

Transportation Impact Assessment

Belmont Hill School Master Plan
350 Prospect Street
Belmont, Massachusetts

Prepared for:



Belmont, Massachusetts

August 2022

Prepared by:



35 New England Business Center Drive
Suite 140
Andover, MA 01810

Dear Reviewer:

This letter shall certify that this *Transportation Impact Assessment* has been prepared under my direct supervision and responsible charge. I am a Registered Professional Engineer (P.E.) in the Commonwealth of Massachusetts (Massachusetts P.E. No. 38871, Civil) and hold Certification as a Professional Traffic Operations Engineer (PTOE) from the Transportation Professional Certification Board, Inc. (TPCB), an independent affiliate of the Institute of Transportation Engineers (ITE) (PTOE Certificate No. 993). I am also a Fellow of the Institute of Transportation Engineers (FITE).

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

CONTENTS

| | |
|---|----|
| EXECUTIVE SUMMARY | 1 |
| INTRODUCTION..... | 5 |
| Project Description | 5 |
| Study Methodology | 6 |
| EXISTING CONDITIONS | 7 |
| Traffic Volumes | 11 |
| Pedestrian and Bicycle Facilities..... | 13 |
| Public Transportation | 13 |
| Spot Speed Measurements..... | 14 |
| Motor Vehicle Crash Data..... | 14 |
| FUTURE CONDITIONS | 17 |
| Future Traffic Growth | 17 |
| Project-Generated Traffic..... | 18 |
| Future Traffic Volumes - Build Condition..... | 19 |
| TRAFFIC OPERATIONS ANALYSIS | 20 |
| Methodology | 20 |
| Analysis Results | 24 |

CONTENTS (Continued)

| | |
|---|----|
| CAMPUS PARKING ASSESSMENT | 32 |
| Existing Campus Parking Facilities..... | 32 |
| Parking Demand Observations..... | 32 |
| Campus Master Plan Parking Program..... | 34 |
| SIGHT DISTANCE EVALUATION..... | 35 |
| CONCLUSIONS AND RECOMMENDATIONS..... | 38 |
| Conclusions | 38 |
| Recommendations | 39 |

FIGURES

| No. | Title |
|-----|--|
| 1 | Site Location Map |
| 2 | Study Area Map |
| 3 | Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities |
| 4 | 2021 Existing Weekday Morning Peak-Hour Traffic Volumes |
| 5 | 2021 Existing Weekday Evening Peak-Hour Traffic Volumes |
| 6 | 2029 No-Build Weekday Morning Peak-Hour Traffic Volumes |
| 7 | 2029 No-Build Weekday Evening Peak-Hour Traffic Volumes |
| 8 | Reassigned Project-Generated Weekday Morning Peak-Hour Traffic Volumes |
| 9 | Reassigned Project Generated Weekday Evening Peak-Hour Traffic Volumes |
| 10 | 2029 Build Weekday Morning Peak-Hour Traffic Volumes |
| 11 | 2029 Build Weekday Evening Peak-Hour Traffic Volumes |
| 12 | Locations of Existing Belmont Hill School Parking Facilities and Number of Parking Spaces |
| 13 | Locations of Proposed/Modified Belmont Hill School Parking Facilities and Number of Parking Spaces |

TABLES

| No. | Title |
|-----|--|
| 1 | Study Area Intersection Description |
| 2 | 2021 Existing Traffic Volumes |
| 3 | Vehicle Travel Speed Measurements |
| 4 | Motor Vehicle Crash Data Summary |
| 5 | Level-of-Service Criteria for Signalized Intersections |
| 6 | Level-of-Service Criteria for Unsignalized Intersections |
| 7 | Level-of-Service Criteria for Roundabouts |
| 8 | Signalized Intersection Level-of-Service and Vehicle Queue Summary |
| 9 | Unsignalized Intersection Level-of-Service and Vehicle Queue Summary |
| 10 | Roundabout Level-of-Service and Vehicle Queue Summary |
| 11 | Parking Demand Observations – May 18, 2021 |
| 12 | Proposed/Modified Belmont Hill School Campus Parking Facilities |
| 13 | Sight Distance Measurements |

EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in support of the Campus Master Plan that has been developed for the Belmont Hill School located at 350 Prospect Street in Belmont, Massachusetts. The master plan includes modifications to existing parking areas south of Marsh Street; addition of parking with access off Park Avenue and Prospect Street; and construction of a Facilities Building on the north side of Prospect Street (hereafter referred to as the Project). This assessment was prepared in consultation with the Town of Belmont and the Massachusetts Department of Transportation (MassDOT), and was performed in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports.

Based on this assessment, we have concluded the following with respect to the Project:

1. **The Project will not result in a material increase in traffic** as the elements of the campus improvements are focused on facility upgrades, parking improvements and enhancements to pedestrian and bicycle access and landscaping, with no changes proposed to student enrollment or staffing levels;
2. **The Project will benefit (improve) operating conditions at the Park Avenue/Prospect Street/Marsh Street intersection** through a reassignment of existing school-related traffic from the Marsh Street parking lots on the main campus to a new parking facility that will be situated east of the Park Avenue/Prospect Street/Marsh Street intersection;
3. **The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions)**, with the majority of the movements at the study intersections shown to operate at a level-of-service (LOS) of D or better under all analysis conditions, where an LOS of "D" or better is defined as "acceptable" traffic operations;
4. **Independent of the Project, operating conditions for one or more movements at the Park Avenue/Concord Turnpike, Park Avenue/Hinckley Way and Park Avenue/Village Hill Road intersections were identified to be operating at or over capacity** (i.e., LOS "E" or "F"), with Project-related impacts at these intersection generally

defined as a predicted increase in overall average motorist delay of up to 3.5 seconds and in vehicle queuing of up to one (1) vehicle;

5. **No apparent safety deficiencies were noted** with respect to the motor vehicle crash history at the study area intersections;
6. **The proposed parking supply is appropriately sized to accommodate the existing parking demands of the campus and to allow for the elimination of the reliance on off-campus parking to meet current demands;** and
7. **Lines of sight to and from the Project driveway intersections meet, exceed, or can be made to meet or exceed the recommended minimum sight distances for the intersections to function in a safe manner** based on the appropriate approach speed.

In consideration of the above, we have concluded that the elements of the Project will result in an overall improvement in access and circulation to and within the Belmont Hill School Campus, with tangible benefits to operating conditions and safety at the Park Avenue/Prospect Street/Marsh Street intersection.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to maintain safe and efficient access to the Belmont Hill School Campus and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Belmont Hill School Campus will continue to be provided by way of the three (3) driveways that intersect the south side of Marsh Street and the two (2) existing driveways that intersect the west side of Prospect Street. A new driveway will be constructed that will intersect the south side of Marsh Street and will serve charter buses accessing the front of the Jordan Athletic Center. The gate at the existing Marsh Street driveway that serves the “Zamboni Lot” (located between the Jordan Athletic Center and Marsh Street) will be retained and a gate will be installed across the new charter bus driveway. Both the upper lot and “Zamboni Lot” will be improved to facilitate and simplify access and circulation within the parking areas and the Campus.

In order to serve the new east campus parking lot, a new driveway will be constructed that will intersect the east side of Park Avenue, opposite Village Hill Road, and the existing driveways that intersect the east side of Park Avenue that serve 20 Park Avenue and 283 Prospect Street, respectively, will be closed, thereby reducing the number of driveways along this section of Park Avenue and the associated conflicts with vehicles, pedestrians and bicyclists. Access control measures (gates) will be implemented on the driveways that serve the east campus parking lot to secure the lot when the lot is not in use.

The following recommendations concerning the design and operation of the Campus driveways, pedestrian and bicycle access, and circulation within the Campus, have been used to guide the Campus Master Plan:

- The Project site driveways should be 24-feet in width where two-way traffic is to be conveyed and a minimum of 20-feet in width for one-way travel unless a reduced width is approved by the Fire Chief or their designee. Driveways should be designed to accommodate the turning and maneuvering requirements of service and delivery vehicles (where necessary) and the largest anticipated responding emergency vehicle.
- Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet in order to facilitate parking maneuvers.
- Vehicles exiting the Campus driveways should be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed as a part of the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).¹
- New sidewalks and pedestrian pathways will be provided within the East Campus and the existing sidewalk along the east side of Prospect Street will be improved/extended to the north to serve the proposed east campus parking lot. In conjunction with the sidewalk and pedestrian pathway improvements, the existing crosswalk across Prospect Street will be relocated to cross the island on the Prospect Street approach to the Park Avenue/Prospect Street/Marsh Street intersection and improved. This crossing will include the installation of a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) with accompanying pedestrian crossing warning signs.
- Americans with Disabilities Act (ADA)-compliant wheelchair ramps will be provided at the pedestrian crossings that are constructed or modified as a part of the Project, or the driveways will be designed so that the sidewalk is flush across the driveway (i.e. pan-type driveway).
- Signs and landscaping located within the sight triangle areas of the existing and proposed campus driveways should be designed and maintained so as not to restrict lines of sight. Selective trimming or removal of existing vegetation located within the sight triangles of the driveways should be undertaken where necessary. These activities would occur within the school campus or the Town right-of-way with the requisite permits and approvals as may be necessary.
- Snow accumulations (windrows) within sight triangle areas of the Project site driveway intersections should be promptly removed where such accumulations would impede sightlines.

Off Site

Sign and Pavement Marking Improvements

Independent of the Project, consideration should be given to installing a STOP-sign and a marked STOP-line on the minor approaches (i.e., Rutledge Road, Village Hill Road, Ross Road, and Evergreen Way) at the following intersections: Park Avenue/Rutledge Road, Park Avenue/Village Hill Road, Hinckley Way/Ross Road, and Marsh Street/Evergreen Way. These suggested improvements will serve to define the desired stopping point for vehicles prior to entering the intersections and/or sidewalks areas.

¹*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

Transportation Demand Management

Public transportation services are provided to the Town of Belmont and within the study area by the Massachusetts Bay Transportation Transit Authority (MBTA). The MBTA operates the following bus routes that are accessible from a stop located at the Park Avenue/Hinckley Way/Frontage Road intersection (an approximate 5 to 6-minute walking distance from the Campus): Route 62, *Bedford VA Hospital – Alewife Station*; Route 67, *Lincoln Lab – Alewife Station*; and Route 78, *Arlmont Village – Harvard Station*. These bus routes provide service to Alewife Station or Harvard Station, where connections can be made to the Red Line subway system and other MBTA bus routes. Commuter rail services are provided to the Town by way of Belmont Station on the Fitchburg Line, which provides service to North Station in Boston. Belmont Station located off Common Street and Concord Avenue, approximately 1.0 miles to the south of the Campus, or an approximate 15- to 20-minute walking distance. In addition to fixed-route bus services, the MBTA operates The Ride paratransit services for eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the ADA.

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles, the following Transportation Demand Management (TDM) measures should be considered as a part of the overall Campus Master Plan:

- A transportation coordinator should be designated to coordinate the elements of the TDM program;
- The transportation coordinator should facilitate a rideshare matching program to encourage carpooling by staff and students;
- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to students, staff, and visitors;
- A “welcome packet” should be provided to new staff detailing available public transportation services, bicycle and walking alternatives, and commuter options available, and information to enroll in the rideshare program;
- Pedestrian accommodations have been incorporated into the Campus Master Plan and consist of connections to existing sidewalks, sidewalk improvements and ADA-compliant wheelchair ramps that will be installed at all pedestrian crossings that are to be constructed or modified as a part of the Project; and
- Bicycle parking should be provided at appropriate locations within the Campus.

With implementation of the aforementioned recommendations and the planned elements of the Campus Master Plan, safe and efficient access will continue to be provided to the Belmont Hill School campus.

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in support of the Campus Master Plan that has been developed for the Belmont Hill School located at 350 Prospect Street in Belmont, Massachusetts (hereafter referred to as the Project). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Prospect Street, Marsh Street and Park Avenue, and at critical intersections located along these roadways through which Project-related traffic will travel.

PROJECT DESCRIPTION

The Campus Master Plan for the Belmont Hill School will include facility upgrades, parking improvements and enhancements to pedestrian and bicycle access and landscaping. Specifically, the improvements will entail the following primary components: reconstruction of the upper campus parking lot (the “Upper Lot”) and the parking lot between Marsh Street and the Jordan Athletic Center (the “Zamboni Lot”) to improve access and circulation, and to add/improve landscaping and pedestrian accommodations; reconstruction and enhancement of sidewalks and pedestrian pathways within the campus that connect campus buildings and amenities with the existing sidewalk infrastructure along Prospect Street and Park Avenue; and the construction of a new east campus parking lot (the “East Campus Lot”) that will be situated east of the Park Avenue/ Prospect Street/Marsh Street intersection and accessed from existing driveways along Park Avenue and Prospect Street that will be improved to provide access to the parking lot. When complete, the effective parking supply for the campus will increase from 318 parking spaces to 418 parking spaces, or an increase of 100 parking spaces.

The elements of the Campus Master Plan are intended to improve the existing campus infrastructure and to allow for the school to eliminate the need to secure off-campus parking for students. The planned campus improvements are not intended to accommodate an increase in the student population or staffing. At present, the school leases 50 off-campus parking spaces in Arlington, and a shuttle bus transports students to and from the off-campus lot. The new East Campus Lot will be used primarily for staff parking, which will allow for student parking to occur within the main campus (Jordan Lot, Main Lot and Upper Lot) and minimize both vehicle and pedestrian crossing activity during the traditional weekday commuter peak hours. Figure 1 depicts the Campus location in relation to the existing roadway network.



Figure 1
Site Location Map

Access to the Belmont Hill School Campus will continue to be provided by way of the three (3) driveways that intersect the south side of Marsh Street and the two (2) existing driveways that intersect the west side of Prospect Street. A new driveway will be constructed that will intersect the south side of Marsh Street and will serve charter buses accessing the front of the Jordan Athletic Center. The gate at the existing Marsh Street driveway that serves the “Zamboni Lot” (located between the Jordan Athletic Center and Marsh Street) will be retained and a gate will be installed across the new charter bus driveway. Both the upper lot and “Zamboni Lot” will be improved to facilitate and simplify access and circulation within the parking areas and the Campus.

In order to serve the new east campus parking lot, a new driveway will be constructed that will intersect the east side of Park Avenue, opposite Village Hill Road, and the existing driveways that intersect the east side of Park Avenue that serve 20 Park Avenue and 283 Prospect Street, respectively, will be closed, thereby reducing the number of driveways along this section of Park Avenue and the associated conflicts with vehicles, pedestrians and bicyclists. Access control measures (gates) will be implemented on the driveways that serve the east campus parking lot to secure the lot when the lot is not in use.

STUDY METHODOLOGY

This study was prepared in consultation with the Town of Belmont and the Massachusetts Department of Transportation (MassDOT); was performed in accordance with MassDOT’s *Transportation Impact Assessment (TIA) Guidelines* and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian and bicycle facilities; on-street parking; public transportation services; observations of traffic flow; and collection of pedestrian, bicycle and vehicle counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A seven-year time horizon from the date of publication of this assessment was selected for analyses consistent with MassDOT’s *Transportation Impact Assessment (TIA) Guidelines*. The traffic analysis conducted in stage two identifies existing or projected future roadway capacity, traffic safety, and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if any, identified in stage two of the study.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in May and November 2021, with traffic-volume data adjusted following the guidance issued by MassDOT for TIAs conducted during the COVID-19 pandemic.² The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of Prospect Street, Marsh Street, and Park Avenue, and critical intersections located along these roadways through which Project-related traffic will travel which are listed below and shown on Figure 2.

1. Park Avenue at Concord Turnpike
2. Park Avenue at Hinckley Way
3. Park Avenue at Rutledge Road
4. Park Avenue at Village Hill Road
5. Park Avenue at Prospect Street and Marsh Street
6. Hinckley Way at Village Hill Road
7. Hinckley Way at Dorset Road
8. Hinckley Way at Ross Road
9. Clifton Street at Rutledge Road
10. Prospect Street at Clifton Street
11. Marsh Street at Evergreen Way
12. Marsh Street at the Jordan Athletic Center driveway
13. Marsh Street at the Belmont Hill School west driveway
14. Marsh Street at the Belmont Hill School east driveway
15. Prospect Street at the Belmont Hill School north driveway
16. Prospect Street at the Belmont Hill School south driveway

The following describes the study area roadways and intersections.

²*Guidance on Traffic Count Data*; MassDOT; revised April 2020.

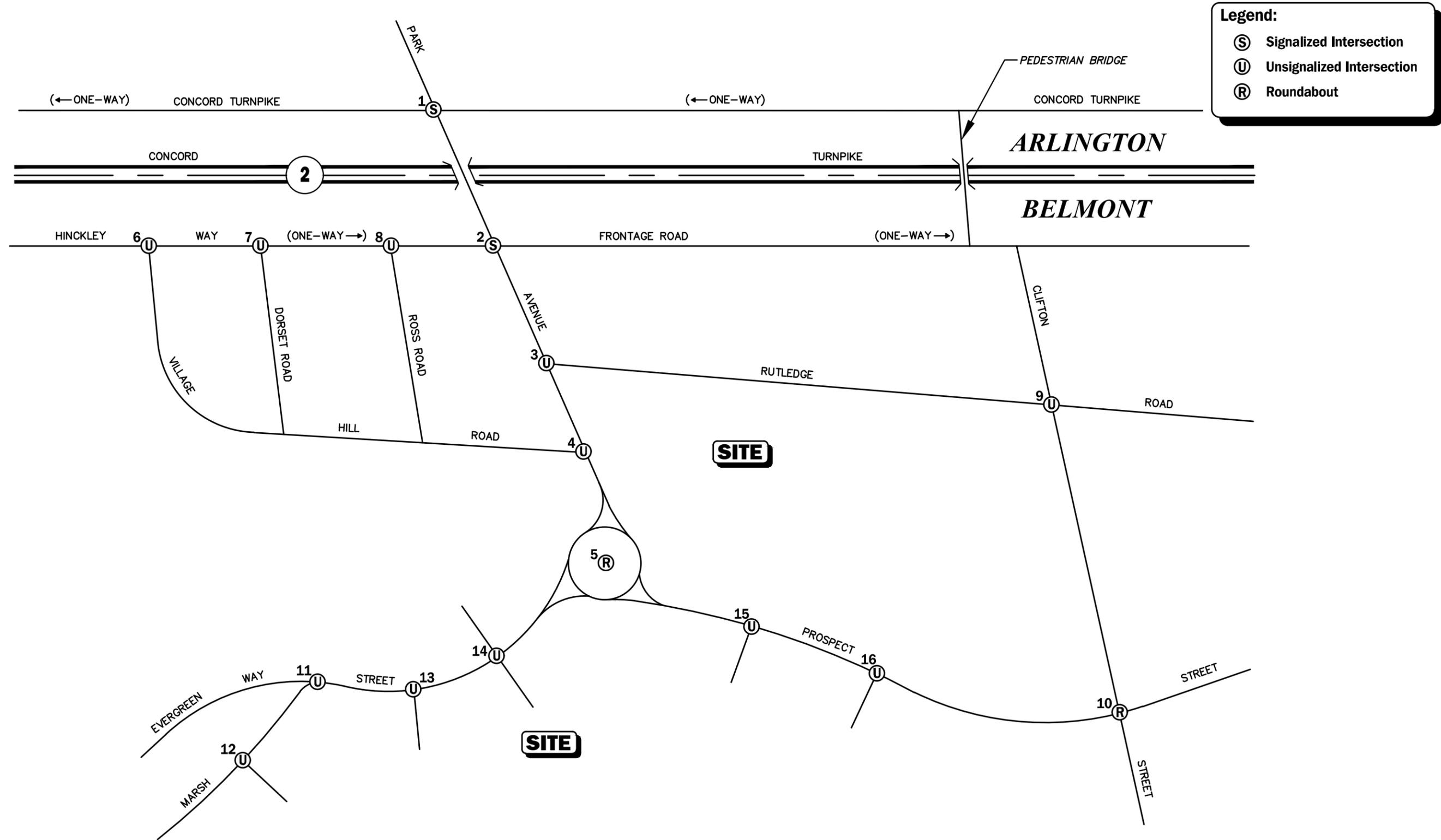


Figure 2
Study Area Map

Roadways

Prospect Street

- Two-lane urban minor arterial roadway under Town jurisdiction;
- Traverses study area in a general north-south alignment from Marsh Street to Clifton Street, and an east-west alignment from Clifton Street to Pleasant Street;
- Provides two 9 to 11-foot wide travel lanes that are separated by a double-yellow centerline with 1 to 2-foot wide marked shoulders provided;
- The posted speed limit is 20 miles per hour (mph) in the vicinity of the Belmont Hill School (school zone speed limit) and 30 mph thereafter to the south;
- Sidewalks are provided along both sides of the roadway south of Marsh Street;
- On-street parking is prohibited within the study area;
- Illumination is provided by way of streetlights mounted on steel poles;
- Land use within the study area consists of the Belmont Hill School and residential properties.

Park Avenue

- Two-lane urban minor arterial roadway under Town jurisdiction, with the exception of the bridge over Route 2 (Concord Turnpike), which is under the jurisdiction of MassDOT;
- Traverses study area in a general north-south alignment between Marsh Street and the Arlington town line, and provides access to Route 2 at the north edge of the study area;
- Provides two 10 to 19-foot wide travel lanes that are separated by a double-yellow centerline with 1 to 5-foot marked shoulders and additional turn lane provided at major intersections;
- The posted speed limit is 20 mph in the vicinity of the Belmont Hill School (school zone speed limit) and 25 mph thereafter to the north;
- Sidewalks are provided along both sides of the roadway between Route 2 and Hinckley Way, and along the east side between Hinckley Way and Rutledge Road;
- On-street parking is permitted along both sides of the roadway between Hinckley Way and Rutledge Road;
- Illumination is provided by way of streetlights mounted on steel poles;
- Land use within the study area consists of the Belmont Hill School, and residential and commercial properties

Marsh Street

- Two-lane urban collector roadway under Town jurisdiction;
- Traverses study area in a general east-west alignment between Concord Avenue and Park Avenue;
- Provides two 8 to 11-foot wide travel lanes that are separated by a double-yellow centerline with 1-foot marked shoulders between Park Avenue and Evergreen Way, and an approximate 18-foot wide traveled way (paved area) with no marked centerline or shoulders west of Evergreen Way;

- The posted speed limit is 20 mph in the vicinity of the Belmont Hill School (school zone speed limit) and with a statutory speed limit of 25 mph to the west;³
- Sidewalks are not provided;
- On-street parking is prohibited within the study area;
- Illumination is provided by way of streetlights mounted on wood poles;
- Land use within the study area consists of the Belmont Hill School and residential properties

Intersections

Table 1 and Figure 3 summarize existing lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in November 2021.

**Table 1
STUDY AREA INTERSECTION DESCRIPTION**

| Intersection | Traffic Control Type^a | No. of Travel Lanes Provided | Shoulder Provided? (Yes/No/Width) | Pedestrian Accommodations? (Yes/No/Description) | Bicycle Accommodations? (Yes/No/Description) |
|-----------------------------|---|---|--|--|---|
| Park Ave./ Concord Tpke. | TS | 1 left-turn lane and 1 through lane on Park Ave. northbound; 1 wide general-purpose travel lane used as 1 through lane and 1 right-turn lane on Park Ave. southbound during the peak periods; 2 general-purpose travel lanes on Concord Tpke. | Yes; 2 to 4 feet | Yes; sidewalks provided along one or both sides of the intersecting roadways; crosswalk provided across the north, east, and west legs; pedestrian traffic signal equipment and phasing (concurrent) provided | Yes; shared traveled-way ^b |
| Park Ave/ Hinckley Way | TS | 1 wide general-purpose travel lane used as 1 through lane and 1 right-turn lane on Park Ave. northbound during the peak periods; 1 left-turn lane and 1 through lane on Park Ave. southbound; 2 general-purpose travel lanes on Hinckley Way | Yes; 1 to 3 feet | Yes; sidewalks provided along both sides of Park Ave. and the south side of Hinckley Way; crosswalk provided across the south, east, and west legs; pedestrian traffic signal equipment and phasing (concurrent) provided; bus stop located southeast corner of the intersection | Yes; shared traveled-way |
| Park Ave./ Rutledge Rd. | S | 1 general-purpose travel lane on all approaches | Yes; 4 to 5 feet on Park Ave. | Yes; sidewalk along the east side of Park Ave. north of the intersection | Yes; shared traveled-way |
| Park Ave./ Village Hill Rd. | S | 1 general-purpose travel lane on all approaches | Yes; 3 to 5 feet on Park Ave. | No | Yes; shared traveled-way |

See notes at end of table.

³The Town of Belmont adopted a town-wide statutory speed limit of 25 mph in a thickly settled or business district pursuant to M.G.L. c. 90 § 17C on October 11, 2017.

Table 1 (Continued)
STUDY AREA INTERSECTION DESCRIPTION

| Intersection | Traffic Control Type^a | No. of Travel Lanes Provided | Shoulder Provided? (Yes/No/Width) | Pedestrian Accommodations? (Yes/No/Description) | Bicycle Accommodations? (Yes/No/Description) |
|------------------------------------|---|---|--|---|---|
| Park Ave./ Prospect St./ Marsh St. | R | 1 general-purpose travel lane on all approaches | Yes; 1 to 2 feet | Yes; sidewalks along both sides of Prospect St.; crosswalk provided across Prospect St. south leg | Yes; shared traveled-way on Park Ave. |
| Hinckley Way/ Village Hill Rd. | S | 2 general-purpose travel lanes on Hinckley Way and 1 right-turn lane on Village Hill Rd.; right turns to Village Hill Rd. are prohibited Mon.-Fri. between the hours of 7AM-8AM and 5PM-7PM | Yes; 1 to 2 feet on Hinckley Way | Yes; sidewalk along the south side of Hinckley Way | Yes; shared traveled-way on Hinckley way |
| Hinckley Way/ Dorset Rd. | S | 2 general-purpose travel lanes on Hinckley Way and 1 right-turn lane on Dorset Rd.; right turns to Dorset Rd. are prohibited Mon.-Fri. between the hours of 7AM-8AM and 5PM-7PM | Yes; 1 to 2 feet on Hinckley Way | Yes, sidewalk along the south side of Hinckley Way west of Dorset Rd. | Yes; Shared traveled-way |
| Hinckley Way/ Ross Rd. | S | 2 general-purpose travel lanes on Hinckley Way and 1 right-turn lane on Ross Rd.; right turns to Ross Rd. are prohibited Mon.-Fri. between the hours of 7AM-8AM and 5PM-7PM | Yes; 1 to 2 feet on Hinckley Way | No | Yes; Shared traveled-way |
| Clifton St./ Rutledge Rd. | S | 1 general-purpose travel lane on all approaches; left turns from Clifton St. northbound to Rutledge Rd. are prohibited Mon.-Fri. between the hours of 4PM-6PM | No | No | Yes; Shared traveled-way |
| Prospect St./ Clifton St. | R | 1 general-purpose lane on all approaches | Yes; 1 to 2-feet | Yes; along both sides of Prospect St. west of Clifton St. and south side of Prospect St. east of Clifton St., along both sides of Clifton St. south of Prospect St; crosswalk provided across the Prospect St. east leg | No |
| Marsh St./ Evergreen Way | S | 1 general-purpose lane on all approaches | Yes; 1 to 2 feet on Marsh St. | No | Yes; Shared traveled-way on Evergreen Way |

See notes at end of table.

Table 1 (Continued)
STUDY AREA INTERSECTION DESCRIPTION

| Intersection | Traffic Control Type^a | No. of Travel Lanes Provided | Shoulder Provided? (Yes/No/Width) | Pedestrian Accommodations? (Yes/No/Description) | Bicycle Accommodations? (Yes/No/Description) |
|---|---|--|--|--|---|
| March St./ Belmont Hill School dwys. | S | 1 general-purpose lane on all approaches | Yes; 1 foot on Marsh St. | No | No |
| Prospect St./ Belmont Hill School dwys. | S | 1 general-purpose lane on all approaches | Yes; 1 to 2 feet on Prospect St. | Yes; along both sides of Prospect St. | No |

^aTS = Traffic signal control; S = STOP-sign control, R = Roundabout.

^bCombined shoulder and travel lane width equal to or exceed 14 feet.

TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts, manual turning movement counts (TMCs), and vehicle classification counts were completed in May 2021. The ATR counts were conducted on May 18th and 19th, 2021 (Tuesday through Wednesday, inclusive) on Prospect Street, Marsh Street, and Park Avenue within the study area in order to record weekday traffic conditions over an extended period, with weekday morning (7:00 to 9:00 AM) and afternoon/evening (2:00 to 6:00 PM) peak-period manual TMCs performed at the study intersections on May 18, 2021 (Tuesday). These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.

Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, traffic-volume data from MassDOT Continuous Count Station No. 4013 located on Cambridge Turnpike (Route 2) in Lincoln were reviewed.⁴ Based on a review of this data, it was determined that traffic volumes for the month of May are approximately 4.3 percent above average-month conditions. As such, no adjustment was applied to the May traffic volumes as they are representative of traffic-volume conditions that are higher than those under average-month conditions.

In order to account for the impact on traffic volumes and trip patterns resulting from the COVID-19 pandemic, traffic-volume data collected at the Park Avenue/Hinckley Way intersection in April 2018 as part of the Belmont Town-Wide Traffic Study⁵ was compared to traffic data collected at the same location in May 2021. Both traffic counts were adjusted to average-month conditions and the 2018 traffic volumes were expanded to 2021 by applying a background traffic growth rate of 1.0 percent per year (discussion follows) in order to allow for a comparison of the

⁴MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2021.

⁵*Town-Wide Traffic Study*, Belmont, Massachusetts: BSC Group, Inc.; May 2019 (Revised September 2019).

data. Based on this pre- and post-COVID-19 traffic count data comparison, the 2021 traffic-volume data that was collected as a part of this assessment was adjusted upward as follows in order to account for the reduced traffic volumes resulting from the COVID-19 pandemic:

- **Average Weekday:** 35 percent
- **Weekday Morning Peak-Hour:** 9.6 percent on Hinckley Way, 8.5 percent on Park Avenue northbound and 62.4 percent on Park Avenue southbound
- **Weekday Evening Peak-Hour:** 104.7 percent on Hinckley Way, 51.6 percent on Park Avenue northbound and 7.4 percent on Park Avenue southbound

In addition, the network peak-hour traffic volumes were also adjusted to reassign trips for the restricted movements at the intersections where the peak period turn restrictions have been implemented by the Town (Hinckley Way/Village Hill Road, Hinckley Way/Dorset Road, Hinckley Way/Ross Road and Clifton Street/Rutledge Road).

The 2021 Existing traffic volumes are summarized in Table 2, with the weekday morning and evening peak-hour traffic volumes graphically depicted on Figures 4 and 5. Note that the peak-hour traffic volumes presented in Table 2 were obtained from the TMCs and are reflected on the aforementioned figures.

Table 2
2021 EXISTING TRAFFIC VOLUMES

| Location/Peak Hour | AWT ^a | VPH ^b | K Factor ^c | Directional Distribution ^d |
|--|------------------|------------------|-----------------------|---------------------------------------|
| <i>Prospect Street, south of Marsh Street:</i> | 9,505 | -- | -- | -- |
| Weekday Morning (7:30 – 8:30 AM) | -- | 905 | 9.5 | 65.9% SB |
| Weekday Evening (3:00 – 4:00 PM) | -- | 1,180 | 12.4 | 55.3% NB |
| <i>Marsh Street, west of Prospect Street:</i> | 3,135 | -- | -- | -- |
| Weekday Morning (7:30 – 8:30 AM) | -- | 761 | 24.3 | 16.5% WB |
| Weekday Evening (3:00 – 4:00 PM) | -- | 614 | 19.6 | 60.4% EB |
| <i>Park Avenue, north of Marsh Street:</i> | 11,345 | -- | -- | -- |
| Weekday Morning (7:30 – 8:30 AM) | -- | 1,334 | 11.8 | 69.5% SB |
| Weekday Evening (3:00 – 4:00 PM) | -- | 1,408 | 12.4 | 58.9% NB |

^aAverage weekday traffic in vehicles per day.

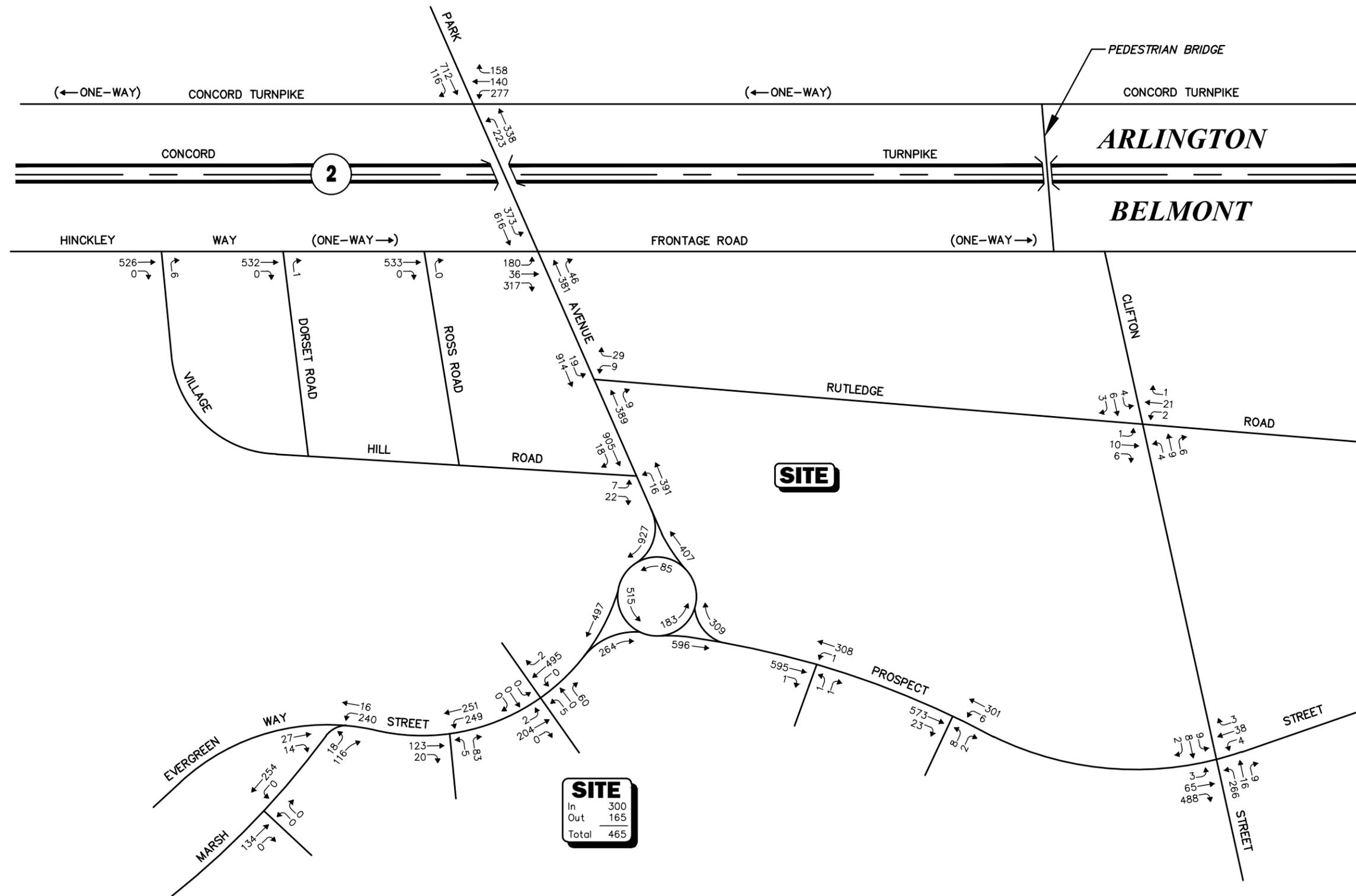
^bVehicles per hour.

^cPercent of daily traffic occurring during the peak hour.

^dPercent traveling in peak direction.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound.

As can be seen in Table 2, Prospect Street within the study area was found to accommodate approximately 9,505 vehicles on an average weekday (two-way, 24-hour volume), with approximately 905 vehicles per hour (vph) during the weekday morning peak hour and 1,180 vph during the weekday evening peak hour.

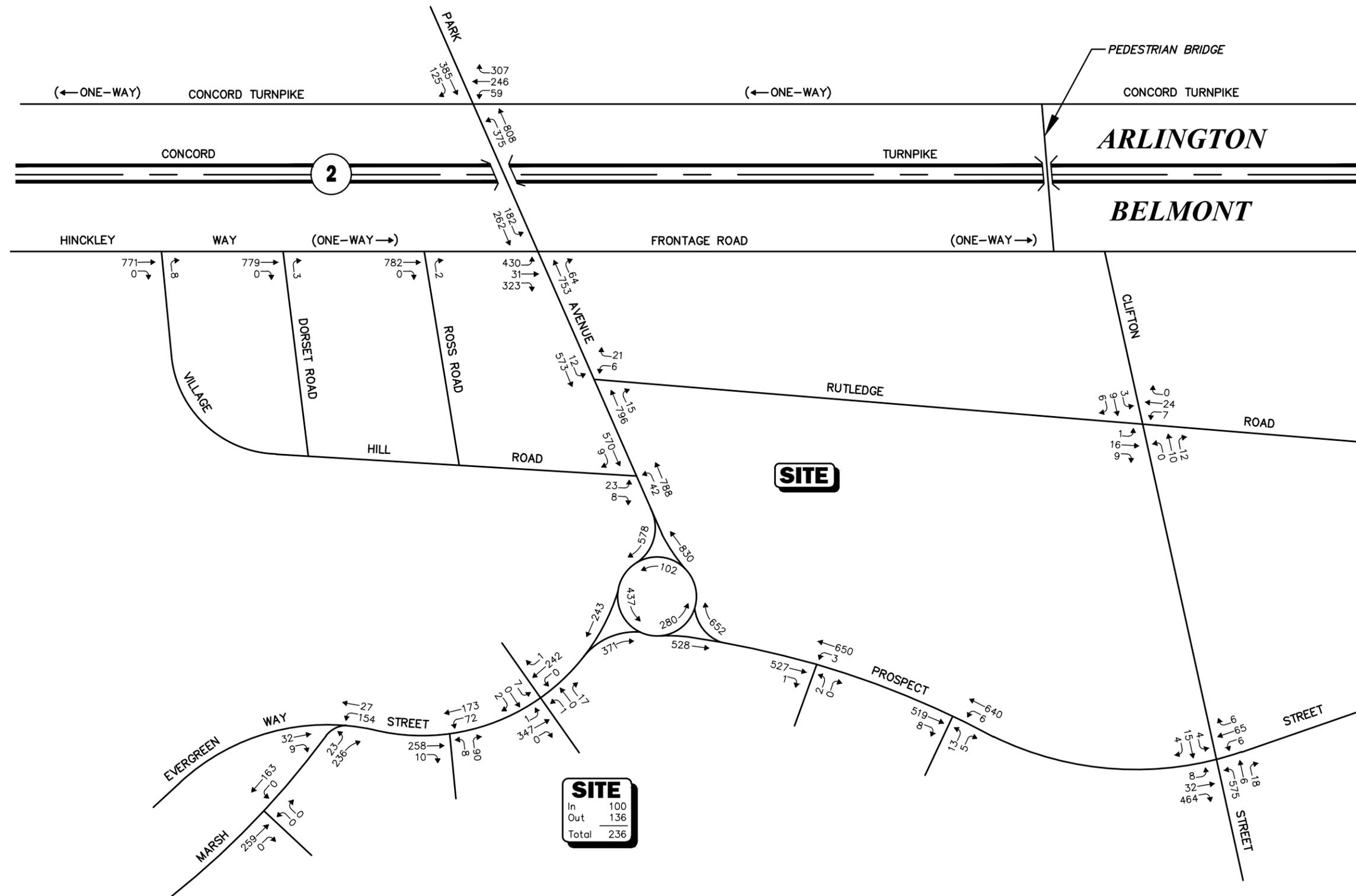


Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
Not To Scale



Figure 4
2021 Existing
Weekday Morning
Peak-Hour Traffic Volumes

R:\8965\8965NT1.dwg, 1/25/2022 10:38:55 AM



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale



Figure 5

2021 Existing Weekday Evening Peak-Hour Traffic Volumes

Marsh Street within the study area was found to accommodate approximately 3,135 vehicles on an average weekday, with approximately 761 vph during the weekday morning peak hour and 614 vph during the weekday evening peak hour.

Park Avenue within the study area was found to accommodate approximately 11,345 vehicles on an average weekday (two-way, 24-hour volume), with approximately 1,334 vph during the weekday morning peak hour and 1,408 vph during the weekday evening peak hour.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in November 2021. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study area intersections, which are graphically shown on Figure 3. Crosswalks and pedestrian traffic signal equipment and phasing (concurrent) are provided at the two signalized study area intersections (Park Avenue/Concord Turnpike and Park Avenue/Hinckley Way).

Formal bicycle facilities were not identified within the study area; however, the majority of the study area roadways were identified to generally provide sufficient width to accommodate bicycle travel in a shared traveled-way configuration (i.e., bicyclists and motor vehicles sharing the traveled-way).⁶

PUBLIC TRANSPORTATION

Public transportation services are provided to the Town of Belmont and within the study area by the Massachusetts Bay Transportation Transit Authority (MBTA). The MBTA operates the following bus routes that area accessible from a stop located at the Park Avenue/Hinckley Way/Frontage Road intersection (an approximate 5 to 6-minute walking distance from the Campus): Route 62, *Bedford VA Hospital – Alewife Station*; Route 67, *Lincoln Lab – Alewife Station*; and Route 78, *Arlmont Village – Harvard Station*. These bus routes provide service to Alewife Station or Harvard Station, where connections can be made to the Red Line subway system and other MBTA bus routes. Commuter rail services are provided to the Town by way of Belmont Station on the Fitchburg Line, which provides service to North Station in Boston. Belmont Station located off Common Street and Concord Avenue, approximately 1.0 miles to the south of the Campus, or an approximate 15- to 20-minute walking distance. In addition to fixed-route bus services, the MBTA operates The Ride paratransit services for eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the ADA.

The public transportation schedules and fare information are provided in the Appendix.

⁶A minimum combined travel lane and paved shoulder width of 14 feet is required to support bicycle travel in a shared traveled-way condition.

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Prospect Street, Marsh Street, and Park Avenue in conjunction with the ATR counts. Table 3 summarizes the vehicle travel speed measurements.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

| | Prospect Street | | Marsh Street | | Park Avenue | |
|---|-----------------|------------|-----------------|-----------------|-------------|------------|
| | Northbound | Southbound | Eastbound | Westbound | Northbound | Southbound |
| Mean Travel Speed (mph) | 27 | 28 | 28 | 27 | 30 | 33 |
| 85 th Percentile Speed (mph) | 31 | 31 | 32 | 32 | 34 | 35 |
| Posted Speed Limit (mph) | 30 | 30 | 25 ^a | 25 ^a | 25 | 25 |

mph = miles per hour.

^aStatutory speed limit.

As can be seen in Table 3, the mean vehicle travel speed along Prospect Street within the study area was found to be 27 mph northbound and 28 mph southbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 31 mph in both directions, which approximates the posted speed limit (30 mph). The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances and is often used in establishing posted speed limits.

The mean vehicle travel speed along Marsh Street within the study area was found to be 28 mph eastbound and 27 mph westbound, with the measured 85th percentile vehicle travel speed found to be 32 mph in both directions, which is 7 mph above the stationary speed limit (25 mph).

The mean vehicle travel speed along Park Avenue within the study area was found to be 30 mph northbound and 33 mph southbound, with the measured 85th percentile vehicle travel speed found to be 34 mph in the northbound direction and 35 mph southbound, which is 9 to 10 mph above the posted speed limit (25 mph).

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2015 through 2019, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 4.

Table 4
MOTOR VEHICLE CRASH DATA SUMMARY^a

| | Park Ave./ Concord Tpk. | Park Ave./ Hinckley Way | Park Ave./ Rutledge Rd. | Park Ave./ Village Hill Rd. | Park Ave./ Prospect St./ Marsh St. | Hinckley Way/ Village Hill Rd. | Hinckley Way/ Dorset Rd. | Hinckley Way/ Ross Rd. | Clifton St./ Rutledge Rd. | Prospect St./ Clifton Rd. | Marsh St./ Evergreen Way | Marsh St./ Belmont Hill School Dwys. | Prospect St./ Belmont Hill School Dwys. |
|------------------------------------|----------------------------|----------------------------|----------------------------|--------------------------------|--|-----------------------------------|-----------------------------|---------------------------|------------------------------|------------------------------|-----------------------------|--|---|
| Traffic Control Type: ^b | TS | TS | U | U | U | U | U | U | U | U | U | U | U |
| <i>Year:</i> | | | | | | | | | | | | | |
| 2015 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 2016 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2017 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2018 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <u>2019</u> | <u>2</u> | <u>3</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 20 | 11 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Average | 4.00 | 2.20 | 0.60 | 0.60 | 0.40 | 0.00 | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | 0.00 | 0.00 |
| Rate ^c | 0.42 | 0.27 | 0.10 | 0.10 | 0.06 | 0.00 | 0.06 | 0.00 | 0.00 | 0.43 | 0.10 | 0.00 | 0.00 |
| MassDOT Crash Rate: ^d | 0.78/0.71 | 0.78/0.71 | 0.57/0.52 | 0.57/0.52 | 0.57/0.52 | 0.57/0.52 | 0.57/0.52 | 0.57/0.52 | 0.57/0.52 | 0.57/0.52 | 0.57/0.52 | 0.57/0.52 | 0.57/0.52 |
| Significant? ^e | No | No | No | No | No | No | No | No | No | No | No | No | No |
| <i>Type:</i> | | | | | | | | | | | | | |
| Angle | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear-End | 3 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| Head-On | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fixed Object | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian/Bicycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <u>Unknown/Other</u> | <u>1</u> | <u>4</u> | <u>0</u> | <u>2</u> | <u>2</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> |
| Total | 20 | 11 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| <i>Conditions:</i> | | | | | | | | | | | | | |
| Clear | 17 | 4 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cloudy | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Rain | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| <u>Snow/Ice</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 20 | 11 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| <i>Lighting:</i> | | | | | | | | | | | | | |
| Daylight | 14 | 7 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Dawn/Dusk | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dark (Road Lit) | 5 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <u>Dark (Road Unlit)</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 20 | 11 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| <i>Day of Week:</i> | | | | | | | | | | | | | |
| Monday through Friday | 17 | 8 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| Saturday | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <u>Sunday</u> | <u>2</u> | <u>1</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 20 | 11 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| <i>Severity:</i> | | | | | | | | | | | | | |
| Property Damage Only | 11 | 7 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Personal Injury | 9 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| <u>Fatality</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| Total | 20 | 11 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |

^aSource: MassDOT Safety Management/Traffic Operations Unit records, 2015 through 2019.

^bTraffic Control Type: U = unsignalized; TS = traffic signal.

^cCrash rate per million vehicles entering the intersection.

^dStatewide/District crash rate.

^eThe intersection crash rate is significant if it is found to exceed the MassDOT statewide and/or District crash rate for the MassDOT Highway Division District in which the Project is located (District 4).

As can be seen in Table 4, no (0) motor vehicle crashes were reported to have occurred at the Prospect Street/Belmont Hill School driveways, Marsh Street/Belmont Hill School driveways, Hinckley Way/Village Hill Road, Hinckley Way/Ross Road, and Clifton Street/Rutledge Road intersections, with the remaining study area intersections found to have experienced an average of approximately four (4) or fewer reported motor vehicle crashes per year over the five-year review period. All of the study intersections were identified to have motor vehicle crash rates below the MassDOT statewide and District average crash rates for similar intersections for the MassDOT Highway Division District in which the intersections are located (District 4). The majority of the reported crashes occurred on a weekday; during daylight; under clear weather conditions; and involved angle-type collisions that resulted in property damage only.

A review of the MassDOT statewide High Crash Location List indicated that there are no locations within the study area that are included on MassDOT's Highway Safety Improvement Program (HSIP) listing as a high crash location. In addition, no fatal motor vehicle crashes were reported to have occurred at the study area intersections over the five-year review period.

The detailed MassDOT Crash Rate Worksheets and High Crash location mapping are provided in the Appendix.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2029, which reflects a seven-year planning horizon from the date of publication of this assessment, consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2029 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2029 No-Build traffic volumes reflect 2029 Build traffic-volume conditions with the Project.

FUTURE TRAFFIC GROWTH

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

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

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The Town of Belmont Community Development Department was consulted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this consultation, the following project was identified for inclusion in this assessment:

- ***Proposed Residential Community, 91 Beatrice Circle, Belmont, Massachusetts.*** This project will entail the construction of a 12-unit residential community to be located at 91 Beatrice Circle.

Traffic volumes associated with the aforementioned development project by others were obtained from the traffic study in support of the project, and were assigned onto the study area roadway network based on existing traffic patterns where no other information was available. No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT for Continuous Count Station No. 4013 located on Cambridge Turnpike (Route 2) in Lincoln was reviewed in order to determine general traffic growth trends in the area. Based on a review of this data, it was determined that traffic volumes within the study area have increased by approximately 1.0 percent per year over the past several years. As such, a 1.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

The Town of Belmont and MassDOT were contacted in order to determine if there were any planned future roadway improvement projects expected to be complete by 2029 within the study area. Based on these discussions, no roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

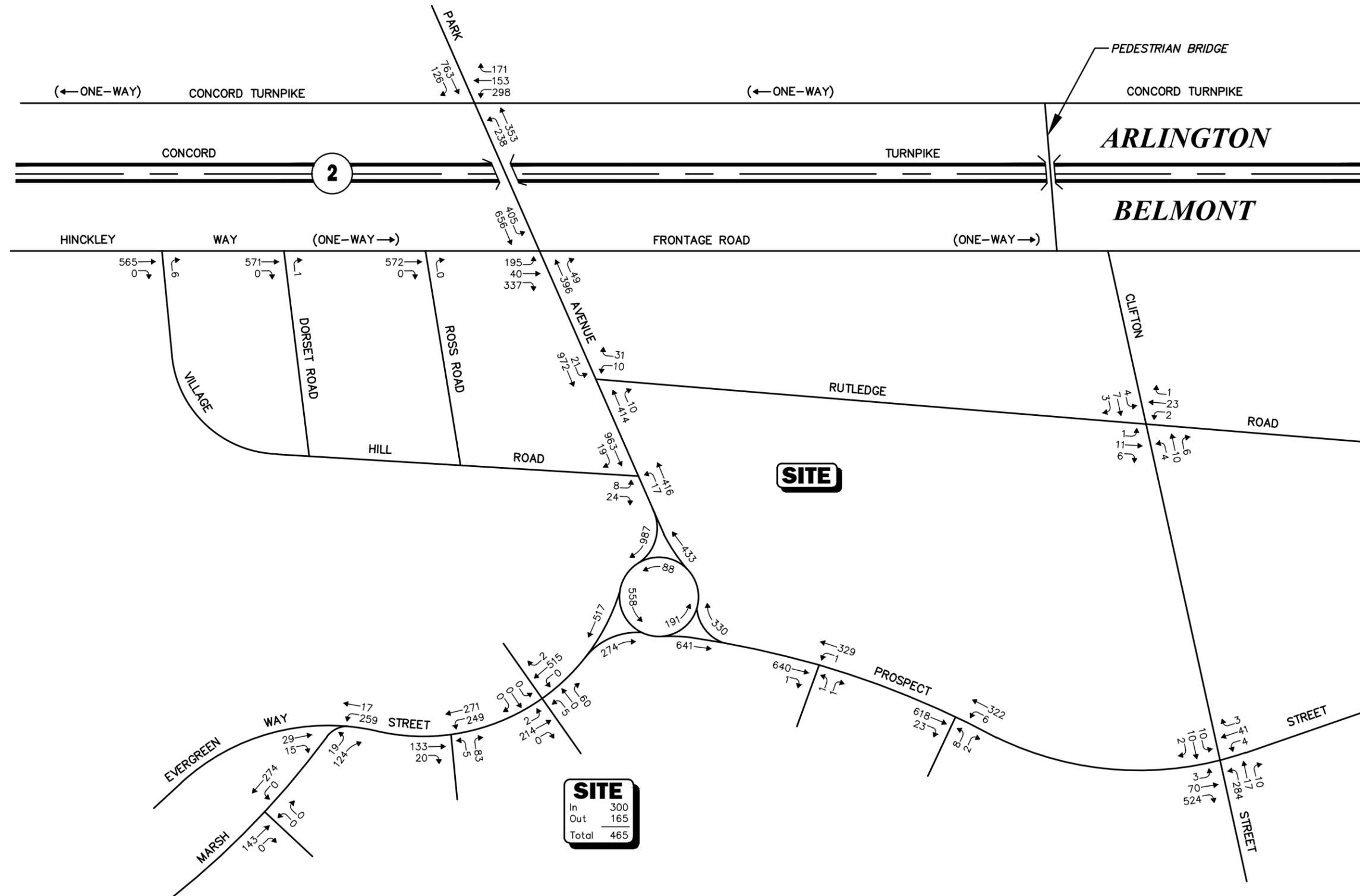
No-Build Traffic Volumes

The 2029 No-Build condition peak-hour traffic volumes were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2021 Existing peak-hour traffic volumes and then adding the peak-hour traffic volumes associated with the identified specific development project by others (91 Beatrice Circle). The resulting 2029 No-Build weekday morning and evening peak-hour traffic volumes are shown on Figures 6 and 7.

PROJECT-GENERATED TRAFFIC

Design year (2029 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

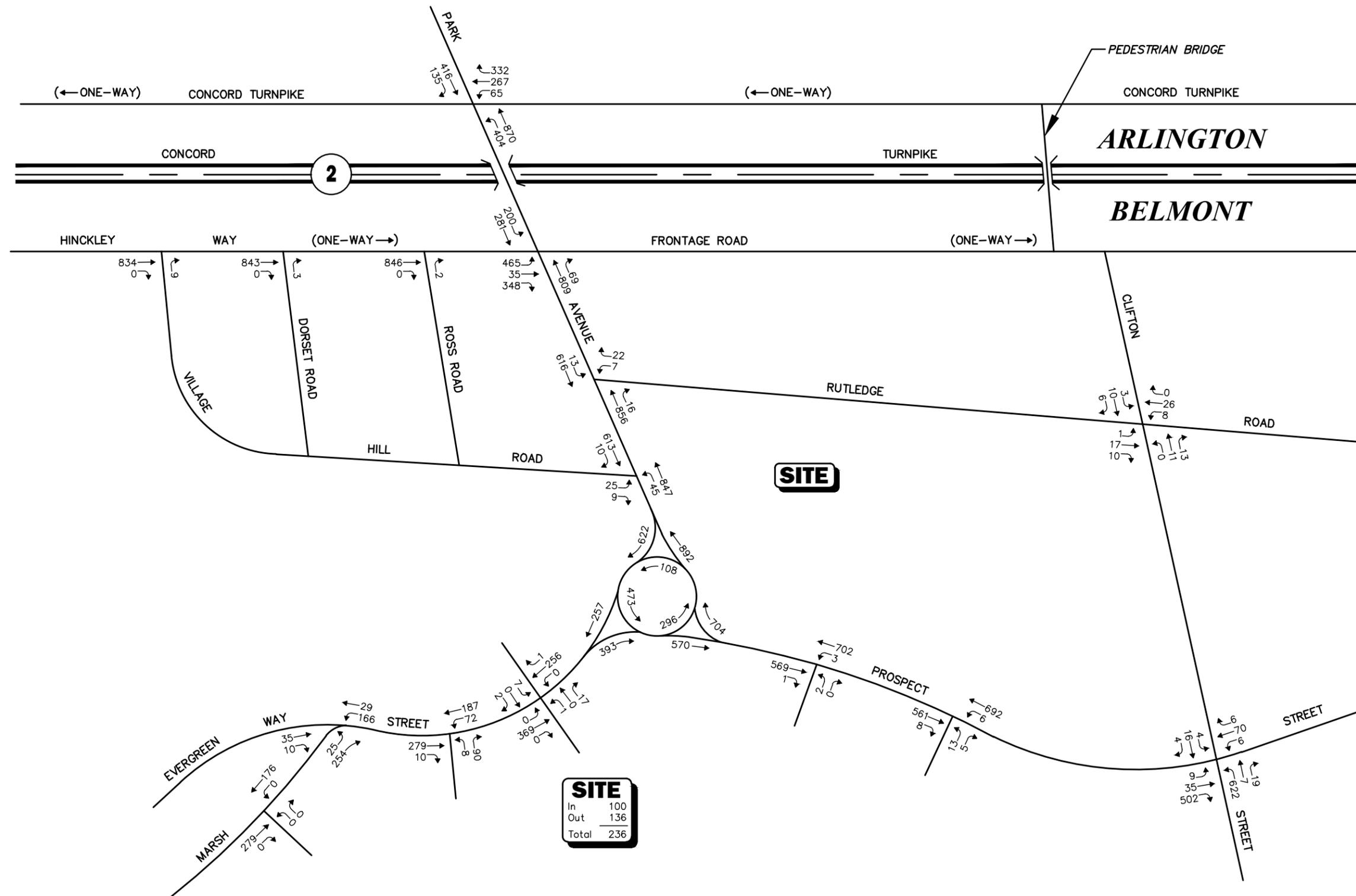
As described previously, the elements of the Campus Master Plan will not result in an increase in the student population or staffing at the campus. That being said, the parking improvements will result in a redistribution of trips from the Main Lot and Upper Lot to the new East Lot, and the redirection of the students that are currently parking at the off-campus parking facility (approximately 35 student vehicles) to the Main Lot. Figures 8 and 9 illustrate the trip reassignment for the weekday morning and evening peak hours, respectively, and were developed based on a review of: i) existing traffic patterns observed at the Belmont Hill School driveways during the peak hours; ii) the location of existing and proposed parking; and iii) the assigned use of the parking area (i.e., staff, student or visitor). Of note, *the construction of the East Lot and the assignment of staff parking to the lot (approximately 135 vehicles) will result in a reduction in traffic traveling through and circulating within the Park Avenue/Prospect Street/Marsh Street intersection.*



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
Not To Scale



Figure 6
2029 No-Build
Weekday Morning
Peak-Hour Traffic Volumes

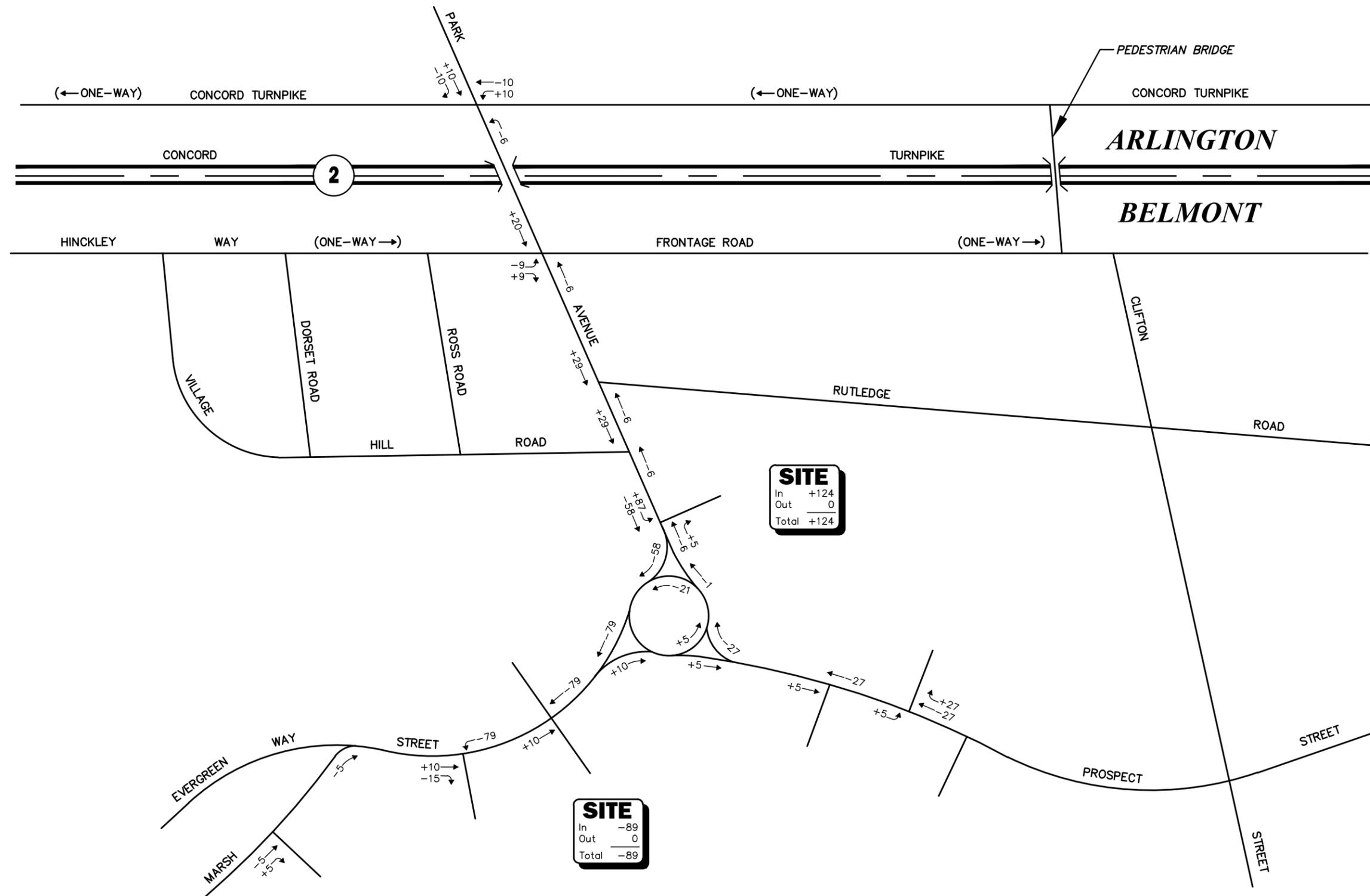


Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
Not To Scale



Figure 7
2029 No-Build
Weekday Evening
Peak-Hour Traffic Volumes

R:\8965\8965NT1.dwg, 1/25/2022 10:39:25 AM



Not To Scale

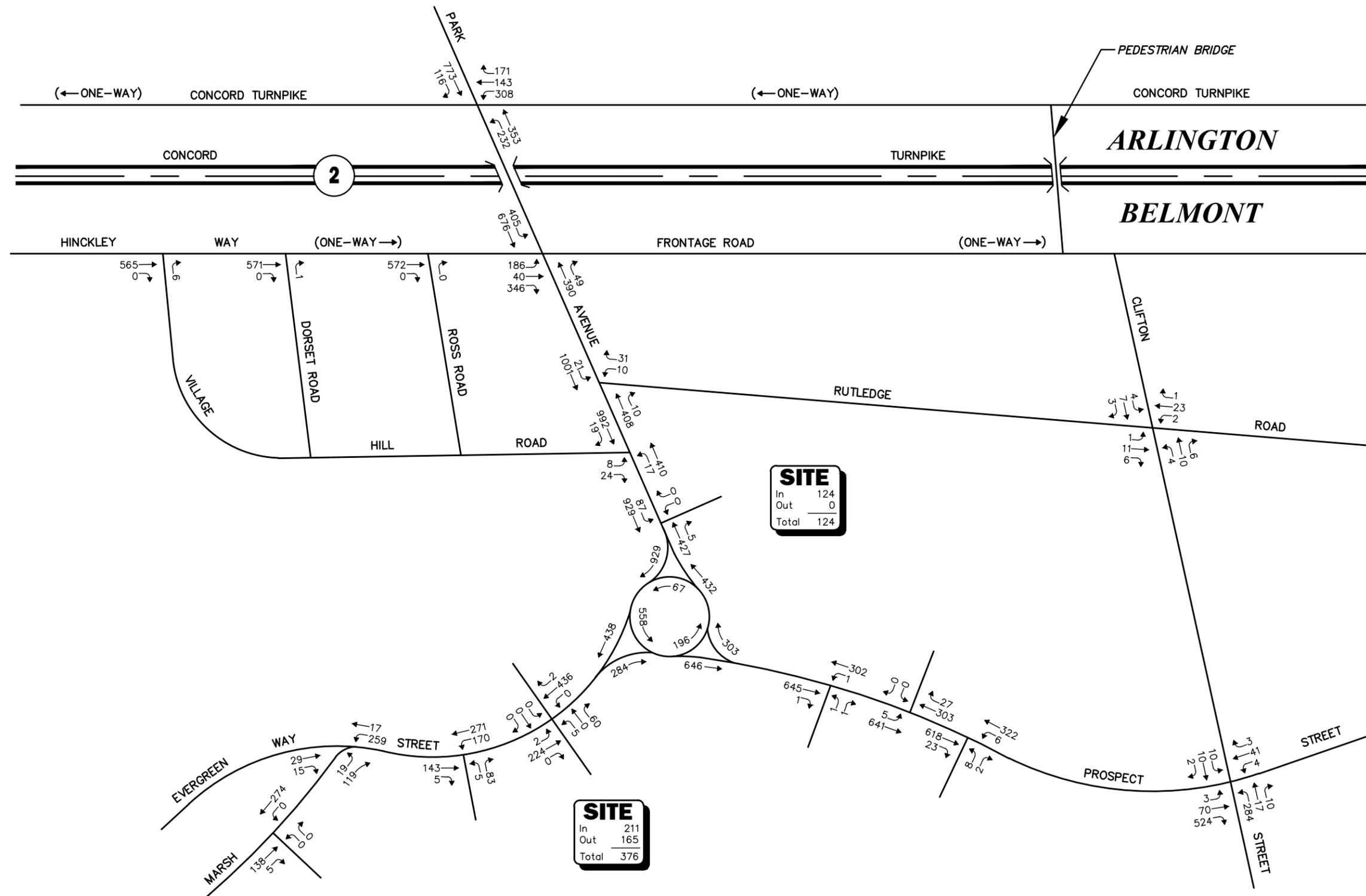


Figure 8
 Reassigned Project-Generated
 Weekday Morning
 Peak-Hour Traffic Volumes

R:\8965\8965NT1.dwg, 1/26/2022 2:25:13 PM

FUTURE TRAFFIC VOLUMES - BUILD CONDITION

The 2029 Build condition traffic volumes consist of the 2029 No-Build traffic volumes with the reassigned Belmont Hill School traffic added to them. The 2029 Build weekday morning and evening peak-hour traffic volumes are graphically depicted on Figures 10 and 11.

