0
Flt Permitted		0.940		0.587							0.997	
Satd. Flow (perm)	0	1626	0	1067	1915	0	0	0	0	0	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			9						5	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		327			838			676			327	
Travel Time (s)		8.9			22.9			15.4			8.9	
Peak Hour Factor	0.96	0.96	0.96	0.80	0.80	0.80	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	20	94	64	159	211	23	0	0	0	9	135	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	159	234	0	0	0	0	0	158	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			15			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			0			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	0.96	1.20	1.00	0.85	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2					1	2	
Detector Template	Left	Thru		Left	Thru					Left	Thru	
Leading Detector (ft)	20	100		20	100					20	100	
Trailing Detector (ft)	0	0		0	0					0	0	
Detector 1 Position(ft)	0	0		0	0					0	0	
Detector 1 Size(ft)	20	6		20	6					20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Perm	NA		pm+pt	NA					Perm	NA	

Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (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	

Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		6		5	2						4	
Permitted Phases	6			2						4		
Detector Phase	6	6		5	2					4	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	4.0					4.0	4.0	
Minimum Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (s)	30.0	30.0		16.0	46.0					15.0	15.0	
Total Split (%)	36.6%	36.6%		19.5%	56.1%					18.3%	18.3%	
Maximum Green (s)	24.0	24.0		13.0	40.0					9.0	9.0	
Yellow Time (s)	4.0	4.0		2.0	4.0					4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		6.0		3.0	6.0						6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	Min	Min		None	Min					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		14.2		28.1	24.8						9.1	
Actuated g/C Ratio		0.27		0.54	0.47						0.17	
v/c Ratio		0.38		0.23	0.26						0.49	
Control Delay		20.1		9.5	10.8						30.4	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		20.1		9.5	10.8						30.4	
LOS		C		A	B						C	
Approach Delay		20.1			10.3						30.4	
Approach LOS		C			B						C	
Queue Length 50th (ft)		29		15	27						31	
Queue Length 95th (ft)		111		61	91						#142	
Internal Link Dist (ft)		247			758			596			247	
Turn Bay Length (ft)				138								
Base Capacity (vph)		816		745	1561						345	
Starvation Cap Reductn		0		0	0						0	
Spillback Cap Reductn		0		0	0						0	
Storage Cap Reductn		0		0	0						0	
Reduced v/c Ratio		0.22		0.21	0.15						0.46	
Intersection Summary												
Area Type:	Other											
Cycle Length: 82												
Actuated Cycle Length: 52.5												
Natural Cycle: 85												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay: 17.1							Intersection LOS: B					
Intersection Capacity Utilization 41.9%							ICU Level of Service A					
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												

Lanes, Volumes, Timings
8: Nason Street & Summer Street

03/14/2019

Lane Group	Ø9
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	21.0
Total Split (s)	21.0
Total Split (%)	26%
Maximum Green (s)	15.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	31
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

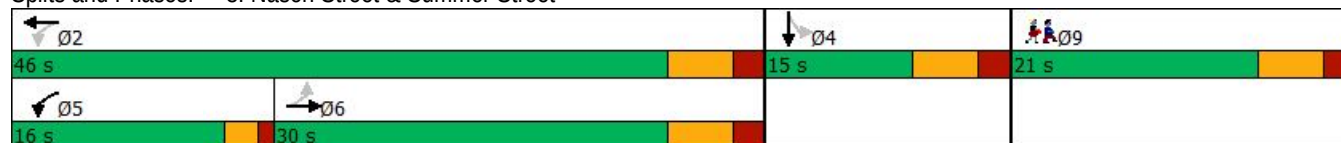
Lanes, Volumes, Timings

8: Nason Street & Summer Street

03/14/2019

Queue shown is maximum after two cycles.

Splits and Phases: 8: Nason Street & Summer Street



Lanes, Volumes, Timings

13: Main Street (Rte 62)

03/14/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	287	74	0	0	0	0	0	55	1	0	0
Future Volume (vph)	3	287	74	0	0	0	0	0	55	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972							0.865			
Flt Protected										0.950		
Satd. Flow (prot)	0	1829	0	0	0	0	0	0	1644	1805	0	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1829	0	0	0	0	0	0	1644	1805	0	0
Link Speed (mph)		25			30			30			30	
Link Distance (ft)		742			417			274			177	
Travel Time (s)		20.2			9.5			6.2			4.0	
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	305	79	0	0	0	0	0	220	4	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	387	0	0	0	0	0	0	220	4	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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											

HCM Unsignalized Intersection Capacity Analysis

4: Walnut Street & Main Street (Rte 62)