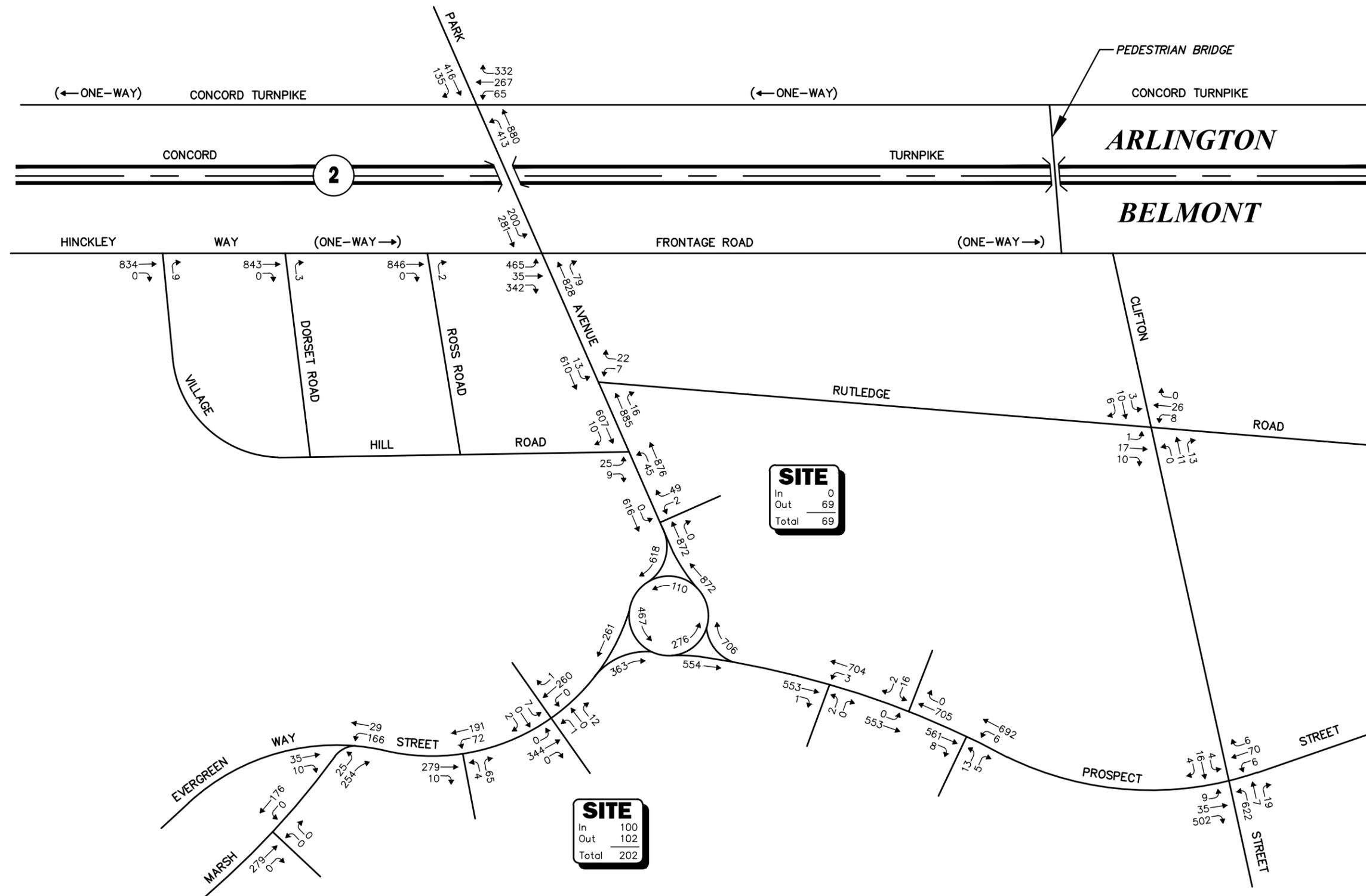


Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
Not To Scale



Figure 10
2029 Build
Weekday Morning
Peak-Hour Traffic Volumes

R:\8965\8965NT1.dwg, 1/26/2022 2:25:43 PM



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
Not To Scale



Figure 11
2029 Build
Weekday Evening
Peak-Hour Traffic Volumes

R:\8965\8965NT1.dwg, 1/26/2022 2:26:05 PM

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build, and Build traffic-volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.⁷ The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best-operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

⁷The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

Signalized Intersections

The six levels of service for signalized intersections may be described as follows:

- *LOS A* describes operations with very low control delay; most vehicles do not stop at all.
- *LOS B* describes operations with relatively low control delay. However, more vehicles stop than *LOS A*.
- *LOS C* describes operations with higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- *LOS D* describes operations with control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable.
- *LOS E* describes operations with high control delay values. Individual cycle failures are frequent occurrences.
- *LOS F* describes operations with high control delay values that often occur with oversaturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Levels of service for signalized intersections are calculated using the operational analysis methodology of the 2000 Highway Capacity Manual and implemented as a part of the Synchro® software as recommended by MassDOT. This method assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on delay. Level-of-service designations are based on the criterion of control or signal delay per vehicle. Control or signal delay is a measure of driver discomfort, frustration, and fuel consumption, and includes initial deceleration delay approaching the traffic signal, queue move-up time, stopped delay and final acceleration delay. Table 5 summarizes the relationship between level of service and control delay. The tabulated control delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to entire intersections.

Table 5
LEVEL-OF-SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS^a

| Level of Service | Control (Signal) Delay Per Vehicle (Seconds) |
|------------------|---|
| A | ≤10.0 |
| B | 10.1 to 20.0 |
| C | 20.1 to 35.0 |
| D | 35.1 to 55.0 |
| E | 55.1 to 80.0 |
| F | >80.0 |

^aSource: *Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2000; page 16-2.

Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- *LOS A* represents a condition with little or no control delay to minor street traffic.
- *LOS B* represents a condition with short control delays to minor street traffic.
- *LOS C* represents a condition with average control delays to minor street traffic.
- *LOS D* represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- *LOS F* represents a condition where minor street demand volume exceeds capacity of an approach lane, with extreme control delays resulting.

The levels of service of unsignalized intersections are determined by application of a procedure described in the 2010 *Highway Capacity Manual*.⁸ Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the 2010 *Highway Capacity Manual*. Table 6 summarizes the relationship between level of service and average control delay for two-way STOP-controlled and all-way STOP-controlled intersections.

Table 6
LEVEL-OF-SERVICE CRITERIA FOR
UNSIGNALIZED INTERSECTIONS^a

| Level-Of-Service by Volume-to-Capacity Ratio | | Average Control Delay (Seconds Per Vehicle) |
|--|-------------|--|
| $v/c \leq 1.0$ | $v/c > 1.0$ | |
| A | F | ≤ 10.0 |
| B | F | 10.1 to 15.0 |
| C | F | 15.1 to 25.0 |
| D | F | 25.1 to 35.0 |
| E | F | 35.1 to 50.0 |
| F | F | > 50.0 |

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010; page 19-2.

⁸*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

Roundabout Analysis

The roundabout capacity analysis is based on the procedures described in the *Traffic Signalized and Unsignalized Intersection Design and Research Aid (SIDRA) Intersection*.⁹ The main features of the *SIDRA Intersection* method for roundabout capacity estimation are the dependence of gap acceptance parameters on rotary geometry, circulating and entry lane flows, and the designation of approach lanes as controlling and otherwise. Provision of two-lane approaches tends to substantially increase roundabout capacity. As a general rule, individual approach volumes exceeding 85 percent of the calculated capacity of the approach are considered over-saturated and indicate areas of concern. The *SIDRA* analytical model produces several components of delay. One of these, the average total delay component, produces level-of-service results based on the concepts described in the 2010 *Highway Capacity Manual* for unsignalized intersections. The delay ranges that define levels of service for roundabouts are shown in Table 7.

Table 7
LEVEL-OF-SERVICE CRITERIA FOR ROUNDABOUTS^a

| Level-of-Service by Volume-to-Capacity Ratio | | Control Delay Per Vehicle (Seconds) |
|--|-----------|--|
| v/c ≤ 1.0 | v/c > 1.0 | |
| A | F | ≤10.0 |
| B | F | 10.1 to 15.0 |
| C | F | 15.1 to 25.0 |
| D | F | 25.1 to 35.0 |
| E | F | 35.1 to 50.0 |
| F | F | >50.0 |

^aSource: *SIDRA Intersection User Guide*; Akcelik & Associates Pty Ltd; Greythorn, Victoria 3104, Australia; November 2012.

Vehicle Queue Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and land use arrangements. The vehicle queue analysis was performed using the Synchro® intersection capacity analysis software which is based upon the methodology and procedures presented in the 2010 *Highway Capacity Manual*. The Synchro® vehicle queue analysis methodology is a simulation-based model which reports the number of vehicles that experience a delay of six seconds or more at an intersection. For signalized intersections, Synchro® reports both the average (50th percentile) and the 95th percentile vehicle queue. For unsignalized and roundabout controlled intersections, both Synchro® and *SIDRA* report the 95th percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately 3 minutes out of 60 minutes during the peak one hour of the day (during the remaining 57 minutes, the vehicle queue length will be less than the 95th percentile queue length).

⁹Traffic Signalized and Unsignalized Intersection Design and Research Aid, *SIDRA Intersection User Guide*; Akcelik & Associates Pty Ltd; Greythorn, Victoria 3104, Australia; November 2012.

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2021 Existing, 2029 No-Build, and 2029 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 8, 9, and 10, with the detailed analysis results presented in the Appendix.

The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area. For context, we note that an LOS of “D” or better is generally defined as “acceptable” operating conditions. Project-related impacts at the study area intersections were identified as follows:

Signalized Intersections

Park Avenue at Concord Turnpike. No change in level-of-service over No-Build conditions, with Project-related impacts defined as a predicted increase in overall average motorist delay of up to 1.4 seconds and in vehicle queuing of up to one (1) vehicle.

Park Avenue at Hinckley Way. No change in level-of-service or vehicle queuing over No-Build conditions, with Project-related impacts defined as a predicted increase in overall average motorist delay of less than 1.0 seconds.

Unsignalized Intersections

Park Avenue at Rutledge Road. No change in level-of-service or vehicle queuing over No-Build conditions, with all movements continuing to operate at LOS D or better and Project-related impacts defined as a predicted increase in overall average motorist delay of up to 1.0 seconds.

Park Avenue at Village Hill Road. No change in level-of-service or vehicle queuing over No-Build conditions, with Project-related impacts defined as a predicted increase in average motorist delay of up to 3.5 seconds. Independent of the Project, it was noted that all movements from Village Hill Road are currently or are predicted to operate at or over capacity during the weekday evening peak-hour (defined as LOS “E” or “F”).

Hinckley Way at Village Hill Road. All movements at this intersection were shown to operate at LOS B or better under all analysis conditions with negligible vehicle queuing expected.

Hinckley Way at Dorset Road. All movements at this intersection were shown to operate at LOS B or better under all analysis conditions with negligible vehicle queuing expected.

Hinckley Way at Ross Road. All movements at this intersection were shown to operate at LOS B or better under all analysis conditions with negligible vehicle queuing expected.

Clifton Street at Rutledge Road. All movements at this intersection were shown to operate at LOS A under all analysis conditions with negligible vehicle queuing expected.

Marsh Street at Evergreen Way. All movements at this intersection were shown to operate at LOS B or better under all analysis conditions with no material increase in vehicle queuing expected as a result of the Project.

Marsh Street at the Jordan Athletic Center Driveway. All movements at this intersection were shown to operate at LOS A under all analysis conditions with negligible vehicle queuing expected.

Marsh Street at the Belmont Hill School West Driveway. All movements at this intersection were shown to operate at LOS B or better under all analysis conditions with no material increase in vehicle queuing expected as a result of the Project.

Marsh Street at the Belmont Hill School East Driveway. All movements at this intersection were shown to operate at LOS C or better under all analysis conditions with no material increase in vehicle queuing expected as a result of the Project.

Prospect Street at the Belmont Hill School North Driveway. All movements at this intersection were shown to operate at LOS D or better under all analysis conditions with negligible vehicle queuing expected.

Prospect Street at the Belmont Hill School South Driveway. All movements at this intersection were shown to operate at LOS D or better under all analysis conditions with no material increase in vehicle queuing expected as a result of the Project.

Prospect Street at the Proposed Belmont Hill School Driveway. All movements at this intersection were shown to operate at LOS D or better during the peak hours with vehicle queues of up to one (1) vehicle along the driveway.

Park Avenue at the Proposed Belmont Hill School Driveway. All movements at this intersection were shown to operate at LOS C or better during the peak hours with vehicle queues of up to one (1) vehicle along the driveway.

Roundabout

Park Avenue at Prospect Street and Marsh Street. This roundabout controlled intersection currently operates at an overall LOS D during the weekday morning peak-hour and at LOS C during the weekday evening peak-hour under 2021 Existing conditions. Under 2029 No-Build conditions, the overall level of service was shown to degrade to LOS E during the weekday morning peak-hour and degrade to LOS D during the weekday evening peak-hour. ***Under 2029 Build conditions, with the reassignment of trips as a result of the completion of the parking improvements associated with the Campus Master Plan, overall operating conditions at the roundabout were shown to improve from LOS E to LOS D during the weekday morning peak-hour and remain at LOS D during the weekday evening peak-hour with reduced delays and vehicle queuing.***

Clifton Street at Prospect Street. All movements at this roundabout controlled intersection were shown to operate at LOS B or better under all analysis conditions with no material increase in vehicle queuing expected as a result of the Project.

Table 8
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

| Signalized Intersection/Peak Hour/Movement | 2021 Existing | | | | 2029 No-Build | | | | 2029 Build | | | |
|--|------------------|--------------------|------------------|--|---------------|-------------|----------|---|------------|-------------|----------|---|
| | V/C ^a | Delay ^b | LOS ^c | Queue ^d 50 th /95 th | V/C | Delay | LOS | Queue 50 th /95 th | V/C | Delay | LOS | Queue 50 th /95 th |
| Park Avenue at Concord Turnpike | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Concord Turnpike WB LT/TH/RT | 0.86 | 45.0 | D | 9/11 | 0.91 | 50.4 | D | 10/12 | 0.91 | 50.4 | D | 10/12 |
| Park Avenue NB LT | 0.74 | 58.7 | E | 6/8 | 0.76 | 58.7 | E | 6/9 | 0.75 | 58.3 | E | 6/9 |
| Park Avenue NB TH | 0.33 | 6.4 | A | 3/4 | 0.35 | 6.9 | A | 4/5 | 0.35 | 6.8 | A | 4/5 |
| Park Avenue SB TH | 1.03 | 65.3 | E | 24/32 | 1.13 | >80.0 | F | 28/35 | 1.14 | >80.0 | F | 28/36 |
| Park Avenue SB RT | 0.15 | 15.4 | B | 1/3 | 0.17 | 16.3 | B | 1/3 | 0.15 | 15.9 | B | 1/3 |
| Overall | -- | 45.5 | D | -- | -- | 60.7 | E | -- | -- | 62.1 | E | -- |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Concord Turnpike WB LT/TH/RT | 0.92 | 47.1 | D | 9/12 | 0.97 | 55.3 | E | 10/14 | 0.97 | 55.3 | E | 10/14 |
| Park Avenue NB LT | 0.65 | 16.4 | B | 5/7 | 0.74 | 24.5 | C | 5/9 | 0.75 | 25.5 | C | 6/9 |
| Park Avenue NB TH | 0.72 | 11.4 | B | 10/11 | 0.78 | 12.5 | B | 11/12 | 0.79 | 12.8 | B | 11/12 |
| Park Avenue SB TH | 0.52 | 21.6 | C | 8/12 | 0.58 | 23.7 | C | 9/14 | 0.58 | 23.9 | C | 9/14 |
| Park Avenue SB RT | 0.15 | 16.2 | B | 1/3 | 0.17 | 17.1 | B | 1/3 | 0.17 | 17.2 | B | 1/3 |
| Overall | -- | 24.0 | C | -- | -- | 28.4 | C | -- | -- | 28.6 | C | -- |
| Park Avenue at Hinckley Way | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Hinckley Way EB LT/TH/RT | 0.65 | 40.1 | D | 5/6 | 0.70 | 40.1 | D | 6/7 | 0.70 | 39.9 | D | 6/7 |
| Park Avenue NB LT/TH | 0.28 | 12.6 | B | 4/6 | 0.31 | 14.5 | B | 4/6 | 0.31 | 14.7 | B | 4/6 |
| Park Avenue SB LT | 0.56 | 8.0 | A | 4/5 | 0.63 | 11.3 | B | 5/7 | 0.63 | 11.2 | B | 5/7 |
| Park Avenue SB TH | 0.49 | 5.9 | A | 8/8 | 0.53 | 6.6 | A | 8/8 | 0.55 | 6.9 | A | 8/8 |
| Overall | -- | 17.3 | B | -- | -- | 18.5 | B | -- | -- | 18.6 | B | -- |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Hinckley Way EB LT/TH/RT | 0.94 | 53.9 | D | 10/14 | 1.03 | 75.4 | E | 13/16 | 1.02 | 74.2 | E | 13/16 |
| Park Avenue NB LT/TH | 0.52 | 17.4 | B | 8/11 | 0.57 | 18.8 | B | 9/13 | 0.59 | 19.4 | B | 9/13 |
| Park Avenue SB LT | 0.49 | 21.3 | C | 1/4 | 0.56 | 32.0 | C | 3/6 | 0.57 | 34.4 | C | 3/6 |
| Park Avenue SB TH | 0.24 | 4.2 | A | 2/2 | 0.25 | 4.2 | A | 2/2 | 0.25 | 4.2 | A | 2/2 |
| Overall | -- | 30.3 | C | -- | -- | 40.3 | D | -- | -- | 40.0 | D | -- |

^aVolume-to-capacity ratio.

^bControl (signal) delay per vehicle in seconds

^cLevel of service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

Table 9
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

| Unsignalized Intersection/Peak Hour/Movement | 2021 Existing | | | | 2029 No-Build | | | | 2029 Build | | | |
|--|---------------------|--------------------|------------------|--|---------------|-------|-----|---------------------------|------------|-------|-----|---------------------------|
| | Demand ^a | Delay ^b | LOS ^c | Queue ^d 95 th | Demand | Delay | LOS | Queue 95 th | Demand | Delay | LOS | Queue 95 th |
| Park Avenue at Rutledge Road | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Park Avenue NB TH/RT | 398 | 0.0 | A | 0 | 424 | 0.0 | A | 0 | 418 | 0.0 | A | 0 |
| Park Avenue SB LT/TH | 933 | 0.2 | A | 0 | 993 | 0.2 | A | 0 | 1,022 | 0.2 | A | 0 |
| Rutledge Road WB LT/RT | 38 | 20.8 | C | 1 | 41 | 24.0 | C | 1 | 41 | 24.4 | C | 1 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Park Avenue NB TH/RT | 793 | 0.0 | A | 0 | 872 | 0.0 | A | 0 | 901 | 0.0 | A | 0 |
| Park Avenue SB LT/TH | 585 | 0.2 | A | 0 | 629 | 0.2 | A | 0 | 623 | 0.2 | A | 0 |
| Rutledge Road WB LT/RT | 27 | 23.1 | C | 1 | 29 | 28.2 | C | 1 | 29 | 29.2 | D | 1 |
| Park Avenue at Village Hill Road | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Village Hill Road EB LT/RT | 29 | 25.3 | D | 1 | 32 | 29.3 | D | 1 | 32 | 30.5 | D | 1 |
| Park Avenue NB LT/TH | 407 | 0.4 | A | 0 | 433 | 0.4 | A | 0 | 427 | 0.4 | A | 0 |
| Park Avenue SB TH/RT | 923 | 0.0 | A | 0 | 982 | 0.0 | A | 0 | 1,011 | 0.0 | A | 0 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Village Hill Road EB LT/RT | 31 | 45.8 | E | 1 | 34 | >50.0 | F | 2 | 34 | >50.0 | F | 2 |
| Park Avenue NB LT/TH | 830 | 0.5 | A | 0 | 892 | 0.5 | A | 0 | 921 | 0.5 | A | 0 |
| Park Avenue SB TH/RT | 579 | 0.0 | A | 0 | 623 | 0.0 | A | 0 | 617 | 0.0 | A | 0 |
| Hinckley Way at Village Hill Road | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Hinckley Way EB TH/RT | 526 | 0.0 | A | 0 | 565 | 0.0 | A | 0 | 565 | 0.0 | A | 0 |
| Village Hill Road NB RT | 6 | 10.7 | B | 0 | 6 | 10.9 | B | 0 | 6 | 10.9 | B | 0 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Hinckley Way EB TH/RT | 771 | 0.0 | A | 0 | 834 | 0.0 | A | 0 | 834 | 0.0 | A | 0 |
| Village Hill Road NB RT | 8 | 11.2 | B | 0 | 9 | 11.6 | B | 0 | 9 | 11.6 | B | 0 |
| Hinckley Way at Dorset Road | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Hinckley Way EB TH/RT | 532 | 0.0 | A | 0 | 571 | 0.0 | A | 0 | 571 | 0.0 | A | 0 |
| Dorset Road NB RT | 1 | 10.2 | B | 0 | 1 | 10.3 | B | 0 | 1 | 10.3 | B | 0 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Hinckley Way EB TH/RT | 779 | 0.0 | A | 0 | 843 | 0.0 | A | 0 | 843 | 0.0 | A | 0 |
| Dorset Road NB RT | 3 | 11.4 | B | 0 | 3 | 11.7 | B | 0 | 3 | 11.7 | B | 0 |

See notes at end of table.

Table 9 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

| Unsignalized Intersection/Peak Hour/Movement | 2021 Existing | | | | 2029 No-Build | | | | 2029 Build | | | |
|--|---------------------|--------------------|------------------|--|---------------|-------|-----|---------------------------|------------|-------|-----|---------------------------|
| | Demand ^a | Delay ^b | LOS ^c | Queue ^d 95 th | Demand | Delay | LOS | Queue 95 th | Demand | Delay | LOS | Queue 95 th |
| Hinckley Way at Ross Road | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Hinckley Way EB TH/RT | 533 | 0.0 | A | 0 | 572 | 0.0 | A | 0 | 572 | 0.0 | A | 0 |
| Ross Road NB RT | 0 | 0.0 | A | 0 | 0 | 0.0 | A | 0 | 0 | 0.0 | A | 0 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Hinckley Way EB TH/RT | 782 | 0.0 | A | 0 | 846 | 0.0 | A | 0 | 846 | 0.0 | A | 0 |
| Ross Road NB RT | 2 | 11.5 | B | 0 | 2 | 11.8 | B | 0 | 2 | 11.8 | B | 0 |
| Clifton Street at Rutledge Road | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Rutledge Road EB LT/TH/RT | 17 | 9.2 | A | 0 | 18 | 9.3 | A | 0 | 18 | 9.3 | A | 0 |
| Rutledge Road WB LT/TH/RT | 24 | 9.5 | A | 0 | 26 | 9.6 | A | 0 | 26 | 9.6 | A | 0 |
| Clifton Street NB LT/TH/RT | 19 | 1.6 | A | 0 | 20 | 1.5 | A | 0 | 20 | 1.5 | A | 0 |
| Clifton Street SB LT/TH/RT | 13 | 2.2 | A | 0 | 14 | 2.1 | A | 0 | 14 | 2.1 | A | 0 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Rutledge Road EB LT/TH/RT | 26 | 9.1 | A | 0 | 28 | 9.2 | A | 0 | 28 | 9.2 | A | 0 |
| Rutledge Road WB LT/TH/RT | 31 | 9.4 | A | 0 | 34 | 9.5 | A | 0 | 34 | 9.5 | A | 0 |
| Clifton Street NB LT/TH/RT | 22 | 0.0 | A | 0 | 24 | 0.0 | A | 0 | 24 | 0.0 | A | 0 |
| Clifton Street SB LT/TH/RT | 18 | 1.2 | A | 0 | 19 | 1.1 | A | 0 | 19 | 1.1 | A | 0 |
| Marsh Street at Evergreen Way | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Marsh Street EB LT/TH | 134 | 1.1 | A | 0 | 143 | 1.1 | A | 0 | 138 | 1.1 | A | 0 |
| Marsh Street WB TH/RT | 256 | 0.0 | A | 0 | 276 | 0.0 | A | 0 | 276 | 0.0 | A | 0 |
| Evergreen Way SB LT/RT | 41 | 11.6 | B | 0 | 44 | 12.0 | B | 1 | 44 | 11.9 | B | 1 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Marsh Street EB LT/TH | 259 | 0.7 | A | 0 | 279 | 0.7 | A | 0 | 279 | 0.7 | A | 0 |
| Marsh Street WB TH/RT | 181 | 0.0 | A | 0 | 195 | 0.0 | A | 0 | 195 | 0.0 | A | 0 |
| Evergreen Way SB LT/RT | 41 | 12.6 | B | 1 | 45 | 13.2 | B | 1 | 45 | 13.2 | B | 1 |
| Marsh Street at the Jordan Athletic Center Driveway | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Marsh Street EB TH/RT | 134 | 0.0 | A | 0 | 143 | 0.0 | A | 0 | 143 | 0.0 | A | 0 |
| Marsh Street WB LT/TH | 254 | 0.0 | A | 0 | 274 | 0.0 | A | 0 | 274 | 0.0 | A | 0 |
| Jordan Athletic Center Driveway NB LT/RT | 0 | 0.0 | A | 0 | 0 | 0.0 | A | 0 | 0 | 0.0 | A | 0 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Marsh Street EB TH/RT | 259 | 0.0 | A | 0 | 279 | 0.0 | A | 0 | 279 | 0.0 | A | 0 |
| Marsh Street WB LT/TH | 163 | 0.0 | A | 0 | 176 | 0.0 | A | 0 | 176 | 0.0 | A | 0 |
| Jordan Athletic Center Driveway NB LT/RT | 0 | 0.0 | A | 0 | 0 | 0.0 | A | 0 | 0 | 0.0 | A | 0 |

See notes at end of table.

Table 9 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

| Unsignalized Intersection/Peak Hour/Movement | 2021 Existing | | | | 2029 No-Build | | | | 2029 Build | | | |
|--|---------------------|--------------------|------------------|--|---------------|-------|-----|---------------------------|------------|-------|-----|---------------------------|
| | Demand ^a | Delay ^b | LOS ^c | Queue ^d 95 th | Demand | Delay | LOS | Queue 95 th | Demand | Delay | LOS | Queue 95 th |
| Marsh Street at the Belmont Hill School West Driveway | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Marsh Street EB TH/RT | 143 | 0.0 | A | 0 | 153 | 0.0 | A | 0 | 148 | 0.0 | A | 0 |
| Marsh Street WB LT/TH | 500 | 4.1 | A | 1 | 520 | 4.1 | A | 1 | 441 | 3.1 | A | 1 |
| School West Driveway NB LT/RT | 88 | 11.4 | B | 1 | 88 | 11.6 | B | 1 | 88 | 10.9 | B | 1 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Marsh Street EB TH/RT | 268 | 0.0 | A | 0 | 289 | 0.0 | A | 0 | 289 | 0.0 | A | 0 |
| Marsh Street WB LT/TH | 245 | 2.4 | A | 1 | 259 | 2.4 | A | 1 | 263 | 2.3 | A | 1 |
| School West Driveway NB LT/RT | 98 | 12.7 | B | 1 | 98 | 13.1 | B | 1 | 69 | 12.0 | B | 1 |
| Marsh Street at the Belmont Hill School East Driveway | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Marsh Street EB LT/TH | 206 | 0.1 | A | 0 | 216 | 0.1 | A | 0 | 226 | 0.1 | A | 0 |
| Marsh Street WB TH/RT | 497 | 0.0 | A | 0 | 527 | 0.0 | A | 0 | 488 | 0.0 | A | 0 |
| School East Driveway NB LT/TH/RT | 65 | 11.3 | B | 1 | 65 | 11.5 | B | 1 | 65 | 11.3 | B | 1 |
| Driveway SB LT/TH/RT | 0 | 0.0 | A | 0 | 0 | 0.0 | A | 0 | 0 | 0.0 | A | 0 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Marsh Street EB LT/TH | 348 | 0.0 | A | 0 | 370 | 0.0 | A | 0 | 345 | 0.0 | A | 0 |
| Marsh Street WB TH/RT | 243 | 0.0 | A | 0 | 257 | 0.0 | A | 0 | 261 | 0.0 | A | 0 |
| School East Driveway NB LT/TH/RT | 8 | 12.3 | B | 0 | 18 | 12.4 | B | 0 | 13 | 12.1 | B | 0 |
| Driveway SB LT/TH/RT | 9 | 17.2 | C | 0 | 9 | 18.8 | C | 0 | 9 | 17.9 | C | 0 |
| Prospect Street at the Belmont Hill School North Driveway | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Prospect Street EB TH/RT | 596 | 0.0 | A | 0 | 641 | 0.0 | A | 0 | 646 | 0.0 | A | 0 |
| Prospect Street WB LT/TH | 309 | 0.0 | A | 0 | 340 | 0.0 | A | 0 | 303 | 0.0 | A | 0 |
| School North Driveway NB LT/RT | 2 | 15.4 | C | 0 | 2 | 16.3 | C | 0 | 2 | 16.1 | C | 0 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Prospect Street EB TH/RT | 528 | 0.0 | A | 0 | 570 | 0.0 | A | 0 | 554 | 0.0 | A | 0 |
| Prospect Street WB LT/TH | 653 | 0.0 | A | 0 | 705 | 0.0 | A | 0 | 707 | 0.0 | A | 0 |
| School North Driveway NB LT/RT | 2 | 26.4 | D | 0 | 2 | 30.0 | D | 0 | 2 | 29.3 | D | 0 |
| Prospect Street at the Belmont Hill School South Driveway | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Prospect Street EB TH/RT | 596 | 0.0 | A | 0 | 641 | 0.0 | A | 0 | 641 | 0.0 | A | 0 |
| Prospect Street WB LT/TH | 307 | 0.2 | A | 0 | 328 | 0.2 | A | 0 | 328 | 0.2 | A | 0 |
| School South Driveway NB LT/RT | 10 | 23.2 | C | 1 | 10 | 25.5 | D | 1 | 10 | 25.5 | D | 1 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Marsh Street EB TH/RT | 527 | 0.0 | A | 0 | 569 | 0.0 | A | 0 | 569 | 0.0 | A | 0 |
| Marsh Street WB LT/TH | 646 | 0.1 | A | 0 | 698 | 0.1 | A | 0 | 698 | 0.1 | A | 0 |
| School South Driveway NB LT/RT | 18 | 24.1 | C | 1 | 18 | 27.3 | D | 1 | 18 | 27.3 | D | 1 |

See notes at end of table.

Table 9 (Continued)
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

| Unsignalized Intersection/Peak Hour/Movement | 2021 Existing | | | | 2029 No-Build | | | | 2029 Build | | | |
|--|---------------------|--------------------|------------------|--|---------------|-------|-----|---------------------------|------------|-------|-----|---------------------------|
| | Demand ^a | Delay ^b | LOS ^c | Queue ^d 95 th | Demand | Delay | LOS | Queue 95 th | Demand | Delay | LOS | Queue 95 th |
| <i>Prospect Street at the Proposed Belmont Hill School Driveway</i> | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Prospect Street EB LT/TH | -- | -- | -- | -- | -- | -- | -- | -- | 646 | 0.1 | A | 0 |
| Prospect Street WB TH/RT | -- | -- | -- | -- | -- | -- | -- | -- | 330 | 0.0 | A | 0 |
| Proposed School Driveway SB LT/RT | -- | -- | -- | -- | -- | -- | -- | -- | 0 | 0.0 | A | 0 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Prospect Street EB LT/TH | -- | -- | -- | -- | -- | -- | -- | -- | 553 | 0.0 | A | 0 |
| Prospect Street WB TH/RT | -- | -- | -- | -- | -- | -- | -- | -- | 705 | 0.0 | A | 0 |
| Proposed School Driveway SB LT/RT | -- | -- | -- | -- | -- | -- | -- | -- | 18 | 28.3 | D | 1 |
| <i>Park Avenue at the Proposed Belmont Hill School Driveway</i> | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Park Avenue NB TH/RT | -- | -- | -- | -- | -- | -- | -- | -- | 432 | 0.0 | A | 0 |
| Park Avenue SB LT/TH | -- | -- | -- | -- | -- | -- | -- | -- | 1,016 | 0.7 | A | 1 |
| Proposed School Driveway WB LT/RT | -- | -- | -- | -- | -- | -- | -- | -- | 0 | 0.0 | A | 0 |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Park Avenue NB TH/RT | -- | -- | -- | -- | -- | -- | -- | -- | 872 | 0.0 | A | 0 |
| Scudder Avenue SB LT/TH | -- | -- | -- | -- | -- | -- | -- | -- | 616 | 0.0 | A | 0 |
| Project Site Driveway NB LT/RT | -- | -- | -- | -- | -- | -- | -- | -- | 51 | 20.0 | C | 1 |

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel of service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

Table 10
ROUNDBOUT LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

| Rotary/Peak Hour/Direction of Travel | 2021 Existing | | | | 2029 No-Build | | | | 2029 Build | | | |
|--|---------------------|--------------------|------------------|-------------------------------------|---------------|-------------|----------|------------------------|--------------|-------------|----------|------------------------|
| | Demand ^a | Delay ^b | LOS ^c | 95 th Queue ^d | Demand | Delay | LOS | 95 th Queue | Demand | Delay | LOS | 95 th Queue |
| <i>Park Avenue/Prospect Street/Marsh Street</i> | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Marsh Street Eastbound | 264 | 12.3 | B | 2 | 274 | 13.1 | B | 3 | 284 | 14.2 | B | 3 |
| Prospect Street Westbound | 309 | 8.1 | A | 2 | 330 | 8.6 | A | 2 | 303 | 8.2 | A | 2 |
| Park Avenue Southbound | 927 | 44.3 | E | 41 | 987 | >50.0 | F | 64 | 929 | 40.3 | E | 32 |
| Overall | 1,500 | 31.2 | D | -- | 1,591 | 42.7 | E | -- | 1,516 | 29.0 | D | -- |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Marsh Street Eastbound | 371 | 14.8 | B | 4 | 393 | 17.4 | C | 4 | 363 | 15.4 | C | 4 |
| Prospect Street Westbound | 652 | 29.6 | D | 12 | 704 | 43.1 | E | 20 | 706 | 39.7 | E | 18 |
| Park Avenue Southbound | 578 | 12.5 | B | 5 | 622 | 14.2 | B | 6 | 618 | 14.2 | B | 6 |
| Overall | 1,601 | 20.0 | C | -- | 1,719 | 26.8 | D | -- | 1,687 | 25.1 | D | -- |
| <i>Clifton Street/Prospect Street</i> | | | | | | | | | | | | |
| <i>Weekday Morning:</i> | | | | | | | | | | | | |
| Prospect Street Eastbound | 556 | 10.1 | B | 4 | 597 | 11.1 | B | 5 | 597 | 11.1 | B | 5 |
| Prospect Street Westbound | 45 | 5.2 | A | 0 | 47 | 5.3 | A | 0 | 47 | 5.3 | A | 0 |
| Clifton Street Northbound | 291 | 6.7 | A | 2 | 311 | 7.0 | A | 2 | 311 | 7.0 | A | 2 |
| Clifton Street Southbound | 19 | 4.7 | A | 0 | 27 | 4.9 | A | 0 | 27 | 4.9 | A | 0 |
| Overall | 911 | 8.7 | A | -- | 977 | 9.4 | A | -- | 977 | 9.4 | A | -- |
| <i>Weekday Evening:</i> | | | | | | | | | | | | |
| Prospect Street Eastbound | 504 | 9.0 | A | 4 | 546 | 9.8 | A | 4 | 546 | 9.8 | A | 4 |
| Prospect Street Westbound | 77 | 8.0 | A | 1 | 82 | 8.7 | A | 1 | 82 | 8.7 | A | 1 |
| Clifton Street Northbound | 599 | 11.8 | B | 5 | 648 | 13.5 | B | 6 | 648 | 13.5 | B | 6 |
| Clifton Street Southbound | 23 | 7.1 | A | 0 | 24 | 7.5 | A | 0 | 24 | 7.5 | A | 0 |
| Overall | 1,203 | 10.3 | B | -- | 1,301 | 11.5 | B | -- | 1,301 | 11.5 | B | -- |

^aDemand in vehicles per hour from respective approach.

^bAverage stopped delay in seconds per vehicle.

^cLevel of service. Based on 2010 *Highway Capacity Manual* Unsignalized Intersection Levels of Service, as defined in SIDRA 6.1 User Guide.

^d95th Percentile queue in vehicles.

CAMPUS PARKING ASSESSMENT

In conjunction with the master planning effort, parking demand observations were conducted for the existing campus parking facilities in order to ascertain: i) parking demands; ii) parking distribution within the campus; and iii) arrival and departure patterns. The following summarizes the existing campus parking supply and the parking demand observations.

EXISTING CAMPUS PARKING FACILITIES

There are six (6) primary parking lots that serve the Belmont Hill School campus that include a total of 268 parking spaces as inventoried in May 2021. The six (6) lots and the quantity of parking in each lot is shown on Figure 12. In addition, the school leases an additional 50 off-campus parking spaces for student parking, and provides a shuttle bus to transport students to and from the off-campus parking facility. Students are primarily assigned to parking in the Main Lot, with staff and visitors parking in the Upper Lot, and staff-only parking in the remaining lots.

PARKING DEMAND OBSERVATIONS

In order to determine parking utilization within the campus parking lots, parking demand observations were performed on Tuesday, May 18, 2021, from 7:00 to 10:00 AM, and 1:00 to 4:00 PM, for the following campus parking lots shown on Figure 12: Main Lot, Upper Lot, Alumni House Lot, Science Center Lot, and Maintenance Lot; the Jordan Athletic Center Lot was not included in the observations as parking in this area is remote and generally not used unless there is an event at the Athletic Center. The parking demands in each lot were recorded every 30-minute period during the observation period, the results of which are summarized in Table 11. For reference, the five (5) lots contain approximately 256 parking spaces.

Table 11
PARKING DEMAND OBSERVATIONS – MAY 18, 2021

| Time | Main Lot (158 Spaces) | Upper Lot (35 Spaces) | Alumni House Lot (20 Spaces*) | Science Center Lot (15 Spaces) | Maintenance Lot (28 Spaces*) | Total Spaces Occupied | % Occupancy |
|----------|--------------------------|--------------------------|-------------------------------------|--------------------------------------|------------------------------------|-----------------------------|----------------|
| 7:00 AM | 4 | 13 | 1 | 3 | 22 | 43 | 17% |
| 7:30 AM | 18 | 18 | 3 | 5 | 21 | 65 | 25% |
| 8:00 AM | 61 | 24 | 5 | 11 | 24 | 125 | 49% |
| 8:30 AM | 122 | 26 | 7 | 13 | 24 | 192 | 75% |
| 9:00 AM | 137 | 27 | 9 | 15 | 28 | 216 | 84% |
| 9:30 AM | 142 | 26 | 9 | 15 | 29 | 221 | 86% |
| 10:00 AM | 147 | 28 | 9 | 15 | 27 | 226 | 88% |
| | | | | | | | |
| 1:00 PM | 135 | 32 | 10 | 11 | 23 | 211 | 82% |
| 1:30 PM | 122 | 23 | 10 | 9 | 21 | 185 | 72% |
| 2:00 PM | 108 | 28 | 17 | 10 | 16 | 179 | 70% |
| 2:30 PM | 101 | 25 | 18 | 5 | 19 | 168 | 66% |
| 3:00 PM | 76 | 22 | 17 | 5 | 20 | 140 | 55% |
| 3:30 PM | 61 | 14 | 12 | 3 | 17 | 107 | 42% |
| 4:00 PM | 46 | 12 | 11 | 2 | 16 | 87 | 34% |

*Estimated.

Total No. of Spaces = 256.

As can be seen in Table 11, the peak-parking demand during the weekday morning observation period was found to occur at 10:00 AM, with 226 of the 256 total parking spaces occupied, or an 88 percent parking utilization. The majority of the vehicles were observed to be parked in the Upper Lot, which was found to have a 93 percent occupancy (147 of 158 parking spaces were found to be occupied). All of the available parking spaces within the Science Center Lot were found to be occupied during the peak demand period, with only three (3) parking spaces observed to be available within the Maintenance Lot.

The peak-parking demand during the weekday afternoon observation period was found to occur at 1:00 PM, with 211 of the 256 total parking spaces occupied, or an 82 percent parking utilization. Again, the majority of the vehicles were observed to be parked in the Upper Lot, which was found to have a 85 percent occupancy (135 of 158 parking spaces were found to be occupied). During the afternoon peak parking demand period, it was noted that parking in the Upper Lot was nearing capacity, with 32 of the 35 available parking spaces observed to be occupied.

CAMPUS MASTER PLAN PARKING PROGRAM

The parking demand observations indicate that there are a limited number of parking spaces available during the day to accommodate visitors to the school, parking demand fluctuations or routine maintenance activities that may require that parking spaces be removed from service or become otherwise occupied and not available for use. Further, to the extent that the off-campus parking facility is no longer available, there would not be sufficient parking within the campus to accommodate students, staff and visitors. As a result, a central feature of the Campus Master Plan is the reconstruction, reassignment and expansion of parking within the campus, the purpose of which is to ensure that sufficient parking is available to accommodate existing parking demands for students, staff and visitors, and to eliminate the need for off-campus parking to meet existing parking demands.

Figure 13 depicts the planned parking improvements that are proposed as a part of the Campus Master Plan, with Table 12 summarizing the available parking spaces within each lot with the completion of the proposed parking improvements, including the construction of the East Lot.

**Table 12
PROPOSED/MODIFIED BELMONT HILL SCHOOL CAMPUS PARKING FACILITIES**

| Jordan Athletic Center Lot | Main Lot | Upper Lot | Alumni House Lot | Science Center Lot | Eliot/Maintenance Lot | East Lot (new) | Facilities Lot (new) | Total |
|----------------------------|----------|-----------|------------------|--------------------|-----------------------|----------------|----------------------|-------|
| 26 | 158 | 18 | 20 | 15 | 28 | 143 | 10 | 418 |

As can be seen in Table 12, the parking improvements associated with the Campus Master Plan will result in an increase in the on-campus parking supply from 268 parking spaces to 418 parking spaces, or a net increase of 150 parking spaces. After accounting for the elimination of the 50 off-campus parking spaces, the effective parking supply will increase by 100 parking spaces. The increased parking supply will allow for the need to use off-campus parking to meet the current campus parking demands, provide available parking for guests and visitors, and to allow for routine maintenance activities to occur without disruption to campus operations.

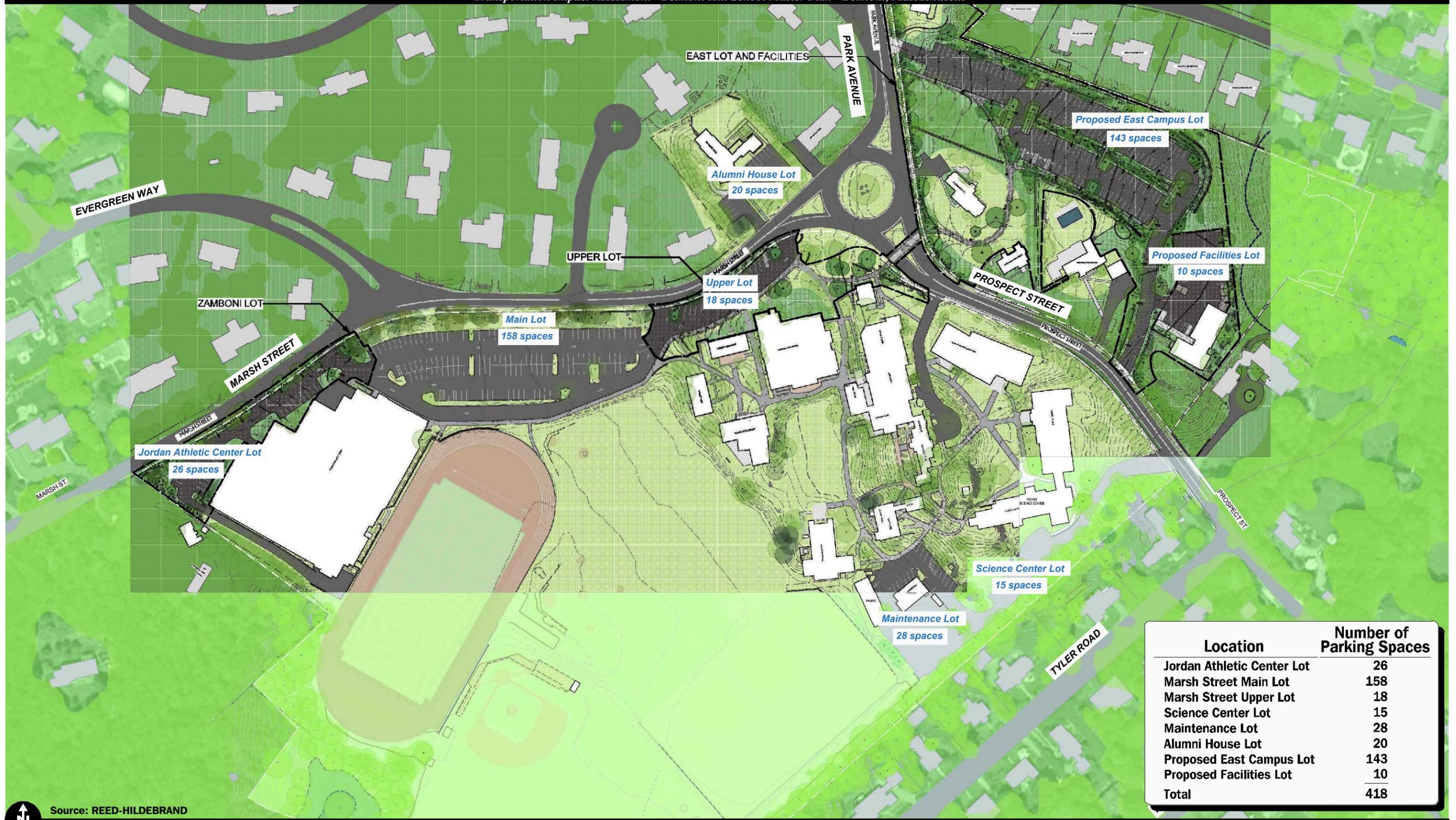


Figure 13

Locations of Proposed/Modified Belmont Hill School Parking Facilities and Number of Parking Spaces

Source: REED-HILDEBRAND
0 80 160 Scale in Feet



SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the Belmont Hill School driveway intersections with Marsh Street, Prospect Street, and Park Avenue in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)¹⁰ requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 13 presents the measured SSD and ISD at the subject intersections.

¹⁰*A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.

Table 13
SIGHT DISTANCE MEASUREMENTS^a

| Intersection/Sight Distance Measurement | Feet | | |
|---|------------------------|------------------------------|-------------------|
| | Required Minimum (SSD) | Desirable (ISD) ^b | Measured |
| <i>Marsh Street at the Jordan Athletic Center Driveway</i> | | | |
| <i>Stopping Sight Distance:</i> | | | |
| Marsh Street approaching from the east | 250 | -- | 250 |
| Marsh Street approaching from the west | 250 | -- | 400+ |
| <i>Intersection Sight Distance:</i> | | | |
| Looking to the east from the Jordan Athletic Center Driveway | 250 | 390 | 250 ^c |
| Looking to the west from the Jordan Athletic Center Driveway | 250 | 335 | 400+ ^c |
| <i>Marsh Street at the Belmont Hill School West Driveway</i> | | | |
| <i>Stopping Sight Distance:</i> | | | |
| Marsh Street approaching from the east | 250 | -- | 350 |
| Marsh Street approaching from the west | 250 | -- | 376 |
| <i>Intersection Sight Distance:</i> | | | |
| Looking to the east from the West Driveway | 250 | 390 | 360 |
| Looking to the west from the West Driveway | 250 | 335 | 325 ^c |
| <i>Marsh Street at the Belmont Hill School East Driveway</i> | | | |
| <i>Stopping Sight Distance:</i> | | | |
| Marsh Street approaching from the east | 250 | -- | 255 |
| Marsh Street approaching from the west | 250 | -- | 275 |
| <i>Intersection Sight Distance:</i> | | | |
| Looking to the east from the East Driveway | 250 | 390 | 256 |
| Looking to the west from the East Driveway | 250 | 335 | 275 |
| <i>Prospect Street at the Belmont Hill School North Driveway</i> | | | |
| <i>Stopping Sight Distance:</i> | | | |
| Prospect Street approaching from the north | 250 | -- | 270 |
| Prospect Street approaching from the south | 250 | -- | 280 |
| <i>Intersection Sight Distance:</i> | | | |
| Looking to the north from the North Driveway | 250 | 335 | 270 |
| Looking to the south from the North Driveway | 250 | 390 | 260 |
| <i>Prospect Street at the Belmont Hill School South Driveway</i> | | | |
| <i>Stopping Sight Distance:</i> | | | |
| Prospect Street approaching from the north | 250 | -- | 255 |
| Prospect Street approaching from the south | 250 | -- | 400+ |
| <i>Intersection Sight Distance:</i> | | | |
| Looking to the north from the South Driveway | 250 | 335 | 250 |
| Looking to the south from the South Driveway | 250 | 390 | 400+ |
| <i>Prospect Street at the Proposed East Lot Driveway</i> | | | |
| <i>Stopping Sight Distance:</i> | | | |
| Prospect Street approaching from the north | 250 | -- | 320 |
| Prospect Street approaching from the south | 250 | -- | 345 |
| <i>Intersection Sight Distance:</i> | | | |
| Looking to the north from the Proposed Driveway | 250 | 390 | 302 |
| Looking to the south from the Proposed Driveway | 250 | 335 | 350 ^c |
| <i>Park Avenue at the Proposed East Lot Driveway</i> | | | |
| <i>Stopping Sight Distance:</i> | | | |
| Park Avenue approaching from the north | 250 | -- | 500+ |
| Park Avenue approaching from the south | 250 | -- | 255 |
| <i>Intersection Sight Distance:</i> | | | |
| Looking to the north from the Proposed Driveway | 250 | 390 | 260 ^c |
| Looking to the south from the Proposed Driveway | 250 | 335 | 255 |

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on a 35 mph approach speed along Marsh Street, Prospect Street and Park Avenue.

^bValues shown are the intersection sight distance for a vehicle turning right or left exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

^cWith selective trimming/removal of vegetation located within the sight triangle area of the driveway.

As can be seen in Table 13, the available sightlines at the existing and proposed driveways meet, exceed, or can be made to meet or exceed the recommended minimum sight distances to function in a safe manner (SSD) based on a 35 mph approach speed along the intersecting roadways, which is consistent with or slightly above the measured 85th percentile vehicle travel speeds (31/35 mph) approaching the driveways, and is 5 to 15 mph above the posted or statutory speed limits (20, 25 or 30 mph). As noted in Table 13, it is recommended that selective trimming and/or removal of roadside vegetation located within the sight triangle areas of the driveways occur in order to attain and maintained the recommended minimum sight lines for safe operation of the driveways. These activities would occur within the school campus or the Town right-of-way with the requisite permits and approvals as may be necessary.

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

VAI has conducted a TIA in support of the Campus Master Plan that has been developed for the Belmont Hill School located at 350 Prospect Street in Belmont, Massachusetts. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. **The Project will not result in a material increase in traffic** as the elements of the campus improvements are focused on facility upgrades, parking improvements and enhancements to pedestrian and bicycle access and landscaping, with no changes proposed to student enrollment or staffing levels;
2. **The Project will benefit (improve) operating conditions at the Park Avenue/Prospect Street/Marsh Street intersection** through a reassignment of existing school-related traffic from the Marsh Street parking lots on the main campus to a new parking facility that will be situated east of the Park Avenue/Prospect Street/Marsh Street intersection;
3. **The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions)**, with the majority of the movements at the study intersections shown to operate at LOS D or better under all analysis conditions, where an LOS of “D” or better is defined as “acceptable” traffic operations;
4. **Independent of the Project, operating conditions for one or more movements at the Park Avenue/Concord Turnpike, Park Avenue/Hinckley Way and Park Avenue/Village Hill Road intersections were identified to be operating at or over capacity** (i.e., LOS “E” or “F”), with Project-related impacts at these intersection generally defined as a predicted increase in overall average motorist delay of up to 3.5 seconds and in vehicle queuing of up to one (1) vehicle;
5. **No apparent safety deficiencies were noted** with respect to the motor vehicle crash history at the study area intersections;

6. **The proposed parking supply is appropriately sized to accommodate the existing parking demands of the campus and to allow for the elimination of the reliance on off-campus parking to meet current demands;** and
7. **Lines of sight to and from the Project driveway intersections meet, exceed, or can be made to meet or exceed the recommended minimum sight distances for the intersections to function in a safe manner** based on the appropriate approach speed.

In consideration of the above, we have concluded that the elements of the Project will result in an overall improvement in access and circulation to and within the Belmont Hill School Campus, with tangible benefits to operating conditions and safety at the Park Avenue/Prospect Street/Marsh Street intersection.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to maintain safe and efficient access to the Belmont Hill School Campus and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Belmont Hill School Campus will continue to be provided by way of the three (3) driveways that intersect the south side of Marsh Street and the two (2) existing driveways that intersect the west side of Prospect Street. A new driveway will be constructed that will intersect the south side of Marsh Street and will serve charter buses accessing the front of the Jordan Athletic Center. The gate at the existing Marsh Street driveway that serves the “Zamboni Lot” (located between the Jordan Athletic Center and Marsh Street) will be retained and a gate will be installed across the new charter bus driveway. Both the upper lot and “Zamboni Lot” will be improved to facilitate and simplify access and circulation within the parking areas and the Campus.

In order to serve the new east campus parking lot, a new driveway will be constructed that will intersect the east side of Park Avenue, opposite Village Hill Road, and the existing driveways that intersect the east side of Park Avenue that serve 20 Park Avenue and 283 Prospect Street, respectively, will be closed, thereby reducing the number of driveways along this section of Park Avenue and the associated conflicts with vehicles, pedestrians and bicyclists. Access control measures (gates) will be implemented on the driveways that serve the east campus parking lot to secure the lot when the lot is not in use.

The following recommendations concerning the design and operation of the Campus driveways, pedestrian and bicycle access, and circulation within the Campus, have been used to guide the Campus Master Plan:

- The Project site driveways should be 24-feet in width where two-way traffic is to be conveyed and a minimum of 20-feet in width for one-way travel unless a reduced width is approved by the Fire Chief or their designee. Driveways should also be designed to accommodate the turning and maneuvering requirements of service and delivery vehicles (where necessary) and the largest anticipated responding emergency vehicle.

- Where perpendicular parking is proposed, the drive aisle behind the parking should be a minimum of 23 feet in order to facilitate parking maneuvers.
- Vehicles exiting the Campus driveways should be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed as a part of the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).¹¹
- New sidewalks and pedestrian pathways will be provided within the Campus and the existing sidewalk along the east side of Prospect Street will be improved/extended to the north to the Park Avenue driveway that will serve the proposed east campus parking lot. In conjunction with the sidewalk and pedestrian pathway improvements, the existing crosswalk across Prospect Street will be relocated to cross the island on the Prospect Street approach to the Park Avenue/Prospect Street/Marsh Street intersection and improved. This crossing should include the installation of a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) with accompanying pedestrian crossing warning signs.
- Americans with Disabilities Act (ADA)-compliant wheelchair ramps should be provided at all pedestrian crossings that are constructed or modified as a part of the Project, or the driveways should be designed so that the sidewalk is flush across the driveway (i.e. pan-type driveway).
- Signs and landscaping located within the sight triangle areas of the existing and proposed campus driveways should be designed and maintained so as not to restrict lines of sight. Selective trimming or removal of existing vegetation located within the sight triangles of the driveways should be undertaken where necessary. These activities would occur within the school campus or the Town right-of-way with the requisite permits and approvals as may be necessary.
- Snow accumulations (windrows) within sight triangle areas of the Project site driveway intersections should be promptly removed where such accumulations would impede sightlines.

Off Site

Sign and Pavement Marking Improvements

Independent of the Project, consideration should be given to installing a STOP-sign and a marked STOP-line on the minor approaches (i.e., Rutledge Road, Village Hill Road, Ross Road, and Evergreen Way) at the following intersections: Park Avenue/Rutledge Road, Park Avenue/Village Hill Road, Hinckley Way/Ross Road, and Marsh Street/Evergreen Way. These suggested improvements will serve to define the desired stopping point for vehicles prior to entering the intersections and/or sidewalks areas.

¹¹Ibid 1.

Transportation Demand Management

Public transportation services are provided to the Town of Belmont and within the study area by the MBTA. The MBTA operates the following bus routes that area accessible from a stop located at the Park Avenue/Hinckley Way/Frontage Road intersection (an approximate 5 to 6-minute walking distance from the Campus): Route 62, *Bedford VA Hospital – Alewife Station*; Route 67, *Lincoln Lab – Alewife Station*; and Route 78, *Arlmont Village – Harvard Station*. These bus routes provide service to Alewife Station or Harvard Station, where connections can be made to the Red Line subway system and other MBTA bus routes. Commuter rail services are provided to the Town by way of Belmont Station on the Fitchburg Line, which provides service to North Station in Boston. Belmont Station located off Common Street and Concord Avenue, approximately 1.0 miles to the south of the Campus, or an approximate 15- to 20-minute walking distance. In addition to fixed-route bus services, the MBTA operates The Ride paratransit services for eligible persons who cannot use fixed-route transit all or some of the time due to a physical, cognitive or mental disability in compliance with the ADA.

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles, the following Transportation Demand Management (TDM) measures should be considered as a part of the overall Campus Master Plan:

- A transportation coordinator should be designated to coordinate the elements of the TDM program;
- The transportation coordinator should facilitate a rideshare matching program to encourage carpooling by staff and students;
- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available to students, staff, and visitors;
- A “welcome packet” should be provided to new staff detailing available public transportation services, bicycle and walking alternatives, and commuter options available, and information to enroll in the rideshare program;
- Pedestrian accommodations have been incorporated into the Camps Master Plan and consist of connections to existing sidewalks, sidewalk improvements and ADA-compliant wheelchair ramps that will be installed at all pedestrian crossings that are to be constructed or modified as a part of the Project; and
- Bicycle parking should be provided at appropriate locations within the Campus.

With implementation of the aforementioned recommendations and the planned elements of the Campus Master Plan, safe and efficient access will continue to be provided to the Belmont Hill School campus.

APPENDIX

AUTOMATIC TRAFFIC RECORDER COUNT DATA
MANUAL TURNING MOVEMENT COUNT DATA
SEASONAL ADJUSTMENT DATA
COVID ADJUSTMENT DATA
VEHICLE TRAVEL SPEED DATA
PUBLIC TRANSPORTATION INFORMATION
MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAPPING
BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS
BACKGROUND TRAFFIC GROWTH RATE
CAPACITY ANALYSIS WORKSHEETS
PARKING DEMAND OBSERVATION STUDY



AUTOMATIC TRAFFIC RECORDER COUNT DATA



Accurate Counts
978-664-2565

Location : Prospect Street
Location : East of Rotary
City/State: Belmont, MA

89650001

| 5/18/2021 Time | EB, | | Hour Totals | | WB, | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 0 | 56 | | | 2 | 55 | | | | |
| 12:15 | 2 | 49 | | | 0 | 54 | | | | |
| 12:30 | 0 | 46 | | | 0 | 64 | | | | |
| 12:45 | 2 | 45 | 4 | 196 | 3 | 53 | 5 | 226 | 9 | 422 |
| 1:00 | 0 | 28 | | | 2 | 46 | | | | |
| 1:15 | 0 | 44 | | | 3 | 62 | | | | |
| 1:30 | 2 | 57 | | | 0 | 47 | | | | |
| 1:45 | 0 | 44 | 2 | 173 | 0 | 62 | 5 | 217 | 7 | 390 |
| 2:00 | 0 | 51 | | | 1 | 53 | | | | |
| 2:15 | 1 | 68 | | | 0 | 67 | | | | |
| 2:30 | 0 | 66 | | | 0 | 75 | | | | |
| 2:45 | 1 | 60 | 2 | 245 | 2 | 87 | 3 | 282 | 5 | 527 |
| 3:00 | 0 | 64 | | | 0 | 77 | | | | |
| 3:15 | 0 | 62 | | | 0 | 125 | | | | |
| 3:30 | 0 | 69 | | | 0 | 94 | | | | |
| 3:45 | 0 | 57 | 0 | 252 | 0 | 104 | 0 | 400 | 0 | 652 |
| 4:00 | 1 | 63 | | | 1 | 95 | | | | |
| 4:15 | 0 | 51 | | | 0 | 103 | | | | |
| 4:30 | 2 | 53 | | | 0 | 82 | | | | |
| 4:45 | 2 | 57 | 5 | 224 | 1 | 96 | 2 | 376 | 7 | 600 |
| 5:00 | 4 | 62 | | | 2 | 96 | | | | |
| 5:15 | 1 | 65 | | | 2 | 123 | | | | |
| 5:30 | 16 | 74 | | | 3 | 81 | | | | |
| 5:45 | 24 | 59 | 45 | 260 | 5 | 106 | 12 | 406 | 57 | 666 |
| 6:00 | 19 | 52 | | | 5 | 83 | | | | |
| 6:15 | 27 | 56 | | | 10 | 65 | | | | |
| 6:30 | 33 | 44 | | | 17 | 49 | | | | |
| 6:45 | 60 | 45 | 139 | 197 | 16 | 57 | 48 | 254 | 187 | 451 |
| 7:00 | 64 | 50 | | | 26 | 48 | | | | |
| 7:15 | 67 | 42 | | | 32 | 47 | | | | |
| 7:30 | 95 | 42 | | | 44 | 32 | | | | |
| 7:45 | 91 | 20 | 317 | 154 | 65 | 43 | 167 | 170 | 484 | 324 |
| 8:00 | 105 | 24 | | | 76 | 39 | | | | |
| 8:15 | 91 | 23 | | | 86 | 25 | | | | |
| 8:30 | 93 | 20 | | | 63 | 39 | | | | |
| 8:45 | 85 | 16 | 374 | 83 | 70 | 22 | 295 | 125 | 669 | 208 |
| 9:00 | 76 | 19 | | | 51 | 22 | | | | |
| 9:15 | 35 | 16 | | | 53 | 13 | | | | |
| 9:30 | 56 | 20 | | | 41 | 20 | | | | |
| 9:45 | 41 | 13 | 208 | 68 | 39 | 12 | 184 | 67 | 392 | 135 |
| 10:00 | 48 | 15 | | | 37 | 17 | | | | |
| 10:15 | 52 | 10 | | | 35 | 6 | | | | |
| 10:30 | 51 | 10 | | | 36 | 4 | | | | |
| 10:45 | 56 | 7 | 207 | 42 | 43 | 10 | 151 | 37 | 358 | 79 |
| 11:00 | 39 | 4 | | | 43 | 6 | | | | |
| 11:15 | 48 | 3 | | | 36 | 4 | | | | |
| 11:30 | 42 | 6 | | | 55 | 13 | | | | |
| 11:45 | 45 | 2 | 174 | 15 | 34 | 8 | 168 | 31 | 342 | 46 |
| Total | 1477 | 1909 | | | 1040 | 2591 | | | 2517 | 4500 |
| Percent | 43.6% | 56.4% | | | 28.6% | 71.4% | | | 35.9% | 64.1% |

Accurate Counts
978-664-2565

Location : Prospect Street
Location : East of Rotary
City/State: Belmont, MA

89650001

| 5/19/2021 Time | EB, | | Hour Totals | | WB, | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 3 | 40 | | | 4 | 48 | | | | |
| 12:15 | 2 | 56 | | | 5 | 49 | | | | |
| 12:30 | 1 | 52 | | | 3 | 52 | | | | |
| 12:45 | 2 | 41 | 8 | 189 | 0 | 58 | 12 | 207 | 20 | 396 |
| 1:00 | 0 | 41 | | | 4 | 60 | | | | |
| 1:15 | 2 | 38 | | | 4 | 46 | | | | |
| 1:30 | 0 | 52 | | | 1 | 59 | | | | |
| 1:45 | 0 | 68 | 2 | 199 | 0 | 59 | 9 | 224 | 11 | 423 |
| 2:00 | 2 | 48 | | | 0 | 69 | | | | |
| 2:15 | 0 | 58 | | | 1 | 82 | | | | |
| 2:30 | 1 | 78 | | | 0 | 87 | | | | |
| 2:45 | 2 | 50 | 5 | 234 | 0 | 66 | 1 | 304 | 6 | 538 |
| 3:00 | 0 | 80 | | | 0 | 67 | | | | |
| 3:15 | 1 | 54 | | | 0 | 112 | | | | |
| 3:30 | 0 | 53 | | | 0 | 93 | | | | |
| 3:45 | 1 | 65 | 2 | 252 | 0 | 104 | 0 | 376 | 2 | 628 |
| 4:00 | 0 | 64 | | | 0 | 101 | | | | |
| 4:15 | 2 | 64 | | | 0 | 96 | | | | |
| 4:30 | 1 | 76 | | | 0 | 99 | | | | |
| 4:45 | 1 | 60 | 4 | 264 | 1 | 90 | 1 | 386 | 5 | 650 |
| 5:00 | 4 | 68 | | | 0 | 91 | | | | |
| 5:15 | 1 | 62 | | | 2 | 88 | | | | |
| 5:30 | 9 | 44 | | | 1 | 96 | | | | |
| 5:45 | 20 | 67 | 34 | 241 | 2 | 101 | 5 | 376 | 39 | 617 |
| 6:00 | 20 | 79 | | | 13 | 66 | | | | |
| 6:15 | 19 | 57 | | | 8 | 69 | | | | |
| 6:30 | 24 | 42 | | | 16 | 82 | | | | |
| 6:45 | 38 | 48 | 101 | 226 | 14 | 62 | 51 | 279 | 152 | 505 |
| 7:00 | 55 | 41 | | | 12 | 44 | | | | |
| 7:15 | 70 | 42 | | | 25 | 42 | | | | |
| 7:30 | 68 | 34 | | | 27 | 43 | | | | |
| 7:45 | 106 | 61 | 299 | 178 | 53 | 37 | 117 | 166 | 416 | 344 |
| 8:00 | 88 | 26 | | | 77 | 38 | | | | |
| 8:15 | 72 | 29 | | | 67 | 34 | | | | |
| 8:30 | 93 | 20 | | | 56 | 26 | | | | |
| 8:45 | 86 | 30 | 339 | 105 | 59 | 31 | 259 | 129 | 598 | 234 |
| 9:00 | 76 | 20 | | | 80 | 18 | | | | |
| 9:15 | 66 | 12 | | | 47 | 21 | | | | |
| 9:30 | 40 | 19 | | | 47 | 28 | | | | |
| 9:45 | 54 | 22 | 236 | 73 | 46 | 14 | 220 | 81 | 456 | 154 |
| 10:00 | 43 | 15 | | | 47 | 20 | | | | |
| 10:15 | 43 | 10 | | | 54 | 10 | | | | |
| 10:30 | 39 | 11 | | | 37 | 12 | | | | |
| 10:45 | 43 | 8 | 168 | 44 | 42 | 9 | 180 | 51 | 348 | 95 |
| 11:00 | 52 | 11 | | | 55 | 8 | | | | |
| 11:15 | 50 | 4 | | | 53 | 6 | | | | |
| 11:30 | 39 | 5 | | | 41 | 8 | | | | |
| 11:45 | 41 | 4 | 182 | 24 | 44 | 4 | 193 | 26 | 375 | 50 |
| Total | 1380 | 2029 | | | 1048 | 2605 | | | 2428 | 4634 |
| Percent | 40.5% | 59.5% | | | 28.7% | 71.3% | | | 34.4% | 65.6% |
| Grand Total | 2857 | 3938 | | | 2088 | 5196 | | | 4945 | 9134 |
| Percent | 42.0% | 58.0% | | | 28.7% | 71.3% | | | 35.1% | 64.9% |

ADT

ADT: 7,040

AADT: 7,040

Accurate Counts
978-664-2565

Location : Park Avenue
Location : North of Rotary
City/State: Belmont, MA

89650002

| 5/18/2021 Time | SB, | | Hour Totals | | NB, | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 2 | 54 | | | 2 | 67 | | | | |
| 12:15 | 0 | 49 | | | 0 | 76 | | | | |
| 12:30 | 3 | 46 | | | 2 | 57 | | | | |
| 12:45 | 1 | 47 | 6 | 196 | 2 | 58 | 6 | 258 | 12 | 454 |
| 1:00 | 0 | 47 | | | 3 | 65 | | | | |
| 1:15 | 2 | 68 | | | 0 | 72 | | | | |
| 1:30 | 0 | 71 | | | 0 | 90 | | | | |
| 1:45 | 0 | 83 | 2 | 269 | 0 | 66 | 3 | 293 | 5 | 562 |
| 2:00 | 0 | 68 | | | 0 | 78 | | | | |
| 2:15 | 1 | 79 | | | 0 | 89 | | | | |
| 2:30 | 1 | 62 | | | 2 | 93 | | | | |
| 2:45 | 2 | 80 | 4 | 289 | 2 | 90 | 4 | 350 | 8 | 639 |
| 3:00 | 0 | 75 | | | 0 | 133 | | | | |
| 3:15 | 0 | 90 | | | 0 | 124 | | | | |
| 3:30 | 0 | 66 | | | 0 | 131 | | | | |
| 3:45 | 0 | 83 | 0 | 314 | 0 | 129 | 0 | 517 | 0 | 831 |
| 4:00 | 2 | 64 | | | 1 | 124 | | | | |
| 4:15 | 2 | 70 | | | 1 | 98 | | | | |
| 4:30 | 3 | 59 | | | 2 | 118 | | | | |
| 4:45 | 5 | 69 | 12 | 262 | 5 | 113 | 9 | 453 | 21 | 715 |
| 5:00 | 3 | 77 | | | 2 | 123 | | | | |
| 5:15 | 17 | 68 | | | 3 | 103 | | | | |
| 5:30 | 25 | 86 | | | 4 | 100 | | | | |
| 5:45 | 21 | 59 | 66 | 290 | 8 | 79 | 17 | 405 | 83 | 695 |
| 6:00 | 35 | 64 | | | 6 | 86 | | | | |
| 6:15 | 35 | 60 | | | 25 | 56 | | | | |
| 6:30 | 59 | 44 | | | 22 | 58 | | | | |
| 6:45 | 88 | 53 | 217 | 221 | 32 | 49 | 85 | 249 | 302 | 470 |
| 7:00 | 78 | 45 | | | 36 | 40 | | | | |
| 7:15 | 102 | 36 | | | 46 | 40 | | | | |
| 7:30 | 135 | 20 | | | 69 | 40 | | | | |
| 7:45 | 163 | 31 | 478 | 132 | 93 | 36 | 244 | 156 | 722 | 288 |
| 8:00 | 172 | 32 | | | 115 | 24 | | | | |
| 8:15 | 169 | 23 | | | 94 | 43 | | | | |
| 8:30 | 109 | 21 | | | 68 | 25 | | | | |
| 8:45 | 105 | 25 | 555 | 101 | 53 | 20 | 330 | 112 | 885 | 213 |
| 9:00 | 61 | 18 | | | 58 | 11 | | | | |
| 9:15 | 62 | 19 | | | 45 | 16 | | | | |
| 9:30 | 54 | 12 | | | 43 | 11 | | | | |
| 9:45 | 52 | 16 | 229 | 65 | 57 | 14 | 203 | 52 | 432 | 117 |
| 10:00 | 58 | 11 | | | 46 | 13 | | | | |
| 10:15 | 57 | 10 | | | 44 | 5 | | | | |
| 10:30 | 54 | 9 | | | 39 | 11 | | | | |
| 10:45 | 51 | 4 | 220 | 34 | 62 | 3 | 191 | 32 | 411 | 66 |
| 11:00 | 57 | 5 | | | 44 | 7 | | | | |
| 11:15 | 51 | 8 | | | 62 | 11 | | | | |
| 11:30 | 48 | 1 | | | 54 | 8 | | | | |
| 11:45 | 66 | 4 | 222 | 18 | 61 | 4 | 221 | 30 | 443 | 48 |
| Total | 2011 | 2191 | | | 1313 | 2907 | | | 3324 | 5098 |
| Percent | 47.9% | 52.1% | | | 31.1% | 68.9% | | | 39.5% | 60.5% |

Accurate Counts
978-664-2565

Location : Park Avenue
Location : North of Rotary
City/State: Belmont, MA

89650002

| 5/19/2021 Time | SB, | | Hour Totals | | NB, | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 4 | 63 | | | 4 | 51 | | | | |
| 12:15 | 1 | 72 | | | 2 | 58 | | | | |
| 12:30 | 1 | 53 | | | 0 | 55 | | | | |
| 12:45 | 0 | 46 | 6 | 234 | 4 | 62 | 10 | 226 | 16 | 460 |
| 1:00 | 0 | 59 | | | 1 | 51 | | | | |
| 1:15 | 0 | 75 | | | 2 | 73 | | | | |
| 1:30 | 1 | 66 | | | 1 | 62 | | | | |
| 1:45 | 2 | 92 | 3 | 292 | 0 | 77 | 4 | 263 | 7 | 555 |
| 2:00 | 0 | 78 | | | 1 | 135 | | | | |
| 2:15 | 1 | 86 | | | 0 | 90 | | | | |
| 2:30 | 3 | 76 | | | 0 | 86 | | | | |
| 2:45 | 0 | 64 | 4 | 304 | 0 | 96 | 1 | 407 | 5 | 711 |
| 3:00 | 1 | 68 | | | 1 | 103 | | | | |
| 3:15 | 0 | 74 | | | 0 | 98 | | | | |
| 3:30 | 1 | 77 | | | 0 | 124 | | | | |
| 3:45 | 1 | 84 | 3 | 303 | 0 | 119 | 1 | 444 | 4 | 747 |
| 4:00 | 2 | 90 | | | 0 | 125 | | | | |
| 4:15 | 2 | 71 | | | 1 | 109 | | | | |
| 4:30 | 2 | 63 | | | 3 | 127 | | | | |
| 4:45 | 4 | 55 | 10 | 279 | 1 | 103 | 5 | 464 | 15 | 743 |
| 5:00 | 6 | 81 | | | 5 | 109 | | | | |
| 5:15 | 14 | 71 | | | 3 | 105 | | | | |
| 5:30 | 22 | 82 | | | 6 | 93 | | | | |
| 5:45 | 30 | 67 | 72 | 301 | 17 | 63 | 31 | 370 | 103 | 671 |
| 6:00 | 25 | 61 | | | 11 | 86 | | | | |
| 6:15 | 36 | 53 | | | 21 | 65 | | | | |
| 6:30 | 45 | 49 | | | 23 | 68 | | | | |
| 6:45 | 81 | 43 | 187 | 206 | 29 | 43 | 84 | 262 | 271 | 468 |
| 7:00 | 79 | 45 | | | 31 | 37 | | | | |
| 7:15 | 87 | 50 | | | 49 | 46 | | | | |
| 7:30 | 114 | 42 | | | 69 | 53 | | | | |
| 7:45 | 133 | 24 | 413 | 161 | 75 | 30 | 224 | 166 | 637 | 327 |
| 8:00 | 141 | 32 | | | 88 | 35 | | | | |
| 8:15 | 157 | 31 | | | 106 | 31 | | | | |
| 8:30 | 106 | 20 | | | 73 | 23 | | | | |
| 8:45 | 92 | 13 | 496 | 96 | 75 | 26 | 342 | 115 | 838 | 211 |
| 9:00 | 82 | 20 | | | 55 | 25 | | | | |
| 9:15 | 54 | 22 | | | 44 | 17 | | | | |
| 9:30 | 64 | 15 | | | 53 | 10 | | | | |
| 9:45 | 59 | 17 | 259 | 74 | 52 | 16 | 204 | 68 | 463 | 142 |
| 10:00 | 53 | 12 | | | 55 | 12 | | | | |
| 10:15 | 49 | 12 | | | 37 | 11 | | | | |
| 10:30 | 66 | 15 | | | 67 | 9 | | | | |
| 10:45 | 67 | 6 | 235 | 45 | 53 | 5 | 212 | 37 | 447 | 82 |
| 11:00 | 48 | 7 | | | 52 | 9 | | | | |
| 11:15 | 49 | 6 | | | 47 | 6 | | | | |
| 11:30 | 52 | 3 | | | 50 | 7 | | | | |
| 11:45 | 62 | 3 | 211 | 19 | 52 | 9 | 201 | 31 | 412 | 50 |
| Total | 1899 | 2314 | | | 1319 | 2853 | | | 3218 | 5167 |
| Percent | 45.1% | 54.9% | | | 31.6% | 68.4% | | | 38.4% | 61.6% |
| Grand Total | 3910 | 4505 | | | 2632 | 5760 | | | 6542 | 10265 |
| Percent | 46.5% | 53.5% | | | 31.4% | 68.6% | | | 38.9% | 61.1% |

ADT

ADT: 8,404

AADT: 8,404

Accurate Counts
978-664-2565

Location : Marsh Street
Location : West of Rotary
City/State: Belmont, MA

89650003

| 5/18/2021 Time | EB, | | Hour Totals | | WB, | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 0 | 14 | | | 0 | 19 | | | | |
| 12:15 | 0 | 9 | | | 0 | 17 | | | | |
| 12:30 | 1 | 14 | | | 1 | 20 | | | | |
| 12:45 | 1 | 13 | 2 | 50 | 0 | 23 | 1 | 79 | 3 | 129 |
| 1:00 | 1 | 14 | | | 0 | 20 | | | | |
| 1:15 | 0 | 13 | | | 0 | 8 | | | | |
| 1:30 | 0 | 19 | | | 0 | 21 | | | | |
| 1:45 | 0 | 19 | 1 | 65 | 0 | 12 | 0 | 61 | 1 | 126 |
| 2:00 | 0 | 16 | | | 0 | 27 | | | | |
| 2:15 | 0 | 16 | | | 0 | 22 | | | | |
| 2:30 | 0 | 25 | | | 2 | 33 | | | | |
| 2:45 | 1 | 22 | 1 | 79 | 0 | 25 | 2 | 107 | 3 | 186 |
| 3:00 | 0 | 19 | | | 0 | 20 | | | | |
| 3:15 | 0 | 29 | | | 0 | 43 | | | | |
| 3:30 | 0 | 21 | | | 0 | 45 | | | | |
| 3:45 | 0 | 10 | 0 | 79 | 0 | 35 | 0 | 143 | 0 | 222 |
| 4:00 | 0 | 24 | | | 0 | 28 | | | | |
| 4:15 | 1 | 23 | | | 1 | 31 | | | | |
| 4:30 | 0 | 12 | | | 1 | 40 | | | | |
| 4:45 | 2 | 14 | 3 | 73 | 2 | 38 | 4 | 137 | 7 | 210 |
| 5:00 | 0 | 16 | | | 1 | 30 | | | | |
| 5:15 | 4 | 12 | | | 1 | 42 | | | | |
| 5:30 | 4 | 23 | | | 1 | 28 | | | | |
| 5:45 | 2 | 18 | 10 | 69 | 1 | 30 | 4 | 130 | 14 | 199 |
| 6:00 | 2 | 20 | | | 1 | 29 | | | | |
| 6:15 | 2 | 21 | | | 9 | 19 | | | | |
| 6:30 | 6 | 8 | | | 8 | 18 | | | | |
| 6:45 | 8 | 12 | 18 | 61 | 14 | 21 | 32 | 87 | 50 | 148 |
| 7:00 | 17 | 13 | | | 13 | 17 | | | | |
| 7:15 | 18 | 8 | | | 22 | 16 | | | | |
| 7:30 | 27 | 8 | | | 28 | 11 | | | | |
| 7:45 | 34 | 10 | 96 | 39 | 34 | 10 | 97 | 54 | 193 | 93 |
| 8:00 | 37 | 3 | | | 36 | 7 | | | | |
| 8:15 | 31 | 10 | | | 35 | 15 | | | | |
| 8:30 | 22 | 6 | | | 26 | 8 | | | | |
| 8:45 | 20 | 7 | 110 | 26 | 26 | 2 | 123 | 32 | 233 | 58 |
| 9:00 | 20 | 7 | | | 10 | 8 | | | | |
| 9:15 | 17 | 6 | | | 23 | 6 | | | | |
| 9:30 | 9 | 3 | | | 22 | 6 | | | | |
| 9:45 | 13 | 4 | 59 | 20 | 16 | 4 | 71 | 24 | 130 | 44 |
| 10:00 | 11 | 2 | | | 17 | 8 | | | | |
| 10:15 | 7 | 2 | | | 8 | 3 | | | | |
| 10:30 | 12 | 1 | | | 20 | 2 | | | | |
| 10:45 | 14 | 0 | 44 | 5 | 17 | 1 | 62 | 14 | 106 | 19 |
| 11:00 | 13 | 2 | | | 14 | 1 | | | | |
| 11:15 | 17 | 5 | | | 24 | 3 | | | | |
| 11:30 | 18 | 0 | | | 14 | 1 | | | | |
| 11:45 | 10 | 2 | 58 | 9 | 29 | 2 | 81 | 7 | 139 | 16 |
| Total | 402 | 575 | | | 477 | 875 | | | 879 | 1450 |
| Percent | 41.1% | 58.9% | | | 35.3% | 64.7% | | | 37.7% | 62.3% |

Accurate Counts
978-664-2565

89650003

Location : Marsh Street
Location : West of Rotary
City/State: Belmont, MA

| 5/19/2021 Time | EB, | | Hour Totals | | WB, | | Hour Totals | | Combined Totals | |
|-------------------|---------|-----------|-------------|-----------|---------|-----------|-------------|-----------|-----------------|-----------|
| | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | 2 | 14 | | | 1 | 15 | | | | |
| 12:15 | 2 | 18 | | | 3 | 17 | | | | |
| 12:30 | 0 | 18 | | | 0 | 23 | | | | |
| 12:45 | 2 | 17 | 6 | 67 | 1 | 20 | 5 | 75 | 11 | 142 |
| 1:00 | 0 | 21 | | | 1 | 22 | | | | |
| 1:15 | 0 | 18 | | | 1 | 15 | | | | |
| 1:30 | 0 | 19 | | | 0 | 26 | | | | |
| 1:45 | 0 | 20 | 0 | 78 | 0 | 37 | 2 | 100 | 2 | 178 |
| 2:00 | 0 | 25 | | | 0 | 31 | | | | |
| 2:15 | 0 | 25 | | | 0 | 26 | | | | |
| 2:30 | 0 | 12 | | | 0 | 20 | | | | |
| 2:45 | 0 | 12 | 0 | 74 | 0 | 29 | 0 | 106 | 0 | 180 |
| 3:00 | 0 | 25 | | | 1 | 18 | | | | |
| 3:15 | 0 | 19 | | | 0 | 24 | | | | |
| 3:30 | 0 | 24 | | | 0 | 36 | | | | |
| 3:45 | 0 | 13 | 0 | 81 | 0 | 36 | 1 | 114 | 1 | 195 |
| 4:00 | 0 | 19 | | | 0 | 30 | | | | |
| 4:15 | 0 | 25 | | | 0 | 28 | | | | |
| 4:30 | 0 | 10 | | | 1 | 46 | | | | |
| 4:45 | 1 | 11 | 1 | 65 | 2 | 31 | 3 | 135 | 4 | 200 |
| 5:00 | 3 | 21 | | | 2 | 31 | | | | |
| 5:15 | 3 | 19 | | | 2 | 24 | | | | |
| 5:30 | 3 | 12 | | | 0 | 33 | | | | |
| 5:45 | 9 | 15 | 18 | 67 | 1 | 25 | 5 | 113 | 23 | 180 |
| 6:00 | 4 | 13 | | | 3 | 33 | | | | |
| 6:15 | 5 | 18 | | | 6 | 18 | | | | |
| 6:30 | 6 | 13 | | | 12 | 32 | | | | |
| 6:45 | 8 | 12 | 23 | 56 | 15 | 11 | 36 | 94 | 59 | 150 |
| 7:00 | 17 | 13 | | | 19 | 14 | | | | |
| 7:15 | 13 | 9 | | | 25 | 13 | | | | |
| 7:30 | 22 | 6 | | | 25 | 18 | | | | |
| 7:45 | 29 | 5 | 81 | 33 | 27 | 4 | 96 | 49 | 177 | 82 |
| 8:00 | 31 | 3 | | | 27 | 11 | | | | |
| 8:15 | 24 | 7 | | | 31 | 15 | | | | |
| 8:30 | 25 | 6 | | | 31 | 7 | | | | |
| 8:45 | 27 | 1 | 107 | 17 | 22 | 7 | 111 | 40 | 218 | 57 |
| 9:00 | 18 | 5 | | | 15 | 10 | | | | |
| 9:15 | 10 | 6 | | | 19 | 10 | | | | |
| 9:30 | 12 | 4 | | | 15 | 4 | | | | |
| 9:45 | 16 | 7 | 56 | 22 | 16 | 4 | 65 | 28 | 121 | 50 |
| 10:00 | 10 | 3 | | | 19 | 5 | | | | |
| 10:15 | 13 | 0 | | | 15 | 2 | | | | |
| 10:30 | 18 | 4 | | | 24 | 2 | | | | |
| 10:45 | 18 | 2 | 59 | 9 | 11 | 0 | 69 | 9 | 128 | 18 |
| 11:00 | 13 | 5 | | | 18 | 4 | | | | |
| 11:15 | 15 | 1 | | | 13 | 3 | | | | |
| 11:30 | 18 | 1 | | | 18 | 0 | | | | |
| 11:45 | 16 | 1 | 62 | 8 | 17 | 2 | 66 | 9 | 128 | 17 |
| Total | 413 | 577 | | | 459 | 872 | | | 872 | 1449 |
| Percent | 41.7% | 58.3% | | | 34.5% | 65.5% | | | 37.6% | 62.4% |
| Grand Total | 815 | 1152 | | | 936 | 1747 | | | 1751 | 2899 |
| Percent | 41.4% | 58.6% | | | 34.9% | 65.1% | | | 37.7% | 62.3% |

ADT

ADT: 2,325

AADT: 2,325

MANUAL TURNING MOVEMENT COUNT DATA



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Route 2 WB Frontage Road
 City/State : Belmont, MA
 Weather : Clear

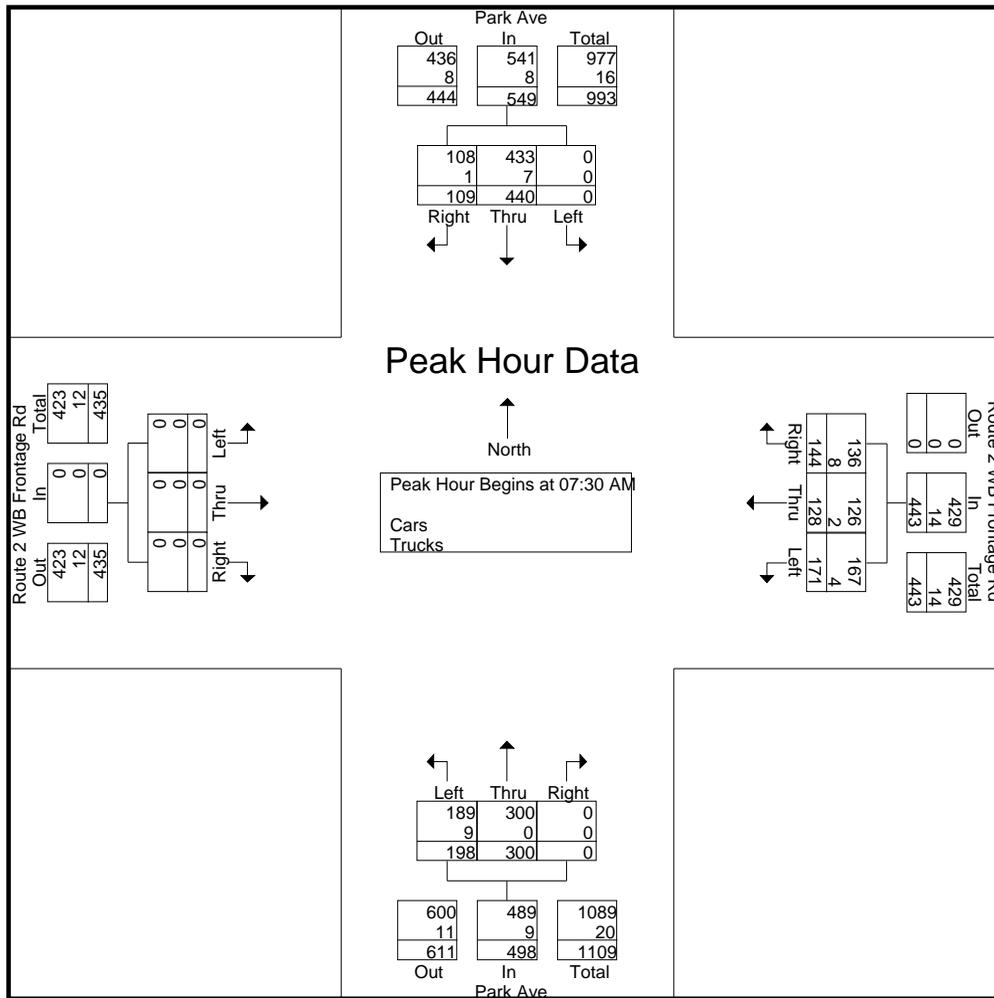
File Name : 89650001
 Site Code : 89650001
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | | Route 2 WB Frontage Rd From East | | | Park Ave From South | | | Route 2 WB Frontage Rd From West | | | Int. Total |
|--------------------|---------------------|------|-------|----------------------------------|------|-------|---------------------|------|-------|----------------------------------|------|-------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 81 | 25 | 9 | 18 | 14 | 16 | 44 | 0 | 0 | 0 | 0 | 207 |
| 07:15 AM | 0 | 103 | 21 | 17 | 15 | 30 | 20 | 56 | 0 | 0 | 0 | 0 | 262 |
| 07:30 AM | 0 | 106 | 25 | 26 | 36 | 30 | 30 | 54 | 0 | 0 | 0 | 0 | 307 |
| 07:45 AM | 0 | 95 | 25 | 45 | 19 | 34 | 44 | 80 | 0 | 0 | 0 | 0 | 342 |
| Total | 0 | 385 | 96 | 97 | 88 | 108 | 110 | 234 | 0 | 0 | 0 | 0 | 1118 |
| 08:00 AM | 0 | 114 | 21 | 55 | 42 | 37 | 69 | 81 | 0 | 0 | 0 | 0 | 419 |
| 08:15 AM | 0 | 125 | 38 | 45 | 31 | 43 | 55 | 85 | 0 | 0 | 0 | 0 | 422 |
| 08:30 AM | 0 | 92 | 24 | 36 | 22 | 30 | 27 | 72 | 0 | 0 | 0 | 0 | 303 |
| 08:45 AM | 0 | 87 | 28 | 30 | 21 | 27 | 20 | 69 | 0 | 0 | 0 | 0 | 282 |
| Total | 0 | 418 | 111 | 166 | 116 | 137 | 171 | 307 | 0 | 0 | 0 | 0 | 1426 |
| Grand Total | 0 | 803 | 207 | 263 | 204 | 245 | 281 | 541 | 0 | 0 | 0 | 0 | 2544 |
| Apprch % | 0 | 79.5 | 20.5 | 36.9 | 28.7 | 34.4 | 34.2 | 65.8 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 31.6 | 8.1 | 10.3 | 8 | 9.6 | 11 | 21.3 | 0 | 0 | 0 | 0 | |
| Cars | 0 | 790 | 206 | 257 | 202 | 232 | 272 | 540 | 0 | 0 | 0 | 0 | 2499 |
| % Cars | 0 | 98.4 | 99.5 | 97.7 | 99 | 94.7 | 96.8 | 99.8 | 0 | 0 | 0 | 0 | 98.2 |
| Trucks | 0 | 13 | 1 | 6 | 2 | 13 | 9 | 1 | 0 | 0 | 0 | 0 | 45 |
| % Trucks | 0 | 1.6 | 0.5 | 2.3 | 1 | 5.3 | 3.2 | 0.2 | 0 | 0 | 0 | 0 | 1.8 |

| Start Time | Park Ave From North | | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | | Route 2 WB Frontage Rd From West | | | | Int. Total |
|--|---------------------|------------|-----------|------------|----------------------------------|-----------|-----------|------------|---------------------|-----------|-------|------------|----------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 106 | 25 | 131 | 26 | 36 | 30 | 92 | 30 | 54 | 0 | 84 | 0 | 0 | 0 | 0 | 307 |
| 07:45 AM | 0 | 95 | 25 | 120 | 45 | 19 | 34 | 98 | 44 | 80 | 0 | 124 | 0 | 0 | 0 | 0 | 342 |
| 08:00 AM | 0 | 114 | 21 | 135 | 55 | 42 | 37 | 134 | 69 | 81 | 0 | 150 | 0 | 0 | 0 | 0 | 419 |
| 08:15 AM | 0 | 125 | 38 | 163 | 45 | 31 | 43 | 119 | 55 | 85 | 0 | 140 | 0 | 0 | 0 | 0 | 422 |
| Total Volume | 0 | 440 | 109 | 549 | 171 | 128 | 144 | 443 | 198 | 300 | 0 | 498 | 0 | 0 | 0 | 0 | 1490 |
| % App. Total | 0 | 80.1 | 19.9 | | 38.6 | 28.9 | 32.5 | | 39.8 | 60.2 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .880 | .717 | .842 | .777 | .762 | .837 | .826 | .717 | .882 | .000 | .830 | .000 | .000 | .000 | .000 | .883 |
| Cars | 0 | 433 | 108 | 541 | 167 | 126 | 136 | 429 | 189 | 300 | 0 | 489 | 0 | 0 | 0 | 0 | 1459 |
| % Cars | 0 | 98.4 | 99.1 | 98.5 | 97.7 | 98.4 | 94.4 | 96.8 | 95.5 | 100 | 0 | 98.2 | 0 | 0 | 0 | 0 | 97.9 |
| Trucks | 0 | 7 | 1 | 8 | 4 | 2 | 8 | 14 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 31 |
| % Trucks | 0 | 1.6 | 0.9 | 1.5 | 2.3 | 1.6 | 5.6 | 3.2 | 4.5 | 0 | 0 | 1.8 | 0 | 0 | 0 | 0 | 2.1 |

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:45 AM | | | | 07:00 AM | | | | | | | |
|--------------|----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|-----------|------|------------|------|------|------|------|
| +0 mins. | 0 | 106 | 25 | 131 | 26 | 36 | 30 | 92 | 44 | 80 | 0 | 124 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 95 | 25 | 120 | 45 | 19 | 34 | 98 | 69 | 81 | 0 | 150 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 114 | 21 | 135 | 55 | 42 | 37 | 134 | 55 | 85 | 0 | 140 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 125 | 38 | 163 | 45 | 31 | 43 | 119 | 27 | 72 | 0 | 99 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 440 | 109 | 549 | 171 | 128 | 144 | 443 | 195 | 318 | 0 | 513 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 80.1 | 19.9 | | 38.6 | 28.9 | 32.5 | | 38 | 62 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .880 | .717 | .842 | .777 | .762 | .837 | .826 | .707 | .935 | .000 | .855 | .000 | .000 | .000 | .000 |
| Cars | 0 | 433 | 108 | 541 | 167 | 126 | 136 | 429 | 186 | 317 | 0 | 503 | 0 | 0 | 0 | 0 |
| % Cars | 0 | 98.4 | 99.1 | 98.5 | 97.7 | 98.4 | 94.4 | 96.8 | 95.4 | 99.7 | 0 | 98.1 | 0 | 0 | 0 | 0 |
| Trucks | 0 | 7 | 1 | 8 | 4 | 2 | 8 | 14 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 |
| % Trucks | 0 | 1.6 | 0.9 | 1.5 | 2.3 | 1.6 | 5.6 | 3.2 | 4.6 | 0.3 | 0 | 1.9 | 0 | 0 | 0 | 0 |

Accurate Counts

978-664-2565

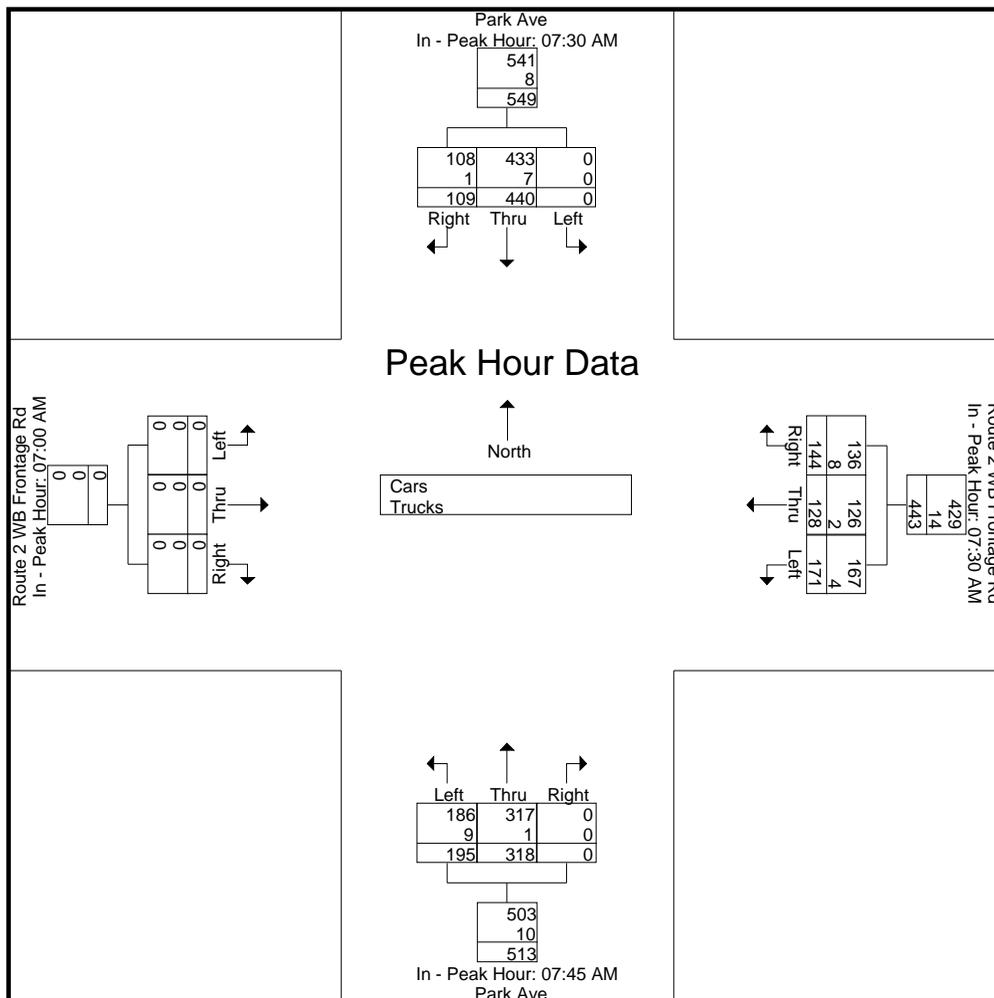
File Name : 89650001

Site Code : 89650001

Start Date : 5/18/2021

Page No : 3

N/S Street : Park Avenue
 E/W Street : Route 2 WB Frontage Road
 City/State : Belmont, MA
 Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Route 2 WB Frontage Road
 City/State : Belmont, MA
 Weather : Clear

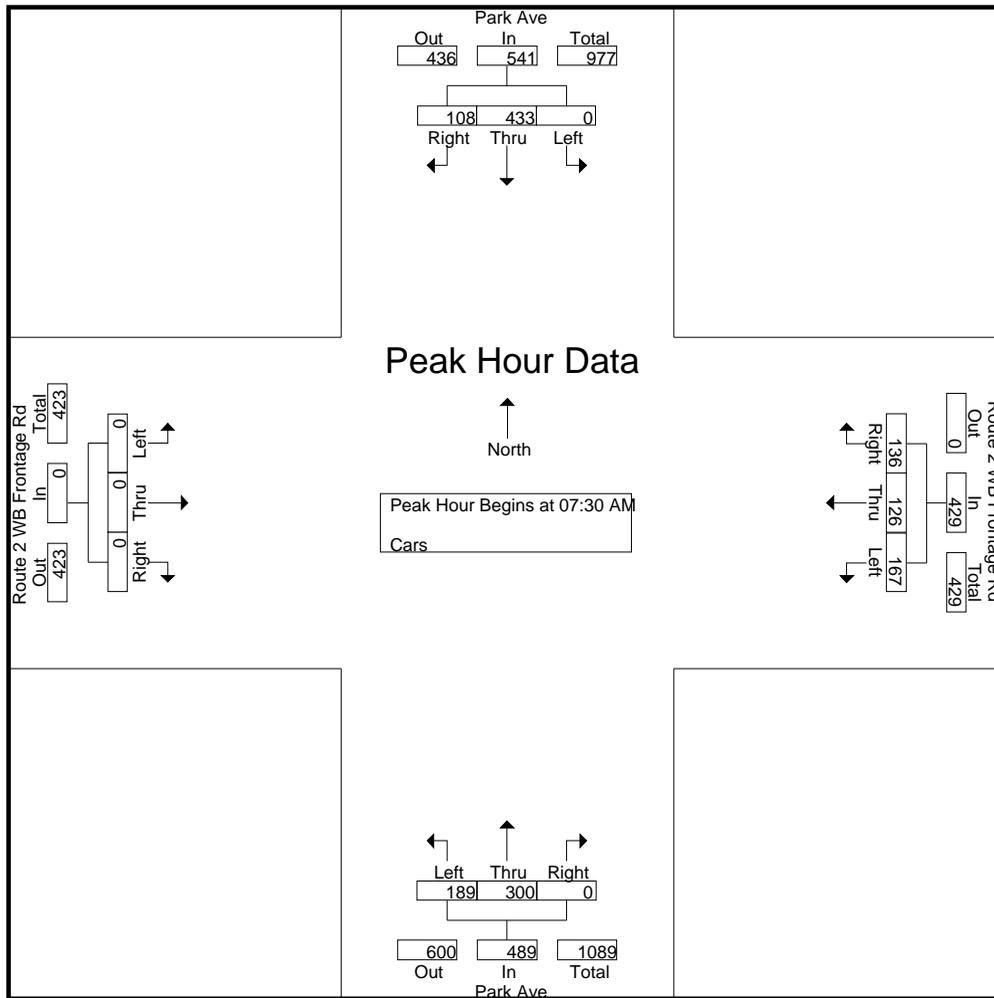
File Name : 89650001
 Site Code : 89650001
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | | Route 2 WB Frontage Rd From East | | | Park Ave From South | | | Route 2 WB Frontage Rd From West | | | Int. Total |
|--------------------|---------------------|------------|------------|----------------------------------|------------|------------|---------------------|------------|----------|----------------------------------|----------|----------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 81 | 25 | 9 | 18 | 13 | 16 | 44 | 0 | 0 | 0 | 0 | 206 |
| 07:15 AM | 0 | 99 | 21 | 16 | 15 | 28 | 20 | 56 | 0 | 0 | 0 | 0 | 255 |
| 07:30 AM | 0 | 104 | 25 | 26 | 35 | 28 | 30 | 54 | 0 | 0 | 0 | 0 | 302 |
| 07:45 AM | 0 | 93 | 25 | 44 | 19 | 31 | 37 | 80 | 0 | 0 | 0 | 0 | 329 |
| Total | 0 | 377 | 96 | 95 | 87 | 100 | 103 | 234 | 0 | 0 | 0 | 0 | 1092 |
| 08:00 AM | 0 | 113 | 20 | 52 | 42 | 36 | 67 | 81 | 0 | 0 | 0 | 0 | 411 |
| 08:15 AM | 0 | 123 | 38 | 45 | 30 | 41 | 55 | 85 | 0 | 0 | 0 | 0 | 417 |
| 08:30 AM | 0 | 90 | 24 | 35 | 22 | 30 | 27 | 71 | 0 | 0 | 0 | 0 | 299 |
| 08:45 AM | 0 | 87 | 28 | 30 | 21 | 25 | 20 | 69 | 0 | 0 | 0 | 0 | 280 |
| Total | 0 | 413 | 110 | 162 | 115 | 132 | 169 | 306 | 0 | 0 | 0 | 0 | 1407 |
| Grand Total | 0 | 790 | 206 | 257 | 202 | 232 | 272 | 540 | 0 | 0 | 0 | 0 | 2499 |
| Apprch % | 0 | 79.3 | 20.7 | 37.2 | 29.2 | 33.6 | 33.5 | 66.5 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 31.6 | 8.2 | 10.3 | 8.1 | 9.3 | 10.9 | 21.6 | 0 | 0 | 0 | 0 | |

| Start Time | Park Ave From North | | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | | Route 2 WB Frontage Rd From West | | | | Int. Total |
|--|---------------------|------------|-----------|------------|----------------------------------|-----------|-----------|------------|---------------------|-----------|----------|------------|----------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 104 | 25 | 129 | 26 | 35 | 28 | 89 | 30 | 54 | 0 | 84 | 0 | 0 | 0 | 0 | 302 |
| 07:45 AM | 0 | 93 | 25 | 118 | 44 | 19 | 31 | 94 | 37 | 80 | 0 | 117 | 0 | 0 | 0 | 0 | 329 |
| 08:00 AM | 0 | 113 | 20 | 133 | 52 | 42 | 36 | 130 | 67 | 81 | 0 | 148 | 0 | 0 | 0 | 0 | 411 |
| 08:15 AM | 0 | 123 | 38 | 161 | 45 | 30 | 41 | 116 | 55 | 85 | 0 | 140 | 0 | 0 | 0 | 0 | 417 |
| Total Volume | 0 | 433 | 108 | 541 | 167 | 126 | 136 | 429 | 189 | 300 | 0 | 489 | 0 | 0 | 0 | 0 | 1459 |
| % App. Total | 0 | 80 | 20 | | 38.9 | 29.4 | 31.7 | | 38.7 | 61.3 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .880 | .711 | .840 | .803 | .750 | .829 | .825 | .705 | .882 | .000 | .826 | .000 | .000 | .000 | .000 | .875 |

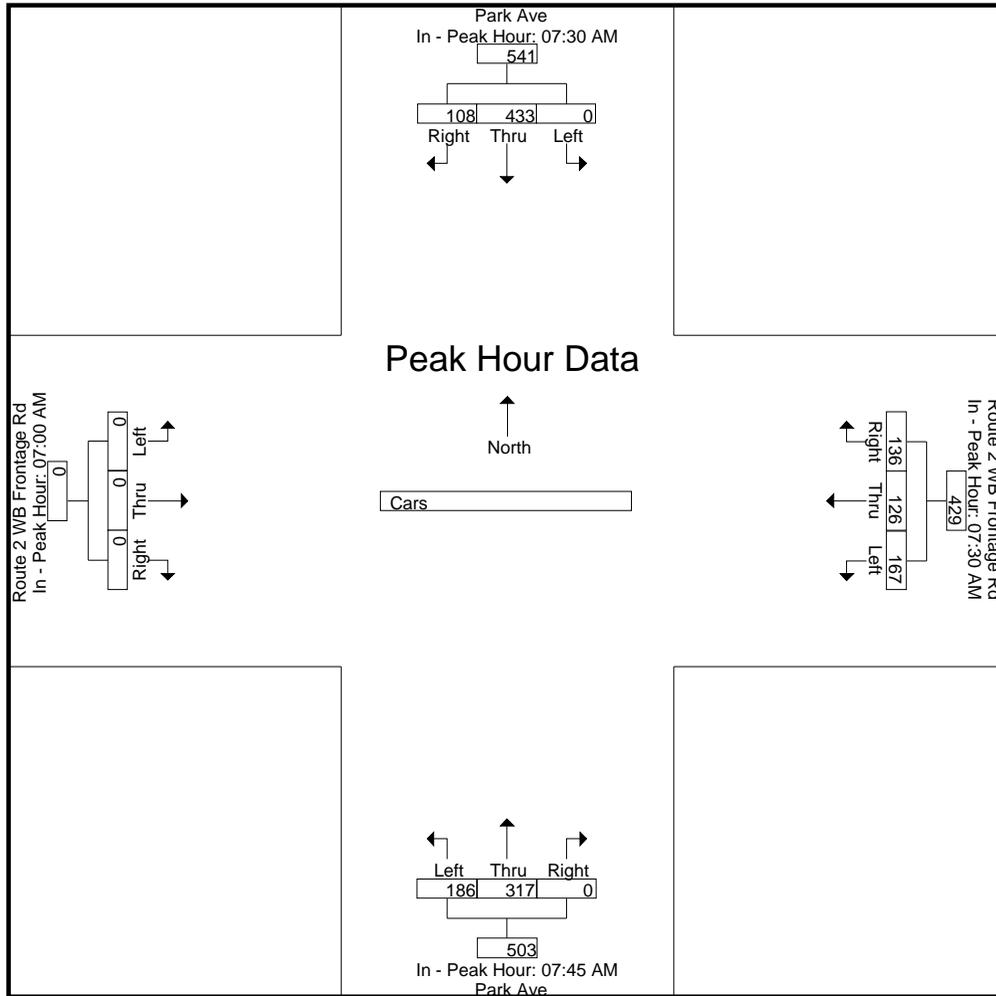
N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:45 AM | | | | 07:00 AM | | | | | | | |
|--------------|----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|-----------|------|------------|------|------|------|------|
| +0 mins. | 0 | 104 | 25 | 129 | 26 | 35 | 28 | 89 | 37 | 80 | 0 | 117 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 93 | 25 | 118 | 44 | 19 | 31 | 94 | 67 | 81 | 0 | 148 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 113 | 20 | 133 | 52 | 42 | 36 | 130 | 55 | 85 | 0 | 140 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 123 | 38 | 161 | 45 | 30 | 41 | 116 | 27 | 71 | 0 | 98 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 433 | 108 | 541 | 167 | 126 | 136 | 429 | 186 | 317 | 0 | 503 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 80 | 20 | | 38.9 | 29.4 | 31.7 | | 37 | 63 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .880 | .711 | .840 | .803 | .750 | .829 | .825 | .694 | .932 | .000 | .850 | .000 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear

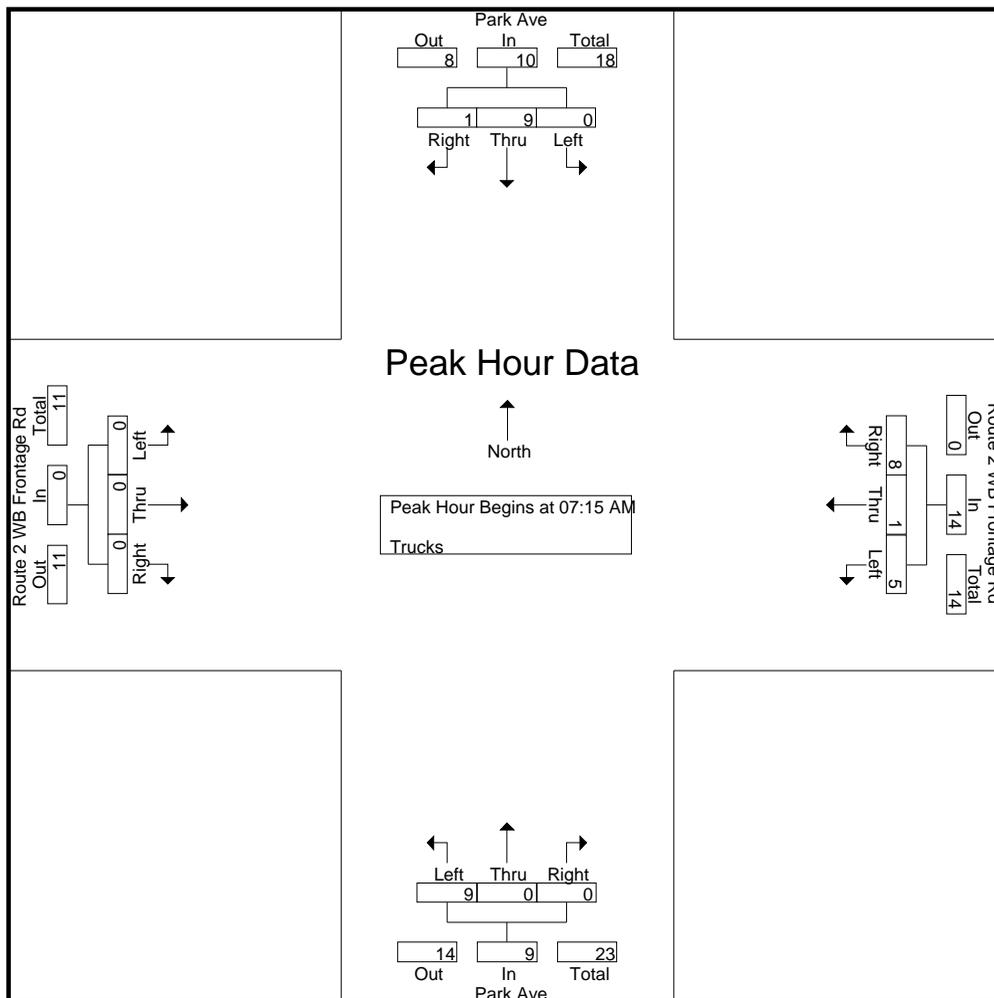
File Name : 89650001
Site Code : 89650001
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Park Ave From North | | | Route 2 WB Frontage Rd From East | | | Park Ave From South | | | Route 2 WB Frontage Rd From West | | | Int. Total |
|--------------------|---------------------|------|-------|----------------------------------|------|-------|---------------------|------|-------|----------------------------------|------|-------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 AM | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:30 AM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | 0 | 2 | 0 | 1 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 8 | 0 | 2 | 1 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 26 |
| 08:00 AM | 0 | 1 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:15 AM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 AM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 5 | 1 | 4 | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 19 |
| Grand Total | 0 | 13 | 1 | 6 | 2 | 13 | 9 | 1 | 0 | 0 | 0 | 0 | 45 |
| Apprch % | 0 | 92.9 | 7.1 | 28.6 | 9.5 | 61.9 | 90 | 10 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 28.9 | 2.2 | 13.3 | 4.4 | 28.9 | 20 | 2.2 | 0 | 0 | 0 | 0 | |

| Start Time | Park Ave From North | | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | | Route 2 WB Frontage Rd From West | | | | Int. Total |
|--|---------------------|------|-------|------------|----------------------------------|------|-------|------------|---------------------|------|-------|------------|----------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 4 | 0 | 4 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:30 AM | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 4 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 13 |
| 08:00 AM | 0 | 1 | 1 | 2 | 3 | 0 | 1 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 |
| Total Volume | 0 | 9 | 1 | 10 | 5 | 1 | 8 | 14 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 33 |
| % App. Total | 0 | 90 | 10 | | 35.7 | 7.1 | 57.1 | | 100 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .563 | .250 | .625 | .417 | .250 | .667 | .875 | .321 | .000 | .000 | .321 | .000 | .000 | .000 | .000 | .635 |

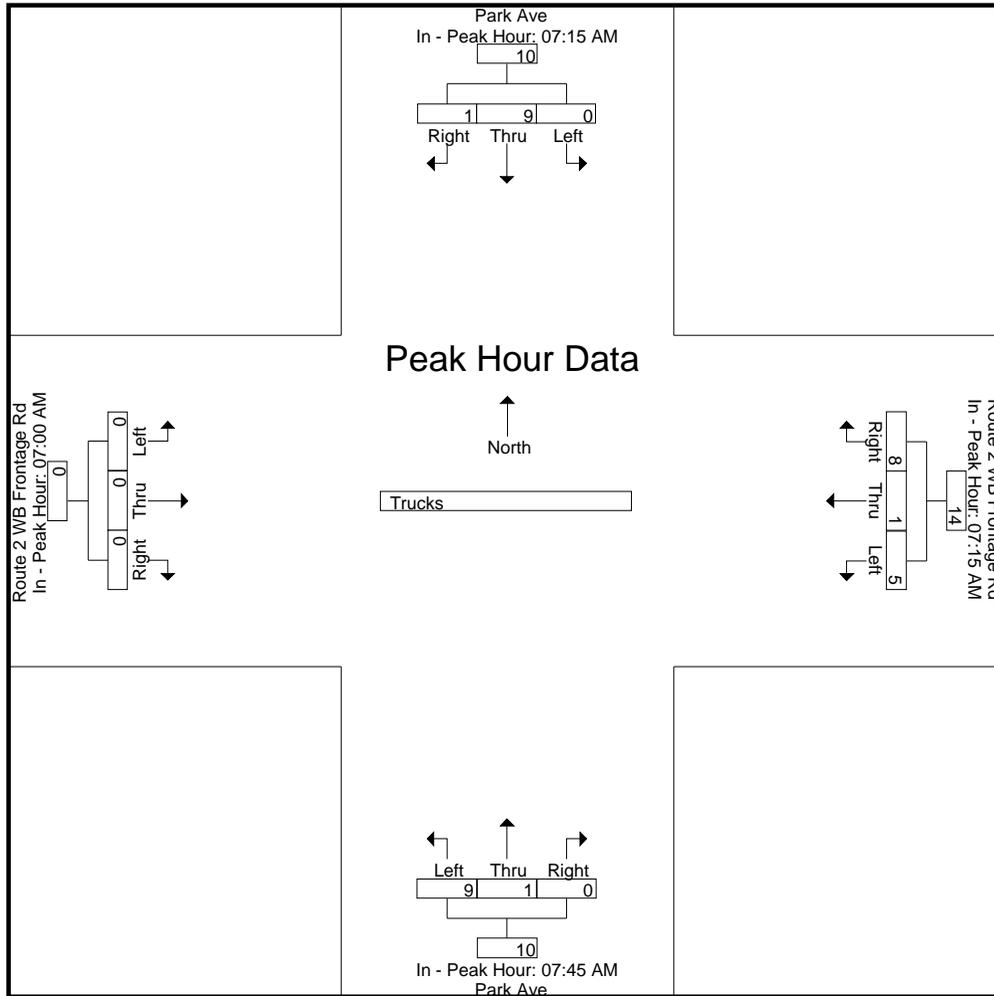
N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:15 AM | | | | 07:45 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 4 | 0 | 4 | 1 | 0 | 2 | 3 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 1 | 2 | 3 | 0 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 9 | 1 | 10 | 5 | 1 | 8 | 14 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 90 | 10 | | 35.7 | 7.1 | 57.1 | | 90 | 10 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .563 | .250 | .625 | .417 | .250 | .667 | .875 | .321 | .250 | .000 | .357 | .000 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear

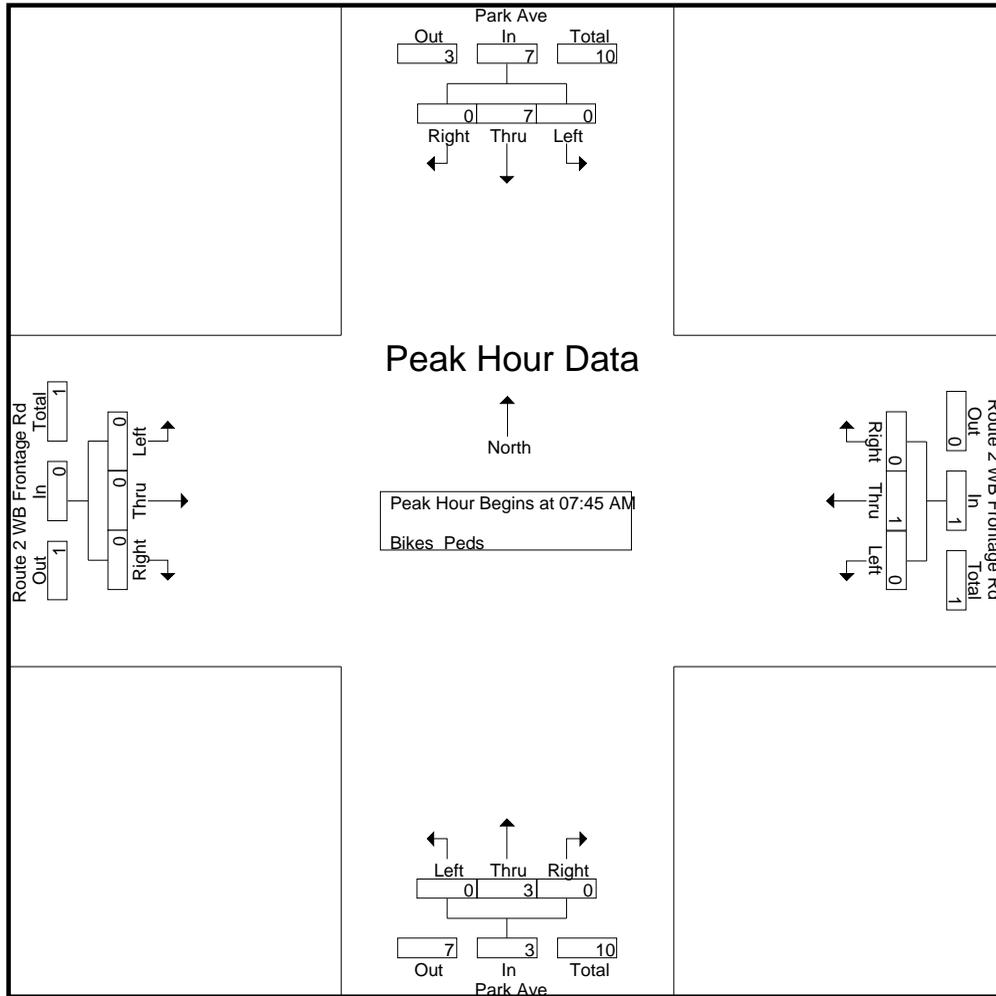
File Name : 89650001
Site Code : 89650001
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | | Route 2 WB Frontage Rd From West | | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------|------|-------|------|----------------------------------|------|-------|------|---------------------|------|-------|------|----------------------------------|------|-------|------|--------------|--------------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 5 |
| 07:45 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 |
| Total | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 8 | 19 |
| 08:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 6 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 6 | 13 |
| Grand Total | 0 | 8 | 0 | 1 | 0 | 1 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 4 | 18 | 14 | 32 |
| Apprch % | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 0 | 100 | | | | |
| Total % | 0 | 57.1 | 0 | | 0 | 7.1 | 0 | | 0 | 28.6 | 0 | | 0 | 0 | 7.1 | | 56.2 | 43.8 | |

| Start Time | Park Ave From North | | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | | Route 2 WB Frontage Rd From West | | | | Int. Total |
|--|---------------------|------|-------|------------|----------------------------------|------|-------|------------|---------------------|------|-------|------------|----------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 08:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 11 |
| % App. Total | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .438 | .000 | .438 | .000 | .250 | .000 | .250 | .000 | .750 | .000 | .750 | .000 | .000 | .000 | .000 | .550 |