03/14/2019

							
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1	325	67	117	226	99	206
Future Volume (Veh/h)	1	325	67	117	226	99	206
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	353	73	127	246	108	224
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0			426		890	390
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			426		890	390
tC, single (s)	0.0			4.1		6.4	6.2
tC, 2 stage (s)							
tF (s)	0.0			2.2		3.5	3.3
p0 queue free %	0			89		61	66
cM capacity (veh/h)	0			1133		278	659
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	426	373	332				
Volume Left	0	127	108				
Volume Right	73	0	224				
cSH	1700	1133	456				
Volume to Capacity	0.25	0.11	0.73				
Queue Length 95th (ft)	0	9	146				
Control Delay (s)	0.0	3.7	31.3				
Lane LOS		A	D				
Approach Delay (s)	0.0	3.7	31.3				
Approach LOS			D				
Intersection Summary							
Average Delay			10.4				
Intersection Capacity Utilization			67.8%	ICU Level of Service		C	
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	472	0	0	107	313
Future Volume (Veh/h)	0	472	0	0	107	313
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.92	0.92	0.92	0.97	0.97
Hourly flow rate (vph)	0	513	0	0	110	323
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1159			
pX, platoon unblocked						
vC, conflicting volume	0				513	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				513	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				79	70
cM capacity (veh/h)	1630				525	1091
Direction, Lane #	EB 1	SB 1				
Volume Total	513	433				
Volume Left	0	110				
Volume Right	0	323				
cSH	1700	856				
Volume to Capacity	0.30	0.51				
Queue Length 95th (ft)	0	73				
Control Delay (s)	0.0	13.4				
Lane LOS		B				
Approach Delay (s)	0.0	13.4				
Approach LOS		B				
Intersection Summary						
Average Delay		6.1				
Intersection Capacity Utilization		56.7%		ICU Level of Service		B
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

13: Main Street (Rte 62)

03/14/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	464	73	0	0	0	0	0	71	4	0	0
Future Volume (Veh/h)	2	464	73	0	0	0	0	0	71	4	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.75	0.75	0.75	0.50	0.50	0.50
Hourly flow rate (vph)	2	546	86	0	0	0	0	0	95	8	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	417											
pX, platoon unblocked												
vC, conflicting volume	0			632			593	593	589	688	636	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			632			593	593	589	688	636	0
tC, single (s)	4.1			4.1			7.3	6.7	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.7	4.2	3.5	3.5	4.0	3.3
p0 queue free %	100			100			100	100	80	97	100	100
cM capacity (veh/h)	1630			951			396	398	481	291	398	1091
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	634	95	8									
Volume Left	2	0	8									
Volume Right	86	95	0									
cSH	1630	481	291									
Volume to Capacity	0.00	0.20	0.03									
Queue Length 95th (ft)	0	18	2									
Control Delay (s)	0.0	14.3	17.7									
Lane LOS	A	B	C									
Approach Delay (s)	0.0	14.3	17.7									
Approach LOS		B	C									
Intersection Summary												
Average Delay	2.1											
Intersection Capacity Utilization	46.7%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM 6th TWSC
4: Walnut Street & Main Street (Rte 62)

03/14/2019

Intersection							
Int Delay, s/veh	10.4						
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1	325	67	117	226	99	206
Future Vol, veh/h	1	325	67	117	226	99	206
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1	353	73	127	246	108	224
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	-	0	0	426	0	890	390
Stage 1	-	-	-	-	-	390	-
Stage 2	-	-	-	-	-	500	-
Critical Hdwy	-	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	1133	-	313	658
Stage 1	-	-	-	-	-	684	-
Stage 2	-	-	-	-	-	609	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1133	-	272	658
Mov Cap-2 Maneuver	-	-	-	-	-	272	-
Stage 1	-	-	-	-	-	595	-
Stage 2	-	-	-	-	-	609	-
Approach	EB		WB		NB		
HCM Control Delay, s			2.9		32.3		
HCM LOS					D		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	450	-	-	1133	-		
HCM Lane V/C Ratio	0.737	-	-	0.112	-		
HCM Control Delay (s)	32.3	-	-	8.6	0		
HCM Lane LOS	D	-	-	A	A		
HCM 95th %tile Q(veh)	6	-	-	0.4	-		

HCM 6th TWSC
13: Main Street (Rte 62)