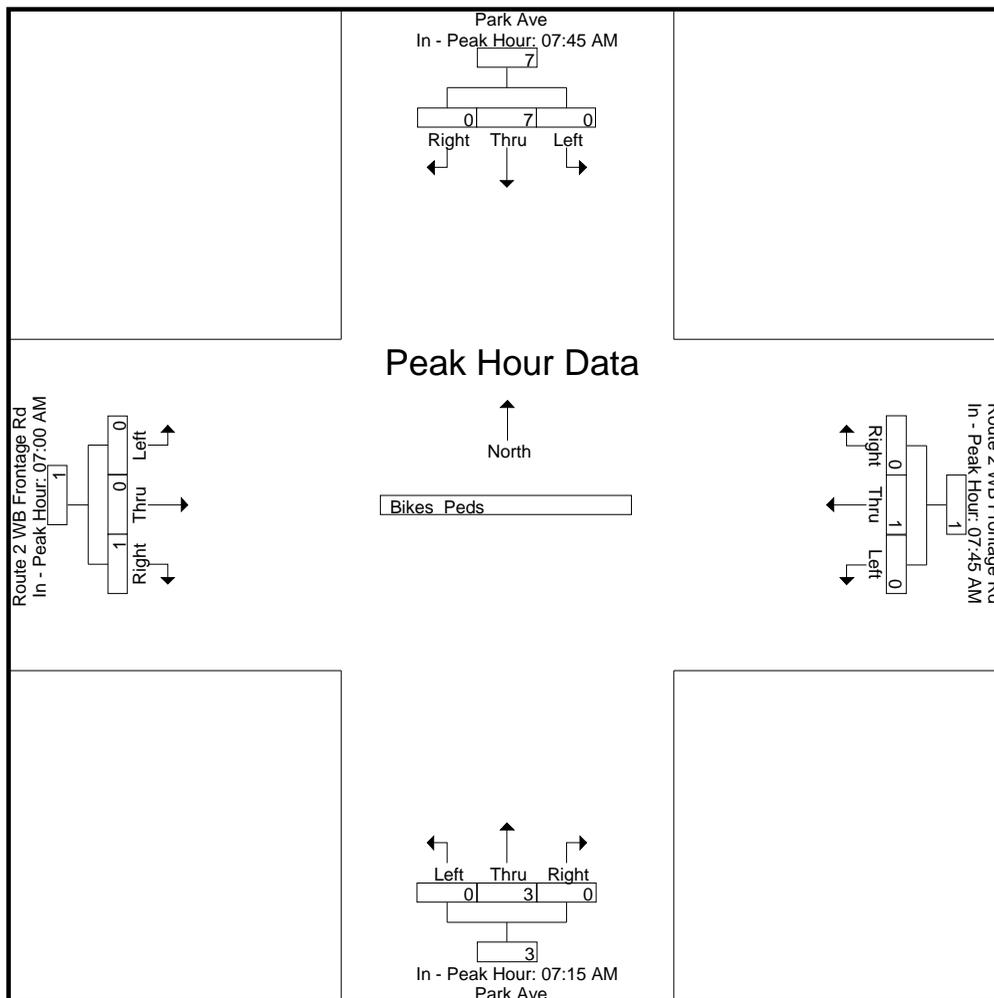
N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:15 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 |
| % App. Total | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 0 | 100 | |
| PHF | .000 | .438 | .000 | .438 | .000 | .250 | .000 | .250 | .000 | .750 | .000 | .750 | .000 | .000 | .250 | .250 |

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear

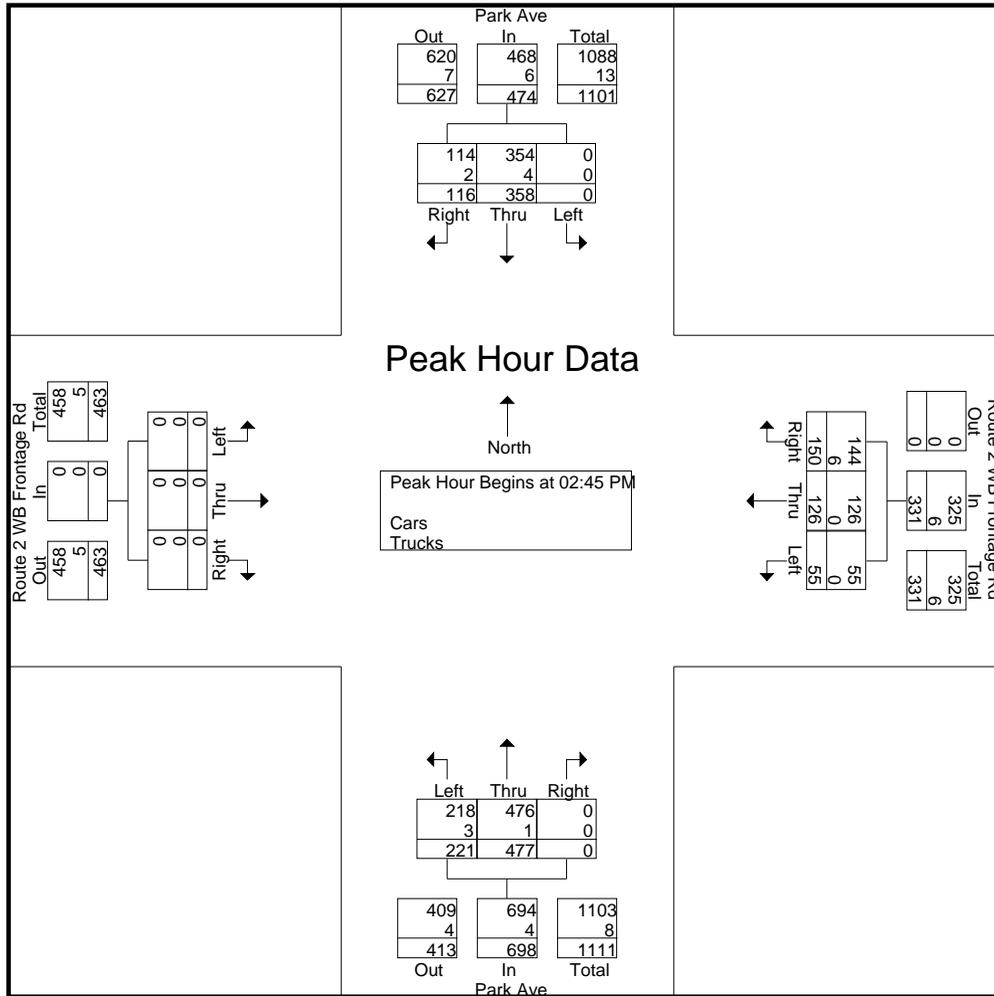
File Name : 89650001
Site Code : 89650001
Start Date : 5/18/2021
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | | Route 2 WB Frontage Rd From East | | | Park Ave From South | | | Route 2 WB Frontage Rd From West | | | Int. Total |
|--------------------|---------------------|-------------|------------|----------------------------------|------------|------------|---------------------|-------------|----------|----------------------------------|----------|----------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 0 | 68 | 28 | 10 | 18 | 36 | 42 | 71 | 0 | 0 | 0 | 0 | 273 |
| 02:15 PM | 0 | 91 | 25 | 14 | 26 | 29 | 48 | 79 | 0 | 0 | 0 | 0 | 312 |
| 02:30 PM | 0 | 65 | 17 | 11 | 23 | 40 | 45 | 98 | 0 | 0 | 0 | 0 | 299 |
| 02:45 PM | 0 | 87 | 35 | 13 | 29 | 45 | 53 | 96 | 0 | 0 | 0 | 0 | 358 |
| Total | 0 | 311 | 105 | 48 | 96 | 150 | 188 | 344 | 0 | 0 | 0 | 0 | 1242 |
| 03:00 PM | 0 | 96 | 29 | 12 | 21 | 32 | 63 | 110 | 0 | 0 | 0 | 0 | 363 |
| 03:15 PM | 0 | 97 | 33 | 16 | 44 | 36 | 59 | 124 | 0 | 0 | 0 | 0 | 409 |
| 03:30 PM | 0 | 78 | 19 | 14 | 32 | 37 | 46 | 147 | 0 | 0 | 0 | 0 | 373 |
| 03:45 PM | 0 | 71 | 28 | 18 | 14 | 49 | 51 | 106 | 0 | 0 | 0 | 0 | 337 |
| Total | 0 | 342 | 109 | 60 | 111 | 154 | 219 | 487 | 0 | 0 | 0 | 0 | 1482 |
| 04:00 PM | 0 | 72 | 24 | 11 | 21 | 52 | 56 | 134 | 0 | 0 | 0 | 0 | 370 |
| 04:15 PM | 0 | 78 | 24 | 14 | 27 | 43 | 26 | 104 | 0 | 0 | 0 | 0 | 316 |
| 04:30 PM | 0 | 64 | 22 | 12 | 23 | 57 | 38 | 137 | 0 | 0 | 0 | 0 | 353 |
| 04:45 PM | 0 | 79 | 22 | 10 | 21 | 39 | 35 | 130 | 0 | 0 | 0 | 0 | 336 |
| Total | 0 | 293 | 92 | 47 | 92 | 191 | 155 | 505 | 0 | 0 | 0 | 0 | 1375 |
| 05:00 PM | 0 | 58 | 25 | 21 | 28 | 33 | 29 | 134 | 0 | 0 | 0 | 0 | 328 |
| 05:15 PM | 0 | 96 | 21 | 7 | 23 | 57 | 44 | 138 | 0 | 0 | 0 | 0 | 386 |
| 05:30 PM | 0 | 86 | 17 | 17 | 23 | 55 | 42 | 125 | 0 | 0 | 0 | 0 | 365 |
| 05:45 PM | 0 | 68 | 22 | 15 | 15 | 37 | 24 | 96 | 0 | 0 | 0 | 0 | 277 |
| Total | 0 | 308 | 85 | 60 | 89 | 182 | 139 | 493 | 0 | 0 | 0 | 0 | 1356 |
| Grand Total | 0 | 1254 | 391 | 215 | 388 | 677 | 701 | 1829 | 0 | 0 | 0 | 0 | 5455 |
| Apprch % | 0 | 76.2 | 23.8 | 16.8 | 30.3 | 52.9 | 27.7 | 72.3 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 23 | 7.2 | 3.9 | 7.1 | 12.4 | 12.9 | 33.5 | 0 | 0 | 0 | 0 | |
| Cars | 0 | 1242 | 384 | 214 | 385 | 657 | 690 | 1823 | 0 | 0 | 0 | 0 | 5395 |
| % Cars | 0 | 99 | 98.2 | 99.5 | 99.2 | 97 | 98.4 | 99.7 | 0 | 0 | 0 | 0 | 98.9 |
| Trucks | 0 | 12 | 7 | 1 | 3 | 20 | 11 | 6 | 0 | 0 | 0 | 0 | 60 |
| % Trucks | 0 | 1 | 1.8 | 0.5 | 0.8 | 3 | 1.6 | 0.3 | 0 | 0 | 0 | 0 | 1.1 |

| Start Time | Park Ave From North | | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | | Route 2 WB Frontage Rd From West | | | | Int. Total |
|--|---------------------|-------------|-------------|------------|----------------------------------|-------------|-------------|------------|---------------------|-------------|----------|------------|----------------------------------|----------|----------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | |
| 02:45 PM | 0 | 87 | 35 | 122 | 13 | 29 | 45 | 87 | 53 | 96 | 0 | 149 | 0 | 0 | 0 | 0 | 358 |
| 03:00 PM | 0 | 96 | 29 | 125 | 12 | 21 | 32 | 65 | 63 | 110 | 0 | 173 | 0 | 0 | 0 | 0 | 363 |
| 03:15 PM | 0 | 97 | 33 | 130 | 16 | 44 | 36 | 96 | 59 | 124 | 0 | 183 | 0 | 0 | 0 | 0 | 409 |
| 03:30 PM | 0 | 78 | 19 | 97 | 14 | 32 | 37 | 83 | 46 | 147 | 0 | 193 | 0 | 0 | 0 | 0 | 373 |
| Total Volume | 0 | 358 | 116 | 474 | 55 | 126 | 150 | 331 | 221 | 477 | 0 | 698 | 0 | 0 | 0 | 0 | 1503 |
| % App. Total | 0 | 75.5 | 24.5 | | 16.6 | 38.1 | 45.3 | | 31.7 | 68.3 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .923 | .829 | .912 | .859 | .716 | .833 | .862 | .877 | .811 | .000 | .904 | .000 | .000 | .000 | .000 | .919 |
| Cars | 0 | 354 | 114 | 468 | 55 | 126 | 144 | 325 | 218 | 476 | 0 | 694 | 0 | 0 | 0 | 0 | 1487 |
| % Cars | 0 | 98.9 | 98.3 | 98.7 | 100 | 100 | 96.0 | 98.2 | 98.6 | 99.8 | 0 | 99.4 | 0 | 0 | 0 | 0 | 98.9 |
| Trucks | 0 | 4 | 2 | 6 | 0 | 0 | 6 | 6 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 16 |
| % Trucks | 0 | 1.1 | 1.7 | 1.3 | 0 | 0 | 4.0 | 1.8 | 1.4 | 0.2 | 0 | 0.6 | 0 | 0 | 0 | 0 | 1.1 |

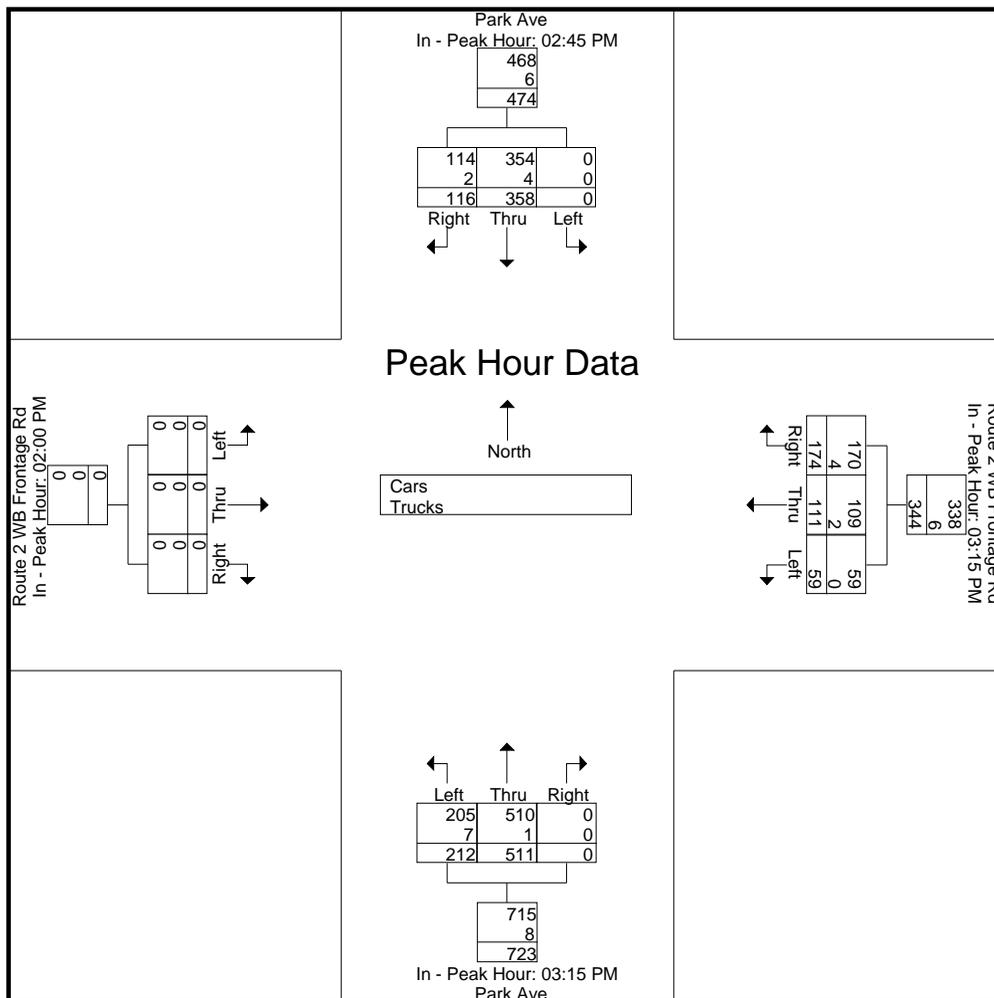
N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 03:15 PM | | | | 03:15 PM | | | | 02:00 PM | | | |
|--------------|----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|------|------------|----------|------|------|------|
| +0 mins. | 0 | 87 | 35 | 122 | 16 | 44 | 36 | 96 | 59 | 124 | 0 | 183 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 96 | 29 | 125 | 14 | 32 | 37 | 83 | 46 | 147 | 0 | 193 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 97 | 33 | 130 | 18 | 14 | 49 | 81 | 51 | 106 | 0 | 157 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 78 | 19 | 97 | 11 | 21 | 52 | 84 | 56 | 134 | 0 | 190 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 358 | 116 | 474 | 59 | 111 | 174 | 344 | 212 | 511 | 0 | 723 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 75.5 | 24.5 | | 17.2 | 32.3 | 50.6 | | 29.3 | 70.7 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .923 | .829 | .912 | .819 | .631 | .837 | .896 | .898 | .869 | .000 | .937 | .000 | .000 | .000 | .000 |
| Cars | 0 | 354 | 114 | 468 | 59 | 109 | 170 | 338 | 205 | 510 | 0 | 715 | 0 | 0 | 0 | 0 |
| % Cars | 0 | 98.9 | 98.3 | 98.7 | 100 | 98.2 | 97.7 | 98.3 | 96.7 | 99.8 | 0 | 98.9 | 0 | 0 | 0 | 0 |
| Trucks | 0 | 4 | 2 | 6 | 0 | 2 | 4 | 6 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 |
| % Trucks | 0 | 1.1 | 1.7 | 1.3 | 0 | 1.8 | 2.3 | 1.7 | 3.3 | 0.2 | 0 | 1.1 | 0 | 0 | 0 | 0 |

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Route 2 WB Frontage Road
 City/State : Belmont, MA
 Weather : Clear

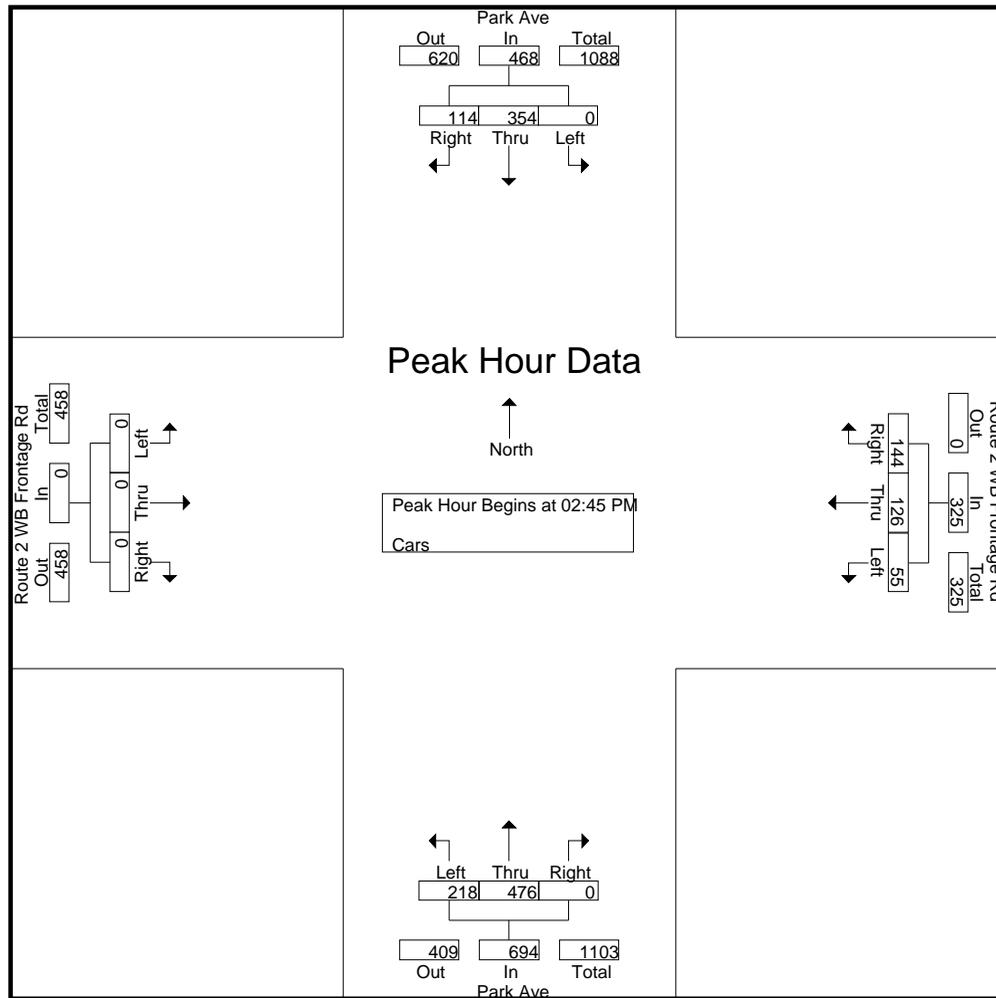
File Name : 89650001
 Site Code : 89650001
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | Route 2 WB Frontage Rd From West | | | Int. Total |
|--------------------|---------------------|------|-------|----------------------------------|------|-------|------|---------------------|-------|------|----------------------------------|-------|------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | |
| 02:00 PM | 0 | 67 | 27 | 10 | 18 | 35 | 42 | 71 | 0 | 0 | 0 | 0 | 270 | |
| 02:15 PM | 0 | 91 | 25 | 14 | 26 | 28 | 47 | 78 | 0 | 0 | 0 | 0 | 309 | |
| 02:30 PM | 0 | 65 | 17 | 11 | 23 | 39 | 45 | 95 | 0 | 0 | 0 | 0 | 295 | |
| 02:45 PM | 0 | 85 | 35 | 13 | 29 | 44 | 53 | 96 | 0 | 0 | 0 | 0 | 355 | |
| Total | 0 | 308 | 104 | 48 | 96 | 146 | 187 | 340 | 0 | 0 | 0 | 0 | 1229 | |
| 03:00 PM | 0 | 95 | 29 | 12 | 21 | 29 | 63 | 109 | 0 | 0 | 0 | 0 | 358 | |
| 03:15 PM | 0 | 97 | 32 | 16 | 44 | 35 | 58 | 124 | 0 | 0 | 0 | 0 | 406 | |
| 03:30 PM | 0 | 77 | 18 | 14 | 32 | 36 | 44 | 147 | 0 | 0 | 0 | 0 | 368 | |
| 03:45 PM | 0 | 69 | 27 | 18 | 13 | 49 | 50 | 106 | 0 | 0 | 0 | 0 | 332 | |
| Total | 0 | 338 | 106 | 60 | 110 | 149 | 215 | 486 | 0 | 0 | 0 | 0 | 1464 | |
| 04:00 PM | 0 | 72 | 23 | 11 | 20 | 50 | 53 | 133 | 0 | 0 | 0 | 0 | 362 | |
| 04:15 PM | 0 | 78 | 24 | 13 | 27 | 42 | 25 | 104 | 0 | 0 | 0 | 0 | 313 | |
| 04:30 PM | 0 | 63 | 20 | 12 | 23 | 53 | 38 | 137 | 0 | 0 | 0 | 0 | 346 | |
| 04:45 PM | 0 | 78 | 22 | 10 | 20 | 39 | 34 | 130 | 0 | 0 | 0 | 0 | 333 | |
| Total | 0 | 291 | 89 | 46 | 90 | 184 | 150 | 504 | 0 | 0 | 0 | 0 | 1354 | |
| 05:00 PM | 0 | 57 | 25 | 21 | 28 | 31 | 29 | 134 | 0 | 0 | 0 | 0 | 325 | |
| 05:15 PM | 0 | 96 | 21 | 7 | 23 | 57 | 44 | 138 | 0 | 0 | 0 | 0 | 386 | |
| 05:30 PM | 0 | 85 | 17 | 17 | 23 | 53 | 41 | 125 | 0 | 0 | 0 | 0 | 361 | |
| 05:45 PM | 0 | 67 | 22 | 15 | 15 | 37 | 24 | 96 | 0 | 0 | 0 | 0 | 276 | |
| Total | 0 | 305 | 85 | 60 | 89 | 178 | 138 | 493 | 0 | 0 | 0 | 0 | 1348 | |
| Grand Total | 0 | 1242 | 384 | 214 | 385 | 657 | 690 | 1823 | 0 | 0 | 0 | 0 | 5395 | |
| Apprch % | 0 | 76.4 | 23.6 | 17 | 30.7 | 52.3 | 27.5 | 72.5 | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 23 | 7.1 | 4 | 7.1 | 12.2 | 12.8 | 33.8 | 0 | 0 | 0 | 0 | | |

| Start Time | Park Ave From North | | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | | Route 2 WB Frontage Rd From West | | | | Int. Total |
|--|---------------------|-----------|-----------|------------|----------------------------------|-----------|-----------|------------|---------------------|------------|-------|------------|----------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | |
| 02:45 PM | 0 | 85 | 35 | 120 | 13 | 29 | 44 | 86 | 53 | 96 | 0 | 149 | 0 | 0 | 0 | 0 | 355 |
| 03:00 PM | 0 | 95 | 29 | 124 | 12 | 21 | 29 | 62 | 63 | 109 | 0 | 172 | 0 | 0 | 0 | 0 | 358 |
| 03:15 PM | 0 | 97 | 32 | 129 | 16 | 44 | 35 | 95 | 58 | 124 | 0 | 182 | 0 | 0 | 0 | 0 | 406 |
| 03:30 PM | 0 | 77 | 18 | 95 | 14 | 32 | 36 | 82 | 44 | 147 | 0 | 191 | 0 | 0 | 0 | 0 | 368 |
| Total Volume | 0 | 354 | 114 | 468 | 55 | 126 | 144 | 325 | 218 | 476 | 0 | 694 | 0 | 0 | 0 | 0 | 1487 |
| % App. Total | 0 | 75.6 | 24.4 | | 16.9 | 38.8 | 44.3 | | 31.4 | 68.6 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .912 | .814 | .907 | .859 | .716 | .818 | .855 | .865 | .810 | .000 | .908 | .000 | .000 | .000 | .000 | .916 |

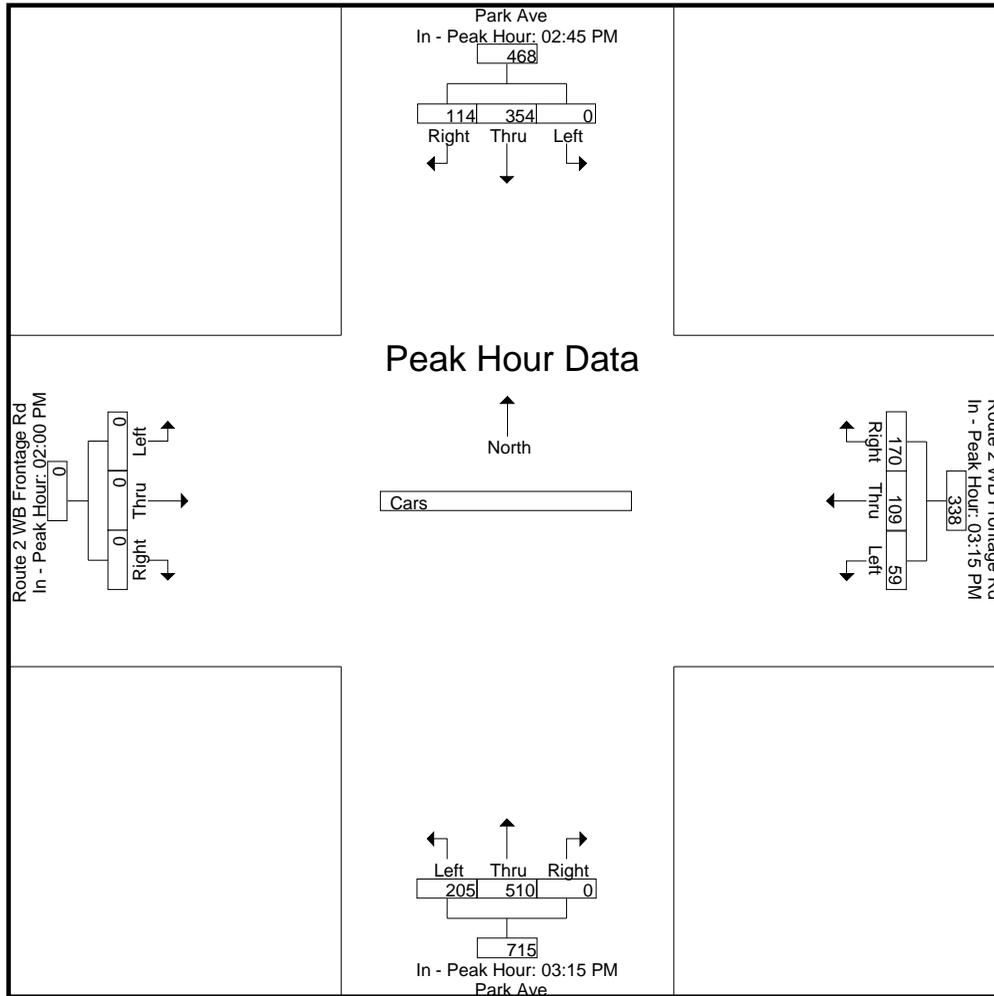
N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 03:15 PM | | | | 03:15 PM | | | | 02:00 PM | | | |
|--------------|----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|------|------------|----------|------|------|------|
| +0 mins. | 0 | 85 | 35 | 120 | 16 | 44 | 35 | 95 | 58 | 124 | 0 | 182 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 95 | 29 | 124 | 14 | 32 | 36 | 82 | 44 | 147 | 0 | 191 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 97 | 32 | 129 | 18 | 13 | 49 | 80 | 50 | 106 | 0 | 156 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 77 | 18 | 95 | 11 | 20 | 50 | 81 | 53 | 133 | 0 | 186 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 354 | 114 | 468 | 59 | 109 | 170 | 338 | 205 | 510 | 0 | 715 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 75.6 | 24.4 | | 17.5 | 32.2 | 50.3 | | 28.7 | 71.3 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .912 | .814 | .907 | .819 | .619 | .850 | .889 | .884 | .867 | .000 | .936 | .000 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Route 2 WB Frontage Road
 City/State : Belmont, MA
 Weather : Clear

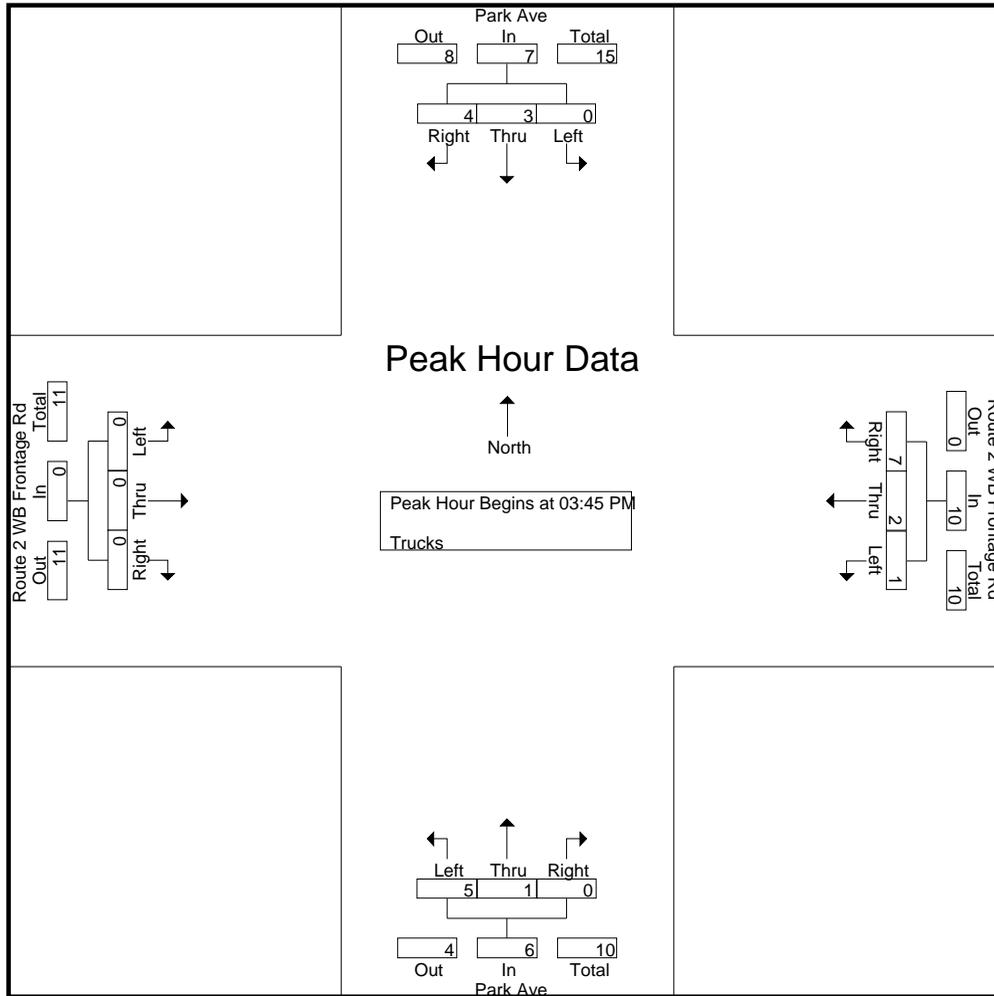
File Name : 89650001
 Site Code : 89650001
 Start Date : 5/18/2021
 Page No : 7

Groups Printed- Trucks

| Start Time | Park Ave From North | | | Route 2 WB Frontage Rd From East | | | Park Ave From South | | | Route 2 WB Frontage Rd From West | | | Int. Total |
|--------------------|------------------------|-----------|----------|-------------------------------------|----------|-----------|------------------------|----------|----------|-------------------------------------|----------|----------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 02:45 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 3 | 1 | 0 | 0 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 13 |
| 03:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 03:15 PM | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 PM | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 4 | 3 | 0 | 1 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 18 |
| 04:00 PM | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 8 |
| 04:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 2 | 3 | 1 | 2 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 21 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 3 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| Grand Total | 0 | 12 | 7 | 1 | 3 | 20 | 11 | 6 | 0 | 0 | 0 | 0 | 60 |
| Apprch % | 0 | 63.2 | 36.8 | 4.2 | 12.5 | 83.3 | 64.7 | 35.3 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 20 | 11.7 | 1.7 | 5 | 33.3 | 18.3 | 10 | 0 | 0 | 0 | 0 | |

| Start Time | Park Ave From North | | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | | Route 2 WB Frontage Rd From West | | | | Int. Total |
|--|------------------------|------|-------|------------|-------------------------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:45 PM | | | | | | | | | | | | | | | | | |
| 03:45 PM | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 04:00 PM | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 8 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 1 | 2 | 3 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total Volume | 0 | 3 | 4 | 7 | 1 | 2 | 7 | 10 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 23 |
| % App. Total | 0 | 42.9 | 57.1 | | 10 | 20 | 70 | | 83.3 | 16.7 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .375 | .500 | .583 | .250 | .500 | .438 | .625 | .417 | .250 | .000 | .375 | .000 | .000 | .000 | .000 | .719 |

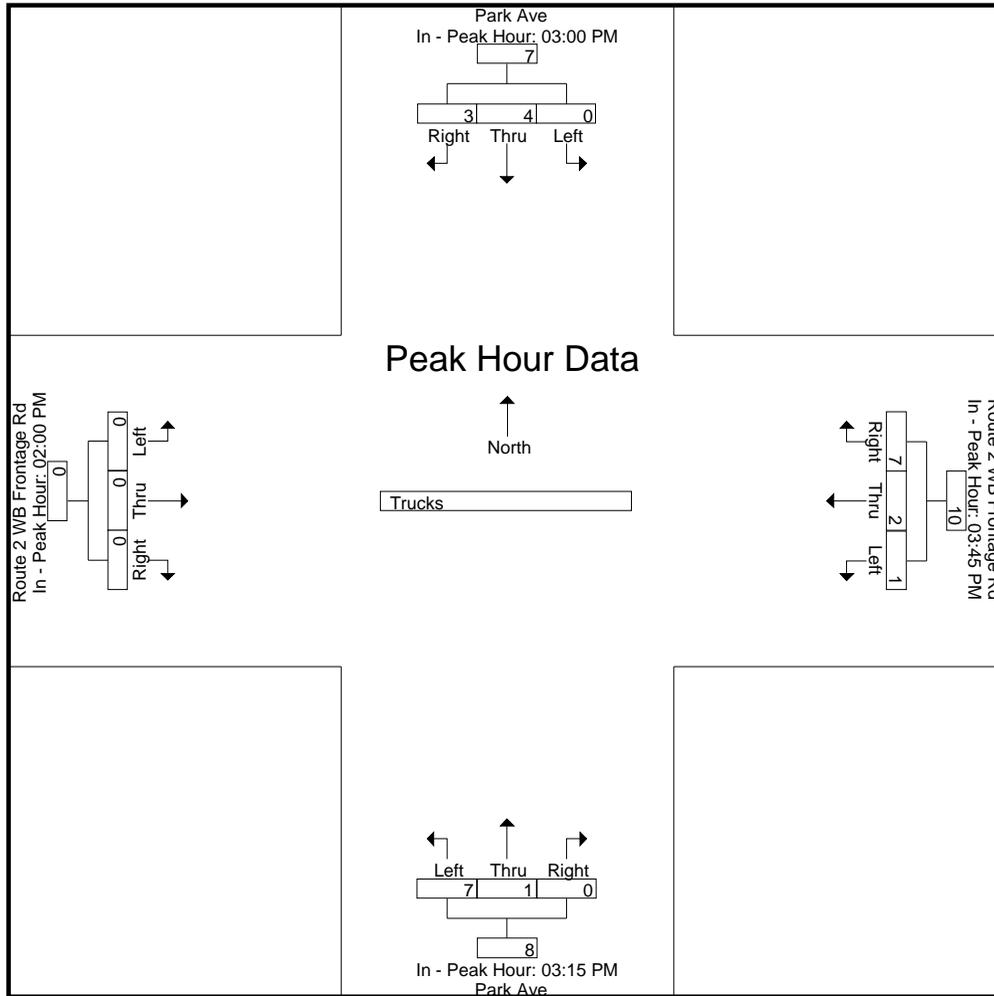
N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | 03:45 PM | | | | 03:15 PM | | | | 02:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 4 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 3 | 7 | 1 | 2 | 7 | 10 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 57.1 | 42.9 | | 10 | 20 | 70 | | 87.5 | 12.5 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .500 | .750 | .583 | .250 | .500 | .438 | .625 | .583 | .250 | .000 | .500 | .000 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear

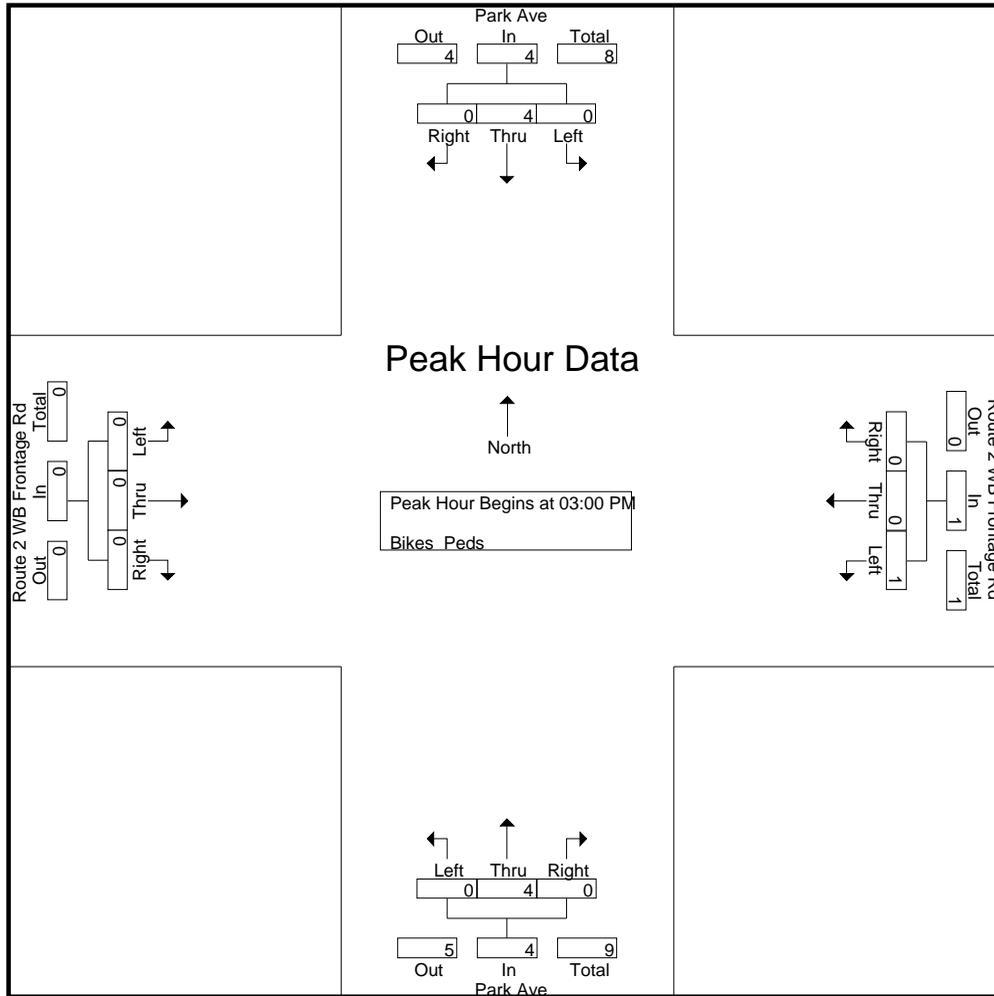
File Name : 89650001
Site Code : 89650001
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | | Route 2 WB Frontage Rd From West | | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------|------|-------|------|----------------------------------|------|-------|------|---------------------|------|-------|------|----------------------------------|------|-------|------|--------------|--------------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | |
| 02:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 |
| 02:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 5 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 9 |
| 03:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| 03:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 03:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 4 |
| 03:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 5 |
| Total | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 9 | 15 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 |
| Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Grand Total | 0 | 8 | 1 | 2 | 1 | 1 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 19 | 35 |
| Apprch % | 0 | 88.9 | 11.1 | | 50 | 50 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | | | |
| Total % | 0 | 42.1 | 5.3 | | 5.3 | 5.3 | 0 | | 0 | 42.1 | 0 | | 0 | 0 | 0 | | 45.7 | 54.3 | |

| Start Time | Park Ave From North | | | | Route 2 WB Frontage Rd From East | | | | Park Ave From South | | | | Route 2 WB Frontage Rd From West | | | | Int. Total |
|--|---------------------|------|-------|------------|----------------------------------|------|-------|------------|---------------------|------|-------|------------|----------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 03:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | 1.00 | .000 | 1.00 | .250 | .000 | .000 | .250 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .750 |

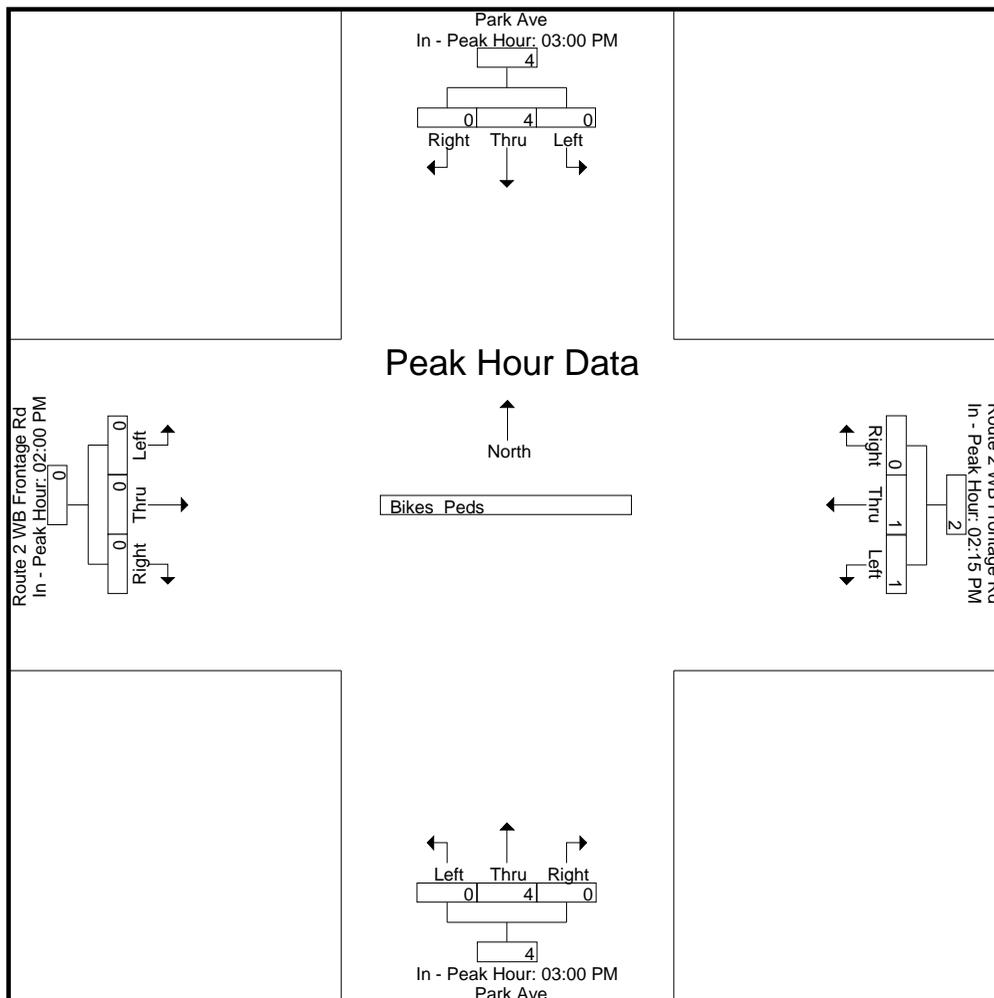
N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | 02:15 PM | | | | 03:00 PM | | | | 02:00 PM | | | |
|--------------|----------|-------|------|-------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 50 | 50 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | 1.000 | .000 | 1.000 | .250 | .250 | .000 | .500 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Route 2 WB Frontage Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Rte2EB Frontage Rd / Hinkley Rd
 City/State : Belmont, MA
 Weather : Clear

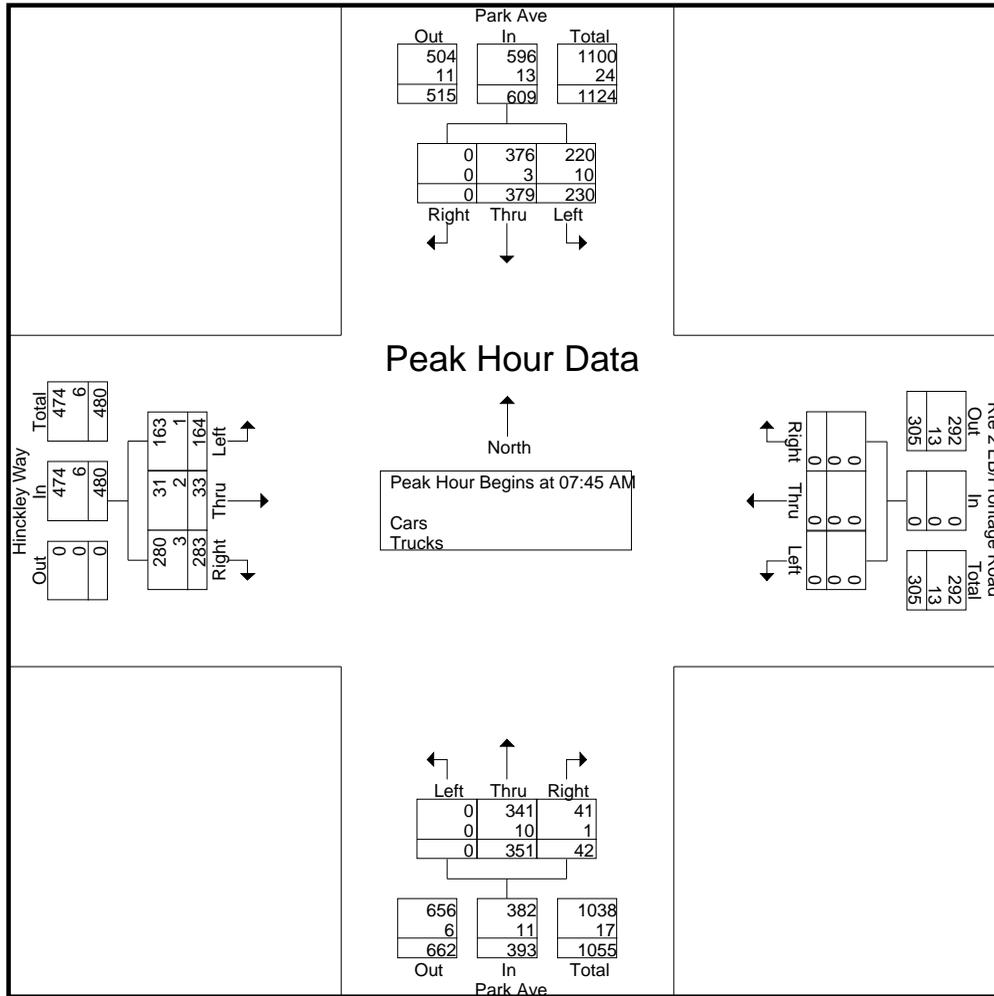
File Name : 89650002
 Site Code : 89650002
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | | Rte 2 EB/Frontage Road From East | | | Park Ave From South | | | Hinckley Way From West | | | Int. Total |
|--------------------|---------------------|------------|----------|----------------------------------|----------|----------|---------------------|------------|-----------|------------------------|-----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 43 | 51 | 0 | 0 | 0 | 0 | 0 | 30 | 4 | 30 | 8 | 30 | 196 |
| 07:15 AM | 53 | 68 | 0 | 0 | 0 | 0 | 0 | 44 | 6 | 32 | 9 | 32 | 244 |
| 07:30 AM | 61 | 71 | 0 | 0 | 0 | 0 | 0 | 53 | 6 | 33 | 1 | 59 | 284 |
| 07:45 AM | 52 | 89 | 0 | 0 | 0 | 0 | 0 | 80 | 11 | 45 | 6 | 84 | 367 |
| Total | 209 | 279 | 0 | 0 | 0 | 0 | 0 | 207 | 27 | 140 | 24 | 205 | 1091 |
| 08:00 AM | 67 | 102 | 0 | 0 | 0 | 0 | 0 | 107 | 13 | 41 | 8 | 73 | 411 |
| 08:15 AM | 63 | 108 | 0 | 0 | 0 | 0 | 0 | 99 | 9 | 44 | 5 | 81 | 409 |
| 08:30 AM | 48 | 80 | 0 | 0 | 0 | 0 | 0 | 65 | 9 | 34 | 14 | 45 | 295 |
| 08:45 AM | 54 | 64 | 0 | 0 | 0 | 0 | 0 | 53 | 3 | 37 | 6 | 36 | 253 |
| Total | 232 | 354 | 0 | 0 | 0 | 0 | 0 | 324 | 34 | 156 | 33 | 235 | 1368 |
| Grand Total | 441 | 633 | 0 | 0 | 0 | 0 | 0 | 531 | 61 | 296 | 57 | 440 | 2459 |
| Apprch % | 41.1 | 58.9 | 0 | 0 | 0 | 0 | 0 | 89.7 | 10.3 | 37.3 | 7.2 | 55.5 | |
| Total % | 17.9 | 25.7 | 0 | 0 | 0 | 0 | 0 | 21.6 | 2.5 | 12 | 2.3 | 17.9 | |
| Cars | 425 | 628 | 0 | 0 | 0 | 0 | 0 | 520 | 60 | 295 | 51 | 434 | 2413 |
| % Cars | 96.4 | 99.2 | 0 | 0 | 0 | 0 | 0 | 97.9 | 98.4 | 99.7 | 89.5 | 98.6 | 98.1 |
| Trucks | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 1 | 6 | 6 | 46 |
| % Trucks | 3.6 | 0.8 | 0 | 0 | 0 | 0 | 0 | 2.1 | 1.6 | 0.3 | 10.5 | 1.4 | 1.9 |

| Start Time | Park Ave From North | | | | Rte 2 EB/Frontage Road From East | | | | Park Ave From South | | | | Hinckley Way From West | | | | Int. Total |
|---|---------------------|------------|----------|------------|----------------------------------|----------|----------|------------|---------------------|------------|-----------|------------|------------------------|-----------|------------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 52 | 89 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 80 | 11 | 91 | 45 | 6 | 84 | 135 | 367 |
| 08:00 AM | 67 | 102 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 107 | 13 | 120 | 41 | 8 | 73 | 122 | 411 |
| 08:15 AM | 63 | 108 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 99 | 9 | 108 | 44 | 5 | 81 | 130 | 409 |
| 08:30 AM | 48 | 80 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 65 | 9 | 74 | 34 | 14 | 45 | 93 | 295 |
| Total Volume | 230 | 379 | 0 | 609 | 0 | 0 | 0 | 0 | 0 | 351 | 42 | 393 | 164 | 33 | 283 | 480 | 1482 |
| % App. Total | 37.8 | 62.2 | 0 | | 0 | 0 | 0 | | 0 | 89.3 | 10.7 | | 34.2 | 6.9 | 59 | | |
| PHF | .858 | .877 | .000 | .890 | .000 | .000 | .000 | .000 | .000 | .820 | .808 | .819 | .911 | .589 | .842 | .889 | .901 |
| Cars | 220 | 376 | 0 | 596 | 0 | 0 | 0 | 0 | 0 | 341 | 41 | 382 | 163 | 31 | 280 | 474 | 1452 |
| % Cars | 95.7 | 99.2 | 0 | 97.9 | 0 | 0 | 0 | 0 | 0 | 97.2 | 97.6 | 97.2 | 99.4 | 93.9 | 98.9 | 98.8 | 98.0 |
| Trucks | 10 | 3 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 1 | 2 | 3 | 6 | 30 |
| % Trucks | 4.3 | 0.8 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 2.8 | 2.4 | 2.8 | 0.6 | 6.1 | 1.1 | 1.3 | 2.0 |

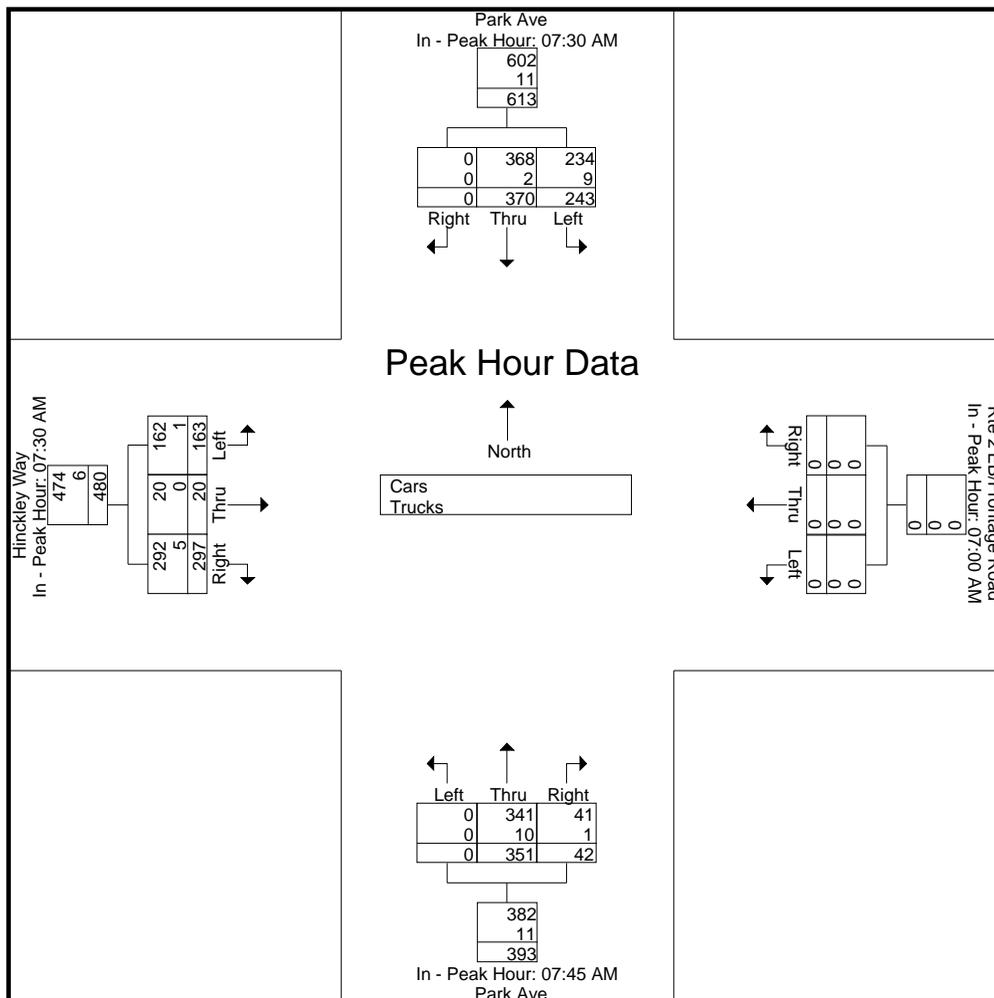
N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:00 AM | | | | 07:45 AM | | | | 07:30 AM | | | |
|--------------|-----------|------------|------|------------|----------|------|------|------|----------|------------|-----------|------------|-----------|----------|-----------|------------|
| +0 mins. | 61 | 71 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 80 | 11 | 91 | 33 | 1 | 59 | 93 |
| +15 mins. | 52 | 89 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 107 | 13 | 120 | 45 | 6 | 84 | 135 |
| +30 mins. | 67 | 102 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 99 | 9 | 108 | 41 | 8 | 73 | 122 |
| +45 mins. | 63 | 108 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 65 | 9 | 74 | 44 | 5 | 81 | 130 |
| Total Volume | 243 | 370 | 0 | 613 | 0 | 0 | 0 | 0 | 0 | 351 | 42 | 393 | 163 | 20 | 297 | 480 |
| % App. Total | 39.6 | 60.4 | 0 | | 0 | 0 | 0 | | 0 | 89.3 | 10.7 | | 34 | 4.2 | 61.9 | |
| PHF | .907 | .856 | .000 | .896 | .000 | .000 | .000 | .000 | .000 | .820 | .808 | .819 | .906 | .625 | .884 | .889 |
| Cars | 234 | 368 | 0 | 602 | 0 | 0 | 0 | 0 | 0 | 341 | 41 | 382 | 162 | 20 | 292 | 474 |
| % Cars | 96.3 | 99.5 | 0 | 98.2 | 0 | 0 | 0 | 0 | 0 | 97.2 | 97.6 | 97.2 | 99.4 | 100 | 98.3 | 98.8 |
| Trucks | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 1 | 0 | 5 | 6 |
| % Trucks | 3.7 | 0.5 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 2.8 | 2.4 | 2.8 | 0.6 | 0 | 1.7 | 1.2 |

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear

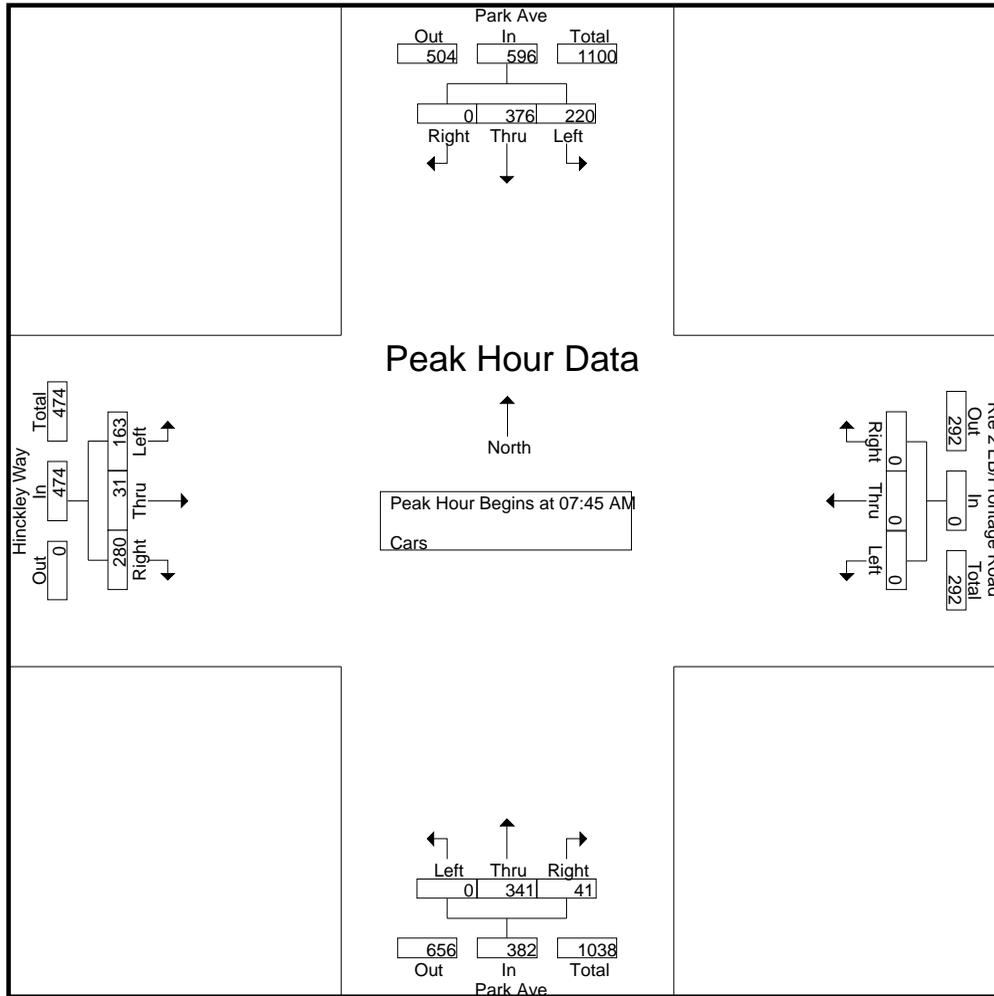
File Name : 89650002
Site Code : 89650002
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | | Rte 2 EB/Frontage Road From East | | | Park Ave From South | | | Hinckley Way From West | | | Int. Total |
|-------------|------------------------|------|-------|-------------------------------------|------|-------|------------------------|------|-------|---------------------------|------|-------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 42 | 51 | 0 | 0 | 0 | 0 | 0 | 30 | 4 | 30 | 8 | 30 | 195 |
| 07:15 AM | 50 | 66 | 0 | 0 | 0 | 0 | 0 | 43 | 6 | 32 | 6 | 31 | 234 |
| 07:30 AM | 59 | 71 | 0 | 0 | 0 | 0 | 0 | 53 | 6 | 33 | 1 | 57 | 280 |
| 07:45 AM | 51 | 87 | 0 | 0 | 0 | 0 | 0 | 73 | 11 | 44 | 6 | 81 | 353 |
| Total | 202 | 275 | 0 | 0 | 0 | 0 | 0 | 199 | 27 | 139 | 21 | 199 | 1062 |
| 08:00 AM | 63 | 102 | 0 | 0 | 0 | 0 | 0 | 105 | 13 | 41 | 8 | 73 | 405 |
| 08:15 AM | 61 | 108 | 0 | 0 | 0 | 0 | 0 | 99 | 9 | 44 | 5 | 81 | 407 |
| 08:30 AM | 45 | 79 | 0 | 0 | 0 | 0 | 0 | 64 | 8 | 34 | 12 | 45 | 287 |
| 08:45 AM | 54 | 64 | 0 | 0 | 0 | 0 | 0 | 53 | 3 | 37 | 5 | 36 | 252 |
| Total | 223 | 353 | 0 | 0 | 0 | 0 | 0 | 321 | 33 | 156 | 30 | 235 | 1351 |
| Grand Total | 425 | 628 | 0 | 0 | 0 | 0 | 0 | 520 | 60 | 295 | 51 | 434 | 2413 |
| Apprch % | 40.4 | 59.6 | 0 | 0 | 0 | 0 | 0 | 89.7 | 10.3 | 37.8 | 6.5 | 55.6 | |
| Total % | 17.6 | 26 | 0 | 0 | 0 | 0 | 0 | 21.5 | 2.5 | 12.2 | 2.1 | 18 | |

| Start Time | Park Ave From North | | | | Rte 2 EB/Frontage Road From East | | | | Park Ave From South | | | | Hinckley Way From West | | | | Int. Total |
|--|------------------------|------|-------|------------|-------------------------------------|------|-------|------------|------------------------|------|-------|------------|---------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 51 | 87 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 73 | 11 | 84 | 44 | 6 | 81 | 131 | 353 |
| 08:00 AM | 63 | 102 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 105 | 13 | 118 | 41 | 8 | 73 | 122 | 405 |
| 08:15 AM | 61 | 108 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 99 | 9 | 108 | 44 | 5 | 81 | 130 | 407 |
| 08:30 AM | 45 | 79 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 64 | 8 | 72 | 34 | 12 | 45 | 91 | 287 |
| Total Volume | 220 | 376 | 0 | 596 | 0 | 0 | 0 | 0 | 0 | 341 | 41 | 382 | 163 | 31 | 280 | 474 | 1452 |
| % App. Total | 36.9 | 63.1 | 0 | | 0 | 0 | 0 | | 0 | 89.3 | 10.7 | | 34.4 | 6.5 | 59.1 | | |
| PHF | .873 | .870 | .000 | .882 | .000 | .000 | .000 | .000 | .000 | .812 | .788 | .809 | .926 | .646 | .864 | .905 | .892 |

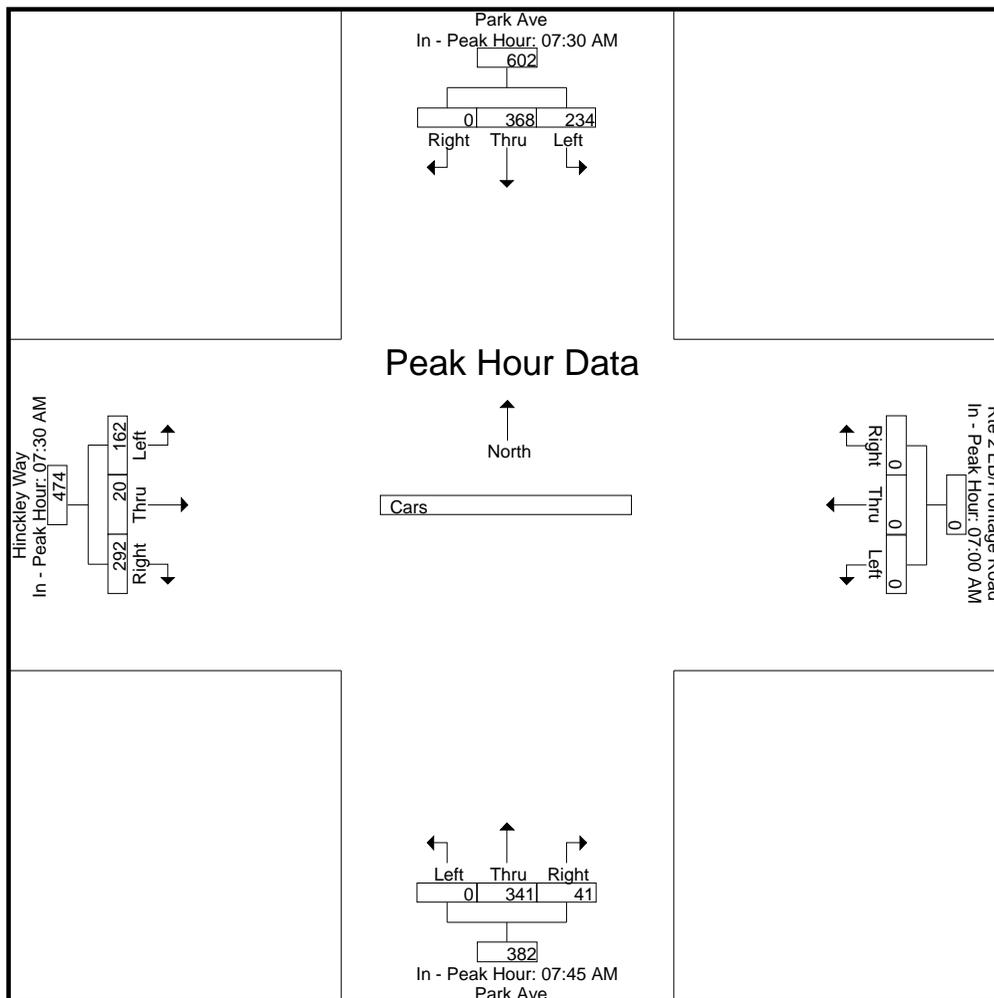
N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:00 AM | | | | 07:45 AM | | | | 07:30 AM | | | |
|--------------|-----------|------------|------|------------|----------|------|------|------|----------|------------|-----------|------------|-----------|----------|-----------|------------|
| +0 mins. | 59 | 71 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 73 | 11 | 84 | 33 | 1 | 57 | 91 |
| +15 mins. | 51 | 87 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 105 | 13 | 118 | 44 | 6 | 81 | 131 |
| +30 mins. | 63 | 102 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 99 | 9 | 108 | 41 | 8 | 73 | 122 |
| +45 mins. | 61 | 108 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 64 | 8 | 72 | 44 | 5 | 81 | 130 |
| Total Volume | 234 | 368 | 0 | 602 | 0 | 0 | 0 | 0 | 0 | 341 | 41 | 382 | 162 | 20 | 292 | 474 |
| % App. Total | 38.9 | 61.1 | 0 | | 0 | 0 | 0 | 0 | 0 | 89.3 | 10.7 | | 34.2 | 4.2 | 61.6 | |
| PHF | .929 | .852 | .000 | .891 | .000 | .000 | .000 | .000 | .000 | .812 | .788 | .809 | .920 | .625 | .901 | .905 |

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear

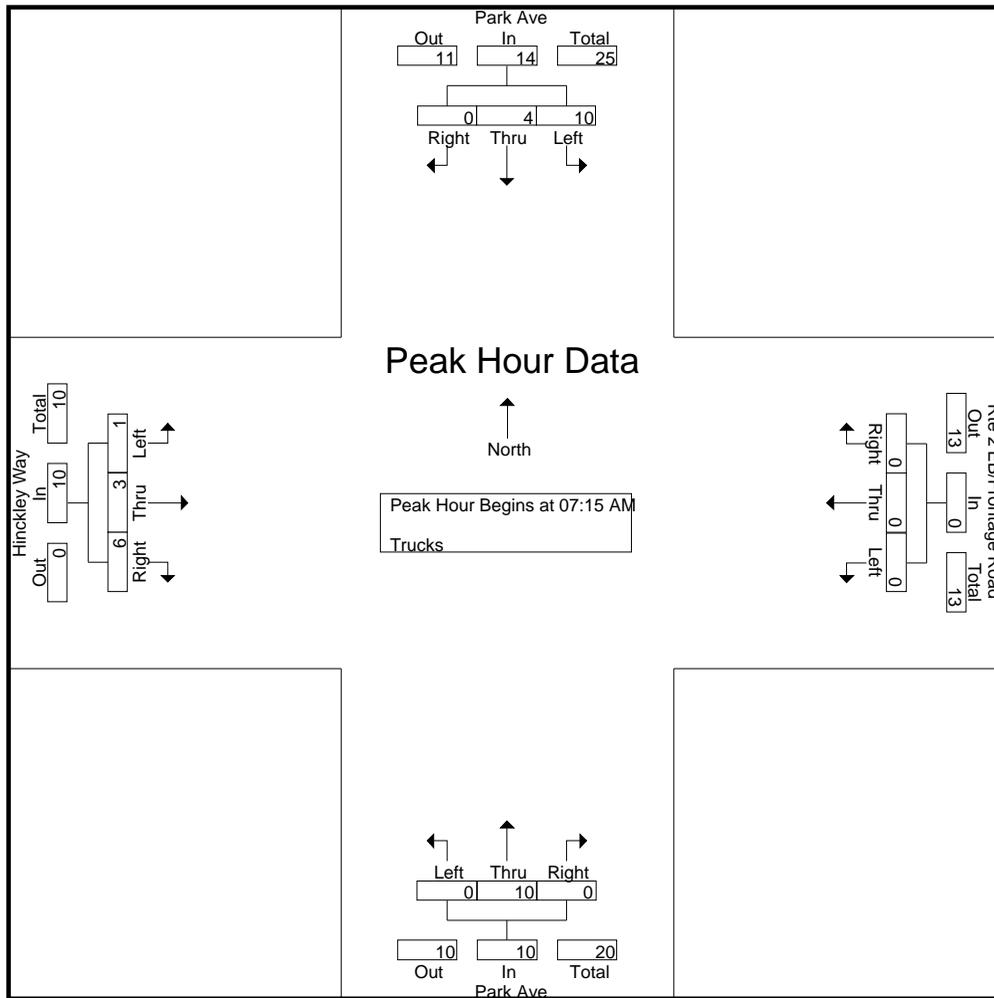
File Name : 89650002
Site Code : 89650002
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Park Ave From North | | | Rte 2 EB/Frontage Road From East | | | Park Ave From South | | | Hinckley Way From West | | | Int. Total |
|--------------------|---------------------|----------|----------|----------------------------------|----------|----------|---------------------|-----------|----------|------------------------|----------|----------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 AM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 10 |
| 07:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 07:45 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 3 | 14 |
| Total | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 3 | 6 | 29 |
| 08:00 AM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 08:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 AM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 8 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 3 | 0 | 17 |
| Grand Total | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 1 | 6 | 6 | 46 |
| Apprch % | 76.2 | 23.8 | 0 | 0 | 0 | 0 | 0 | 91.7 | 8.3 | 7.7 | 46.2 | 46.2 | |
| Total % | 34.8 | 10.9 | 0 | 0 | 0 | 0 | 0 | 23.9 | 2.2 | 2.2 | 13 | 13 | |

| Start Time | Park Ave From North | | | | Rte 2 EB/Frontage Road From East | | | | Park Ave From South | | | | Hinckley Way From West | | | | Int. Total |
|--|---------------------|-------------|----------|------------|----------------------------------|----------|----------|------------|---------------------|------------|----------|------------|------------------------|-----------|-----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 4 | 10 |
| 07:30 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| 07:45 AM | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 1 | 0 | 3 | 4 | 14 |
| 08:00 AM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 10 | 4 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 1 | 3 | 6 | 10 | 34 |
| % App. Total | 71.4 | 28.6 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 10 | 30 | 60 | | |
| PHF | .625 | .500 | .000 | .700 | .000 | .000 | .000 | .000 | .000 | .357 | .000 | .357 | .250 | .250 | .500 | .625 | .607 |

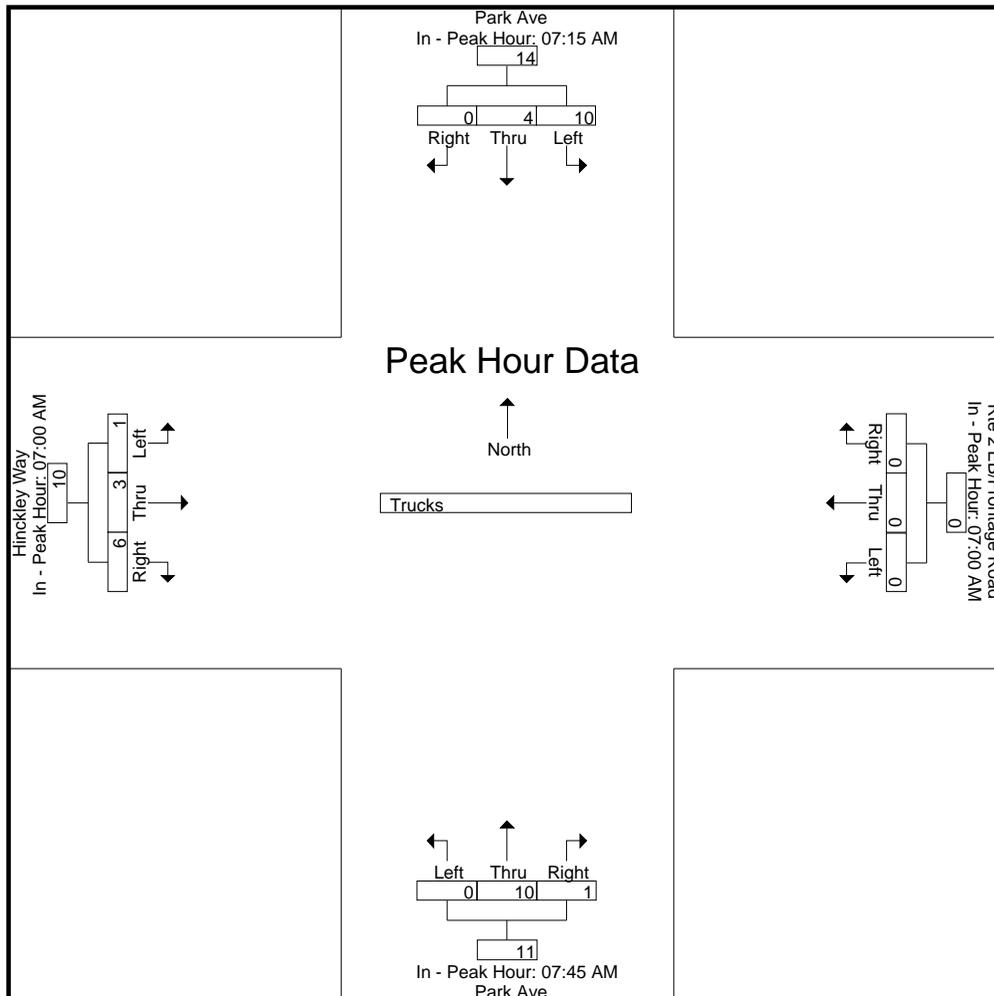
N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:00 AM | | | | 07:45 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 |
| +15 mins. | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 1 | 4 |
| +30 mins. | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| +45 mins. | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 3 | 4 |
| Total Volume | 10 | 4 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 1 | 3 | 6 | 10 |
| % App. Total | 71.4 | 28.6 | 0 | | 0 | 0 | 0 | | 0 | 90.9 | 9.1 | | 10 | 30 | 60 | |
| PHF | .625 | .500 | .000 | .700 | .000 | .000 | .000 | .000 | .000 | .357 | .250 | .393 | .250 | .250 | .500 | .625 |

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Rte2EB Frontage Rd / Hinkley Rd
 City/State : Belmont, MA
 Weather : Clear

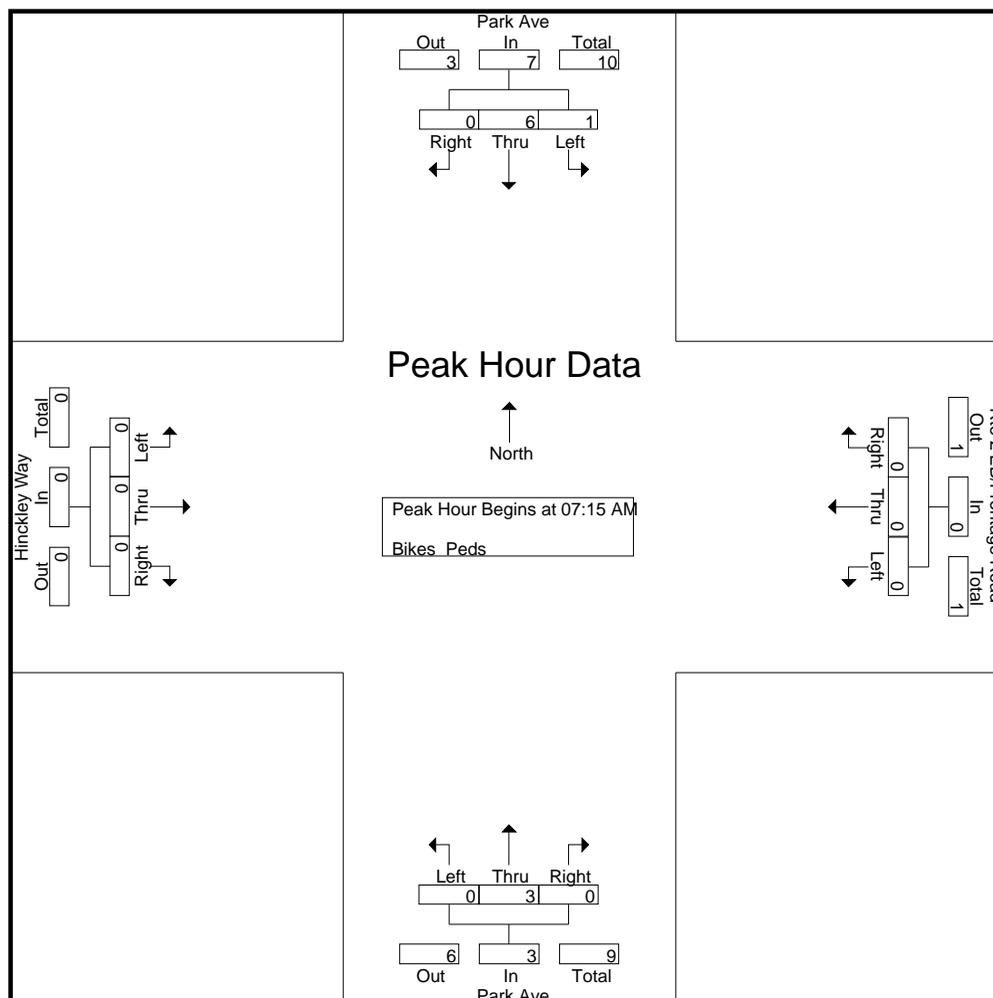
File Name : 89650002
 Site Code : 89650002
 Start Date : 5/18/2021
 Page No : 10

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | | Rte 2 EB/Frontage Road From East | | | | Park Ave From South | | | | Hinckley Way From West | | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------|----------|----------|----------|----------------------------------|----------|----------|-----------|---------------------|----------|----------|----------|------------------------|----------|----------|----------|--------------|--------------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 4 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 7 | 2 | 9 |
| 07:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 | 1 | 7 |
| 07:45 AM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 8 |
| Total | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 2 | 20 | 8 | 28 |
| 08:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 5 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 5 | 11 |
| Grand Total | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 4 | 26 | 13 | 39 |
| Apprch % | 11.1 | 88.9 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | | | |
| Total % | 7.7 | 61.5 | 0 | | 0 | 0 | 0 | | 0 | 30.8 | 0 | | 0 | 0 | 0 | | 66.7 | 33.3 | |

| Start Time | Park Ave From North | | | | Rte 2 EB/Frontage Road From East | | | | Park Ave From South | | | | Hinckley Way From West | | | | Int. Total |
|--|---------------------|-------------|----------|------------|----------------------------------|----------|----------|------------|---------------------|------------|----------|------------|------------------------|----------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 08:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 10 |
| % App. Total | 14.3 | 85.7 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .250 | .500 | .000 | .438 | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | .000 | .000 | .000 | .000 | .500 |

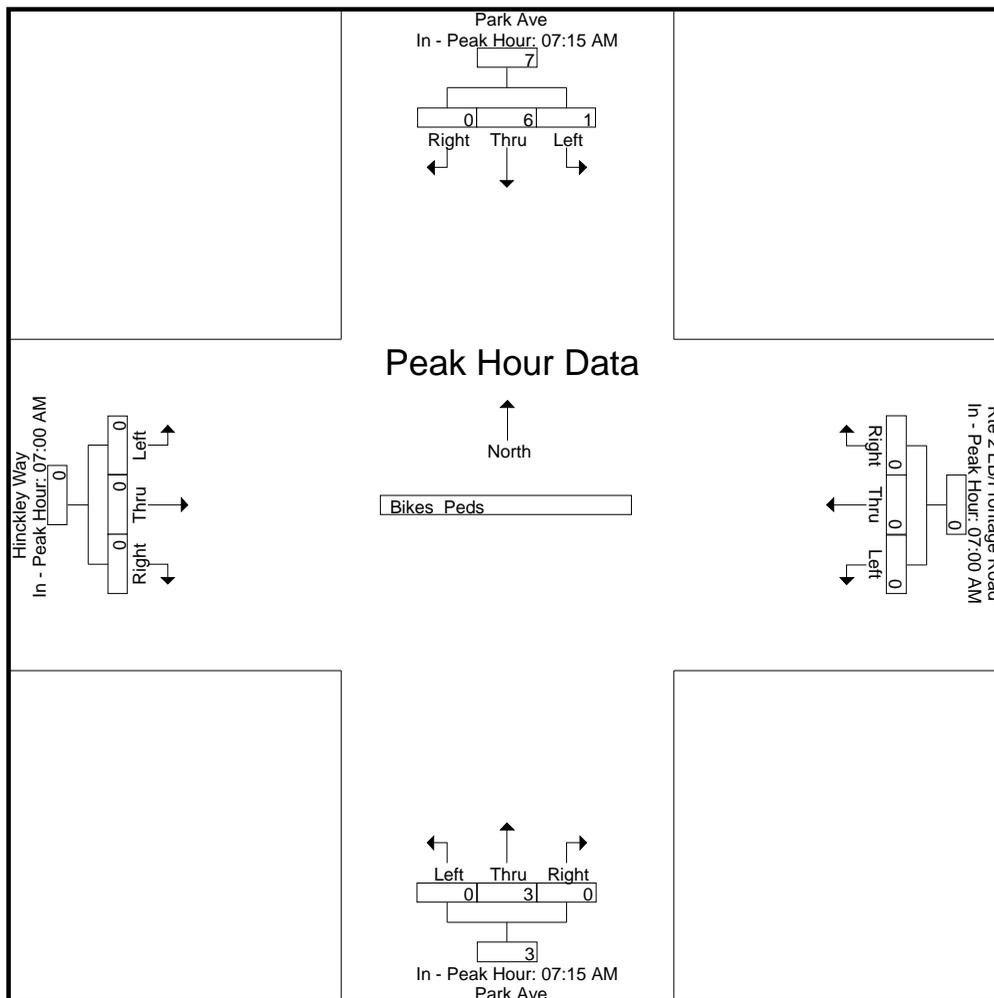
N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | | 07:00 AM | | | | 07:15 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| % App. Total | 14.3 | 85.7 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .250 | .500 | .000 | .438 | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | .000 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear

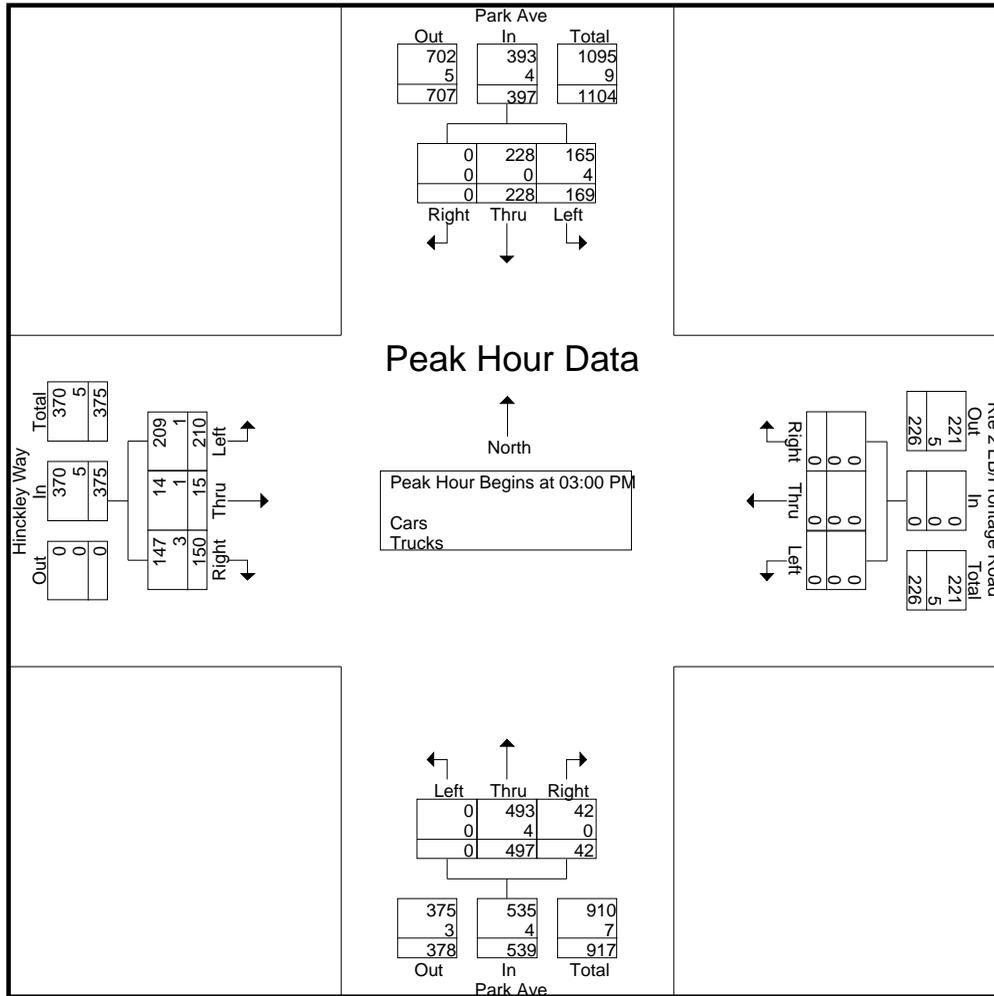
File Name : 89650002
Site Code : 89650002
Start Date : 5/18/2021
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | | Rte 2 EB/Frontage Road From East | | | Park Ave From South | | | Hinckley Way From West | | | Int. Total |
|--------------------|---------------------|------------|----------|----------------------------------|----------|----------|---------------------|-------------|------------|------------------------|-----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 37 | 42 | 0 | 0 | 0 | 0 | 0 | 71 | 3 | 44 | 1 | 38 | 236 |
| 02:15 PM | 46 | 58 | 0 | 0 | 0 | 0 | 0 | 86 | 8 | 43 | 3 | 32 | 276 |
| 02:30 PM | 32 | 43 | 0 | 0 | 0 | 0 | 0 | 82 | 15 | 61 | 8 | 32 | 273 |
| 02:45 PM | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 92 | 8 | 57 | 6 | 35 | 298 |
| Total | 165 | 193 | 0 | 0 | 0 | 0 | 0 | 331 | 34 | 205 | 18 | 137 | 1083 |
| 03:00 PM | 49 | 55 | 0 | 0 | 0 | 0 | 0 | 121 | 10 | 49 | 6 | 35 | 325 |
| 03:15 PM | 45 | 70 | 0 | 0 | 0 | 0 | 0 | 114 | 11 | 70 | 3 | 38 | 351 |
| 03:30 PM | 42 | 49 | 0 | 0 | 0 | 0 | 0 | 140 | 11 | 54 | 4 | 29 | 329 |
| 03:45 PM | 33 | 54 | 0 | 0 | 0 | 0 | 0 | 122 | 10 | 37 | 2 | 48 | 306 |
| Total | 169 | 228 | 0 | 0 | 0 | 0 | 0 | 497 | 42 | 210 | 15 | 150 | 1311 |
| 04:00 PM | 43 | 40 | 0 | 0 | 0 | 0 | 0 | 134 | 8 | 54 | 6 | 28 | 313 |
| 04:15 PM | 40 | 58 | 0 | 0 | 0 | 0 | 0 | 86 | 11 | 45 | 3 | 29 | 272 |
| 04:30 PM | 35 | 38 | 0 | 0 | 0 | 0 | 0 | 114 | 11 | 59 | 6 | 28 | 291 |
| 04:45 PM | 44 | 49 | 0 | 0 | 0 | 0 | 0 | 120 | 6 | 49 | 9 | 27 | 304 |
| Total | 162 | 185 | 0 | 0 | 0 | 0 | 0 | 454 | 36 | 207 | 24 | 112 | 1180 |
| 05:00 PM | 33 | 47 | 0 | 0 | 0 | 0 | 0 | 105 | 6 | 58 | 7 | 46 | 302 |
| 05:15 PM | 59 | 44 | 0 | 0 | 0 | 0 | 0 | 115 | 9 | 69 | 10 | 36 | 342 |
| 05:30 PM | 45 | 54 | 0 | 0 | 0 | 0 | 0 | 98 | 3 | 69 | 7 | 42 | 318 |
| 05:45 PM | 38 | 47 | 0 | 0 | 0 | 0 | 0 | 74 | 5 | 47 | 2 | 22 | 235 |
| Total | 175 | 192 | 0 | 0 | 0 | 0 | 0 | 392 | 23 | 243 | 26 | 146 | 1197 |
| Grand Total | 671 | 798 | 0 | 0 | 0 | 0 | 0 | 1674 | 135 | 865 | 83 | 545 | 4771 |
| Apprch % | 45.7 | 54.3 | 0 | 0 | 0 | 0 | 0 | 92.5 | 7.5 | 57.9 | 5.6 | 36.5 | |
| Total % | 14.1 | 16.7 | 0 | 0 | 0 | 0 | 0 | 35.1 | 2.8 | 18.1 | 1.7 | 11.4 | |
| Cars | 659 | 797 | 0 | 0 | 0 | 0 | 0 | 1663 | 134 | 858 | 82 | 539 | 4732 |
| % Cars | 98.2 | 99.9 | 0 | 0 | 0 | 0 | 0 | 99.3 | 99.3 | 99.2 | 98.8 | 98.9 | 99.2 |
| Trucks | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 7 | 1 | 6 | 39 |
| % Trucks | 1.8 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0.7 | 0.8 | 1.2 | 1.1 | 0.8 |

| Start Time | Park Ave From North | | | | Rte 2 EB/Frontage Road From East | | | | Park Ave From South | | | | Hinckley Way From West | | | | Int. Total |
|--|---------------------|------------|----------|------------|----------------------------------|----------|----------|------------|---------------------|------------|-----------|------------|------------------------|-----------|------------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 49 | 55 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 121 | 10 | 131 | 49 | 6 | 35 | 90 | 325 |
| 03:15 PM | 45 | 70 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 114 | 11 | 125 | 70 | 3 | 38 | 111 | 351 |
| 03:30 PM | 42 | 49 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 140 | 11 | 151 | 54 | 4 | 29 | 87 | 329 |
| 03:45 PM | 33 | 54 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 122 | 10 | 132 | 37 | 2 | 48 | 87 | 306 |
| Total Volume | 169 | 228 | 0 | 397 | 0 | 0 | 0 | 0 | 0 | 497 | 42 | 539 | 210 | 15 | 150 | 375 | 1311 |
| % App. Total | 42.6 | 57.4 | 0 | | 0 | 0 | 0 | | 0 | 92.2 | 7.8 | | 56 | 4 | 40 | | |
| PHF | .862 | .814 | .000 | .863 | .000 | .000 | .000 | .000 | .000 | .888 | .955 | .892 | .750 | .625 | .781 | .845 | .934 |
| Cars | 165 | 228 | 0 | 393 | 0 | 0 | 0 | 0 | 0 | 493 | 42 | 535 | 209 | 14 | 147 | 370 | 1298 |
| % Cars | 97.6 | 100 | 0 | 99.0 | 0 | 0 | 0 | 0 | 0 | 99.2 | 100 | 99.3 | 99.5 | 93.3 | 98.0 | 98.7 | 99.0 |
| Trucks | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 3 | 5 | 13 |
| % Trucks | 2.4 | 0 | 0 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.8 | 0 | 0.7 | 0.5 | 6.7 | 2.0 | 1.3 | 1.0 |

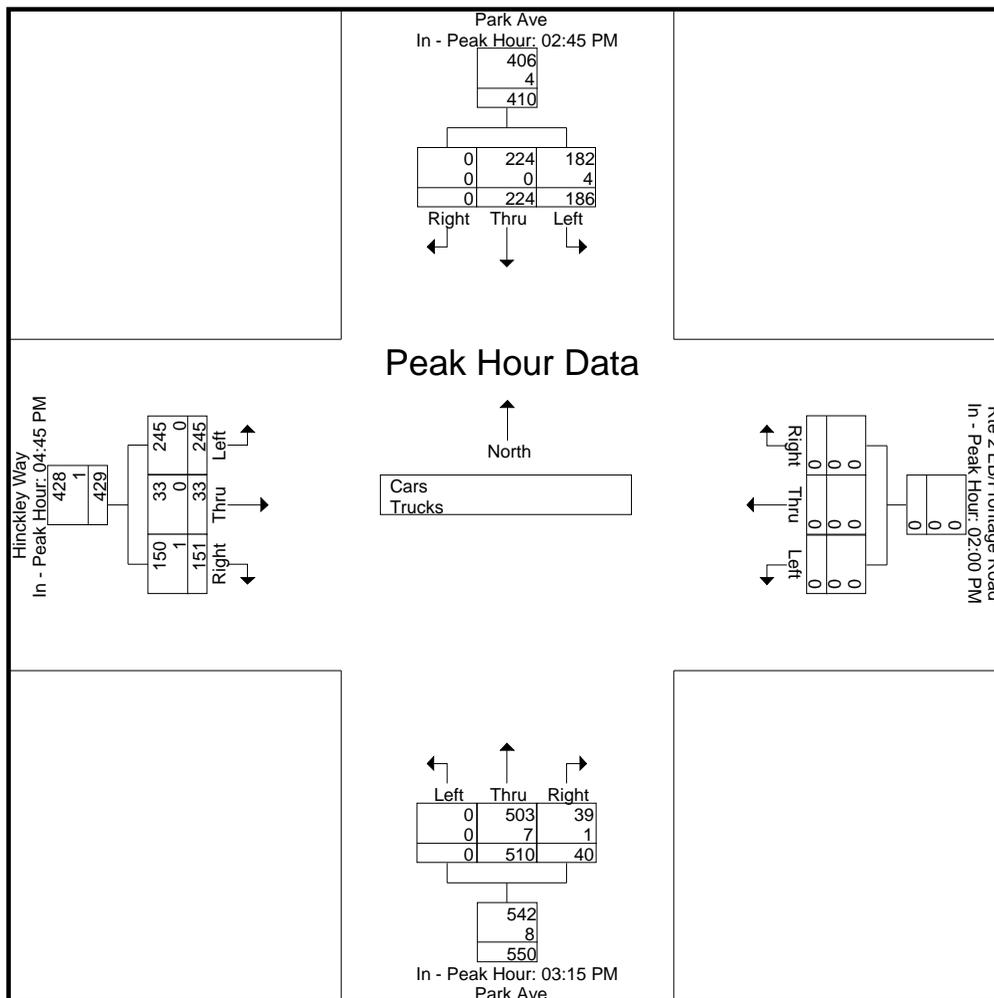
N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 02:00 PM | | | | 03:15 PM | | | | 04:45 PM | | | |
|--------------|-----------|-----------|------|------------|----------|------|------|------|----------|------------|-----------|------------|-----------|-----------|-----------|------------|
| +0 mins. | 50 | 50 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 114 | 11 | 125 | 49 | 9 | 27 | 85 |
| +15 mins. | 49 | 55 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 140 | 11 | 151 | 58 | 7 | 46 | 111 |
| +30 mins. | 45 | 70 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 122 | 10 | 132 | 69 | 10 | 36 | 115 |
| +45 mins. | 42 | 49 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 134 | 8 | 142 | 69 | 7 | 42 | 118 |
| Total Volume | 186 | 224 | 0 | 410 | 0 | 0 | 0 | 0 | 0 | 510 | 40 | 550 | 245 | 33 | 151 | 429 |
| % App. Total | 45.4 | 54.6 | 0 | | 0 | 0 | 0 | | 0 | 92.7 | 7.3 | | 57.1 | 7.7 | 35.2 | |
| PHF | .930 | .800 | .000 | .891 | .000 | .000 | .000 | .000 | .000 | .911 | .909 | .911 | .888 | .825 | .821 | .909 |
| Cars | 182 | 224 | 0 | 406 | 0 | 0 | 0 | 0 | 0 | 503 | 39 | 542 | 245 | 33 | 150 | 428 |
| % Cars | 97.8 | 100 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 98.6 | 97.5 | 98.5 | 100 | 100 | 99.3 | 99.8 |
| Trucks | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 0 | 0 | 1 | 1 |
| % Trucks | 2.2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.4 | 2.5 | 1.5 | 0 | 0 | 0.7 | 0.2 |

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Rte2EB Frontage Rd / Hinkley Rd
 City/State : Belmont, MA
 Weather : Clear

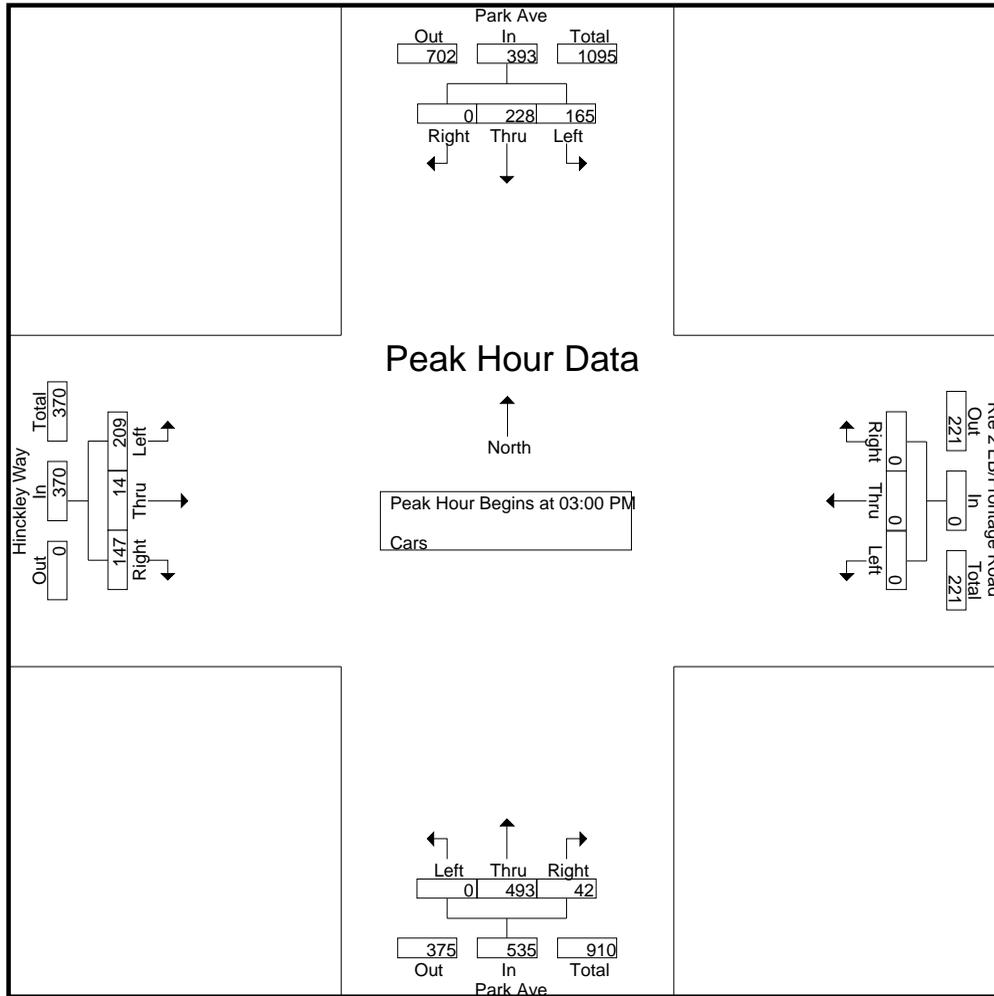
File Name : 89650002
 Site Code : 89650002
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | | Rte 2 EB/Frontage Road From East | | | Park Ave From South | | | Hinckley Way From West | | | Int. Total |
|--------------------|------------------------|------------|----------|-------------------------------------|----------|----------|------------------------|-------------|------------|---------------------------|-----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 36 | 42 | 0 | 0 | 0 | 0 | 0 | 71 | 3 | 44 | 1 | 38 | 235 |
| 02:15 PM | 46 | 58 | 0 | 0 | 0 | 0 | 0 | 85 | 8 | 42 | 3 | 32 | 274 |
| 02:30 PM | 32 | 43 | 0 | 0 | 0 | 0 | 0 | 82 | 15 | 57 | 8 | 31 | 268 |
| 02:45 PM | 48 | 50 | 0 | 0 | 0 | 0 | 0 | 92 | 8 | 57 | 6 | 34 | 295 |
| Total | 162 | 193 | 0 | 0 | 0 | 0 | 0 | 330 | 34 | 200 | 18 | 135 | 1072 |
| 03:00 PM | 48 | 55 | 0 | 0 | 0 | 0 | 0 | 121 | 10 | 48 | 5 | 35 | 322 |
| 03:15 PM | 45 | 70 | 0 | 0 | 0 | 0 | 0 | 113 | 11 | 70 | 3 | 38 | 350 |
| 03:30 PM | 41 | 49 | 0 | 0 | 0 | 0 | 0 | 138 | 11 | 54 | 4 | 29 | 326 |
| 03:45 PM | 31 | 54 | 0 | 0 | 0 | 0 | 0 | 121 | 10 | 37 | 2 | 45 | 300 |
| Total | 165 | 228 | 0 | 0 | 0 | 0 | 0 | 493 | 42 | 209 | 14 | 147 | 1298 |
| 04:00 PM | 43 | 40 | 0 | 0 | 0 | 0 | 0 | 131 | 7 | 53 | 6 | 28 | 308 |
| 04:15 PM | 40 | 57 | 0 | 0 | 0 | 0 | 0 | 85 | 11 | 45 | 3 | 29 | 270 |
| 04:30 PM | 34 | 38 | 0 | 0 | 0 | 0 | 0 | 114 | 11 | 59 | 6 | 28 | 290 |
| 04:45 PM | 43 | 49 | 0 | 0 | 0 | 0 | 0 | 119 | 6 | 49 | 9 | 27 | 302 |
| Total | 160 | 184 | 0 | 0 | 0 | 0 | 0 | 449 | 35 | 206 | 24 | 112 | 1170 |
| 05:00 PM | 32 | 47 | 0 | 0 | 0 | 0 | 0 | 105 | 6 | 58 | 7 | 46 | 301 |
| 05:15 PM | 59 | 44 | 0 | 0 | 0 | 0 | 0 | 115 | 9 | 69 | 10 | 35 | 341 |
| 05:30 PM | 44 | 54 | 0 | 0 | 0 | 0 | 0 | 97 | 3 | 69 | 7 | 42 | 316 |
| 05:45 PM | 37 | 47 | 0 | 0 | 0 | 0 | 0 | 74 | 5 | 47 | 2 | 22 | 234 |
| Total | 172 | 192 | 0 | 0 | 0 | 0 | 0 | 391 | 23 | 243 | 26 | 145 | 1192 |
| Grand Total | 659 | 797 | 0 | 0 | 0 | 0 | 0 | 1663 | 134 | 858 | 82 | 539 | 4732 |
| Apprch % | 45.3 | 54.7 | 0 | 0 | 0 | 0 | 0 | 92.5 | 7.5 | 58 | 5.5 | 36.4 | |
| Total % | 13.9 | 16.8 | 0 | 0 | 0 | 0 | 0 | 35.1 | 2.8 | 18.1 | 1.7 | 11.4 | |

| Start Time | Park Ave From North | | | | Rte 2 EB/Frontage Road From East | | | | Park Ave From South | | | | Hinckley Way From West | | | | Int. Total |
|--|------------------------|-----------|-------|------------|-------------------------------------|------|-------|------------|------------------------|------------|-----------|------------|---------------------------|----------|-----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 48 | 55 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 121 | 10 | 131 | 48 | 5 | 35 | 88 | 322 |
| 03:15 PM | 45 | 70 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 113 | 11 | 124 | 70 | 3 | 38 | 111 | 350 |
| 03:30 PM | 41 | 49 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 138 | 11 | 149 | 54 | 4 | 29 | 87 | 326 |
| 03:45 PM | 31 | 54 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 121 | 10 | 131 | 37 | 2 | 45 | 84 | 300 |
| Total Volume | 165 | 228 | 0 | 393 | 0 | 0 | 0 | 0 | 0 | 493 | 42 | 535 | 209 | 14 | 147 | 370 | 1298 |
| % App. Total | 42 | 58 | 0 | | 0 | 0 | 0 | | 0 | 92.1 | 7.9 | | 56.5 | 3.8 | 39.7 | | |
| PHF | .859 | .814 | .000 | .854 | .000 | .000 | .000 | .000 | .000 | .893 | .955 | .898 | .746 | .700 | .817 | .833 | .927 |

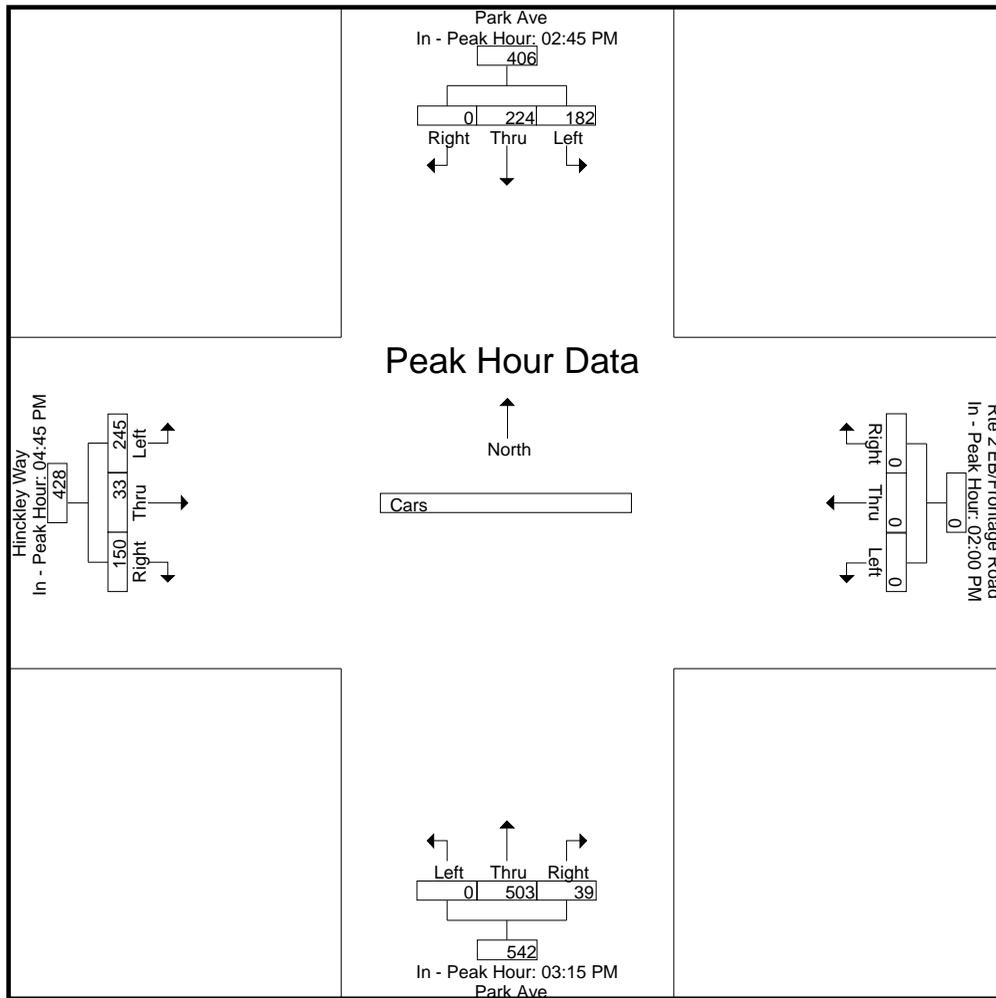
N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 02:00 PM | | | | 03:15 PM | | | | 04:45 PM | | | |
|--------------|-----------|-----------|------|------------|----------|------|------|------|----------|------------|-----------|------------|-----------|-----------|-----------|------------|
| +0 mins. | 48 | 50 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 113 | 11 | 124 | 49 | 9 | 27 | 85 |
| +15 mins. | 48 | 55 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 138 | 11 | 149 | 58 | 7 | 46 | 111 |
| +30 mins. | 45 | 70 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 121 | 10 | 131 | 69 | 10 | 35 | 114 |
| +45 mins. | 41 | 49 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 131 | 7 | 138 | 69 | 7 | 42 | 118 |
| Total Volume | 182 | 224 | 0 | 406 | 0 | 0 | 0 | 0 | 0 | 503 | 39 | 542 | 245 | 33 | 150 | 428 |
| % App. Total | 44.8 | 55.2 | 0 | | 0 | 0 | 0 | 0 | 0 | 92.8 | 7.2 | | 57.2 | 7.7 | 35 | |
| PHF | .948 | .800 | .000 | .883 | .000 | .000 | .000 | .000 | .000 | .911 | .886 | .909 | .888 | .825 | .815 | .907 |

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear

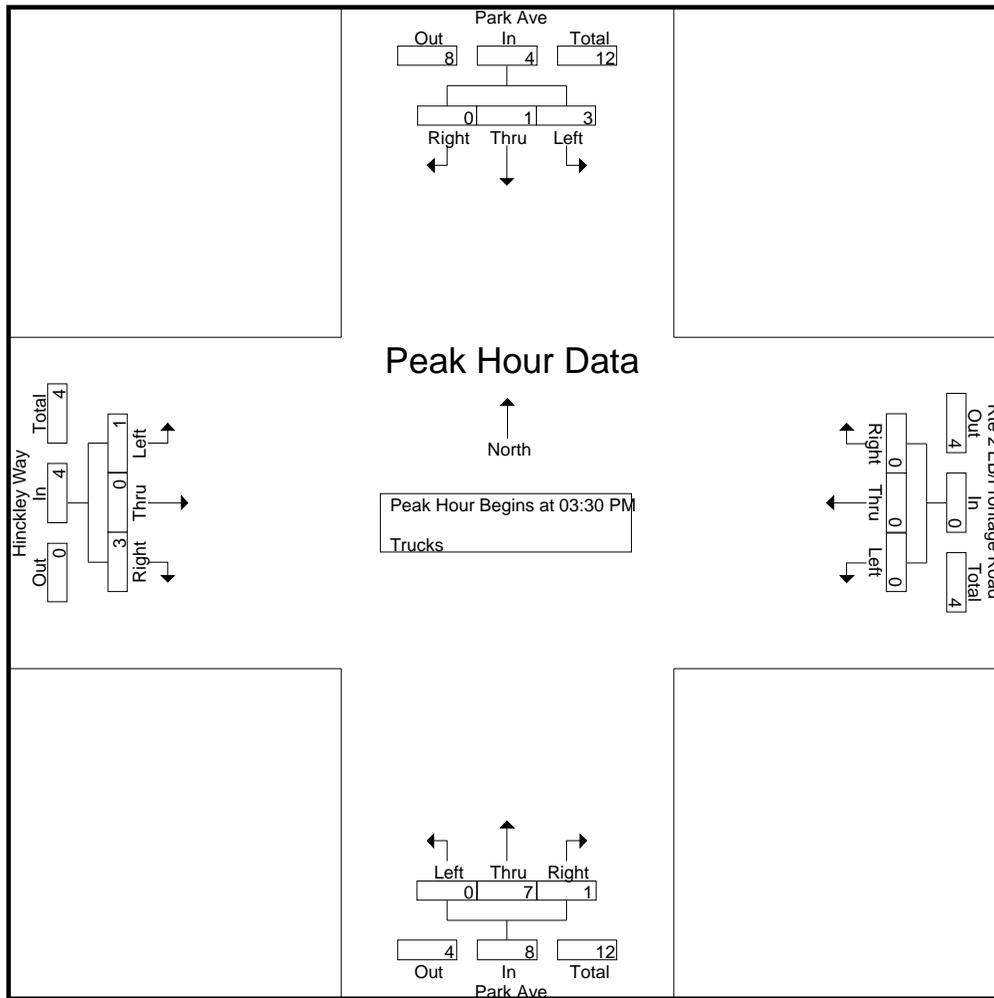
File Name : 89650002
Site Code : 89650002
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Park Ave From North | | | Rte 2 EB/Frontage Road From East | | | Park Ave From South | | | Hinckley Way From West | | | Int. Total |
|--------------------|------------------------|----------|----------|-------------------------------------|----------|----------|------------------------|-----------|----------|---------------------------|----------|----------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 |
| 02:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 2 | 11 |
| 03:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 03:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 03:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 6 |
| Total | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 3 | 13 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 5 |
| 04:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 10 |
| 05:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 |
| Grand Total | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 7 | 1 | 6 | 39 |
| Apprch % | 92.3 | 7.7 | 0 | 0 | 0 | 0 | 0 | 91.7 | 8.3 | 50 | 7.1 | 42.9 | |
| Total % | 30.8 | 2.6 | 0 | 0 | 0 | 0 | 0 | 28.2 | 2.6 | 17.9 | 2.6 | 15.4 | |

| Start Time | Park Ave From North | | | | Rte 2 EB/Frontage Road From East | | | | Park Ave From South | | | | Hinckley Way From West | | | | Int. Total |
|--|------------------------|----------|----------|------------|-------------------------------------|----------|----------|------------|------------------------|----------|----------|------------|---------------------------|----------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | | | | | |
| 03:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 03:45 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 3 | 6 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 1 | 5 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 1 | 0 | 3 | 4 | 16 |
| % App. Total | 75 | 25 | 0 | | 0 | 0 | 0 | | 0 | 87.5 | 12.5 | | 25 | 0 | 75 | | |
| PHF | .375 | .250 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .583 | .250 | .500 | .250 | .000 | .250 | .333 | .667 |

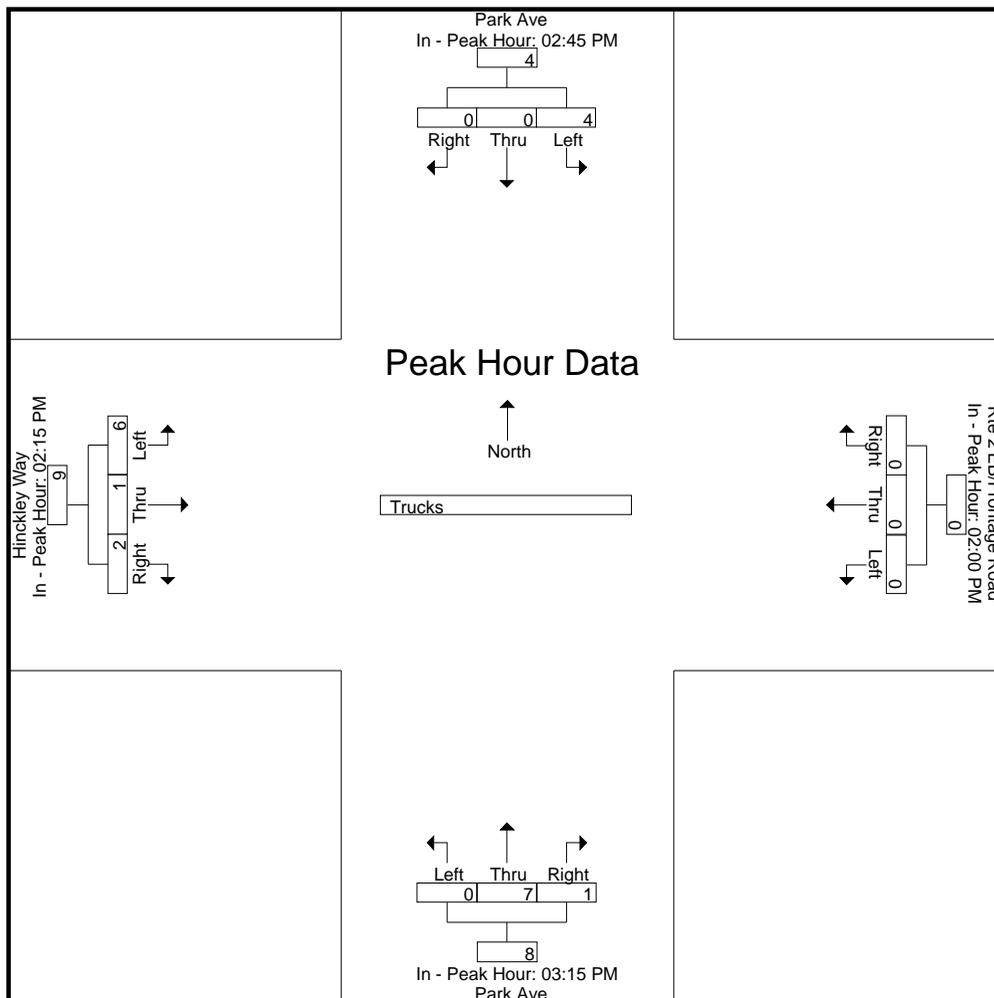
N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | | 02:00 PM | | | | 03:15 PM | | | | 02:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 |
| +15 mins. | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 1 | 5 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| +45 mins. | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 1 | 0 | 2 |
| Total Volume | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 6 | 1 | 2 | 9 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 87.5 | 12.5 | | 66.7 | 11.1 | 22.2 | |
| PHF | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .583 | .250 | .500 | .375 | .250 | .500 | .450 |

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear

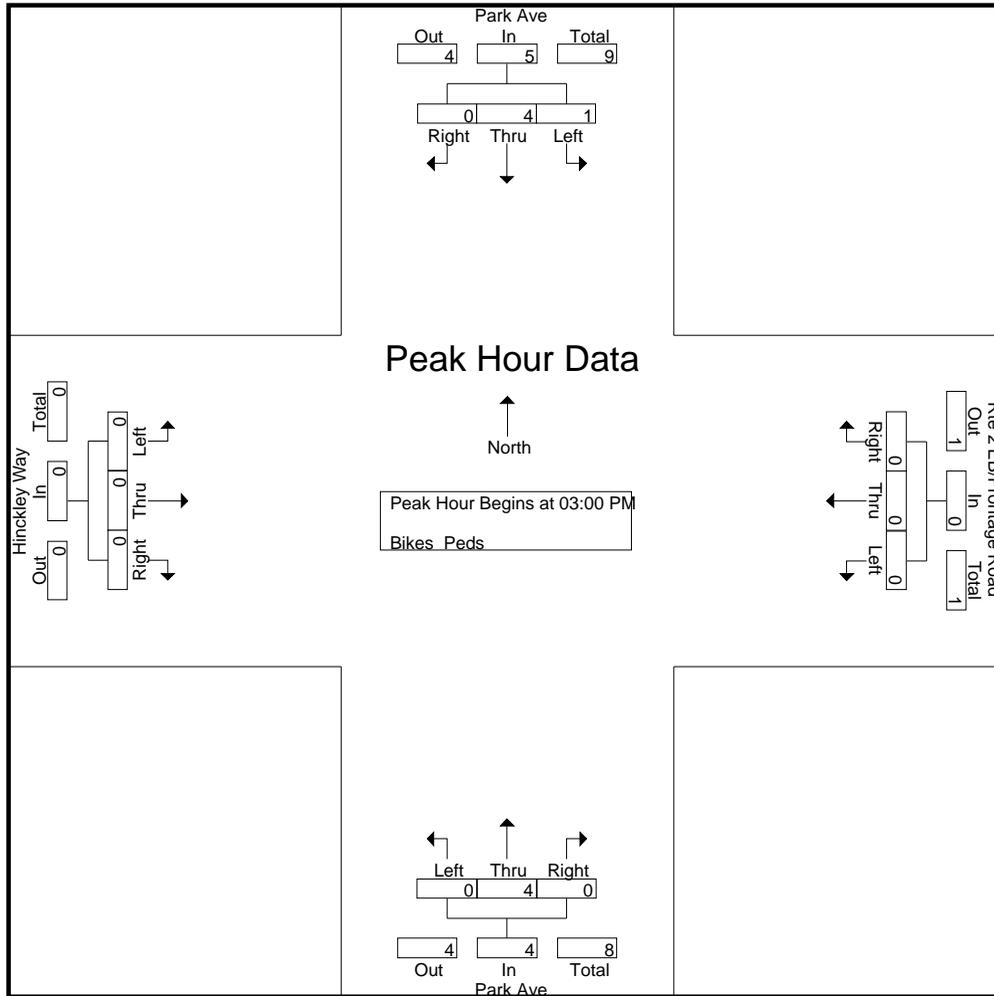
File Name : 89650002
Site Code : 89650002
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | | Rte 2 EB/Frontage Road From East | | | | Park Ave From South | | | | Hinckley Way From West | | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------|------|-------|------|----------------------------------|------|-------|------|---------------------|------|-------|------|------------------------|------|-------|------|--------------|--------------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | |
| 02:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 |
| 02:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 7 |
| 03:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| 03:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 03:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 2 | 5 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 5 |
| Total | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 4 | 7 | 9 | 16 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 9 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 05:15 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 |
| Grand Total | 2 | 10 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 5 | 17 | 23 | 40 |
| Apprch % | 16.7 | 83.3 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | | | |
| Total % | 8.7 | 43.5 | 0 | | 0 | 0 | 0 | | 0 | 47.8 | 0 | | 0 | 0 | 0 | | 42.5 | 57.5 | |

| Start Time | Park Ave From North | | | | Rte 2 EB/Frontage Road From East | | | | Park Ave From South | | | | Hinckley Way From West | | | | Int. Total |
|--|---------------------|------|-------|------------|----------------------------------|------|-------|------------|---------------------|------|-------|------------|------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 03:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| % App. Total | 20 | 80 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .250 | 1.00 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .750 |