03/14/2019

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔							↗	↗		
Traffic Vol, veh/h	2	464	73	0	0	0	0	0	71	4	0	0
Future Vol, veh/h	2	464	73	0	0	0	0	0	71	4	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	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	92	92	92	75	75	75	50	50	50
Heavy Vehicles, %	1	1	1	2	2	2	17	17	17	0	0	0
Mvmt Flow	2	546	86	0	0	0	0	0	95	8	0	0
Major/Minor	Major1						Minor1		Minor2			
Conflicting Flow All	0	0	0				-	-	589	641	-	-
Stage 1	-	-	-				-	-	-	0	-	-
Stage 2	-	-	-				-	-	-	641	-	-
Critical Hdwy	4.11	-	-				-	-	6.37	7.1	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.1	-	-
Follow-up Hdwy	2.209	-	-				-	-	3.453	3.5	-	-
Pot Cap-1 Maneuver	-	-	-				0	0	481	390	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	466	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	-	481	313	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	313	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	374	-	-
Approach	EB						NB		SB			
HCM Control Delay, s							14.3		16.8			
HCM LOS							B		C			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	481	-	-	-	313							
HCM Lane V/C Ratio	0.197	-	-	-	0.026							
HCM Control Delay (s)	14.3	-	-	-	16.8							
HCM Lane LOS	B	-	-	-	C							
HCM 95th %tile Q(veh)	0.7	-	-	-	0.1							

HCM Unsignalized Intersection Capacity Analysis

6: Main Street (Rte 62) & Nason Street

03/14/2019

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	281	0	0	111	193
Future Volume (Veh/h)	0	281	0	0	111	193
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.91	0.91
Hourly flow rate (vph)	0	302	0	0	122	212
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1159			
pX, platoon unblocked						
vC, conflicting volume	0				302	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				302	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				82	81
cM capacity (veh/h)	1630				692	1088
Direction, Lane #	EB 1	SB 1				
Volume Total	302	334				
Volume Left	0	122				
Volume Right	0	212				
cSH	1700	900				
Volume to Capacity	0.18	0.37				
Queue Length 95th (ft)	0	43				
Control Delay (s)	0.0	11.3				
Lane LOS		B				
Approach Delay (s)	0.0	11.3				
Approach LOS		B				
Intersection Summary						
Average Delay		6.0				
Intersection Capacity Utilization		39.5%		ICU Level of Service		A
Analysis Period (min)		15				

HCM 6th TWSC
4: Walnut Street & Main Street (Rte 62)

03/14/2019

Intersection							
Int Delay, s/veh	2.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	235	30	1	59	158	40	85
Future Vol, veh/h	235	30	1	59	158	40	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	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	91	80	80
Heavy Vehicles, %	0	0	0	0	0	4	4
Mvmt Flow	261	33	1	65	174	50	106
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	-	294	0	582	278
Stage 1	-	-	-	-	-	278	-
Stage 2	-	-	-	-	-	304	-
Critical Hdwy	-	-	-	4.1	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	-	2.2	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	-	1279	-	472	756
Stage 1	-	-	-	-	-	764	-
Stage 2	-	-	-	-	-	744	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	~ -63	~ -63	-	472	756
Mov Cap-2 Maneuver	-	-	-	-	-	472	-
Stage 1	-	-	-	-	-	764	-
Stage 2	-	-	-	-	-	744	-
Approach	EB		WB		NB		
HCM Control Delay, s	0				12.5		
HCM LOS					B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	634	-	-	+	-		
HCM Lane V/C Ratio	0.246	-	-	-	-		
HCM Control Delay (s)	12.5	-	-	-	-		
HCM Lane LOS	B	-	-	-	-		
HCM 95th %tile Q(veh)	1	-	-	-	-		
Notes							
~: Volume exceeds capacity	\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon		

HCM 6th TWSC
13: Main Street (Rte 62)

03/14/2019

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔						↗↖			↗↖		
Traffic Vol, veh/h	3	287	74	0	0	0	0	0	55	1	0	0
Future Vol, veh/h	3	287	74	0	0	0	0	0	55	1	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	-	-	-	-	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	92	92	92	25	25	25	25	25	25
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	0	0	0
Mvmt Flow	3	305	79	0	0	0	0	0	220	4	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	0	0	0				-	-	345	461	-	-
Stage 1	-	-	-				-	-	-	0	-	-
Stage 2	-	-	-				-	-	-	461	-	-
Critical Hdwy	4.11	-	-				-	-	6.2	7.1	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.1	-	-
Follow-up Hdwy	2.209	-	-				-	-	3.3	3.5	-	-
Pot Cap-1 Maneuver	-	-	-				0	0	702	514	0	0
Stage 1	-	-	-				0	0	-	-	0	0
Stage 2	-	-	-				0	0	-	584	0	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	-	702	353	-	-
Mov Cap-2 Maneuver	-	-	-				-	-	-	353	-	-
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	401	-	-
Approach	EB						NB			SB		
HCM Control Delay, s							12.5			15.3		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	702	-	-	-	353							
HCM Lane V/C Ratio	0.313	-	-	-	0.011							
HCM Control Delay (s)	12.5	-	-	-	15.3							
HCM Lane LOS	B	-	-	-	C							
HCM 95th %tile Q(veh)	1.3	-	-	-	0							