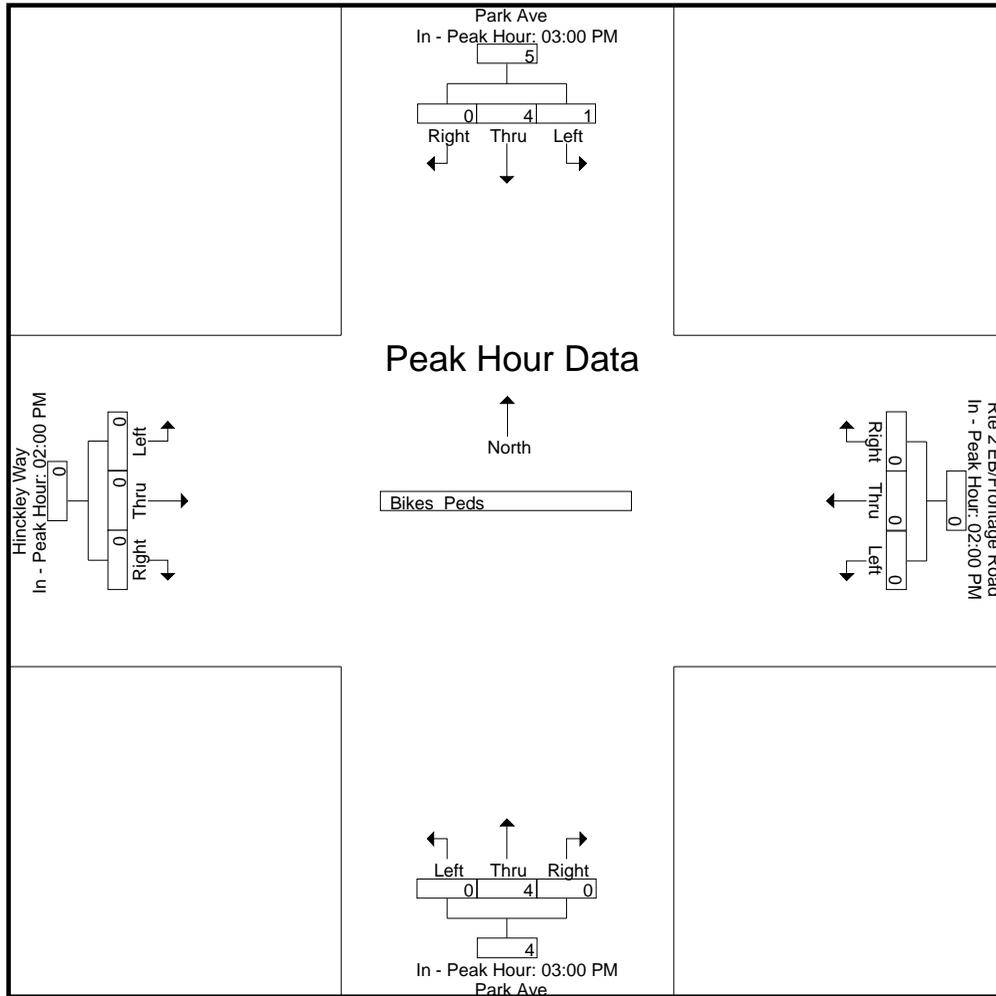
N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | | 02:00 PM | | | | 03:00 PM | | | | 02:00 PM | | | |
|--------------|----------|-------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 |
| % App. Total | 20 | 80 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .250 | 1.000 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Rte2EB Frontage Rd / Hinkley Rd
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Rutledge Road
 City/State : Belmont, MA
 Weather : Clear

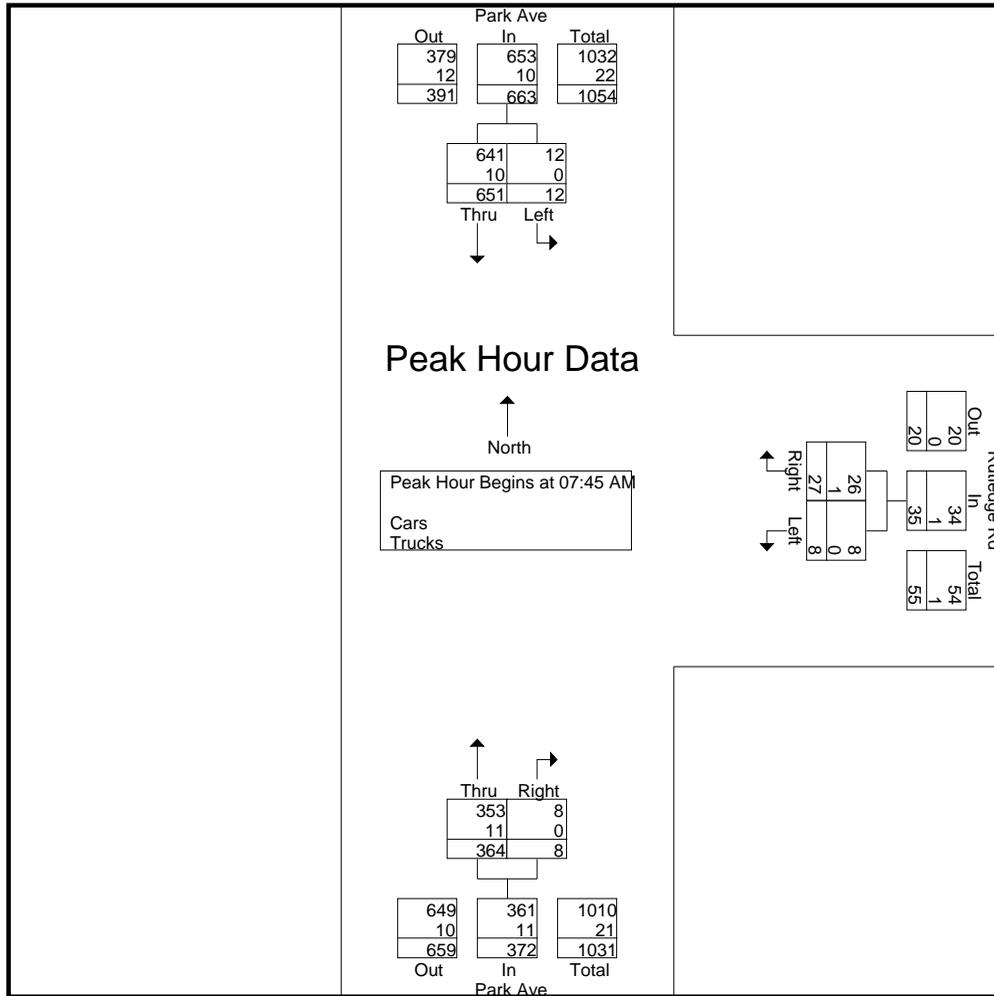
File Name : 89650003
 Site Code : 89650003
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | Rutledge Rd From East | | | Park Ave From South | | Int. Total |
|--------------------|---------------------|-------------|-----------------------|-----------|------------|---------------------|-------------|------------|
| | Left | Thru | Left | Right | Thru | Right | | |
| 07:00 AM | 1 | 86 | 0 | 1 | 34 | 2 | 124 | |
| 07:15 AM | 1 | 94 | 2 | 3 | 45 | 0 | 145 | |
| 07:30 AM | 0 | 133 | 0 | 2 | 65 | 0 | 200 | |
| 07:45 AM | 3 | 172 | 0 | 8 | 80 | 0 | 263 | |
| Total | 5 | 485 | 2 | 14 | 224 | 2 | 732 | |
| 08:00 AM | 1 | 170 | 4 | 5 | 121 | 1 | 302 | |
| 08:15 AM | 5 | 188 | 2 | 10 | 96 | 3 | 304 | |
| 08:30 AM | 3 | 121 | 2 | 4 | 67 | 4 | 201 | |
| 08:45 AM | 0 | 101 | 0 | 3 | 47 | 1 | 152 | |
| Total | 9 | 580 | 8 | 22 | 331 | 9 | 959 | |
| Grand Total | 14 | 1065 | 10 | 36 | 555 | 11 | 1691 | |
| Apprch % | 1.3 | 98.7 | 21.7 | 78.3 | 98.1 | 1.9 | | |
| Total % | 0.8 | 63 | 0.6 | 2.1 | 32.8 | 0.7 | | |
| Cars | 14 | 1050 | 10 | 35 | 542 | 10 | 1661 | |
| % Cars | 100 | 98.6 | 100 | 97.2 | 97.7 | 90.9 | 98.2 | |
| Trucks | 0 | 15 | 0 | 1 | 13 | 1 | 30 | |
| % Trucks | 0 | 1.4 | 0 | 2.8 | 2.3 | 9.1 | 1.8 | |

| Start Time | Park Ave From North | | | Rutledge Rd From East | | | Park Ave From South | | | Int. Total |
|--|---------------------|------------|------------|-----------------------|-----------|------------|---------------------|----------|------------|-------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | |
| 07:45 AM | 3 | 172 | 175 | 0 | 8 | 8 | 80 | 0 | 80 | 263 |
| 08:00 AM | 1 | 170 | 171 | 4 | 5 | 9 | 121 | 1 | 122 | 302 |
| 08:15 AM | 5 | 188 | 193 | 2 | 10 | 12 | 96 | 3 | 99 | 304 |
| 08:30 AM | 3 | 121 | 124 | 2 | 4 | 6 | 67 | 4 | 71 | 201 |
| Total Volume | 12 | 651 | 663 | 8 | 27 | 35 | 364 | 8 | 372 | 1070 |
| % App. Total | 1.8 | 98.2 | | 22.9 | 77.1 | | 97.8 | 2.2 | | |
| PHF | .600 | .866 | .859 | .500 | .675 | .729 | .752 | .500 | .762 | .880 |
| Cars | 12 | 641 | 653 | 8 | 26 | 34 | 353 | 8 | 361 | 1048 |
| % Cars | 100 | 98.5 | 98.5 | 100 | 96.3 | 97.1 | 97.0 | 100 | 97.0 | 97.9 |
| Trucks | 0 | 10 | 10 | 0 | 1 | 1 | 11 | 0 | 11 | 22 |
| % Trucks | 0 | 1.5 | 1.5 | 0 | 3.7 | 2.9 | 3.0 | 0 | 3.0 | 2.1 |

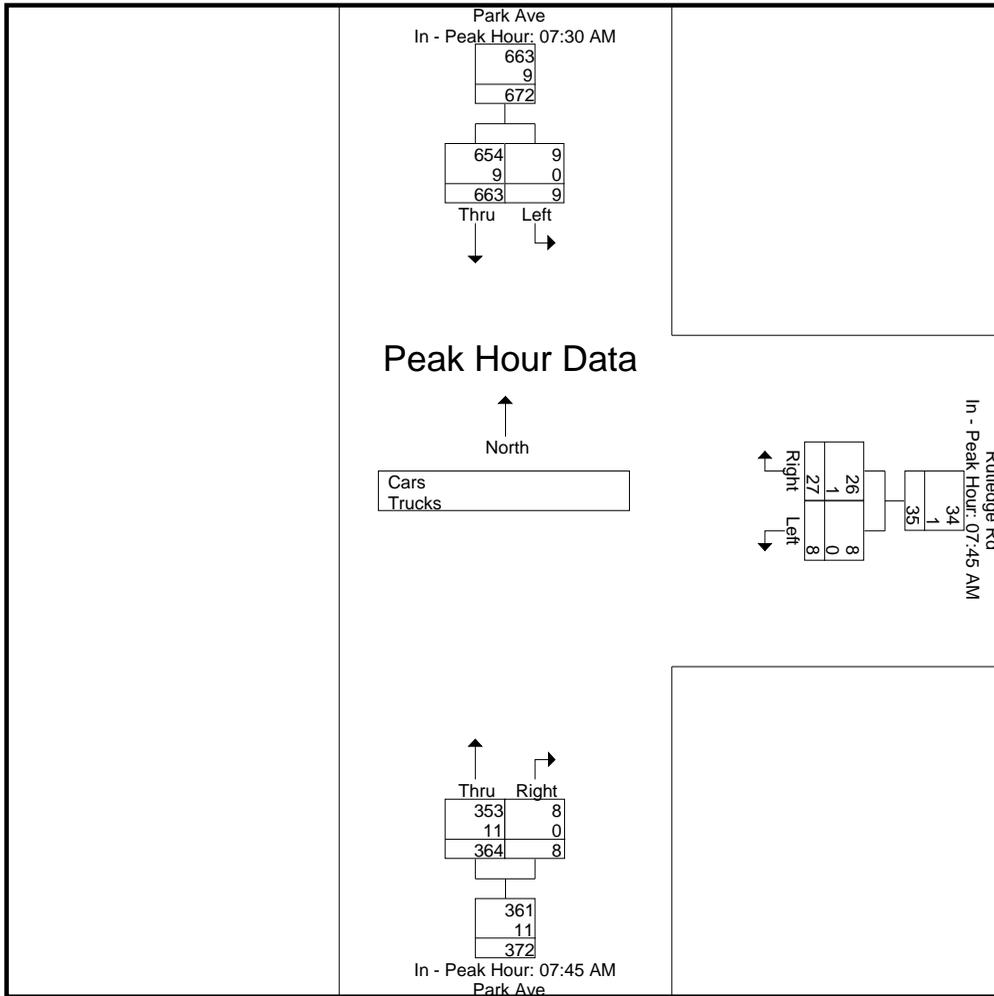
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:45 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 133 | 133 | 0 | 8 | 8 | 80 | 0 | 80 |
| +15 mins. | 3 | 172 | 175 | 4 | 5 | 9 | 121 | 1 | 122 |
| +30 mins. | 1 | 170 | 171 | 2 | 10 | 12 | 96 | 3 | 99 |
| +45 mins. | 5 | 188 | 193 | 2 | 4 | 6 | 67 | 4 | 71 |
| Total Volume | 9 | 663 | 672 | 8 | 27 | 35 | 364 | 8 | 372 |
| % App. Total | 1.3 | 98.7 | | 22.9 | 77.1 | | 97.8 | 2.2 | |
| PHF | .450 | .882 | .870 | .500 | .675 | .729 | .752 | .500 | .762 |
| Cars | 9 | 654 | 663 | 8 | 26 | 34 | 353 | 8 | 361 |
| % Cars | 100 | 98.6 | 98.7 | 100 | 96.3 | 97.1 | 97 | 100 | 97 |
| Trucks | 0 | 9 | 9 | 0 | 1 | 1 | 11 | 0 | 11 |
| % Trucks | 0 | 1.4 | 1.3 | 0 | 3.7 | 2.9 | 3 | 0 | 3 |

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

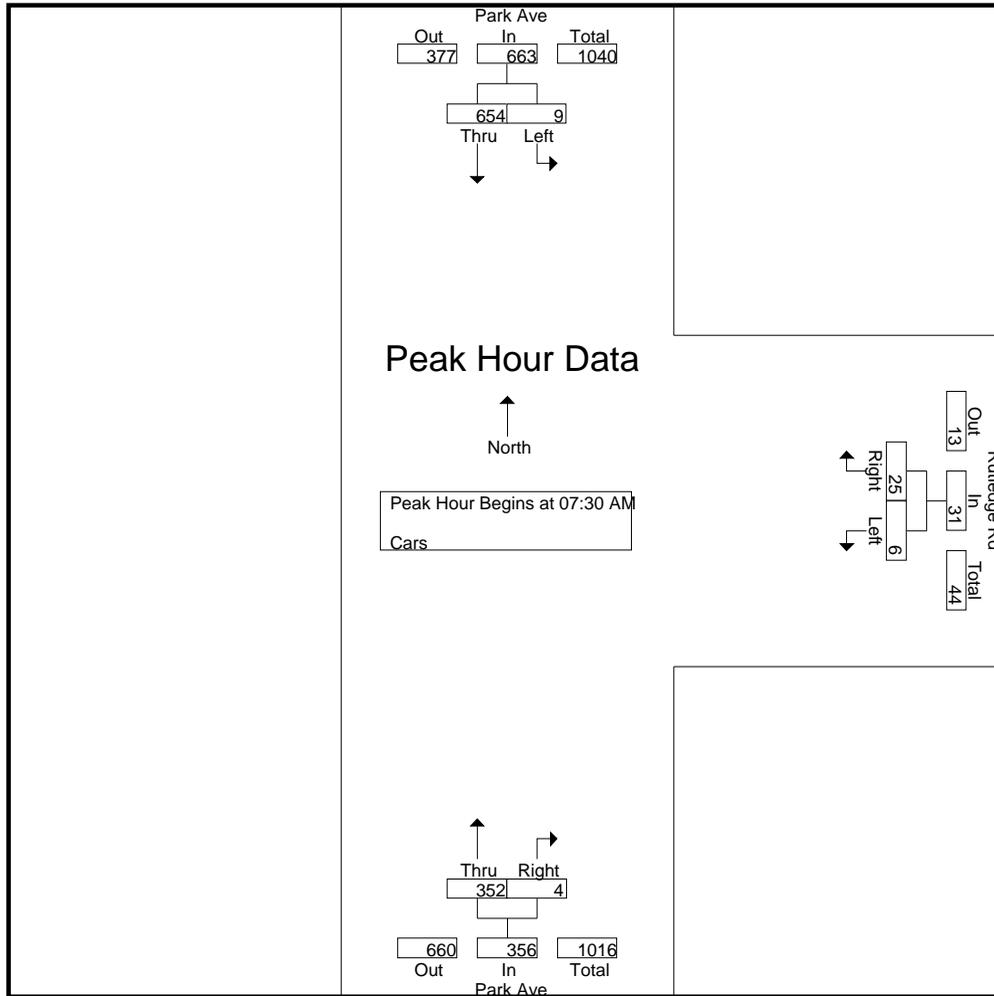
File Name : 89650003
Site Code : 89650003
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | Rutledge Rd From East | | Park Ave From South | | Int. Total |
|-------------|------------------------|------|--------------------------|-------|------------------------|-------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 1 | 86 | 0 | 1 | 34 | 1 | 123 |
| 07:15 AM | 1 | 91 | 2 | 3 | 45 | 0 | 142 |
| 07:30 AM | 0 | 131 | 0 | 2 | 64 | 0 | 197 |
| 07:45 AM | 3 | 166 | 0 | 8 | 74 | 0 | 251 |
| Total | 5 | 474 | 2 | 14 | 217 | 1 | 713 |
| 08:00 AM | 1 | 169 | 4 | 5 | 118 | 1 | 298 |
| 08:15 AM | 5 | 188 | 2 | 10 | 96 | 3 | 304 |
| 08:30 AM | 3 | 118 | 2 | 3 | 65 | 4 | 195 |
| 08:45 AM | 0 | 101 | 0 | 3 | 46 | 1 | 151 |
| Total | 9 | 576 | 8 | 21 | 325 | 9 | 948 |
| Grand Total | 14 | 1050 | 10 | 35 | 542 | 10 | 1661 |
| Apprch % | 1.3 | 98.7 | 22.2 | 77.8 | 98.2 | 1.8 | |
| Total % | 0.8 | 63.2 | 0.6 | 2.1 | 32.6 | 0.6 | |

| Start Time | Park Ave From North | | | Rutledge Rd From East | | | Park Ave From South | | | Int. Total |
|--|------------------------|------------|------------|--------------------------|-----------|------------|------------------------|----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 131 | 131 | 0 | 2 | 2 | 64 | 0 | 64 | 197 |
| 07:45 AM | 3 | 166 | 169 | 0 | 8 | 8 | 74 | 0 | 74 | 251 |
| 08:00 AM | 1 | 169 | 170 | 4 | 5 | 9 | 118 | 1 | 119 | 298 |
| 08:15 AM | 5 | 188 | 193 | 2 | 10 | 12 | 96 | 3 | 99 | 304 |
| Total Volume | 9 | 654 | 663 | 6 | 25 | 31 | 352 | 4 | 356 | 1050 |
| % App. Total | 1.4 | 98.6 | | 19.4 | 80.6 | | 98.9 | 1.1 | | |
| PHF | .450 | .870 | .859 | .375 | .625 | .646 | .746 | .333 | .748 | .863 |

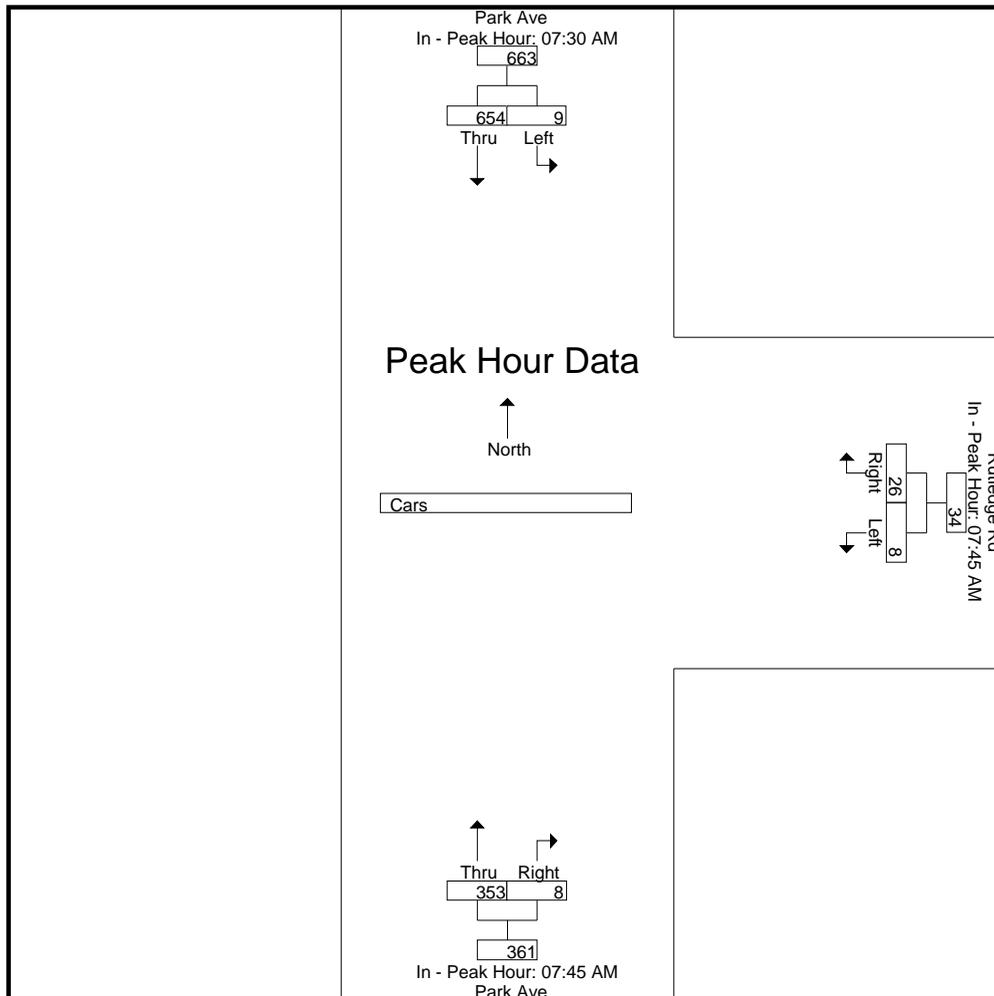
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:45 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 131 | 131 | 0 | 8 | 8 | 74 | 0 | 74 |
| +15 mins. | 3 | 166 | 169 | 4 | 5 | 9 | 118 | 1 | 119 |
| +30 mins. | 1 | 169 | 170 | 2 | 10 | 12 | 96 | 3 | 99 |
| +45 mins. | 5 | 188 | 193 | 2 | 3 | 5 | 65 | 4 | 69 |
| Total Volume | 9 | 654 | 663 | 8 | 26 | 34 | 353 | 8 | 361 |
| % App. Total | 1.4 | 98.6 | | 23.5 | 76.5 | | 97.8 | 2.2 | |
| PHF | .450 | .870 | .859 | .500 | .650 | .708 | .748 | .500 | .758 |

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650003
Site Code : 89650003
Start Date : 5/18/2021
Page No : 7

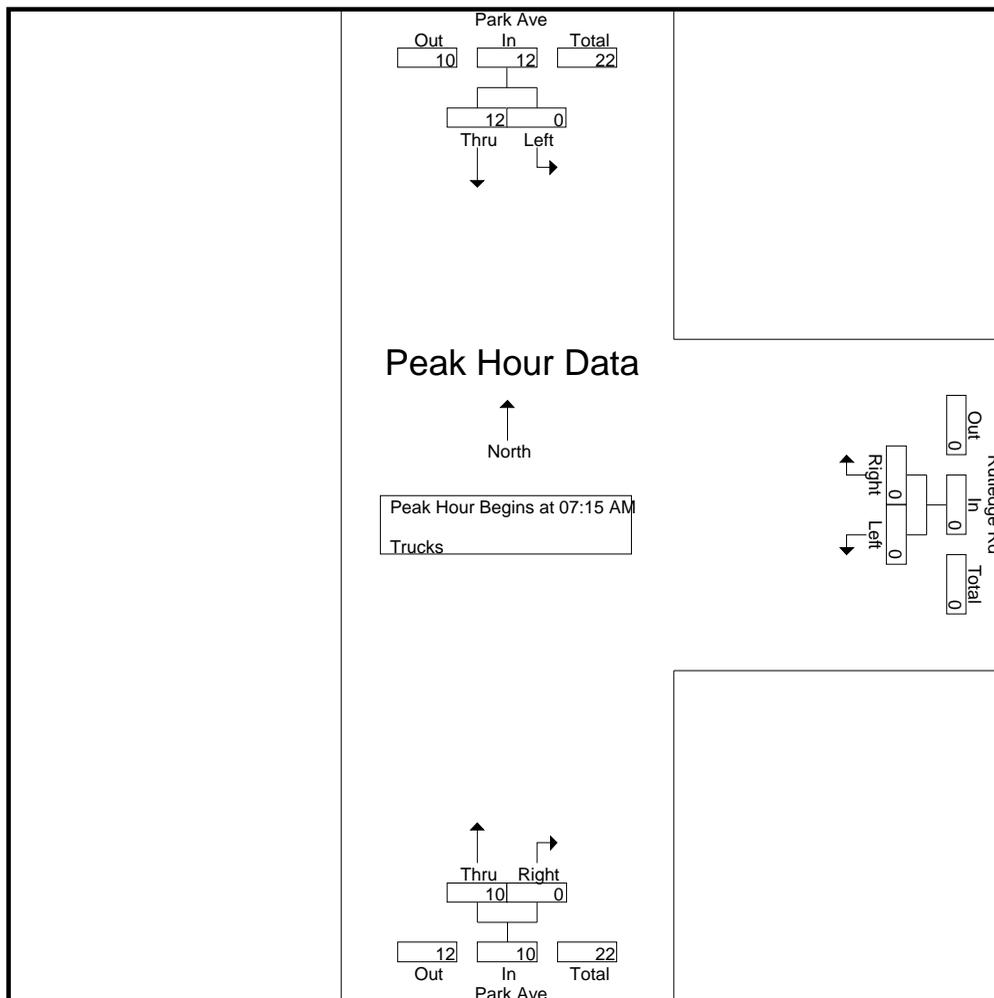
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

Groups Printed- Trucks

| Start Time | Park Ave From North | | Rutledge Rd From East | | Park Ave From South | | Int. Total |
|--------------------|------------------------|-----------|--------------------------|----------|------------------------|----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:15 AM | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 07:30 AM | 0 | 2 | 0 | 0 | 1 | 0 | 3 |
| 07:45 AM | 0 | 6 | 0 | 0 | 6 | 0 | 12 |
| Total | 0 | 11 | 0 | 0 | 7 | 1 | 19 |
| 08:00 AM | 0 | 1 | 0 | 0 | 3 | 0 | 4 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 3 | 0 | 1 | 2 | 0 | 6 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 4 | 0 | 1 | 6 | 0 | 11 |
| Grand Total | 0 | 15 | 0 | 1 | 13 | 1 | 30 |
| Apprch % | 0 | 100 | 0 | 100 | 92.9 | 7.1 | |
| Total % | 0 | 50 | 0 | 3.3 | 43.3 | 3.3 | |

| Start Time | Park Ave From North | | | Rutledge Rd From East | | | Park Ave From South | | | Int. Total |
|--|------------------------|----------|------------|--------------------------|-------|------------|------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 AM | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 07:45 AM | 0 | 6 | 6 | 0 | 0 | 0 | 6 | 0 | 6 | 12 |
| 08:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| Total Volume | 0 | 12 | 12 | 0 | 0 | 0 | 10 | 0 | 10 | 22 |
| % App. Total | 0 | 100 | | 0 | 0 | | 100 | 0 | | |
| PHF | .000 | .500 | .500 | .000 | .000 | .000 | .417 | .000 | .417 | .458 |

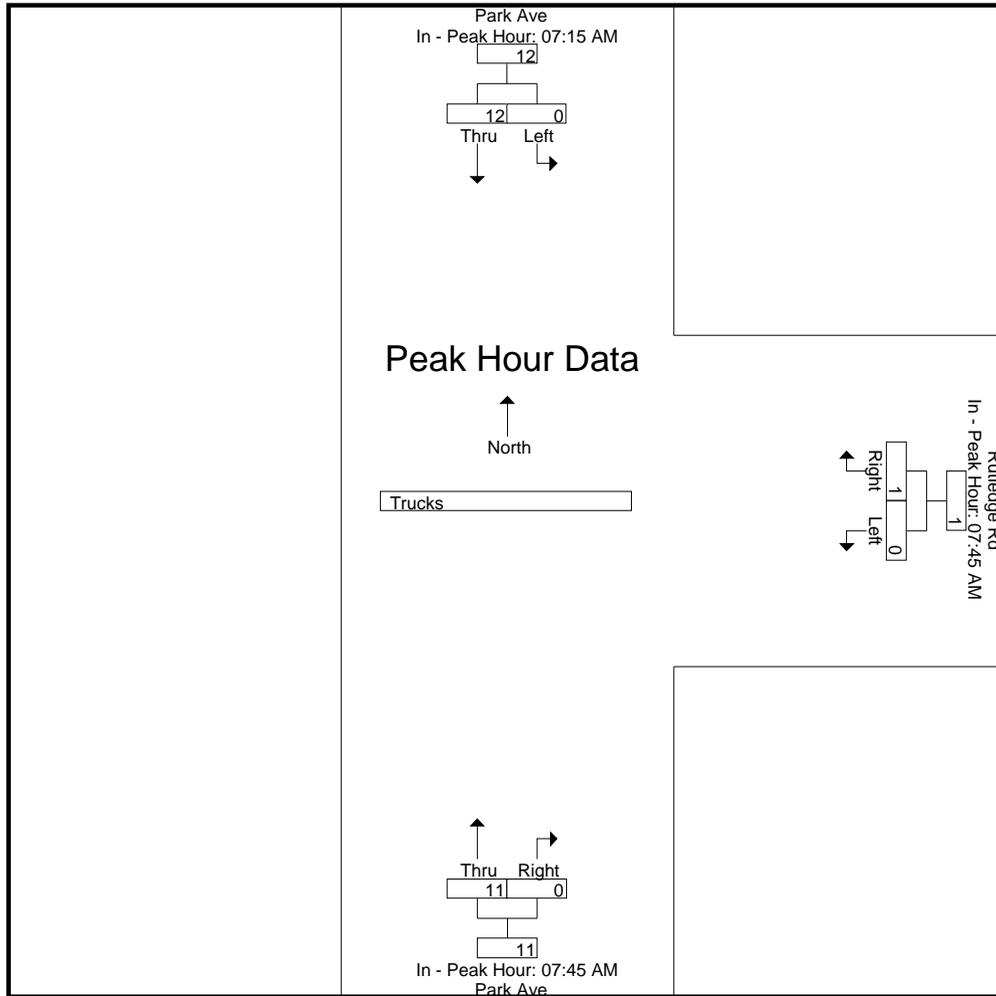
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | 07:45 AM | | | 07:45 AM | | |
|--------------|----------|----------|----------|----------|----------|----------|----------|------|----------|
| +0 mins. | 0 | 3 | 3 | 0 | 0 | 0 | 6 | 0 | 6 |
| +15 mins. | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 3 |
| +30 mins. | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 2 |
| Total Volume | 0 | 12 | 12 | 0 | 1 | 1 | 11 | 0 | 11 |
| % App. Total | 0 | 100 | | 0 | 100 | | 100 | 0 | |
| PHF | .000 | .500 | .500 | .000 | .250 | .250 | .458 | .000 | .458 |

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650003
Site Code : 89650003
Start Date : 5/18/2021
Page No : 10

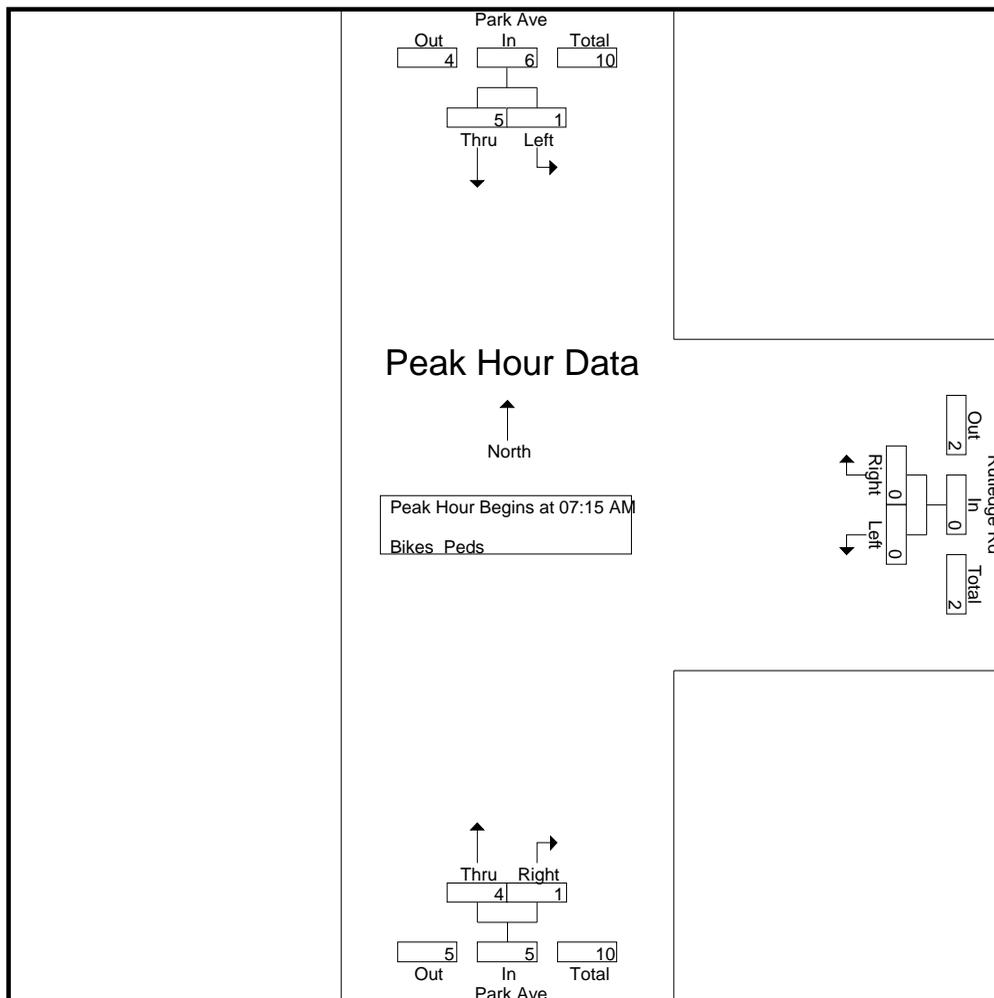
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | Rutledge Rd From East | | | Park Ave From South | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|------------------------|----------|----------|--------------------------|----------|-----------|------------------------|----------|----------|--------------|--------------|------------|
| | Left | Thru | Peds | Left | Right | Peds | Thru | Right | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 3 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 3 | 3 | 6 |
| 07:30 AM | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 7 | 1 | 8 |
| 07:45 AM | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 4 | 6 |
| Total | 1 | 4 | 0 | 0 | 0 | 13 | 2 | 1 | 2 | 15 | 8 | 23 |
| 08:00 AM | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 3 | 5 |
| 08:15 AM | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 4 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| Total | 0 | 3 | 1 | 0 | 0 | 4 | 2 | 0 | 1 | 6 | 5 | 11 |
| Grand Total | 1 | 7 | 1 | 0 | 0 | 17 | 4 | 1 | 3 | 21 | 13 | 34 |
| Apprch % | 12.5 | 87.5 | | 0 | 0 | | 80 | 20 | | | | |
| Total % | 7.7 | 53.8 | | 0 | 0 | | 30.8 | 7.7 | | 61.8 | 38.2 | |

| Start Time | Park Ave From North | | | Rutledge Rd From East | | | Park Ave From South | | | Int. Total |
|--|------------------------|-------------|------------|--------------------------|----------|------------|------------------------|-----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| 07:30 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 08:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| Total Volume | 1 | 5 | 6 | 0 | 0 | 0 | 4 | 1 | 5 | 11 |
| % App. Total | 16.7 | 83.3 | | 0 | 0 | | 80 | 20 | | |
| PHF | .250 | .625 | .500 | .000 | .000 | .000 | .500 | .250 | .625 | .688 |

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | 07:00 AM | | | 07:15 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 |
| +15 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total Volume | 1 | 5 | 6 | 0 | 0 | 0 | 4 | 1 | 5 |
| % App. Total | 16.7 | 83.3 | | 0 | 0 | | 80 | 20 | |
| PHF | .250 | .625 | .500 | .000 | .000 | .000 | .500 | .250 | .625 |

Accurate Counts

978-664-2565

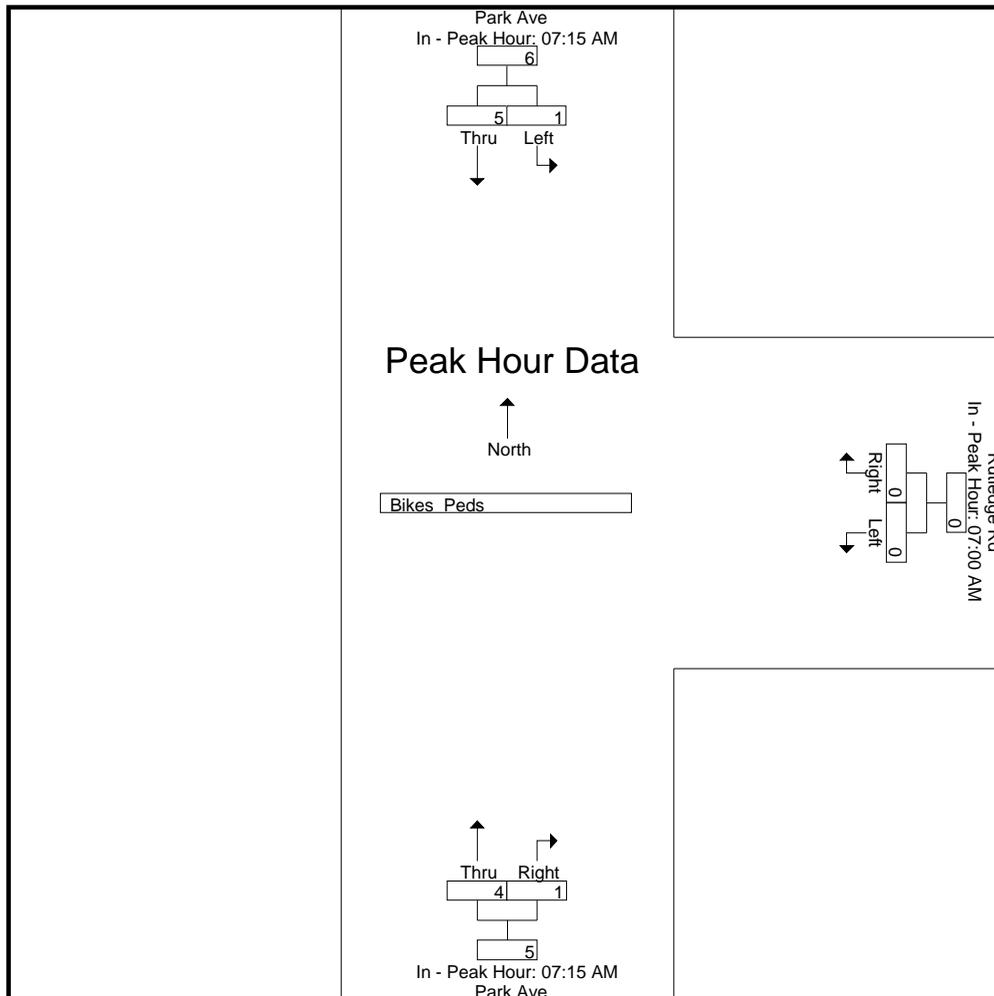
File Name : 89650003

Site Code : 89650003

Start Date : 5/18/2021

Page No : 12

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

File Name : 89650003
Site Code : 89650003
Start Date : 5/18/2021
Page No : 1

Groups Printed- Cars - Trucks

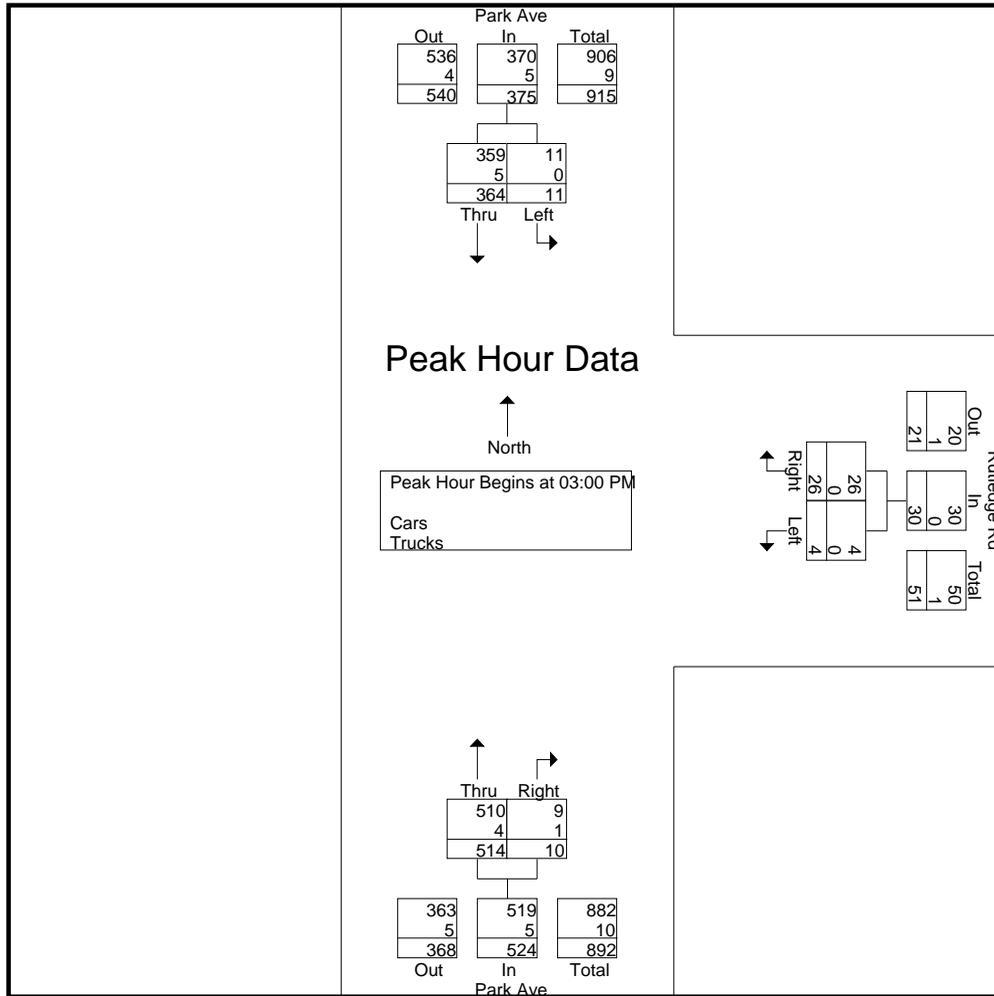
| Start Time | Park Ave From North | | Rutledge Rd From East | | Park Ave From South | | Int. Total |
|--------------------|---------------------|-------------|-----------------------|-----------|---------------------|-----------|-------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 4 | 79 | 0 | 4 | 74 | 1 | 162 |
| 02:15 PM | 2 | 88 | 1 | 4 | 87 | 1 | 183 |
| 02:30 PM | 3 | 71 | 0 | 4 | 90 | 0 | 168 |
| 02:45 PM | 2 | 84 | 3 | 6 | 93 | 1 | 189 |
| Total | 11 | 322 | 4 | 18 | 344 | 3 | 702 |
| 03:00 PM | 3 | 88 | 1 | 7 | 126 | 0 | 225 |
| 03:15 PM | 6 | 101 | 1 | 11 | 116 | 5 | 240 |
| 03:30 PM | 1 | 76 | 2 | 4 | 148 | 1 | 232 |
| 03:45 PM | 1 | 99 | 0 | 4 | 124 | 4 | 232 |
| Total | 11 | 364 | 4 | 26 | 514 | 10 | 929 |
| 04:00 PM | 4 | 67 | 0 | 4 | 141 | 0 | 216 |
| 04:15 PM | 4 | 86 | 1 | 9 | 91 | 0 | 191 |
| 04:30 PM | 2 | 65 | 3 | 4 | 121 | 3 | 198 |
| 04:45 PM | 6 | 66 | 2 | 6 | 116 | 0 | 196 |
| Total | 16 | 284 | 6 | 23 | 469 | 3 | 801 |
| 05:00 PM | 4 | 90 | 0 | 10 | 114 | 2 | 220 |
| 05:15 PM | 4 | 75 | 0 | 4 | 105 | 2 | 190 |
| 05:30 PM | 2 | 94 | 2 | 2 | 100 | 1 | 201 |
| 05:45 PM | 4 | 64 | 1 | 3 | 78 | 4 | 154 |
| Total | 14 | 323 | 3 | 19 | 397 | 9 | 765 |
| Grand Total | 52 | 1293 | 17 | 86 | 1724 | 25 | 3197 |
| Apprch % | 3.9 | 96.1 | 16.5 | 83.5 | 98.6 | 1.4 | |
| Total % | 1.6 | 40.4 | 0.5 | 2.7 | 53.9 | 0.8 | |
| Cars | 52 | 1280 | 17 | 86 | 1709 | 23 | 3167 |
| % Cars | 100 | 99 | 100 | 100 | 99.1 | 92 | 99.1 |
| Trucks | 0 | 13 | 0 | 0 | 15 | 2 | 30 |
| % Trucks | 0 | 1 | 0 | 0 | 0.9 | 8 | 0.9 |

| Start Time | Park Ave From North | | | Rutledge Rd From East | | | Park Ave From South | | | Int. Total |
|--|---------------------|------------|------------|-----------------------|-----------|------------|---------------------|-----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 3 | 88 | 91 | 1 | 7 | 8 | 126 | 0 | 126 | 225 |
| 03:15 PM | 6 | 101 | 107 | 1 | 11 | 12 | 116 | 5 | 121 | 240 |
| 03:30 PM | 1 | 76 | 77 | 2 | 4 | 6 | 148 | 1 | 149 | 232 |
| 03:45 PM | 1 | 99 | 100 | 0 | 4 | 4 | 124 | 4 | 128 | 232 |
| Total Volume | 11 | 364 | 375 | 4 | 26 | 30 | 514 | 10 | 524 | 929 |
| % App. Total | 2.9 | 97.1 | | 13.3 | 86.7 | | 98.1 | 1.9 | | |
| PHF | .458 | .901 | .876 | .500 | .591 | .625 | .868 | .500 | .879 | .968 |
| Cars | 11 | 359 | 370 | 4 | 26 | 30 | 510 | 9 | 519 | 919 |
| % Cars | 100 | 98.6 | 98.7 | 100 | 100 | 100 | 99.2 | 90.0 | 99.0 | 98.9 |
| Trucks | 0 | 5 | 5 | 0 | 0 | 0 | 4 | 1 | 5 | 10 |
| % Trucks | 0 | 1.4 | 1.3 | 0 | 0 | 0 | 0.8 | 10.0 | 1.0 | 1.1 |

Accurate Counts
978-664-2565

File Name : 89650003
Site Code : 89650003
Start Date : 5/18/2021
Page No : 2

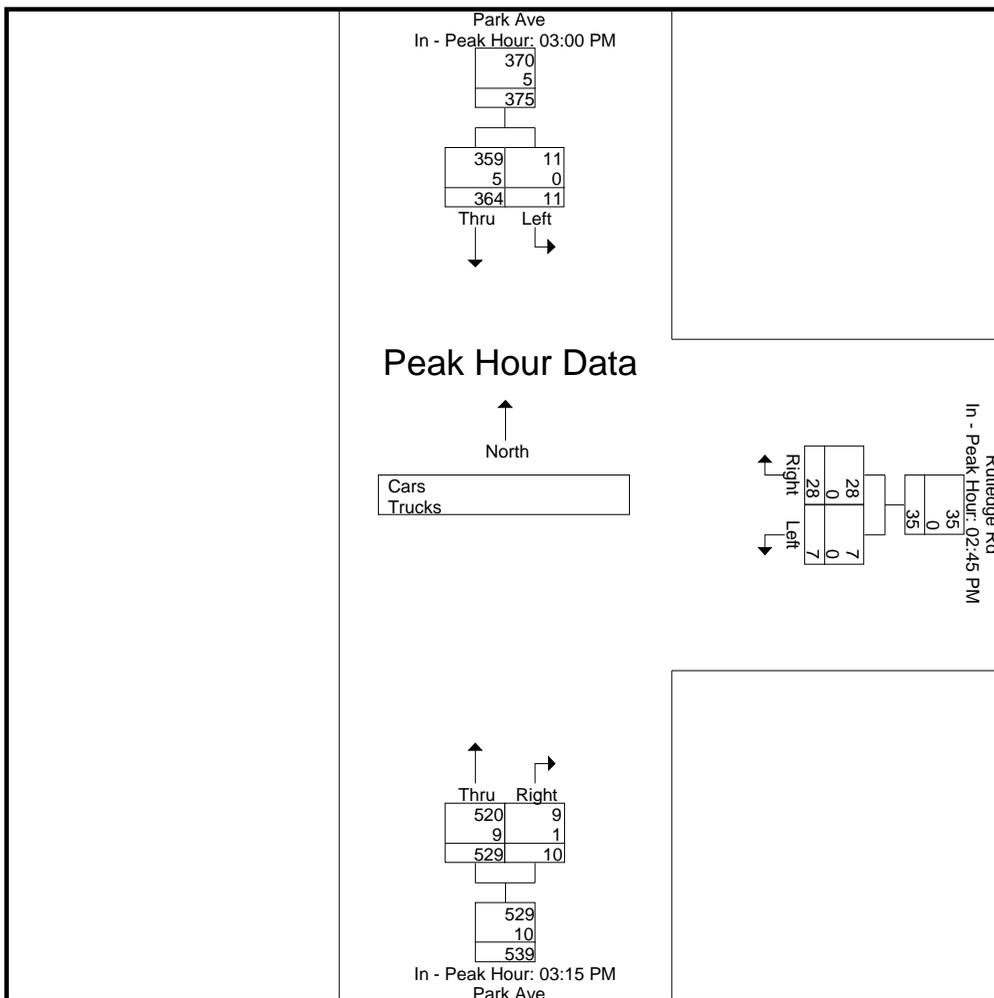
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 02:45 PM | | | 03:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 3 | 88 | 91 | 3 | 6 | 9 | 116 | 5 | 121 |
| +15 mins. | 6 | 101 | 107 | 1 | 7 | 8 | 148 | 1 | 149 |
| +30 mins. | 1 | 76 | 77 | 1 | 11 | 12 | 124 | 4 | 128 |
| +45 mins. | 1 | 99 | 100 | 2 | 4 | 6 | 141 | 0 | 141 |
| Total Volume | 11 | 364 | 375 | 7 | 28 | 35 | 529 | 10 | 539 |
| % App. Total | 2.9 | 97.1 | | 20 | 80 | | 98.1 | 1.9 | |
| PHF | .458 | .901 | .876 | .583 | .636 | .729 | .894 | .500 | .904 |
| Cars | 11 | 359 | 370 | 7 | 28 | 35 | 520 | 9 | 529 |
| % Cars | 100 | 98.6 | 98.7 | 100 | 100 | 100 | 98.3 | 90 | 98.1 |
| Trucks | 0 | 5 | 5 | 0 | 0 | 0 | 9 | 1 | 10 |
| % Trucks | 0 | 1.4 | 1.3 | 0 | 0 | 0 | 1.7 | 10 | 1.9 |

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

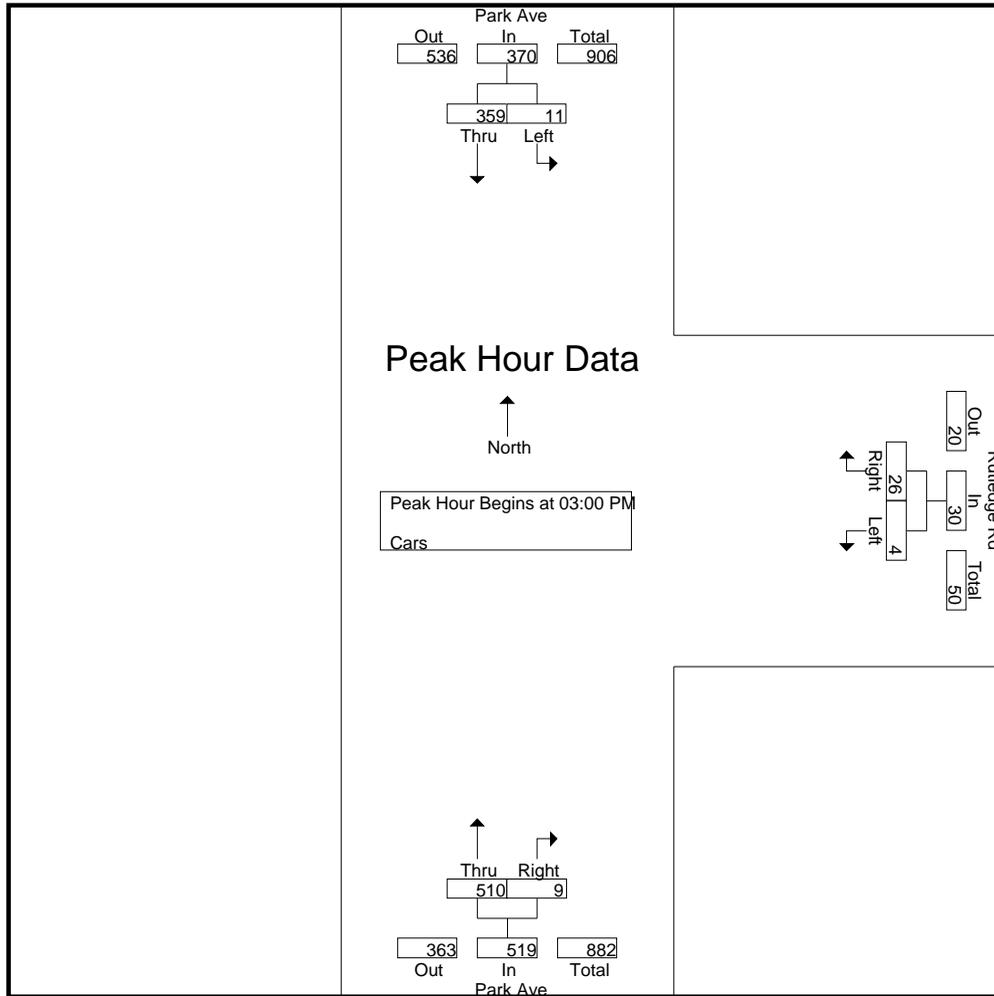
File Name : 89650003
Site Code : 89650003
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | Rutledge Rd From East | | Park Ave From South | | Int. Total |
|--------------------|---------------------|-------------|-----------------------|-----------|---------------------|-----------|-------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 4 | 78 | 0 | 4 | 73 | 1 | 160 |
| 02:15 PM | 2 | 87 | 1 | 4 | 86 | 1 | 181 |
| 02:30 PM | 3 | 70 | 0 | 4 | 90 | 0 | 167 |
| 02:45 PM | 2 | 83 | 3 | 6 | 93 | 0 | 187 |
| Total | 11 | 318 | 4 | 18 | 342 | 2 | 695 |
| 03:00 PM | 3 | 88 | 1 | 7 | 126 | 0 | 225 |
| 03:15 PM | 6 | 100 | 1 | 11 | 115 | 4 | 237 |
| 03:30 PM | 1 | 76 | 2 | 4 | 146 | 1 | 230 |
| 03:45 PM | 1 | 95 | 0 | 4 | 123 | 4 | 227 |
| Total | 11 | 359 | 4 | 26 | 510 | 9 | 919 |
| 04:00 PM | 4 | 67 | 0 | 4 | 136 | 0 | 211 |
| 04:15 PM | 4 | 85 | 1 | 9 | 90 | 0 | 189 |
| 04:30 PM | 2 | 64 | 3 | 4 | 121 | 3 | 197 |
| 04:45 PM | 6 | 66 | 2 | 6 | 115 | 0 | 195 |
| Total | 16 | 282 | 6 | 23 | 462 | 3 | 792 |
| 05:00 PM | 4 | 90 | 0 | 10 | 114 | 2 | 220 |
| 05:15 PM | 4 | 74 | 0 | 4 | 104 | 2 | 188 |
| 05:30 PM | 2 | 93 | 2 | 2 | 99 | 1 | 199 |
| 05:45 PM | 4 | 64 | 1 | 3 | 78 | 4 | 154 |
| Total | 14 | 321 | 3 | 19 | 395 | 9 | 761 |
| Grand Total | 52 | 1280 | 17 | 86 | 1709 | 23 | 3167 |
| Apprch % | 3.9 | 96.1 | 16.5 | 83.5 | 98.7 | 1.3 | |
| Total % | 1.6 | 40.4 | 0.5 | 2.7 | 54 | 0.7 | |

| Start Time | Park Ave From North | | | Rutledge Rd From East | | | Park Ave From South | | | Int. Total |
|--|---------------------|------------|------------|-----------------------|-----------|------------|---------------------|----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 3 | 88 | 91 | 1 | 7 | 8 | 126 | 0 | 126 | 225 |
| 03:15 PM | 6 | 100 | 106 | 1 | 11 | 12 | 115 | 4 | 119 | 237 |
| 03:30 PM | 1 | 76 | 77 | 2 | 4 | 6 | 146 | 1 | 147 | 230 |
| 03:45 PM | 1 | 95 | 96 | 0 | 4 | 4 | 123 | 4 | 127 | 227 |
| Total Volume | 11 | 359 | 370 | 4 | 26 | 30 | 510 | 9 | 519 | 919 |
| % App. Total | 3 | 97 | | 13.3 | 86.7 | | 98.3 | 1.7 | | |
| PHF | .458 | .898 | .873 | .500 | .591 | .625 | .873 | .563 | .883 | .969 |

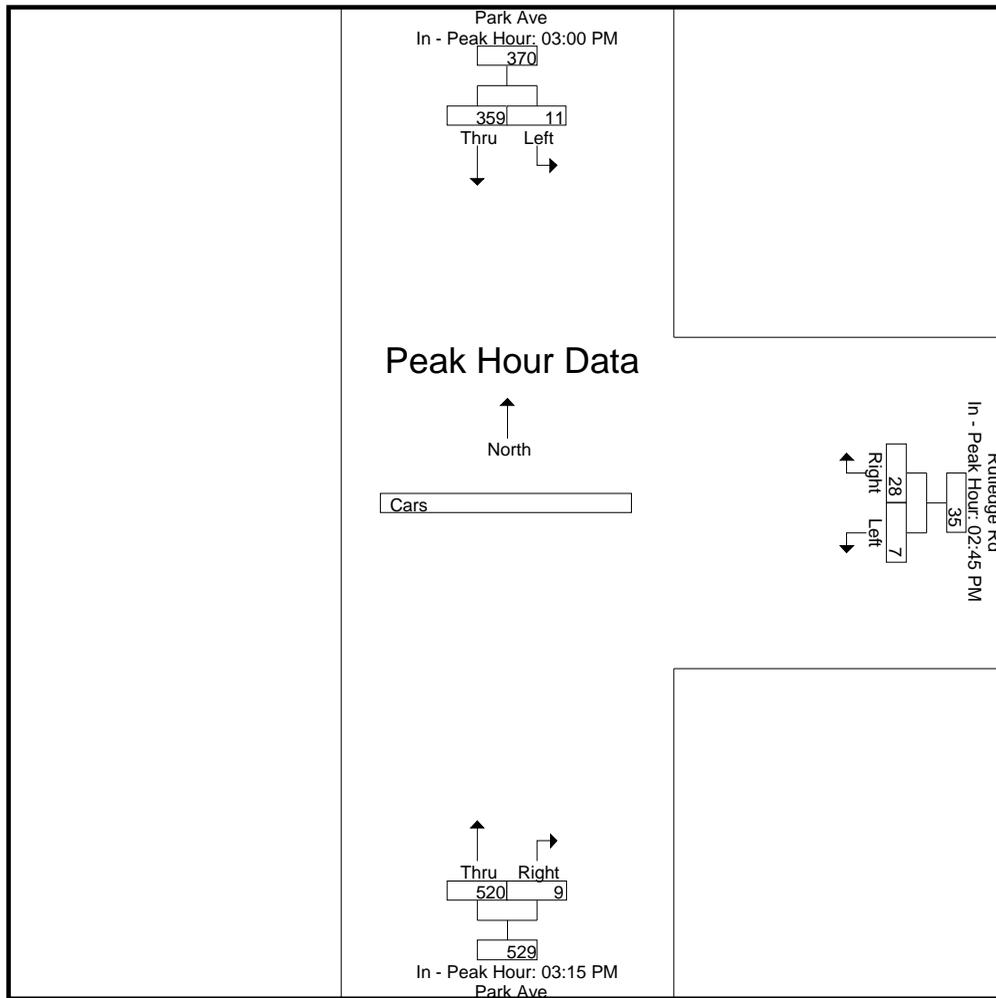
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 02:45 PM | | | 03:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 3 | 88 | 91 | 3 | 6 | 9 | 115 | 4 | 119 |
| +15 mins. | 6 | 100 | 106 | 1 | 7 | 8 | 146 | 1 | 147 |
| +30 mins. | 1 | 76 | 77 | 1 | 11 | 12 | 123 | 4 | 127 |
| +45 mins. | 1 | 95 | 96 | 2 | 4 | 6 | 136 | 0 | 136 |
| Total Volume | 11 | 359 | 370 | 7 | 28 | 35 | 520 | 9 | 529 |
| % App. Total | 3 | 97 | | 20 | 80 | | 98.3 | 1.7 | |
| PHF | .458 | .898 | .873 | .583 | .636 | .729 | .890 | .563 | .900 |

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650003
Site Code : 89650003
Start Date : 5/18/2021
Page No : 7

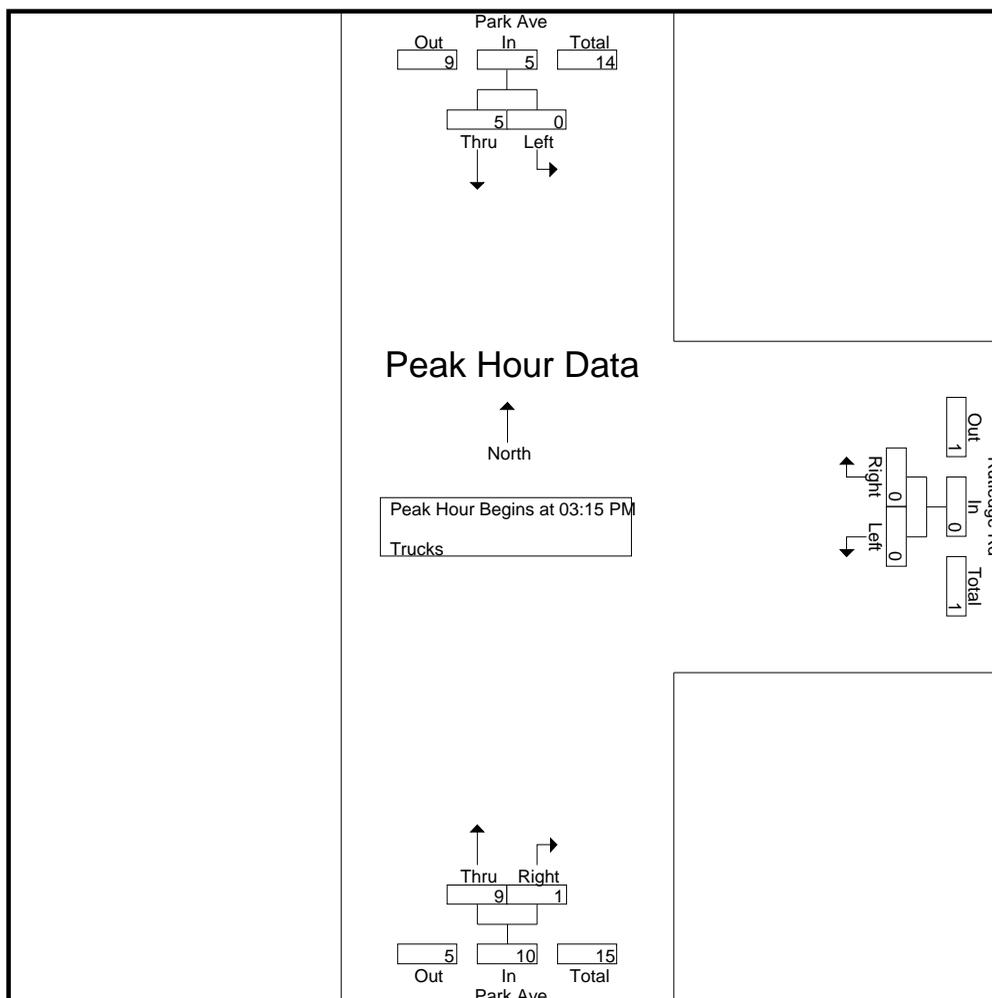
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

Groups Printed- Trucks

| Start Time | Park Ave From North | | Rutledge Rd From East | | Park Ave From South | | Int. Total |
|--------------------|---------------------|-----------|-----------------------|----------|---------------------|----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 02:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 02:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 02:45 PM | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| Total | 0 | 4 | 0 | 0 | 2 | 1 | 7 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| 03:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 03:45 PM | 0 | 4 | 0 | 0 | 1 | 0 | 5 |
| Total | 0 | 5 | 0 | 0 | 4 | 1 | 10 |
| 04:00 PM | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| 04:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 04:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 7 | 0 | 9 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 4 |
| Grand Total | 0 | 13 | 0 | 0 | 15 | 2 | 30 |
| Apprch % | 0 | 100 | 0 | 0 | 88.2 | 11.8 | |
| Total % | 0 | 43.3 | 0 | 0 | 50 | 6.7 | |

| Start Time | Park Ave From North | | | Rutledge Rd From East | | | Park Ave From South | | | Int. Total |
|--|---------------------|------|------------|-----------------------|-------|------------|---------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 03:45 PM | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5 |
| Total Volume | 0 | 5 | 5 | 0 | 0 | 0 | 9 | 1 | 10 | 15 |
| % App. Total | 0 | 100 | | 0 | 0 | | 90 | 10 | | |
| PHF | .000 | .313 | .313 | .000 | .000 | .000 | .450 | .250 | .500 | .750 |

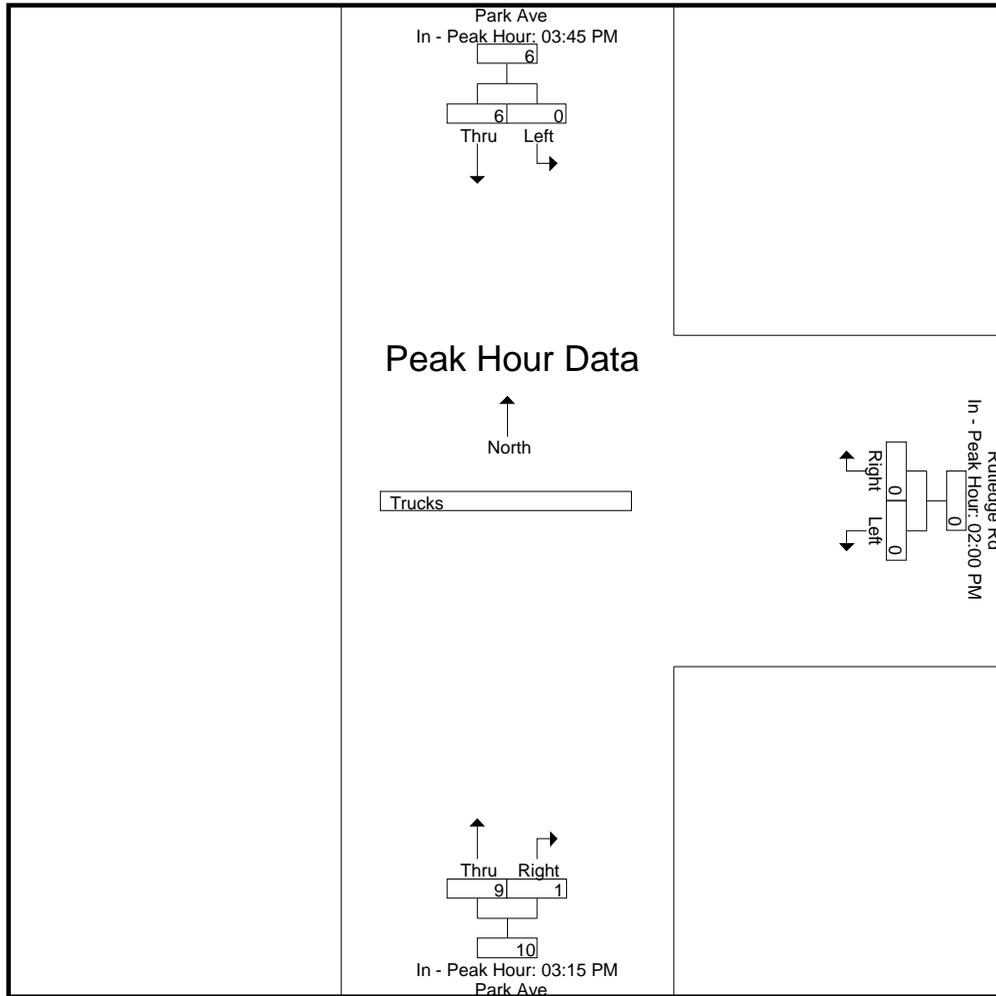
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:45 PM | | | 02:00 PM | | | 03:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 1 | 2 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| +30 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 5 |
| Total Volume | 0 | 6 | 6 | 0 | 0 | 0 | 9 | 1 | 10 |
| % App. Total | 0 | 100 | | 0 | 0 | | 90 | 10 | |
| PHF | .000 | .375 | .375 | .000 | .000 | .000 | .450 | .250 | .500 |

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650003
Site Code : 89650003
Start Date : 5/18/2021
Page No : 10

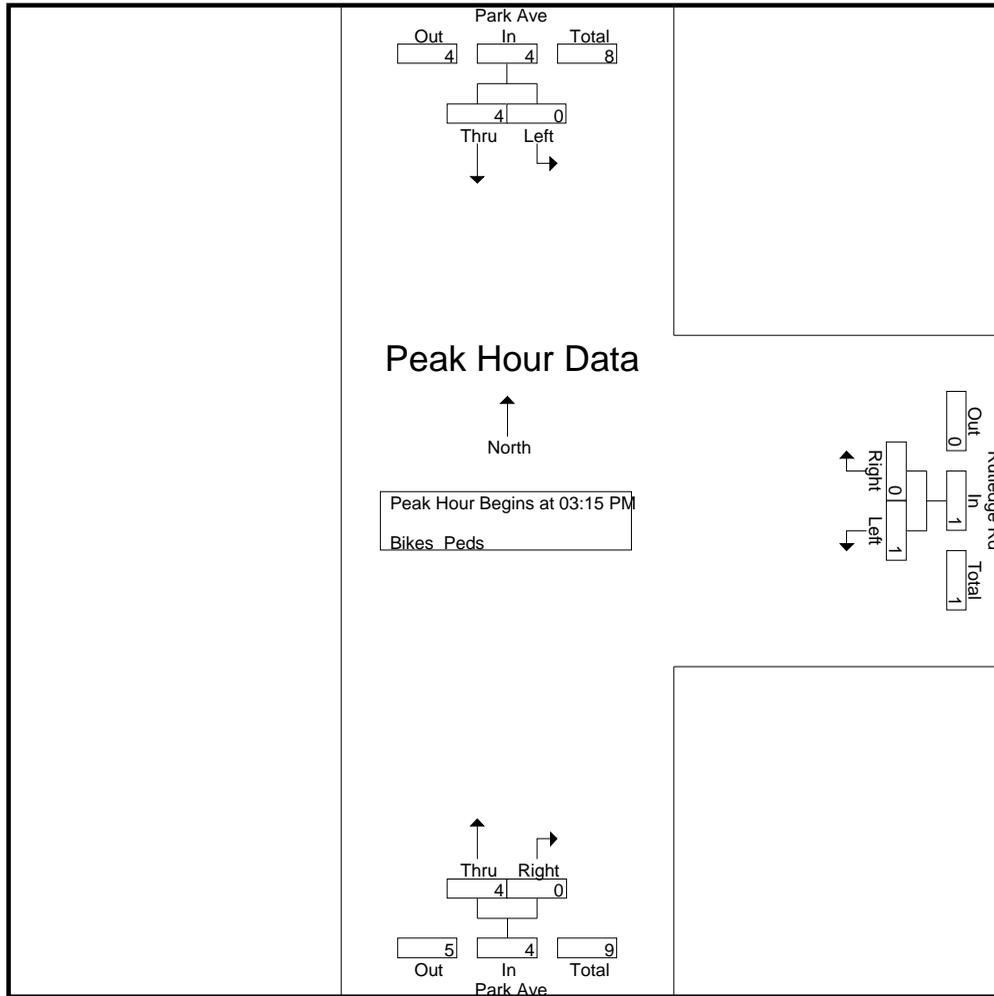
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | Rutledge Rd From East | | | Park Ave From South | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------|----------|----------|-----------------------|----------|-----------|---------------------|----------|----------|--------------|--------------|------------|
| | Left | Thru | Peds | Left | Right | Peds | Thru | Right | Peds | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 3 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 4 | 3 | 7 |
| 03:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 |
| 03:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 3 |
| 03:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 4 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 8 | 9 |
| 04:00 PM | 0 | 1 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 6 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 3 |
| 04:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 4 |
| Total | 0 | 1 | 2 | 2 | 0 | 7 | 2 | 0 | 0 | 9 | 5 | 14 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 4 | 1 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 3 |
| Total | 0 | 2 | 0 | 0 | 0 | 6 | 4 | 0 | 1 | 7 | 6 | 13 |
| Grand Total | 0 | 9 | 2 | 2 | 0 | 18 | 11 | 0 | 1 | 21 | 22 | 43 |
| Apprch % | 0 | 100 | | 100 | 0 | | 100 | 0 | | | | |
| Total % | 0 | 40.9 | | 9.1 | 0 | | 50 | 0 | | 48.8 | 51.2 | |

| Start Time | Park Ave From North | | | Rutledge Rd From East | | | Park Ave From South | | | Int. Total |
|--|---------------------|------|------------|-----------------------|-------|------------|---------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 03:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 03:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:00 PM | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 4 | 4 | 1 | 0 | 1 | 4 | 0 | 4 | 9 |
| % App. Total | 0 | 100 | | 100 | 0 | | 100 | 0 | | |
| PHF | .000 | 1.00 | 1.00 | .250 | .000 | .250 | .500 | .000 | .500 | .750 |

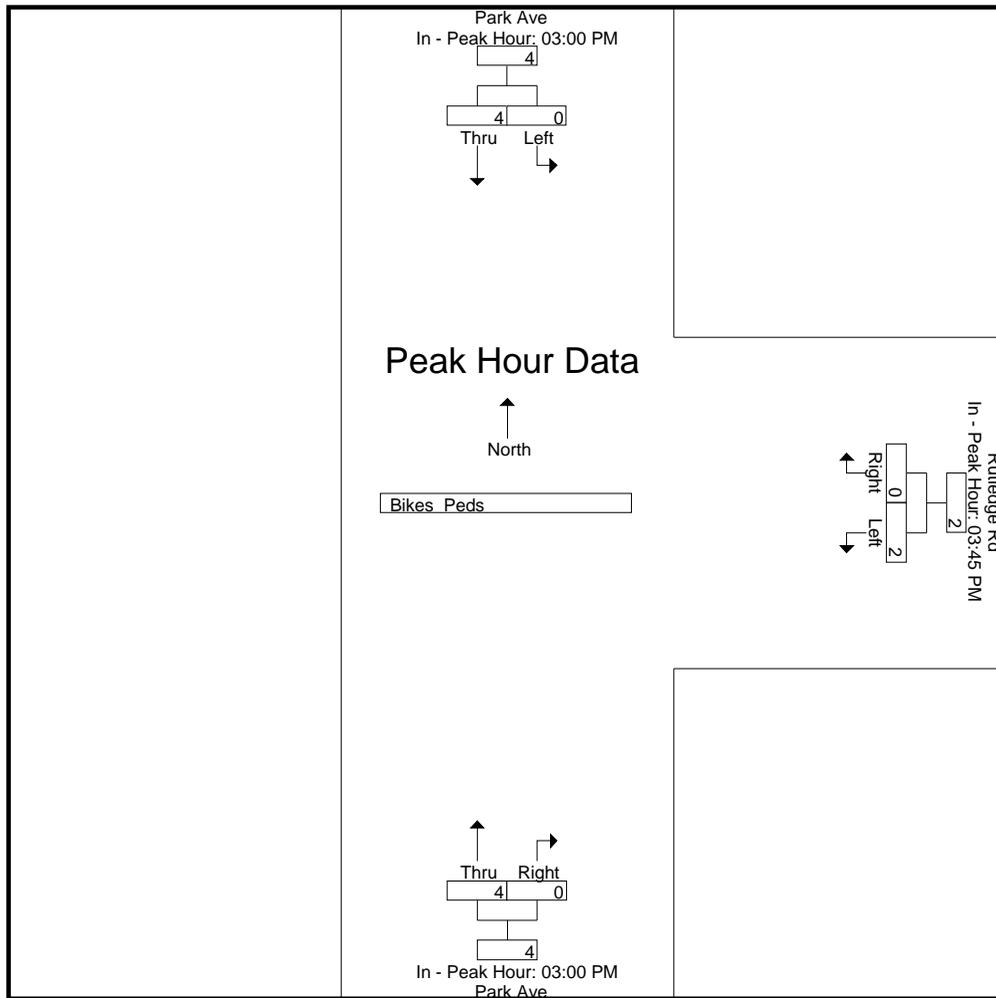
N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:45 PM | | | 03:00 PM | | |
|--------------|----------|-------|-------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 2 |
| +30 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Total Volume | 0 | 4 | 4 | 2 | 0 | 2 | 4 | 0 | 4 |
| % App. Total | 0 | 100 | | 100 | 0 | | 100 | 0 | |
| PHF | .000 | 1.000 | 1.000 | .500 | .000 | .500 | .500 | .000 | .500 |

N/S Street : Park Avenue
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Village Hill Road
 City/State : Belmont, MA
 Weather : Clear

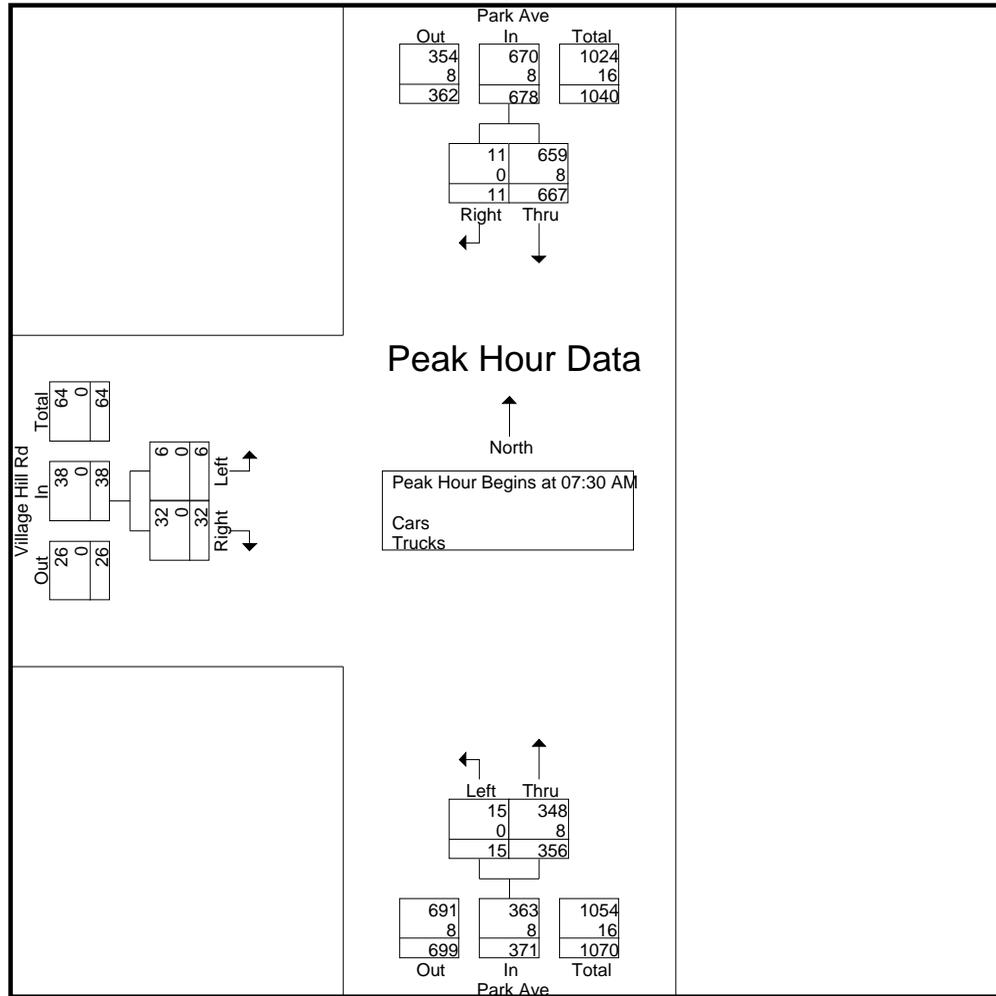
File Name : 89650004
 Site Code : 89650004
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | Park Ave From South | | | Village Hill Rd From West | | | Int. Total |
|--------------------|---------------------|-----------|---------------------|------------|-----------|---------------------------|-------------|--|------------|
| | Thru | Right | Left | Thru | Left | Right | | | |
| 07:00 AM | 83 | 2 | 1 | 33 | 2 | 5 | 126 | | |
| 07:15 AM | 92 | 1 | 1 | 45 | 2 | 4 | 145 | | |
| 07:30 AM | 137 | 1 | 2 | 60 | 2 | 9 | 211 | | |
| 07:45 AM | 172 | 4 | 4 | 78 | 2 | 8 | 268 | | |
| Total | 484 | 8 | 8 | 216 | 8 | 26 | 750 | | |
| 08:00 AM | 169 | 4 | 3 | 121 | 0 | 7 | 304 | | |
| 08:15 AM | 189 | 2 | 6 | 97 | 2 | 8 | 304 | | |
| 08:30 AM | 120 | 3 | 6 | 67 | 4 | 10 | 210 | | |
| 08:45 AM | 99 | 2 | 8 | 48 | 0 | 7 | 164 | | |
| Total | 577 | 11 | 23 | 333 | 6 | 32 | 982 | | |
| Grand Total | 1061 | 19 | 31 | 549 | 14 | 58 | 1732 | | |
| Apprch % | 98.2 | 1.8 | 5.3 | 94.7 | 19.4 | 80.6 | | | |
| Total % | 61.3 | 1.1 | 1.8 | 31.7 | 0.8 | 3.3 | | | |
| Cars | 1048 | 19 | 28 | 539 | 14 | 56 | 1704 | | |
| % Cars | 98.8 | 100 | 90.3 | 98.2 | 100 | 96.6 | 98.4 | | |
| Trucks | 13 | 0 | 3 | 10 | 0 | 2 | 28 | | |
| % Trucks | 1.2 | 0 | 9.7 | 1.8 | 0 | 3.4 | 1.6 | | |

| Start Time | Park Ave From North | | | Park Ave From South | | | Village Hill Rd From West | | | Int. Total |
|--|---------------------|-----------|------------|---------------------|------------|------------|---------------------------|-----------|------------|-------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 137 | 1 | 138 | 2 | 60 | 62 | 2 | 9 | 11 | 211 |
| 07:45 AM | 172 | 4 | 176 | 4 | 78 | 82 | 2 | 8 | 10 | 268 |
| 08:00 AM | 169 | 4 | 173 | 3 | 121 | 124 | 0 | 7 | 7 | 304 |
| 08:15 AM | 189 | 2 | 191 | 6 | 97 | 103 | 2 | 8 | 10 | 304 |
| Total Volume | 667 | 11 | 678 | 15 | 356 | 371 | 6 | 32 | 38 | 1087 |
| % App. Total | 98.4 | 1.6 | | 4 | 96 | | 15.8 | 84.2 | | |
| PHF | .882 | .688 | .887 | .625 | .736 | .748 | .750 | .889 | .864 | .894 |
| Cars | 659 | 11 | 670 | 15 | 348 | 363 | 6 | 32 | 38 | 1071 |
| % Cars | 98.8 | 100 | 98.8 | 100 | 97.8 | 97.8 | 100 | 100 | 100 | 98.5 |
| Trucks | 8 | 0 | 8 | 0 | 8 | 8 | 0 | 0 | 0 | 16 |
| % Trucks | 1.2 | 0 | 1.2 | 0 | 2.2 | 2.2 | 0 | 0 | 0 | 1.5 |

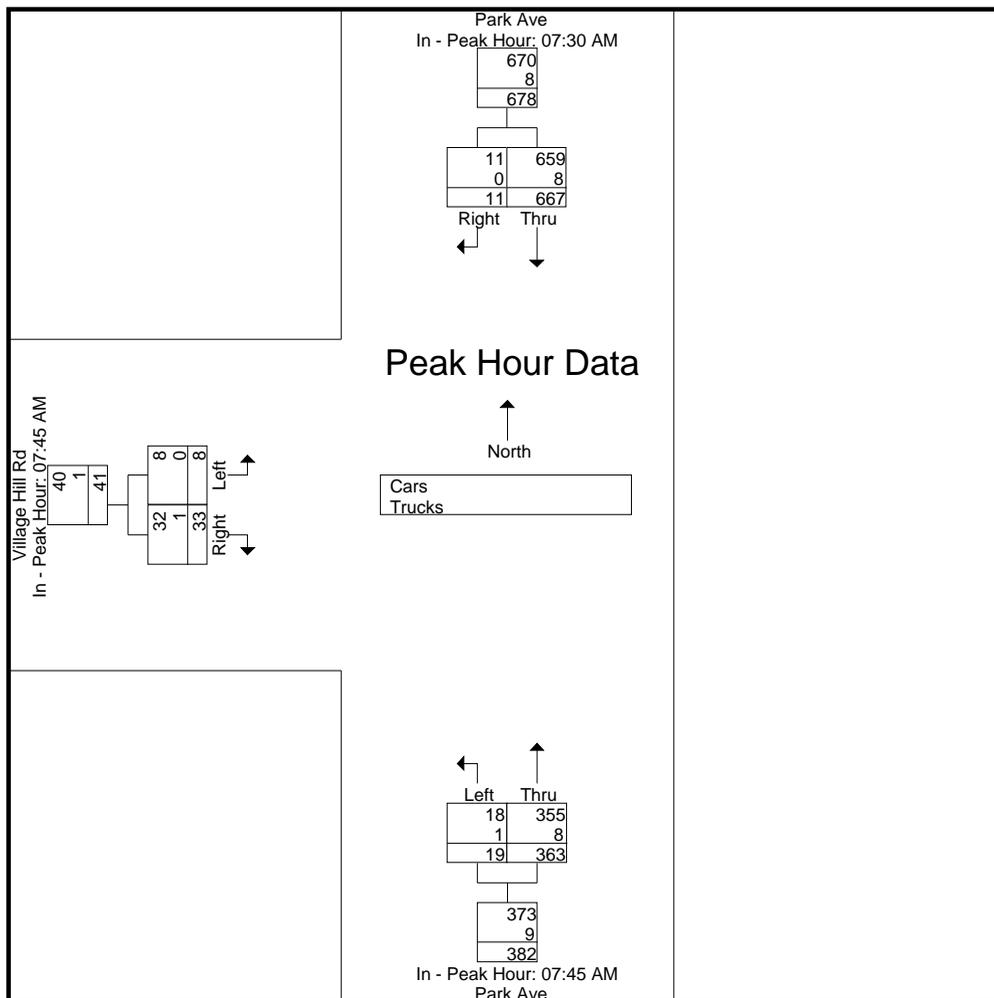
N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:45 AM | | |
|--------------|------------|------|------------|----------|------|------|----------|------|------|
| +0 mins. | 137 | 1 | 138 | 4 | 78 | 82 | 2 | 8 | 10 |
| +15 mins. | 172 | 4 | 176 | 3 | 121 | 124 | 0 | 7 | 7 |
| +30 mins. | 169 | 4 | 173 | 6 | 97 | 103 | 2 | 8 | 10 |
| +45 mins. | 189 | 2 | 191 | 6 | 67 | 73 | 4 | 10 | 14 |
| Total Volume | 667 | 11 | 678 | 19 | 363 | 382 | 8 | 33 | 41 |
| % App. Total | 98.4 | 1.6 | | 5 | 95 | | 19.5 | 80.5 | |
| PHF | .882 | .688 | .887 | .792 | .750 | .770 | .500 | .825 | .732 |
| Cars | 659 | 11 | 670 | 18 | 355 | 373 | 8 | 32 | 40 |
| % Cars | 98.8 | 100 | 98.8 | 94.7 | 97.8 | 97.6 | 100 | 97 | 97.6 |
| Trucks | 8 | 0 | 8 | 1 | 8 | 9 | 0 | 1 | 1 |
| % Trucks | 1.2 | 0 | 1.2 | 5.3 | 2.2 | 2.4 | 0 | 3 | 2.4 |

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear

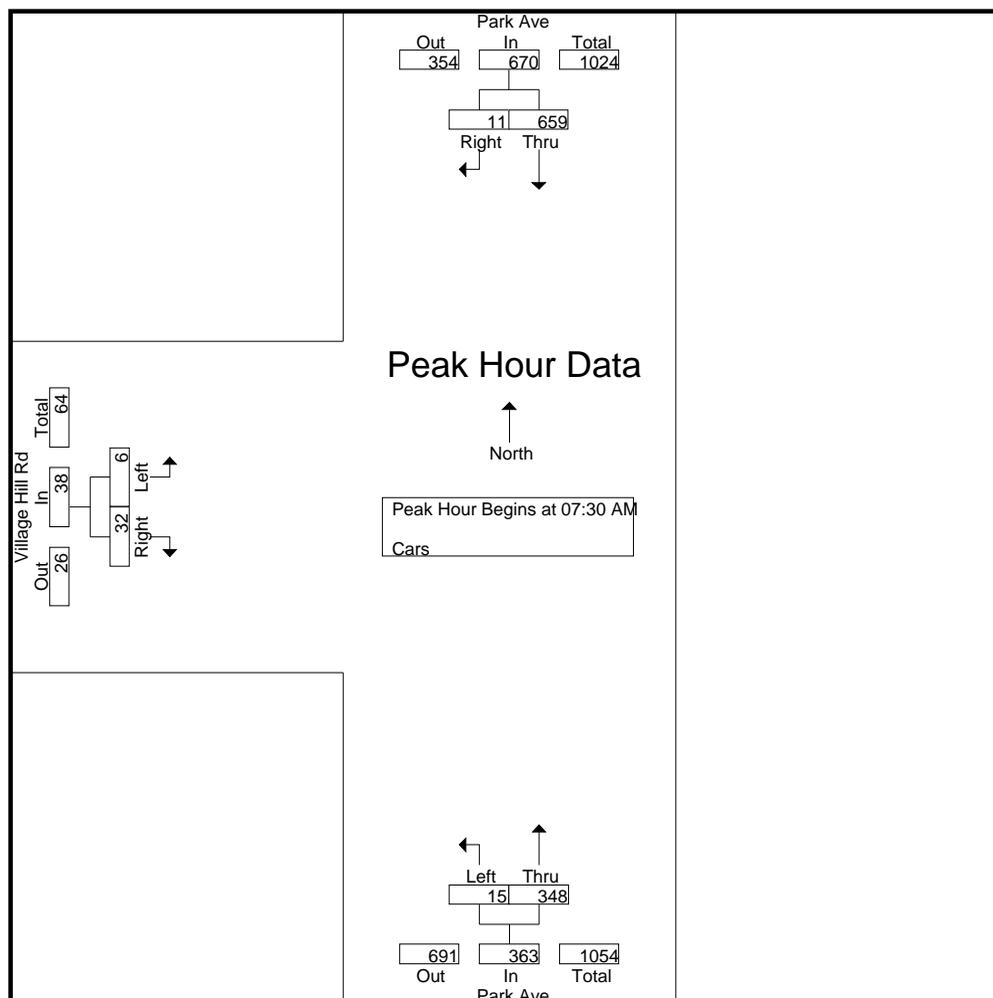
File Name : 89650004
Site Code : 89650004
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | Park Ave From South | | Village Hill Rd From West | | Int. Total |
|--------------------|---------------------|-----------|---------------------|------------|---------------------------|-----------|-------------|
| | Thru | Right | Left | Thru | Left | Right | |
| 07:00 AM | 82 | 2 | 0 | 32 | 2 | 4 | 122 |
| 07:15 AM | 89 | 1 | 1 | 45 | 2 | 4 | 142 |
| 07:30 AM | 135 | 1 | 2 | 59 | 2 | 9 | 208 |
| 07:45 AM | 166 | 4 | 4 | 73 | 2 | 8 | 257 |
| Total | 472 | 8 | 7 | 209 | 8 | 25 | 729 |
| 08:00 AM | 169 | 4 | 3 | 119 | 0 | 7 | 302 |
| 08:15 AM | 189 | 2 | 6 | 97 | 2 | 8 | 304 |
| 08:30 AM | 119 | 3 | 5 | 66 | 4 | 9 | 206 |
| 08:45 AM | 99 | 2 | 7 | 48 | 0 | 7 | 163 |
| Total | 576 | 11 | 21 | 330 | 6 | 31 | 975 |
| Grand Total | 1048 | 19 | 28 | 539 | 14 | 56 | 1704 |
| Apprch % | 98.2 | 1.8 | 4.9 | 95.1 | 20 | 80 | |
| Total % | 61.5 | 1.1 | 1.6 | 31.6 | 0.8 | 3.3 | |

| Start Time | Park Ave From North | | | Park Ave From South | | | Village Hill Rd From West | | | Int. Total |
|--|---------------------|-------|------------|---------------------|------------|------------|---------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 135 | 1 | 136 | 2 | 59 | 61 | 2 | 9 | 11 | 208 |
| 07:45 AM | 166 | 4 | 170 | 4 | 73 | 77 | 2 | 8 | 10 | 257 |
| 08:00 AM | 169 | 4 | 173 | 3 | 119 | 122 | 0 | 7 | 7 | 302 |
| 08:15 AM | 189 | 2 | 191 | 6 | 97 | 103 | 2 | 8 | 10 | 304 |
| Total Volume | 659 | 11 | 670 | 15 | 348 | 363 | 6 | 32 | 38 | 1071 |
| % App. Total | 98.4 | 1.6 | | 4.1 | 95.9 | | 15.8 | 84.2 | | |
| PHF | .872 | .688 | .877 | .625 | .731 | .744 | .750 | .889 | .864 | .881 |

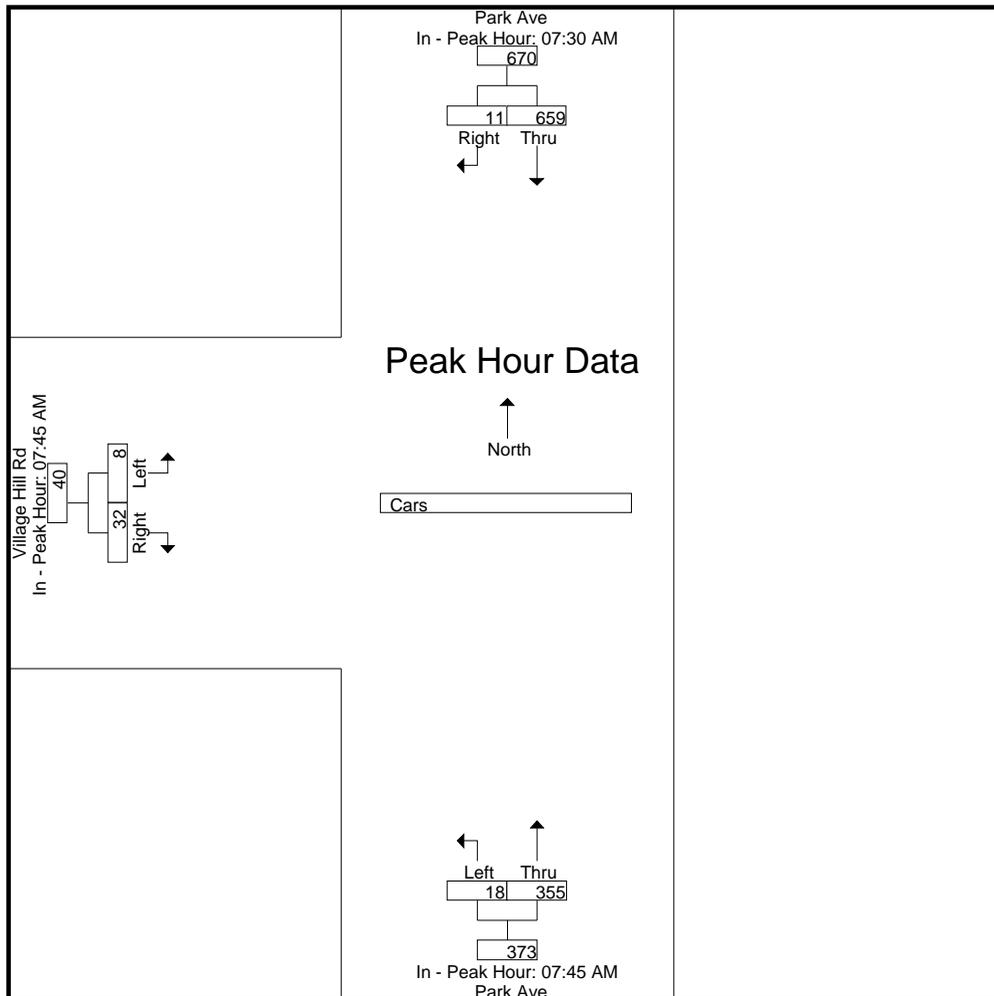
N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:45 AM | | |
|--------------|------------|------|------------|----------|------|------|----------|------|------|
| +0 mins. | 135 | 1 | 136 | 4 | 73 | 77 | 2 | 8 | 10 |
| +15 mins. | 166 | 4 | 170 | 3 | 119 | 122 | 0 | 7 | 7 |
| +30 mins. | 169 | 4 | 173 | 6 | 97 | 103 | 2 | 8 | 10 |
| +45 mins. | 189 | 2 | 191 | 5 | 66 | 71 | 4 | 9 | 13 |
| Total Volume | 659 | 11 | 670 | 18 | 355 | 373 | 8 | 32 | 40 |
| % App. Total | 98.4 | 1.6 | | 4.8 | 95.2 | | 20 | 80 | |
| PHF | .872 | .688 | .877 | .750 | .746 | .764 | .500 | .889 | .769 |

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear

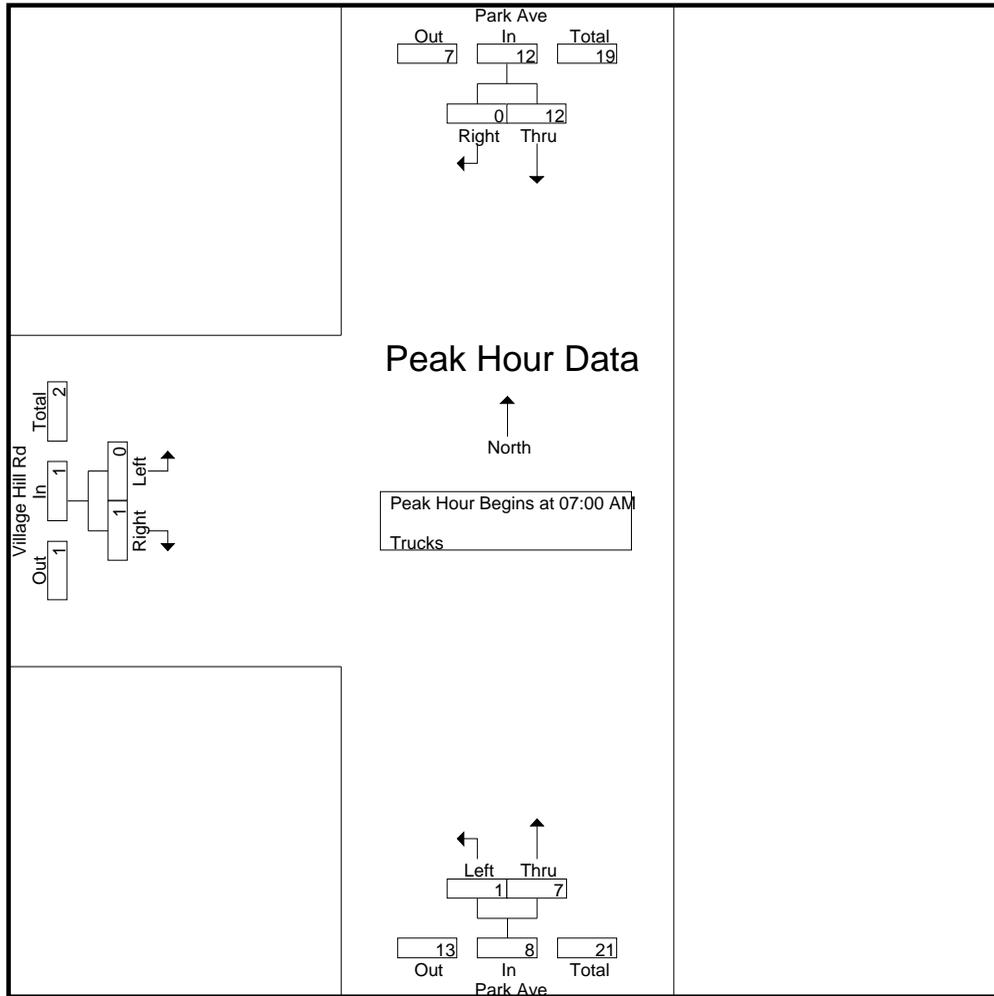
File Name : 89650004
Site Code : 89650004
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Park Ave From North | | Park Ave From South | | Village Hill Rd From West | | Int. Total |
|-------------|---------------------|-------|---------------------|------|---------------------------|-------|------------|
| | Thru | Right | Left | Thru | Left | Right | |
| 07:00 AM | 1 | 0 | 1 | 1 | 0 | 1 | 4 |
| 07:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 AM | 2 | 0 | 0 | 1 | 0 | 0 | 3 |
| 07:45 AM | 6 | 0 | 0 | 5 | 0 | 0 | 11 |
| Total | 12 | 0 | 1 | 7 | 0 | 1 | 21 |
| 08:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 1 | 0 | 1 | 1 | 0 | 1 | 4 |
| 08:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 2 | 3 | 0 | 1 | 7 |
| Grand Total | 13 | 0 | 3 | 10 | 0 | 2 | 28 |
| Apprch % | 100 | 0 | 23.1 | 76.9 | 0 | 100 | |
| Total % | 46.4 | 0 | 10.7 | 35.7 | 0 | 7.1 | |

| Start Time | Park Ave From North | | | Park Ave From South | | | Village Hill Rd From West | | | Int. Total |
|--|---------------------|-------|------------|---------------------|------|------------|---------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 4 |
| 07:15 AM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 AM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 07:45 AM | 6 | 0 | 6 | 0 | 5 | 5 | 0 | 0 | 0 | 11 |
| Total Volume | 12 | 0 | 12 | 1 | 7 | 8 | 0 | 1 | 1 | 21 |
| % App. Total | 100 | 0 | | 12.5 | 87.5 | | 0 | 100 | | |
| PHF | .500 | .000 | .500 | .250 | .350 | .400 | .000 | .250 | .250 | .477 |

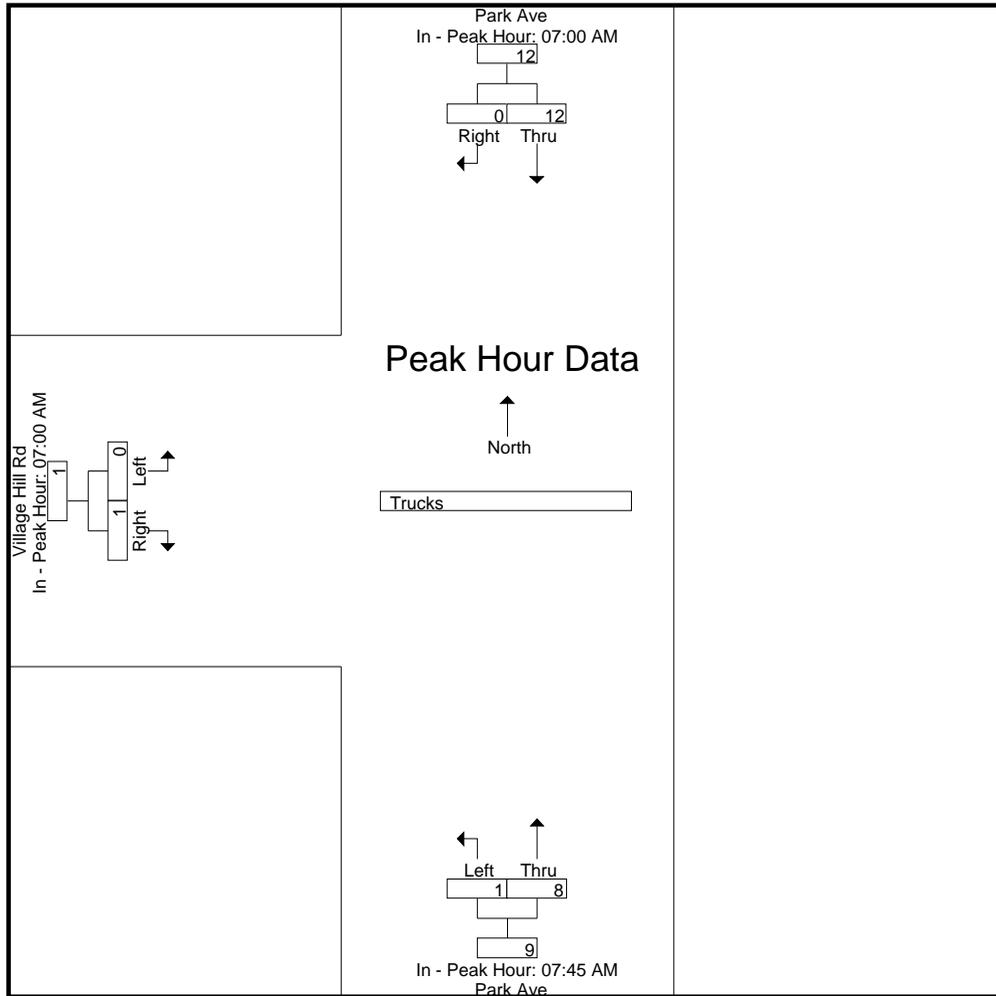
N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:45 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 0 | 1 | 0 | 5 | 5 | 0 | 1 | 1 |
| +15 mins. | 3 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 |
| +30 mins. | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 6 | 0 | 6 | 1 | 1 | 2 | 0 | 0 | 0 |
| Total Volume | 12 | 0 | 12 | 1 | 8 | 9 | 0 | 1 | 1 |
| % App. Total | 100 | 0 | | 11.1 | 88.9 | | 0 | 100 | |
| PHF | .500 | .000 | .500 | .250 | .400 | .450 | .000 | .250 | .250 |

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650004
Site Code : 89650004
Start Date : 5/18/2021
Page No : 10

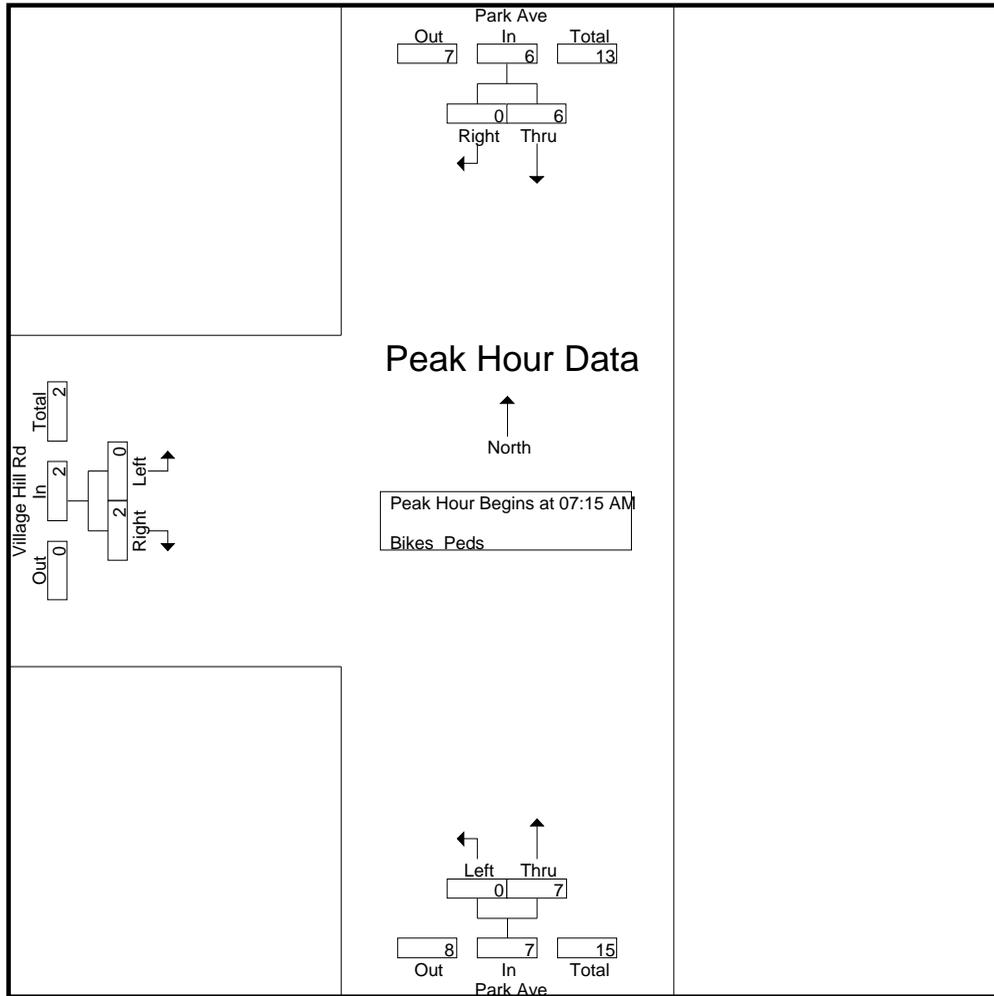
N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | Park Ave From South | | | Village Hill Rd From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------|----------|----------|---------------------|----------|----------|---------------------------|----------|----------|--------------|--------------|------------|
| | Thru | Right | Peds | Left | Thru | Peds | Left | Right | Peds | | | |
| 07:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:15 AM | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 5 | 8 |
| 07:30 AM | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 | 4 |
| 07:45 AM | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 4 |
| Total | 5 | 0 | 4 | 0 | 4 | 2 | 0 | 2 | 0 | 6 | 11 | 17 |
| 08:00 AM | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 4 | 5 |
| 08:15 AM | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 4 |
| 08:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 3 | 0 | 4 | 0 | 0 | 1 | 0 | 3 | 7 | 10 |
| Grand Total | 7 | 0 | 7 | 0 | 8 | 2 | 0 | 3 | 0 | 9 | 18 | 27 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 100 | | | | |
| Total % | 38.9 | 0 | | 0 | 44.4 | | 0 | 16.7 | | 33.3 | 66.7 | |

| Start Time | Park Ave From North | | | Park Ave From South | | | Village Hill Rd From West | | | Int. Total |
|--|---------------------|----------|------------|---------------------|------------|------------|---------------------------|------------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 2 | 5 |
| 07:30 AM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 07:45 AM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 08:00 AM | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 4 |
| Total Volume | 6 | 0 | 6 | 0 | 7 | 7 | 0 | 2 | 2 | 15 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | | |
| PHF | .750 | .000 | .750 | .000 | .583 | .583 | .000 | .250 | .250 | .750 |

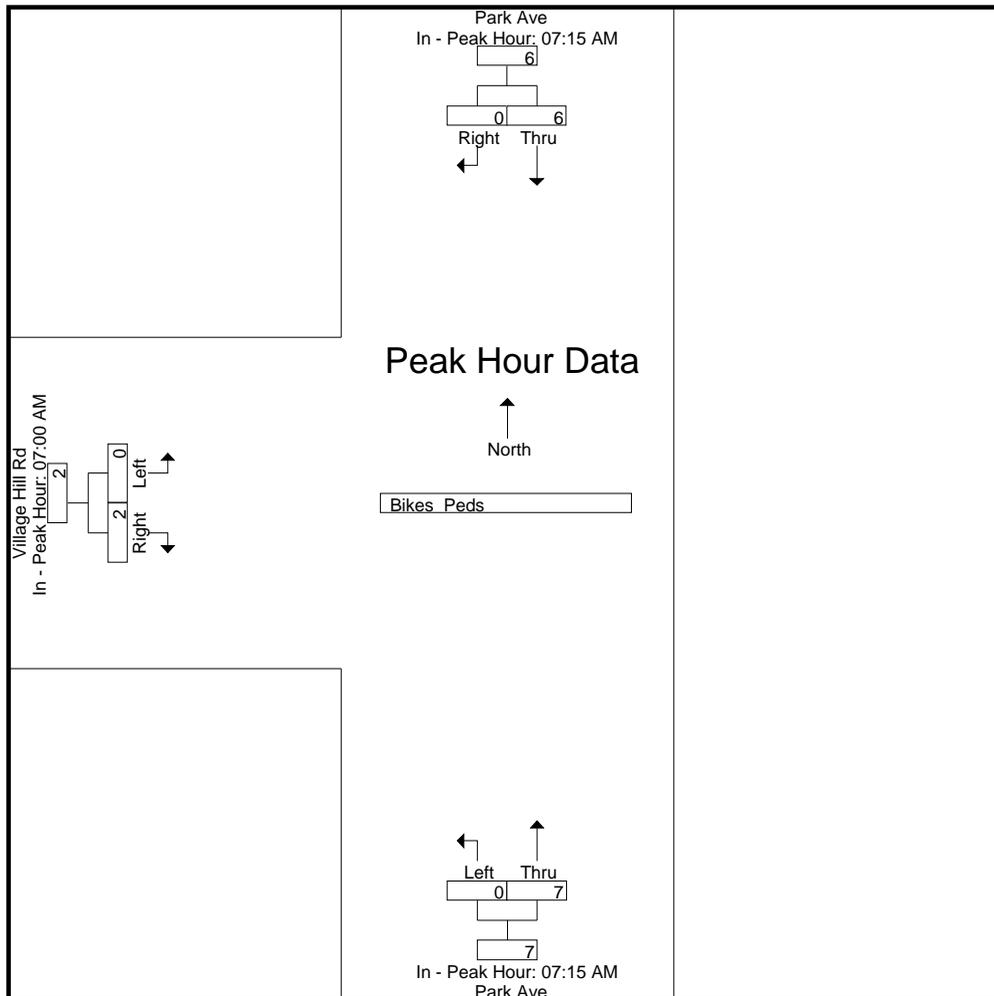
N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | 07:15 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 |
| +15 mins. | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 2 |
| +30 mins. | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 |
| Total Volume | 6 | 0 | 6 | 0 | 7 | 7 | 0 | 2 | 2 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | |
| PHF | .750 | .000 | .750 | .000 | .583 | .583 | .000 | .250 | .250 |

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear

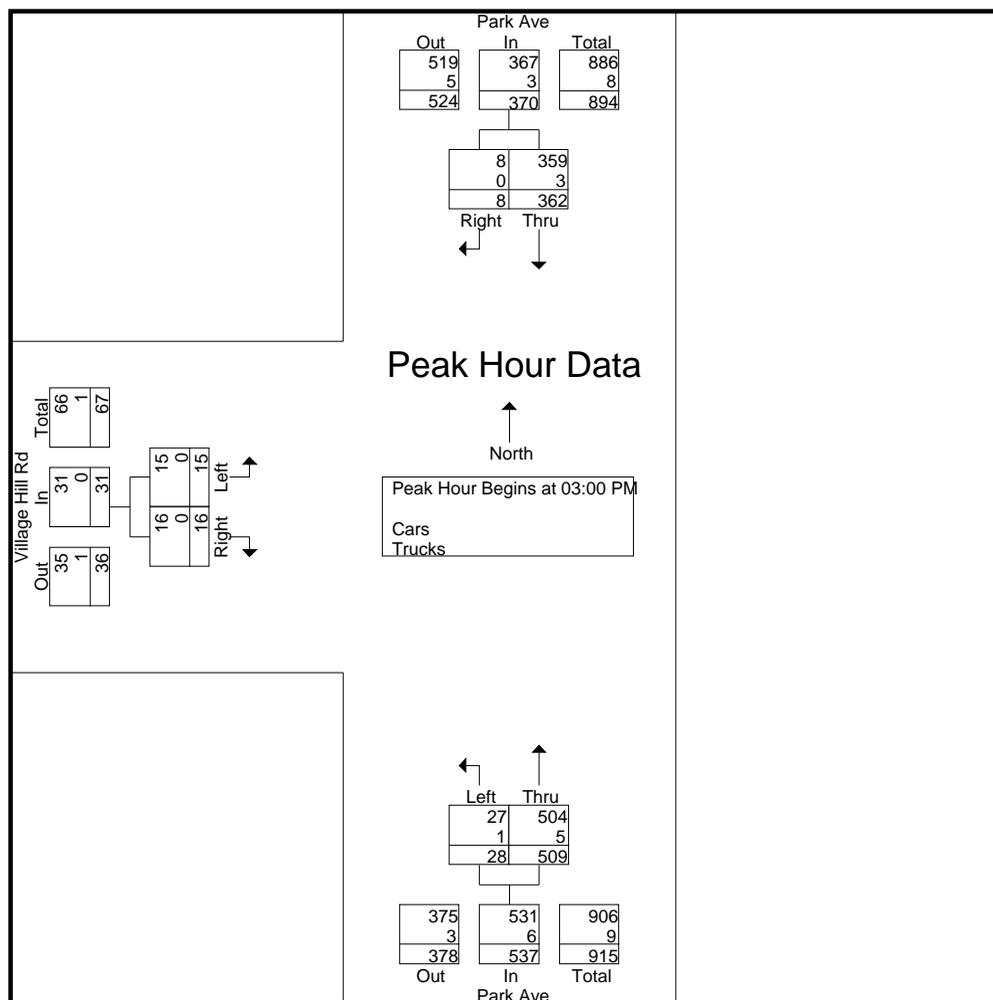
File Name : 89650004
Site Code : 89650004
Start Date : 5/18/2021
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | Park Ave From South | | Village Hill Rd From West | | Int. Total |
|--------------------|---------------------|-----------|---------------------|-------------|---------------------------|-----------|-------------|
| | Thru | Right | Left | Thru | Left | Right | |
| 02:00 PM | 77 | 0 | 1 | 74 | 1 | 3 | 156 |
| 02:15 PM | 87 | 2 | 1 | 85 | 3 | 7 | 185 |
| 02:30 PM | 70 | 1 | 8 | 90 | 0 | 9 | 178 |
| 02:45 PM | 84 | 3 | 12 | 89 | 4 | 5 | 197 |
| Total | 318 | 6 | 22 | 338 | 8 | 24 | 716 |
| 03:00 PM | 86 | 1 | 15 | 124 | 3 | 4 | 233 |
| 03:15 PM | 101 | 3 | 4 | 118 | 3 | 4 | 233 |
| 03:30 PM | 76 | 3 | 5 | 148 | 3 | 4 | 239 |
| 03:45 PM | 99 | 1 | 4 | 119 | 6 | 4 | 233 |
| Total | 362 | 8 | 28 | 509 | 15 | 16 | 938 |
| 04:00 PM | 66 | 2 | 10 | 140 | 2 | 6 | 226 |
| 04:15 PM | 86 | 1 | 4 | 87 | 3 | 3 | 184 |
| 04:30 PM | 66 | 1 | 6 | 115 | 5 | 3 | 196 |
| 04:45 PM | 66 | 2 | 6 | 119 | 0 | 2 | 195 |
| Total | 284 | 6 | 26 | 461 | 10 | 14 | 801 |
| 05:00 PM | 87 | 2 | 10 | 114 | 1 | 5 | 219 |
| 05:15 PM | 74 | 2 | 7 | 107 | 3 | 2 | 195 |
| 05:30 PM | 95 | 0 | 12 | 99 | 1 | 4 | 211 |
| 05:45 PM | 67 | 1 | 10 | 80 | 1 | 6 | 165 |
| Total | 323 | 5 | 39 | 400 | 6 | 17 | 790 |
| Grand Total | 1287 | 25 | 115 | 1708 | 39 | 71 | 3245 |
| Apprch % | 98.1 | 1.9 | 6.3 | 93.7 | 35.5 | 64.5 | |
| Total % | 39.7 | 0.8 | 3.5 | 52.6 | 1.2 | 2.2 | |
| Cars | 1277 | 25 | 113 | 1695 | 39 | 69 | 3218 |
| % Cars | 99.2 | 100 | 98.3 | 99.2 | 100 | 97.2 | 99.2 |
| Trucks | 10 | 0 | 2 | 13 | 0 | 2 | 27 |
| % Trucks | 0.8 | 0 | 1.7 | 0.8 | 0 | 2.8 | 0.8 |

| Start Time | Park Ave From North | | App. Total | Park Ave From South | | App. Total | Village Hill Rd From West | | App. Total | Int. Total |
|--|---------------------|----------|------------|---------------------|------------|------------|---------------------------|-----------|------------|------------|
| | Thru | Right | | Left | Thru | | Left | Right | | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 86 | 1 | 87 | 15 | 124 | 139 | 3 | 4 | 7 | 233 |
| 03:15 PM | 101 | 3 | 104 | 4 | 118 | 122 | 3 | 4 | 7 | 233 |
| 03:30 PM | 76 | 3 | 79 | 5 | 148 | 153 | 3 | 4 | 7 | 239 |
| 03:45 PM | 99 | 1 | 100 | 4 | 119 | 123 | 6 | 4 | 10 | 233 |
| Total Volume | 362 | 8 | 370 | 28 | 509 | 537 | 15 | 16 | 31 | 938 |
| % App. Total | 97.8 | 2.2 | | 5.2 | 94.8 | | 48.4 | 51.6 | | |
| PHF | .896 | .667 | .889 | .467 | .860 | .877 | .625 | 1.00 | .775 | .981 |
| Cars | 359 | 8 | 367 | 27 | 504 | 531 | 15 | 16 | 31 | 929 |
| % Cars | 99.2 | 100 | 99.2 | 96.4 | 99.0 | 98.9 | 100 | 100 | 100 | 99.0 |
| Trucks | 3 | 0 | 3 | 1 | 5 | 6 | 0 | 0 | 0 | 9 |
| % Trucks | 0.8 | 0 | 0.8 | 3.6 | 1.0 | 1.1 | 0 | 0 | 0 | 1.0 |

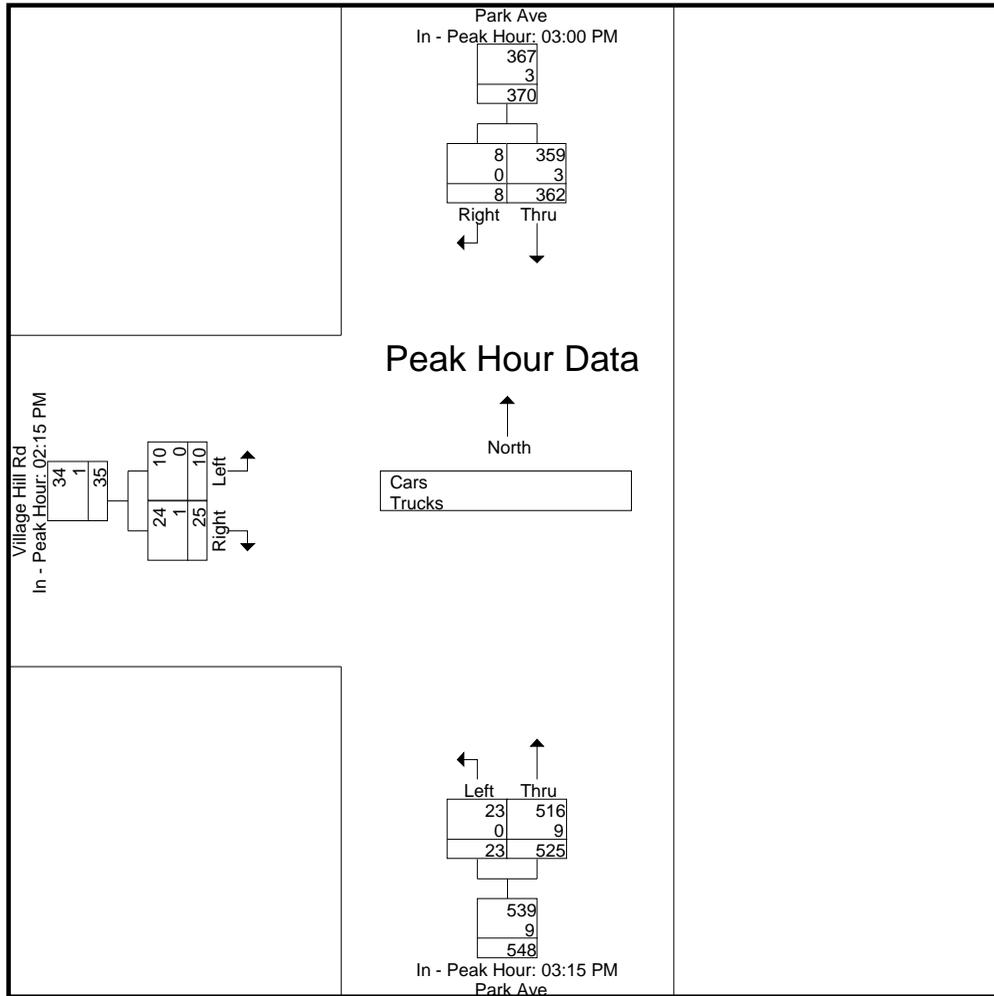
N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:15 PM | | | 02:15 PM | | |
|--------------|------------|----------|------------|-----------|------------|------------|----------|----------|-----------|
| +0 mins. | 86 | 1 | 87 | 4 | 118 | 122 | 3 | 7 | 10 |
| +15 mins. | 101 | 3 | 104 | 5 | 148 | 153 | 0 | 9 | 9 |
| +30 mins. | 76 | 3 | 79 | 4 | 119 | 123 | 4 | 5 | 9 |
| +45 mins. | 99 | 1 | 100 | 10 | 140 | 150 | 3 | 4 | 7 |
| Total Volume | 362 | 8 | 370 | 23 | 525 | 548 | 10 | 25 | 35 |
| % App. Total | 97.8 | 2.2 | | 4.2 | 95.8 | | 28.6 | 71.4 | |
| PHF | .896 | .667 | .889 | .575 | .887 | .895 | .625 | .694 | .875 |
| Cars | 359 | 8 | 367 | 23 | 516 | 539 | 10 | 24 | 34 |
| % Cars | 99.2 | 100 | 99.2 | 100 | 98.3 | 98.4 | 100 | 96 | 97.1 |
| Trucks | 3 | 0 | 3 | 0 | 9 | 9 | 0 | 1 | 1 |
| % Trucks | 0.8 | 0 | 0.8 | 0 | 1.7 | 1.6 | 0 | 4 | 2.9 |

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear

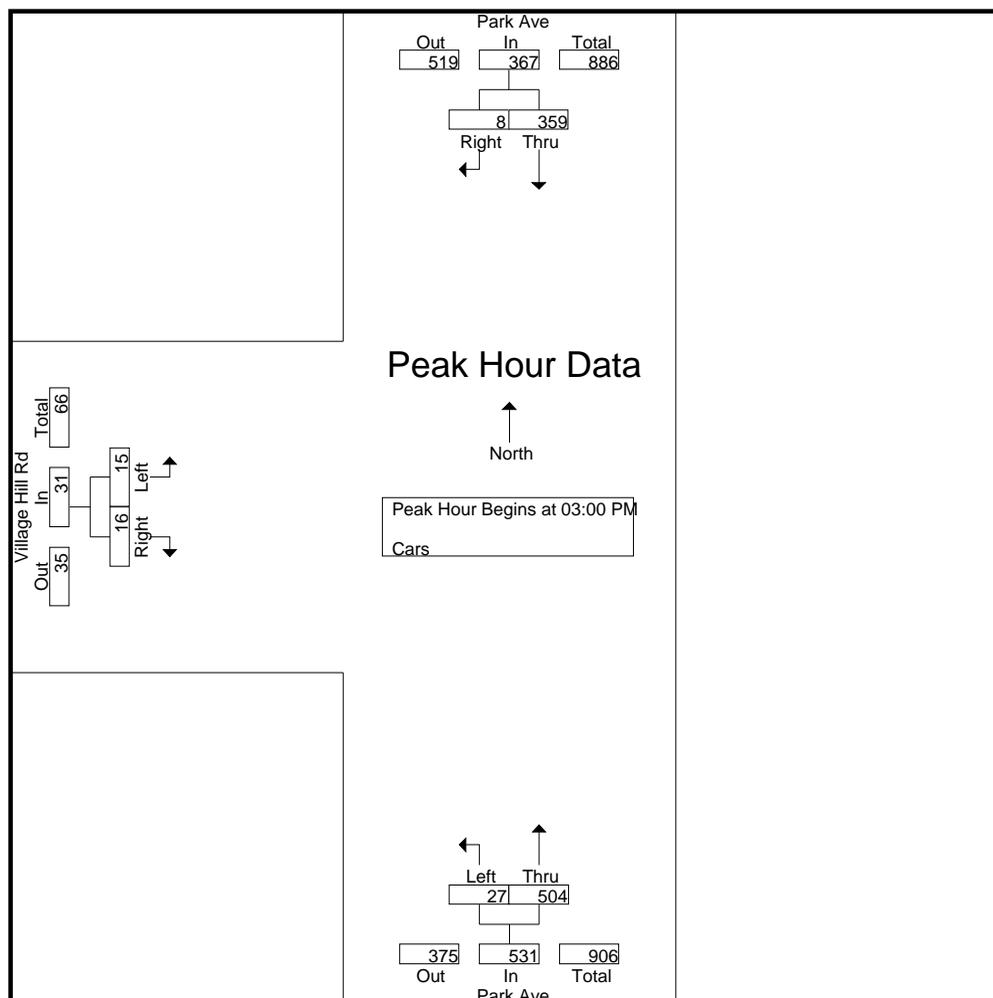
File Name : 89650004
Site Code : 89650004
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | Park Ave From South | | Village Hill Rd From West | | Int. Total |
|--------------------|---------------------|-----------|---------------------|-------------|---------------------------|-----------|-------------|
| | Thru | Right | Left | Thru | Left | Right | |
| 02:00 PM | 77 | 0 | 1 | 74 | 1 | 2 | 155 |
| 02:15 PM | 86 | 2 | 1 | 84 | 3 | 7 | 183 |
| 02:30 PM | 69 | 1 | 8 | 90 | 0 | 9 | 177 |
| 02:45 PM | 83 | 3 | 11 | 88 | 4 | 4 | 193 |
| Total | 315 | 6 | 21 | 336 | 8 | 22 | 708 |
| 03:00 PM | 86 | 1 | 14 | 124 | 3 | 4 | 232 |
| 03:15 PM | 101 | 3 | 4 | 116 | 3 | 4 | 231 |
| 03:30 PM | 76 | 3 | 5 | 146 | 3 | 4 | 237 |
| 03:45 PM | 96 | 1 | 4 | 118 | 6 | 4 | 229 |
| Total | 359 | 8 | 27 | 504 | 15 | 16 | 929 |
| 04:00 PM | 66 | 2 | 10 | 136 | 2 | 6 | 222 |
| 04:15 PM | 85 | 1 | 4 | 86 | 3 | 3 | 182 |
| 04:30 PM | 66 | 1 | 6 | 115 | 5 | 3 | 196 |
| 04:45 PM | 66 | 2 | 6 | 119 | 0 | 2 | 195 |
| Total | 283 | 6 | 26 | 456 | 10 | 14 | 795 |
| 05:00 PM | 87 | 2 | 10 | 114 | 1 | 5 | 219 |
| 05:15 PM | 73 | 2 | 7 | 107 | 3 | 2 | 194 |
| 05:30 PM | 94 | 0 | 12 | 98 | 1 | 4 | 209 |
| 05:45 PM | 66 | 1 | 10 | 80 | 1 | 6 | 164 |
| Total | 320 | 5 | 39 | 399 | 6 | 17 | 786 |
| Grand Total | 1277 | 25 | 113 | 1695 | 39 | 69 | 3218 |
| Apprch % | 98.1 | 1.9 | 6.2 | 93.8 | 36.1 | 63.9 | |
| Total % | 39.7 | 0.8 | 3.5 | 52.7 | 1.2 | 2.1 | |

| Start Time | Park Ave From North | | | Park Ave From South | | | Village Hill Rd From West | | | Int. Total |
|--|---------------------|----------|------------|---------------------|------------|------------|---------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 86 | 1 | 87 | 14 | 124 | 138 | 3 | 4 | 7 | 232 |
| 03:15 PM | 101 | 3 | 104 | 4 | 116 | 120 | 3 | 4 | 7 | 231 |
| 03:30 PM | 76 | 3 | 79 | 5 | 146 | 151 | 3 | 4 | 7 | 237 |
| 03:45 PM | 96 | 1 | 97 | 4 | 118 | 122 | 6 | 4 | 10 | 229 |
| Total Volume | 359 | 8 | 367 | 27 | 504 | 531 | 15 | 16 | 31 | 929 |
| % App. Total | 97.8 | 2.2 | | 5.1 | 94.9 | | 48.4 | 51.6 | | |
| PHF | .889 | .667 | .882 | .482 | .863 | .879 | .625 | 1.00 | .775 | .980 |

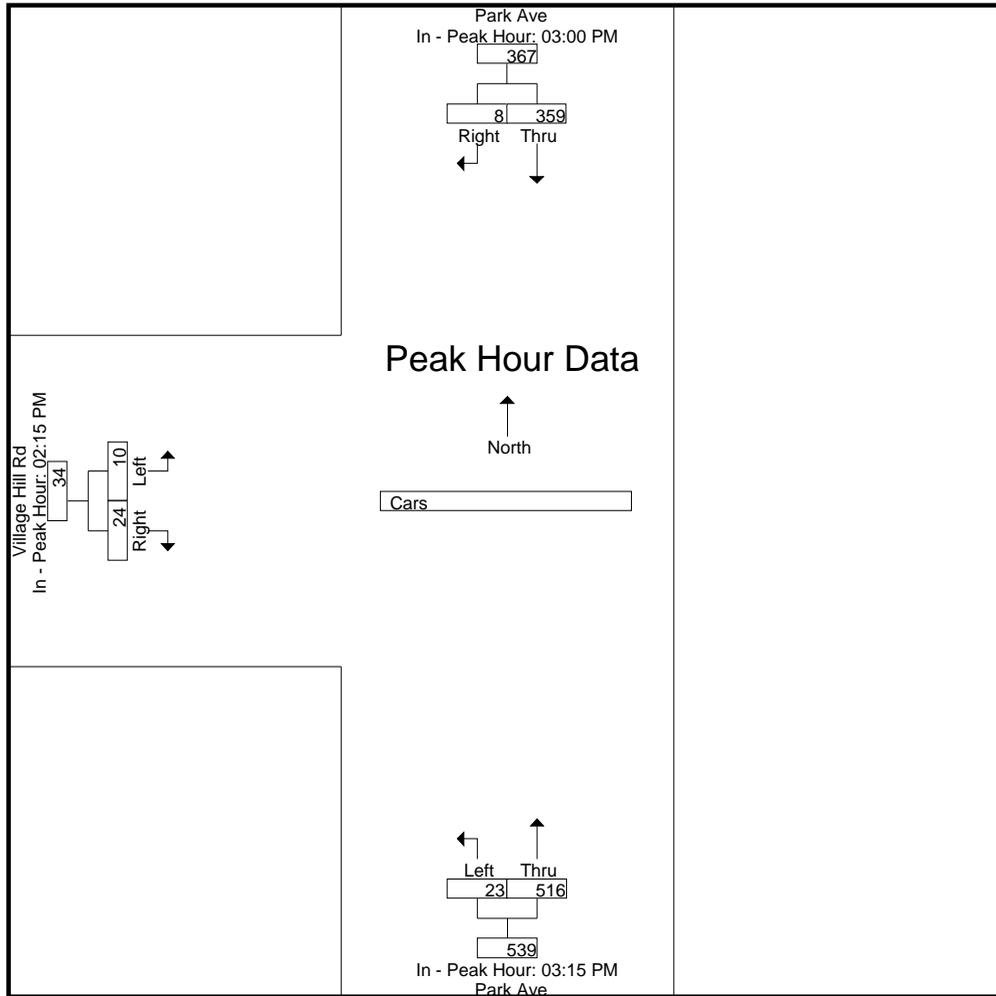
N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:15 PM | | | 02:15 PM | | |
|--------------|------------|----------|------------|-----------|------------|------------|----------|----------|-----------|
| +0 mins. | 86 | 1 | 87 | 4 | 116 | 120 | 3 | 7 | 10 |
| +15 mins. | 101 | 3 | 104 | 5 | 146 | 151 | 0 | 9 | 9 |
| +30 mins. | 76 | 3 | 79 | 4 | 118 | 122 | 4 | 4 | 8 |
| +45 mins. | 96 | 1 | 97 | 10 | 136 | 146 | 3 | 4 | 7 |
| Total Volume | 359 | 8 | 367 | 23 | 516 | 539 | 10 | 24 | 34 |
| % App. Total | 97.8 | 2.2 | | 4.3 | 95.7 | | 29.4 | 70.6 | |
| PHF | .889 | .667 | .882 | .575 | .884 | .892 | .625 | .667 | .850 |

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear

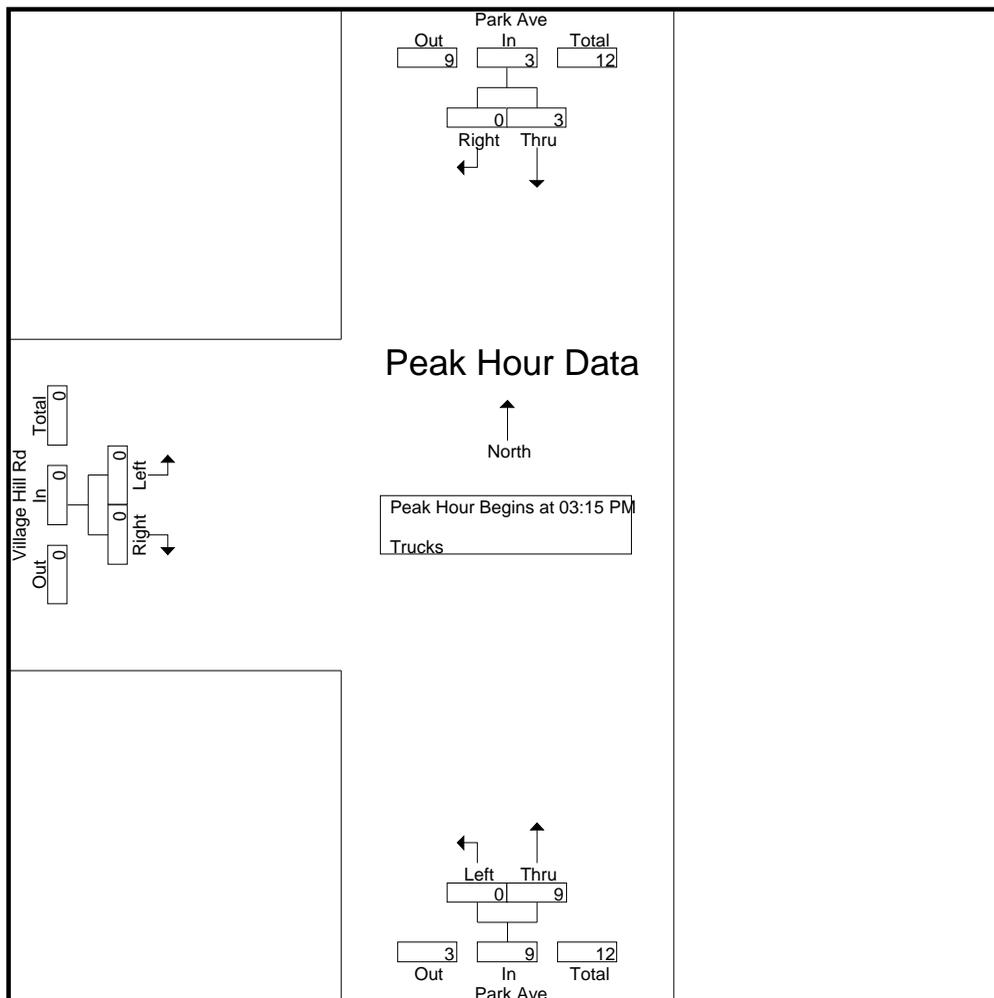
File Name : 89650004
Site Code : 89650004
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Park Ave From North | | Park Ave From South | | Village Hill Rd From West | | Int. Total |
|-------------|---------------------|-------|---------------------|------|---------------------------|-------|------------|
| | Thru | Right | Left | Thru | Left | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 02:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 02:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 PM | 1 | 0 | 1 | 1 | 0 | 1 | 4 |
| Total | 3 | 0 | 1 | 2 | 0 | 2 | 8 |
| 03:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 03:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 03:30 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 03:45 PM | 3 | 0 | 0 | 1 | 0 | 0 | 4 |
| Total | 3 | 0 | 1 | 5 | 0 | 0 | 9 |
| 04:00 PM | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 04:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 5 | 0 | 0 | 6 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 05:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 3 | 0 | 0 | 1 | 0 | 0 | 4 |
| Grand Total | 10 | 0 | 2 | 13 | 0 | 2 | 27 |
| Apprch % | 100 | 0 | 13.3 | 86.7 | 0 | 100 | |
| Total % | 37 | 0 | 7.4 | 48.1 | 0 | 7.4 | |

| Start Time | Park Ave From North | | | Park Ave From South | | | Village Hill Rd From West | | | Int. Total |
|--|---------------------|-------|------------|---------------------|------|------------|---------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 |
| 03:30 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 |
| 03:45 PM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 04:00 PM | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 |
| Total Volume | 3 | 0 | 3 | 0 | 9 | 9 | 0 | 0 | 0 | 12 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .250 | .000 | .250 | .000 | .563 | .563 | .000 | .000 | .000 | .750 |

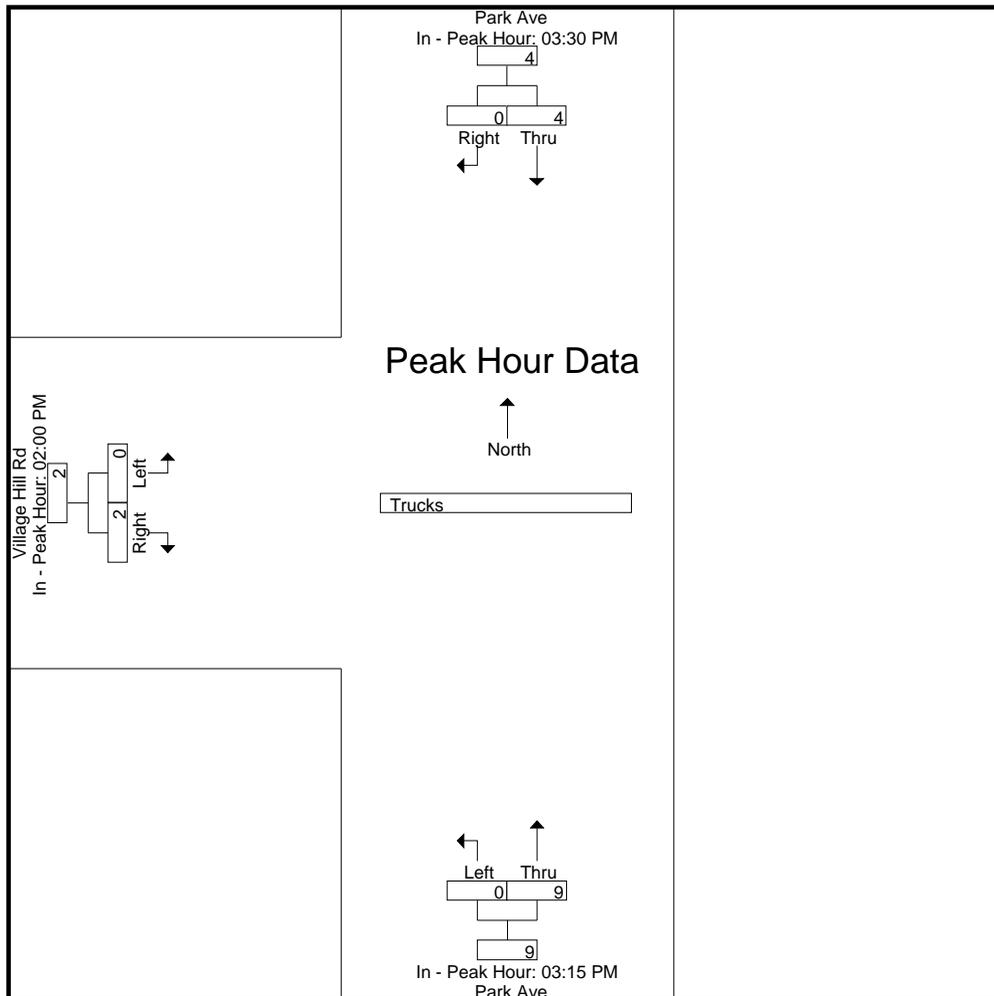
N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:30 PM | | | 03:15 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 |
| +15 mins. | 3 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 0 | 4 | 4 | 0 | 1 | 1 |
| Total Volume | 4 | 0 | 4 | 0 | 9 | 9 | 0 | 2 | 2 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | |
| PHF | .333 | .000 | .333 | .000 | .563 | .563 | .000 | .500 | .500 |

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Village Hill Road
 City/State : Belmont, MA
 Weather : Clear

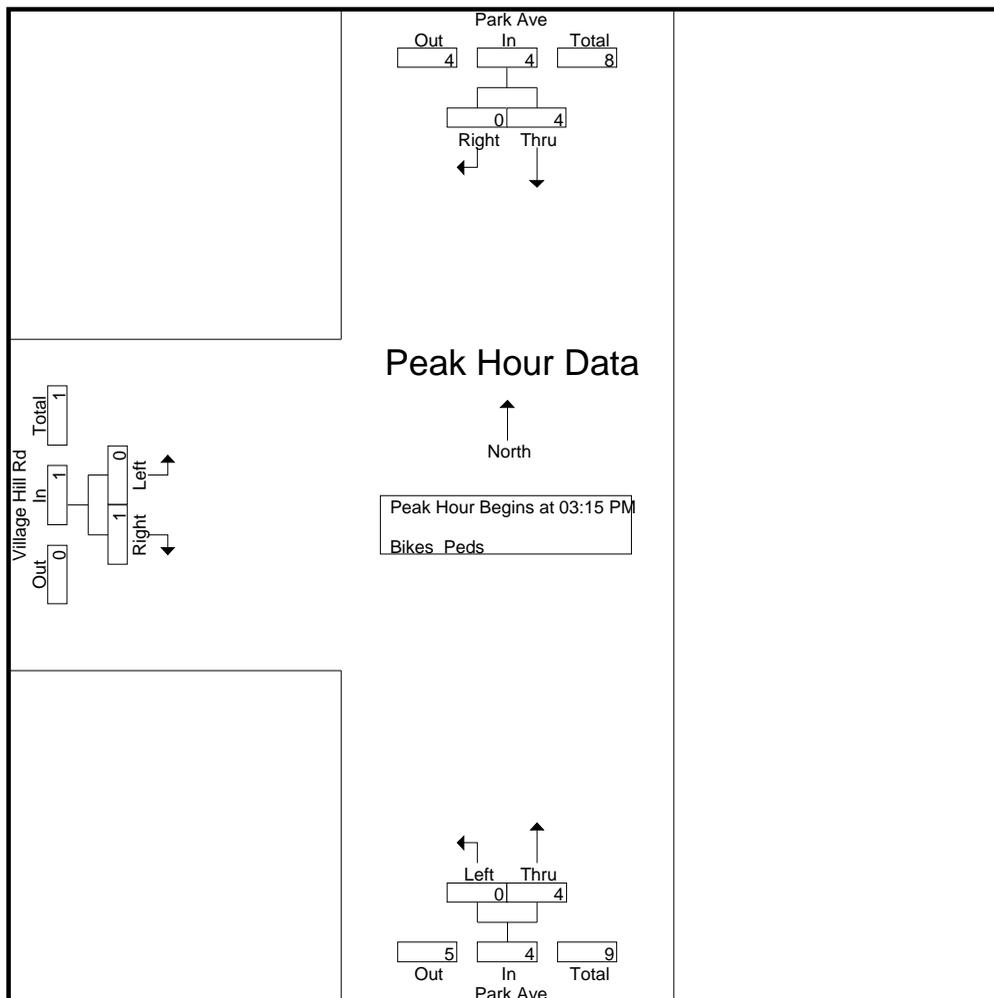
File Name : 89650004
 Site Code : 89650004
 Start Date : 5/18/2021
 Page No : 10

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | Park Ave From South | | | Village Hill Rd From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------|----------|-----------|---------------------|-----------|----------|---------------------------|----------|----------|--------------|--------------|------------|
| | Thru | Right | Peds | Left | Thru | Peds | Left | Right | Peds | | | |
| 02:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 4 |
| 02:15 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 4 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 3 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 7 | 10 |
| 03:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 03:15 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 4 |
| 03:30 PM | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| 03:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 4 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 8 | 12 |
| 04:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 4 |
| Total | 2 | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 0 | 4 | 6 | 10 |
| 05:00 PM | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 05:15 PM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 2 |
| 05:45 PM | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 3 | 4 |
| Total | 2 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 1 | 5 | 7 | 12 |
| Grand Total | 11 | 1 | 11 | 1 | 11 | 4 | 0 | 4 | 1 | 16 | 28 | 44 |
| Apprch % | 91.7 | 8.3 | | 8.3 | 91.7 | | 0 | 100 | | | | |
| Total % | 39.3 | 3.6 | | 3.6 | 39.3 | | 0 | 14.3 | | 36.4 | 63.6 | |

| Start Time | Park Ave From North | | | Park Ave From South | | | Village Hill Rd From West | | | Int. Total |
|--|---------------------|-------|------------|---------------------|------|------------|---------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| 03:30 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 03:45 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 04:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Total Volume | 4 | 0 | 4 | 0 | 4 | 4 | 0 | 1 | 1 | 9 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | | |
| PHF | 1.00 | .000 | 1.00 | .000 | .500 | .500 | .000 | .250 | .250 | .750 |

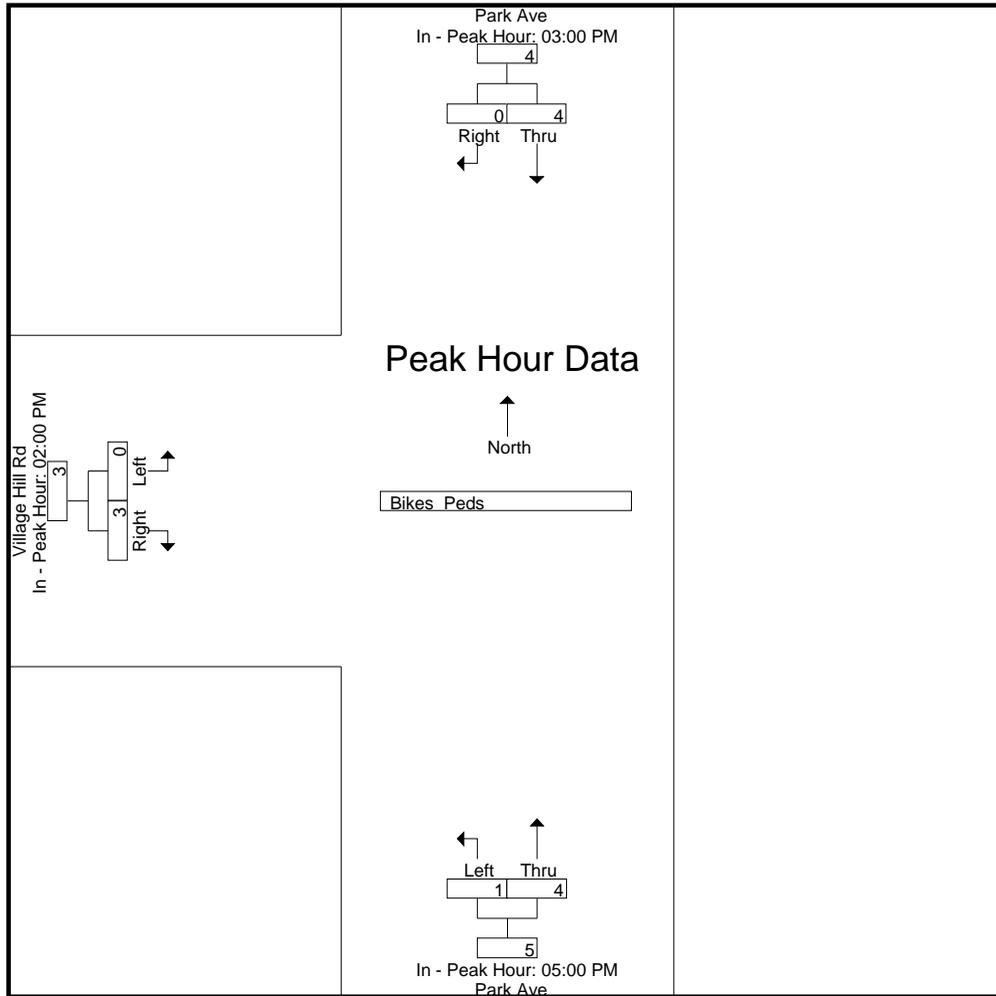
N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 05:00 PM | | | 02:00 PM | | |
|--------------|----------|------|-------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 2 |
| +15 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| +30 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 |
| Total Volume | 4 | 0 | 4 | 1 | 4 | 5 | 0 | 3 | 3 |
| % App. Total | 100 | 0 | | 20 | 80 | | 0 | 100 | |
| PHF | 1.000 | .000 | 1.000 | .250 | .500 | .417 | .000 | .375 | .375 |

N/S Street : Park Avenue
E/W Street : Village Hill Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Prospect St / Marsh St
 City/State : Belmont, MA
 Weather : Clear

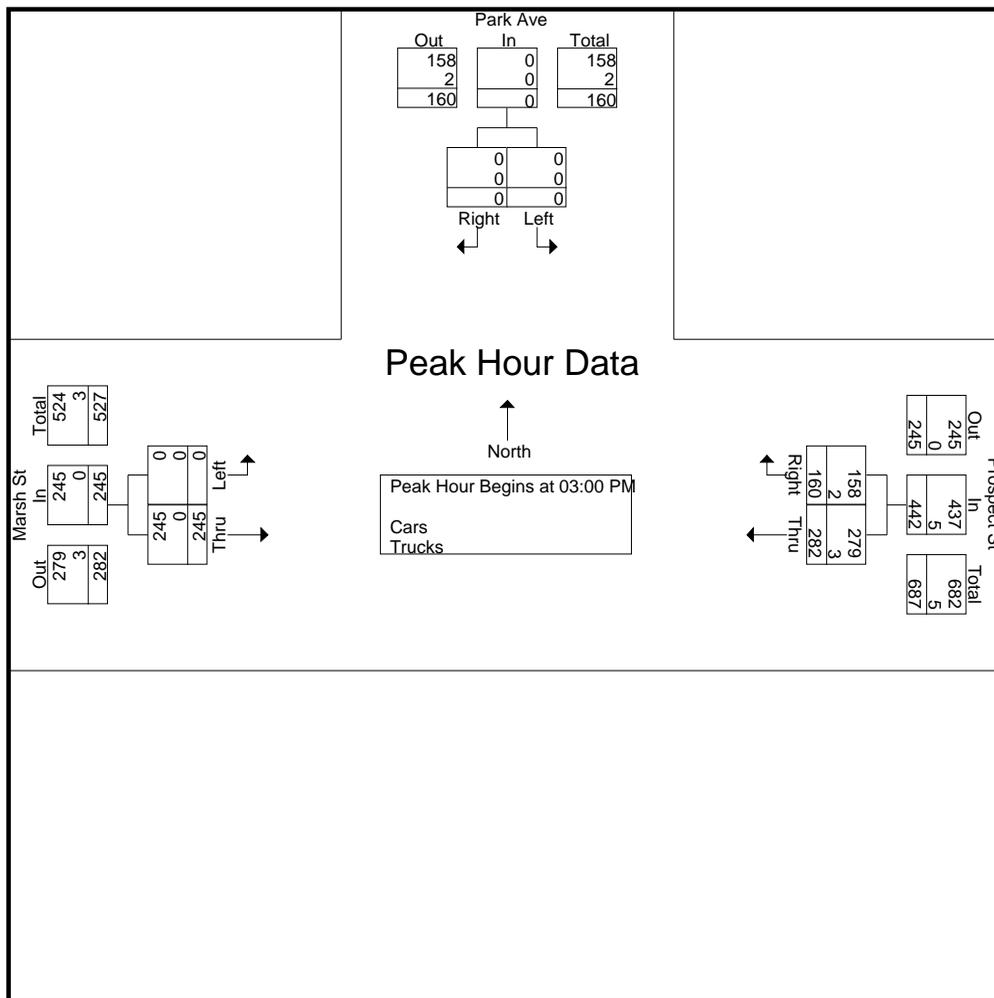
File Name : 8965005A
 Site Code : 89650005
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|---------------------|----------|-----------------------|------------|--------------------|------------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 0 | 68 | 24 | 0 | 14 | 106 |
| 07:15 AM | 0 | 0 | 71 | 28 | 0 | 22 | 121 |
| 07:30 AM | 0 | 0 | 103 | 50 | 0 | 28 | 181 |
| 07:45 AM | 0 | 0 | 105 | 88 | 0 | 48 | 241 |
| Total | 0 | 0 | 347 | 190 | 0 | 112 | 649 |
| 08:00 AM | 0 | 0 | 92 | 108 | 0 | 85 | 285 |
| 08:15 AM | 0 | 0 | 87 | 136 | 0 | 80 | 303 |
| 08:30 AM | 0 | 0 | 82 | 61 | 0 | 36 | 179 |
| 08:45 AM | 0 | 0 | 82 | 34 | 0 | 22 | 138 |
| Total | 0 | 0 | 343 | 339 | 0 | 223 | 905 |
| Grand Total | 0 | 0 | 690 | 529 | 0 | 335 | 1554 |
| Apprch % | 0 | 0 | 56.6 | 43.4 | 0 | 100 | |
| Total % | 0 | 0 | 44.4 | 34 | 0 | 21.6 | |
| Cars | 0 | 0 | 681 | 524 | 0 | 335 | 1540 |
| % Cars | 0 | 0 | 98.7 | 99.1 | 0 | 100 | 99.1 |
| Trucks | 0 | 0 | 9 | 5 | 0 | 0 | 14 |
| % Trucks | 0 | 0 | 1.3 | 0.9 | 0 | 0 | 0.9 |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|---------------------|----------|------------|-----------------------|------------|------------|--------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 74 | 33 | 107 | 0 | 51 | 51 | 158 |
| 03:15 PM | 0 | 0 | 0 | 70 | 60 | 130 | 0 | 59 | 59 | 189 |
| 03:30 PM | 0 | 0 | 0 | 58 | 43 | 101 | 0 | 81 | 81 | 182 |
| 03:45 PM | 0 | 0 | 0 | 80 | 24 | 104 | 0 | 54 | 54 | 158 |
| Total Volume | 0 | 0 | 0 | 282 | 160 | 442 | 0 | 245 | 245 | 687 |
| % App. Total | 0 | 0 | 0 | 63.8 | 36.2 | | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .881 | .667 | .850 | .000 | .756 | .756 | .909 |
| Cars | 0 | 0 | 0 | 279 | 158 | 437 | 0 | 245 | 245 | 682 |
| % Cars | 0 | 0 | 0 | 98.9 | 98.8 | 98.9 | 0 | 100 | 100 | 99.3 |
| Trucks | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 5 |
| % Trucks | 0 | 0 | 0 | 1.1 | 1.3 | 1.1 | 0 | 0 | 0 | 0.7 |

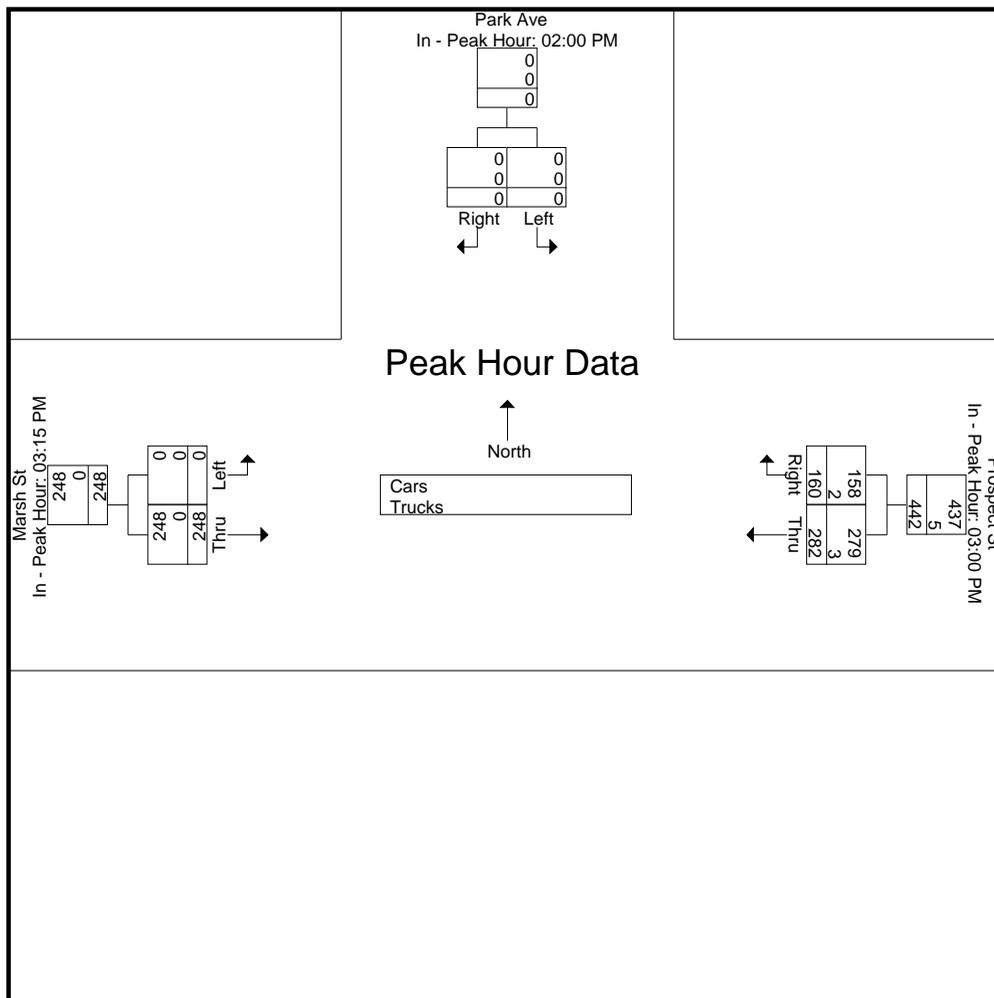
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 03:00 PM | | | 03:15 PM | | |
|--------------|----------|------|------|-----------|-----------|------------|----------|-----------|-----------|
| +0 mins. | 0 | 0 | 0 | 74 | 33 | 107 | 0 | 59 | 59 |
| +15 mins. | 0 | 0 | 0 | 70 | 60 | 130 | 0 | 81 | 81 |
| +30 mins. | 0 | 0 | 0 | 58 | 43 | 101 | 0 | 54 | 54 |
| +45 mins. | 0 | 0 | 0 | 80 | 24 | 104 | 0 | 54 | 54 |
| Total Volume | 0 | 0 | 0 | 282 | 160 | 442 | 0 | 248 | 248 |
| % App. Total | 0 | 0 | 0 | 63.8 | 36.2 | | 0 | 100 | |
| PHF | .000 | .000 | .000 | .881 | .667 | .850 | .000 | .765 | .765 |
| Cars | 0 | 0 | 0 | 279 | 158 | 437 | 0 | 248 | 248 |
| % Cars | 0 | 0 | 0 | 98.9 | 98.8 | 98.9 | 0 | 100 | 100 |
| Trucks | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 |
| % Trucks | 0 | 0 | 0 | 1.1 | 1.2 | 1.1 | 0 | 0 | 0 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

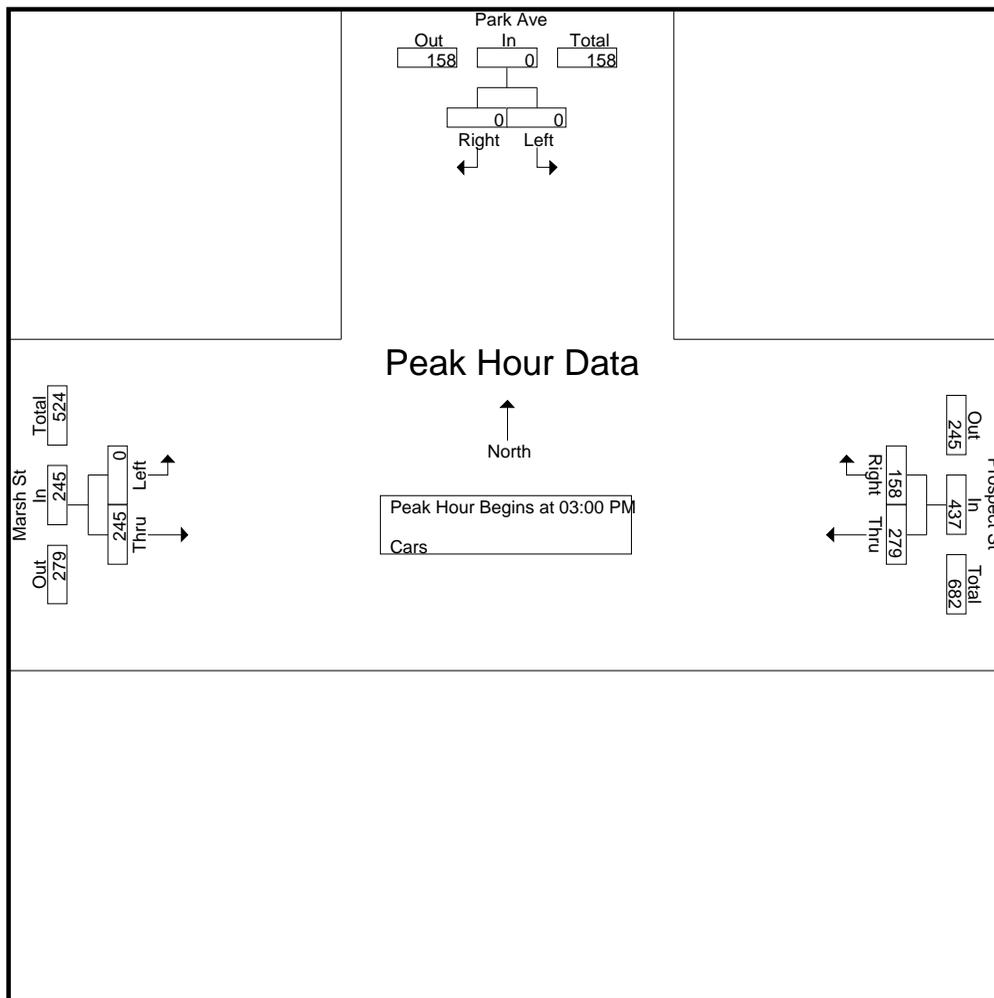
File Name : 8965005A
Site Code : 89650005
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|-------------|------------------------|-------|--------------------------|-------|-----------------------|------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 0 | 68 | 22 | 0 | 14 | 104 |
| 07:15 AM | 0 | 0 | 71 | 26 | 0 | 22 | 119 |
| 07:30 AM | 0 | 0 | 100 | 50 | 0 | 28 | 178 |
| 07:45 AM | 0 | 0 | 100 | 88 | 0 | 48 | 236 |
| Total | 0 | 0 | 339 | 186 | 0 | 112 | 637 |
| 08:00 AM | 0 | 0 | 92 | 107 | 0 | 85 | 284 |
| 08:15 AM | 0 | 0 | 87 | 136 | 0 | 80 | 303 |
| 08:30 AM | 0 | 0 | 81 | 61 | 0 | 36 | 178 |
| 08:45 AM | 0 | 0 | 82 | 34 | 0 | 22 | 138 |
| Total | 0 | 0 | 342 | 338 | 0 | 223 | 903 |
| Grand Total | 0 | 0 | 681 | 524 | 0 | 335 | 1540 |
| Apprch % | 0 | 0 | 56.5 | 43.5 | 0 | 100 | |
| Total % | 0 | 0 | 44.2 | 34 | 0 | 21.8 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-----------|------------|-----------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 74 | 33 | 107 | 0 | 51 | 51 | 158 |
| 03:15 PM | 0 | 0 | 0 | 70 | 59 | 129 | 0 | 59 | 59 | 188 |
| 03:30 PM | 0 | 0 | 0 | 58 | 42 | 100 | 0 | 81 | 81 | 181 |
| 03:45 PM | 0 | 0 | 0 | 77 | 24 | 101 | 0 | 54 | 54 | 155 |
| Total Volume | 0 | 0 | 0 | 279 | 158 | 437 | 0 | 245 | 245 | 682 |
| % App. Total | 0 | 0 | 0 | 63.8 | 36.2 | | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .906 | .669 | .847 | .000 | .756 | .756 | .907 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



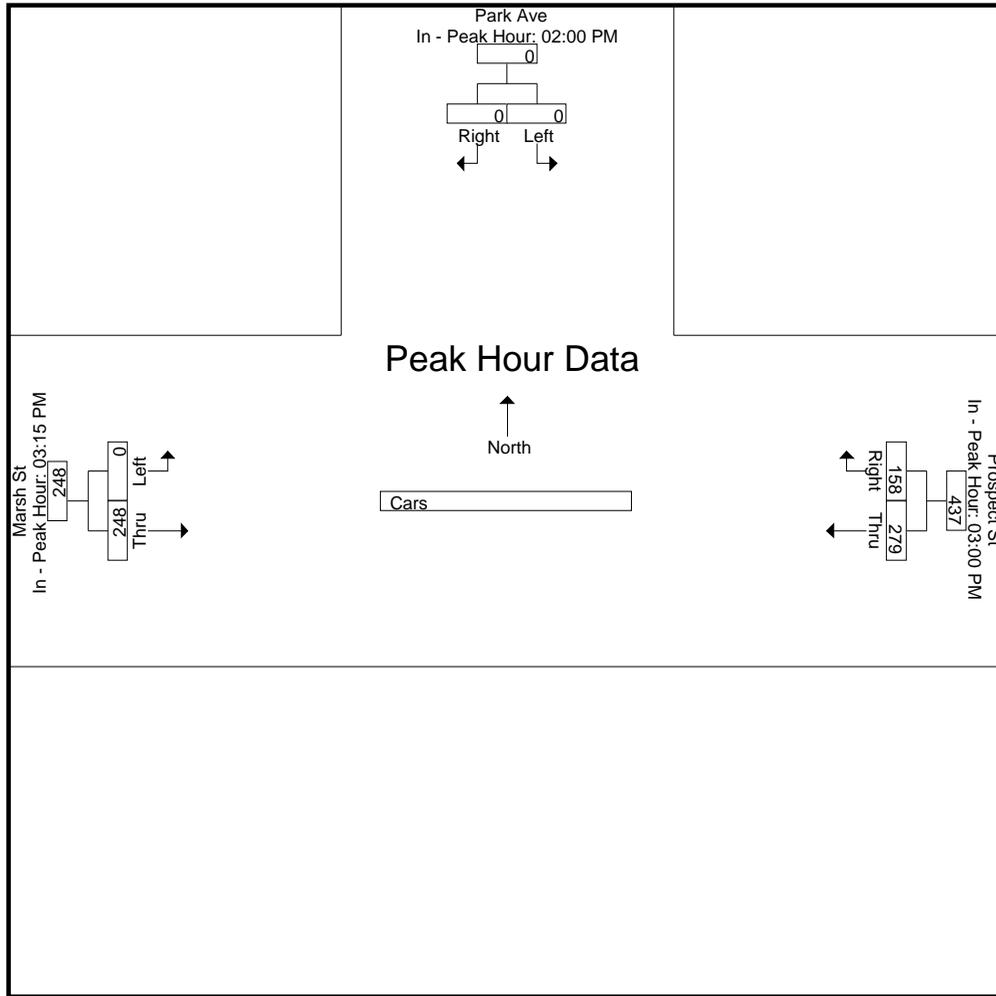
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 03:00 PM | | | 03:15 PM | | |
|--------------|----------|------|------|-----------|-----------|------------|----------|-----------|-----------|
| +0 mins. | 0 | 0 | 0 | 74 | 33 | 107 | 0 | 59 | 59 |
| +15 mins. | 0 | 0 | 0 | 70 | 59 | 129 | 0 | 81 | 81 |
| +30 mins. | 0 | 0 | 0 | 58 | 42 | 100 | 0 | 54 | 54 |
| +45 mins. | 0 | 0 | 0 | 77 | 24 | 101 | 0 | 54 | 54 |
| Total Volume | 0 | 0 | 0 | 279 | 158 | 437 | 0 | 248 | 248 |
| % App. Total | 0 | 0 | 0 | 63.8 | 36.2 | | 0 | 100 | |
| PHF | .000 | .000 | .000 | .906 | .669 | .847 | .000 | .765 | .765 |

Accurate Counts
978-664-2565

File Name : 8965005A
Site Code : 89650005
Start Date : 5/18/2021
Page No : 6

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 8965005A
Site Code : 89650005
Start Date : 5/18/2021
Page No : 7

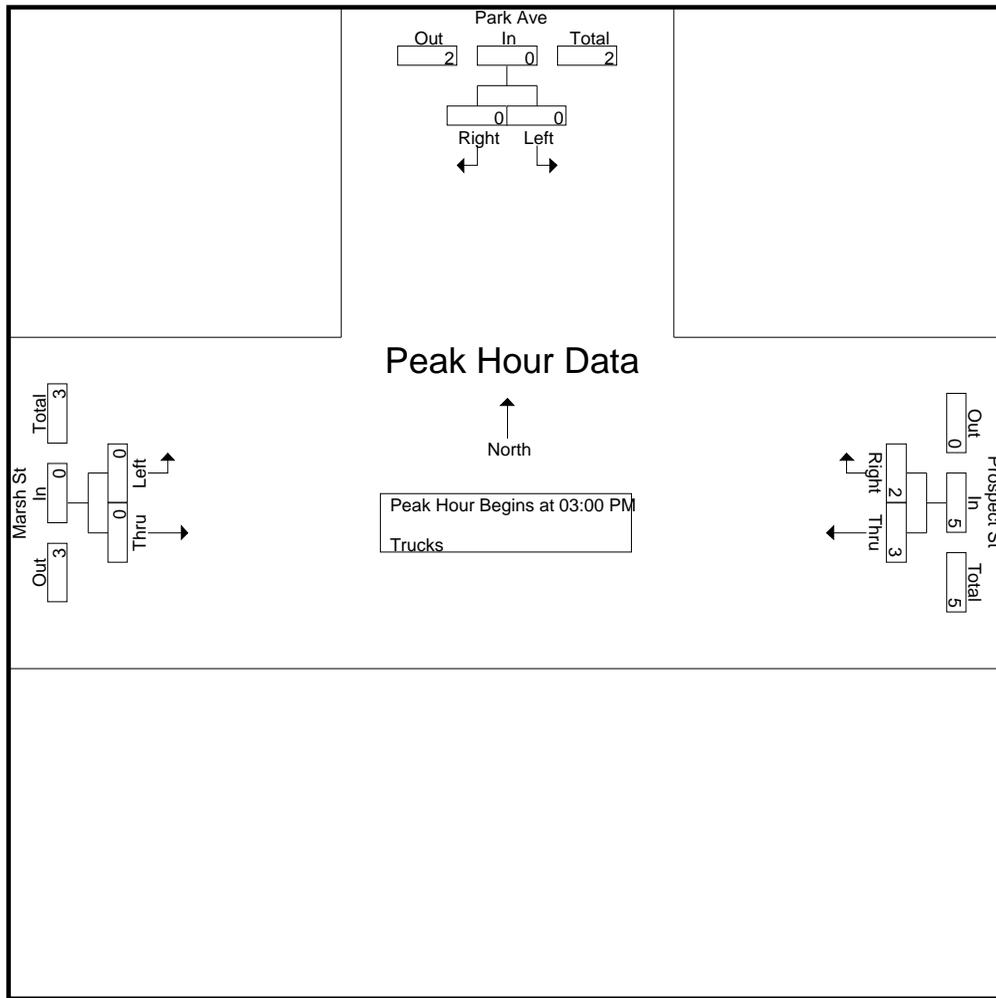
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

Groups Printed- Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|-------------|------------------------|-------|--------------------------|-------|-----------------------|------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 07:15 AM | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 07:30 AM | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| 07:45 AM | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| Total | 0 | 0 | 8 | 4 | 0 | 0 | 12 |
| 08:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| Grand Total | 0 | 0 | 9 | 5 | 0 | 0 | 14 |
| Apprch % | 0 | 0 | 64.3 | 35.7 | 0 | 0 | |
| Total % | 0 | 0 | 64.3 | 35.7 | 0 | 0 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 03:45 PM | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 5 |
| % App. Total | 0 | 0 | 0 | 60 | 40 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .500 | .417 | .000 | .000 | .000 | .417 |

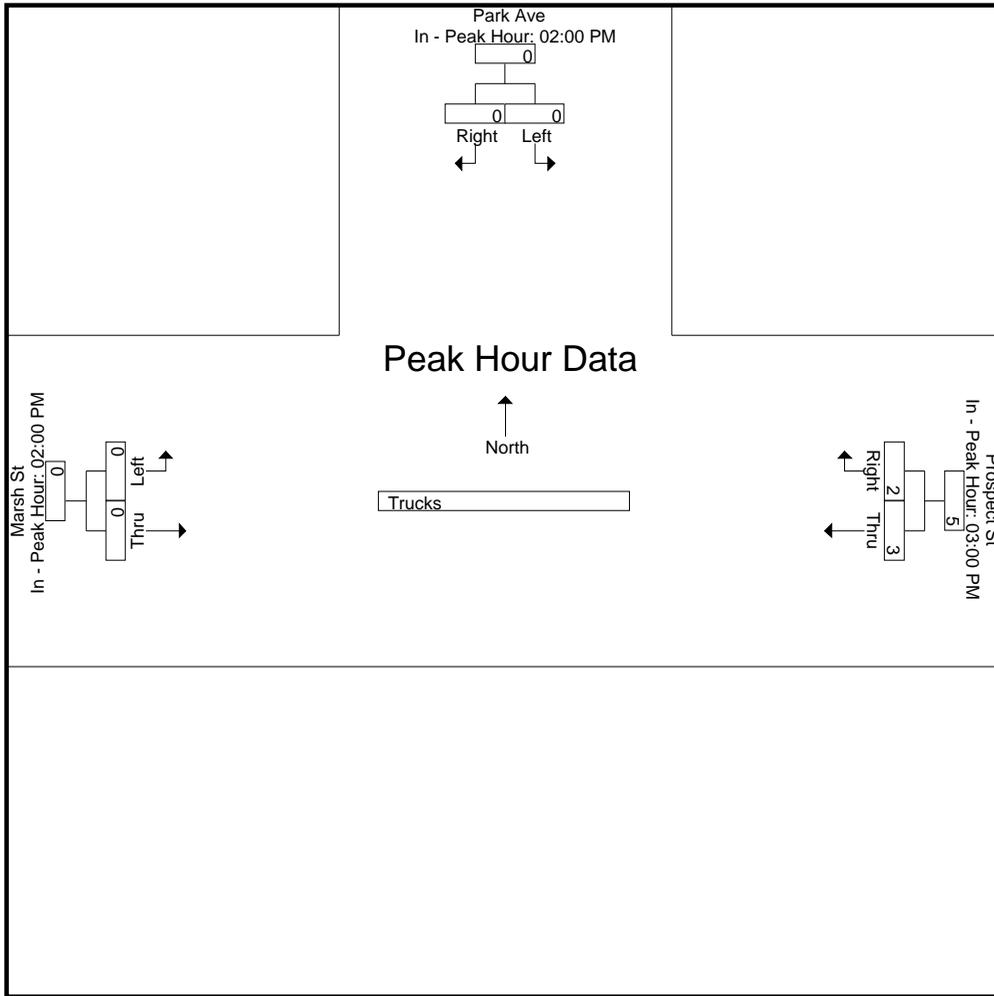
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 03:00 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 60 | 40 | | 0 | 0 | |
| PHF | .000 | .000 | .000 | .250 | .500 | .417 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Prospect St / Marsh St
 City/State : Belmont, MA
 Weather : Clear

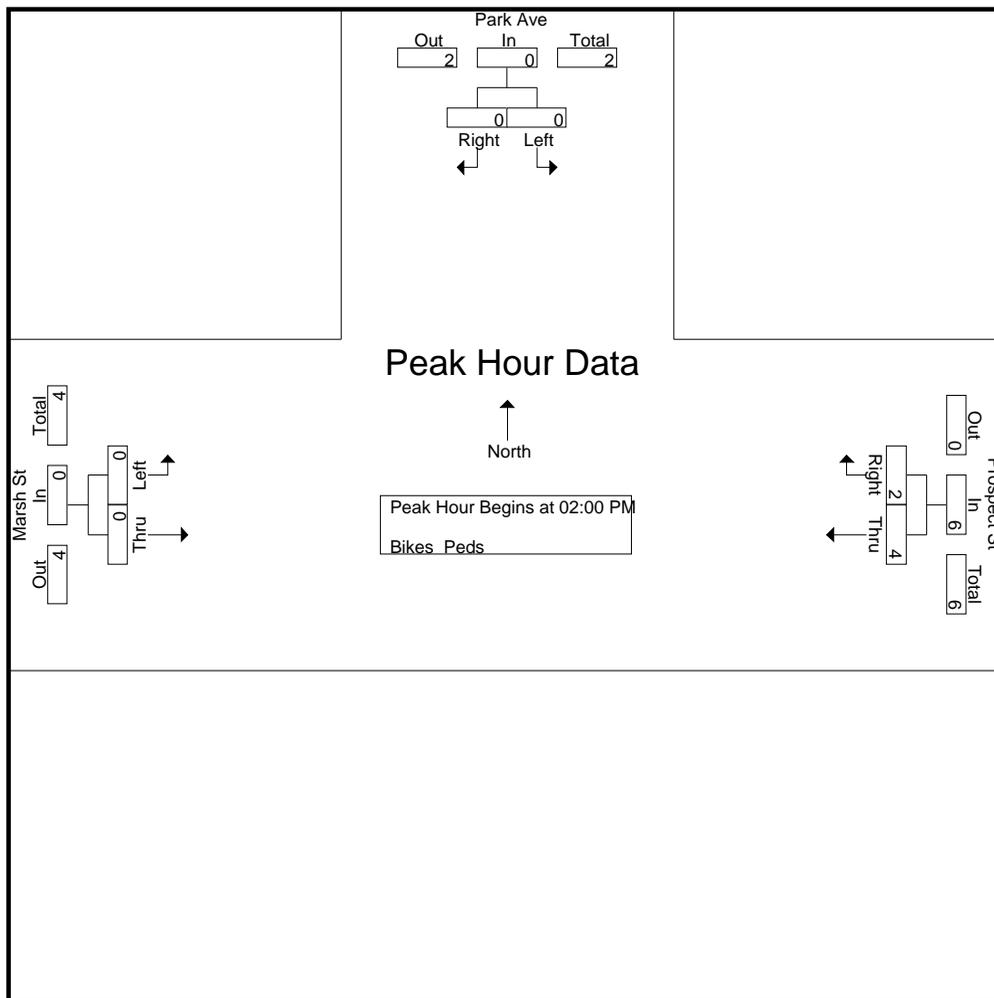
File Name : 8965005A
 Site Code : 89650005
 Start Date : 5/18/2021
 Page No : 10

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|------------------------|-------|------|--------------------------|-------|------|-----------------------|------|------|--------------|--------------|------------|
| | Left | Right | Peds | Thru | Right | Peds | Left | Thru | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 07:30 AM | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Total | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:15 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| Grand Total | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| Apprch % | 0 | 0 | | 50 | 50 | | 0 | 0 | | | | |
| Total % | 0 | 0 | | 50 | 50 | | 0 | 0 | | 0 | 100 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | |
| 02:00 PM | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 3 |
| 02:15 PM | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 3 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 6 |
| % App. Total | 0 | 0 | | 66.7 | 33.3 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .500 | .500 | .500 | .000 | .000 | .000 | .500 |

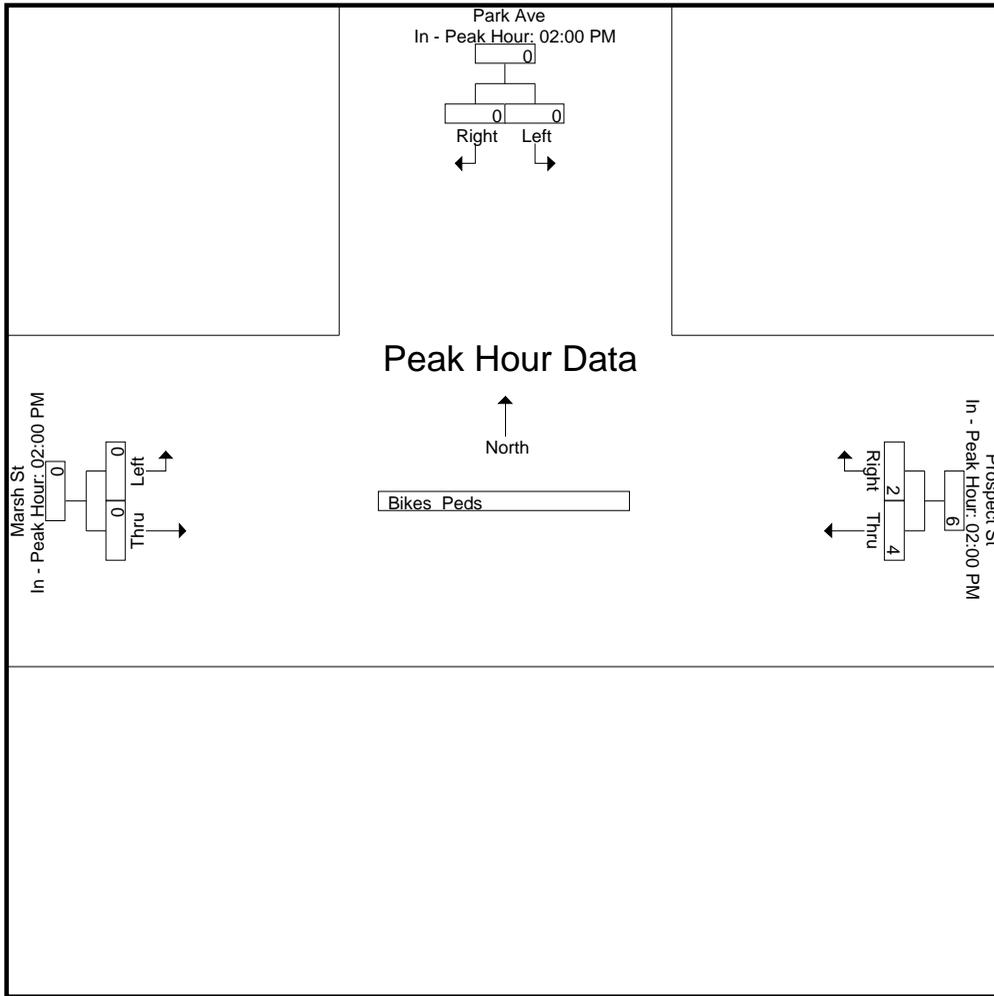
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 02:00 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 66.7 | 33.3 | | 0 | 0 | |
| PHF | .000 | .000 | .000 | .500 | .500 | .500 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Prospect St / Marsh St
 City/State : Belmont, MA
 Weather : Clear

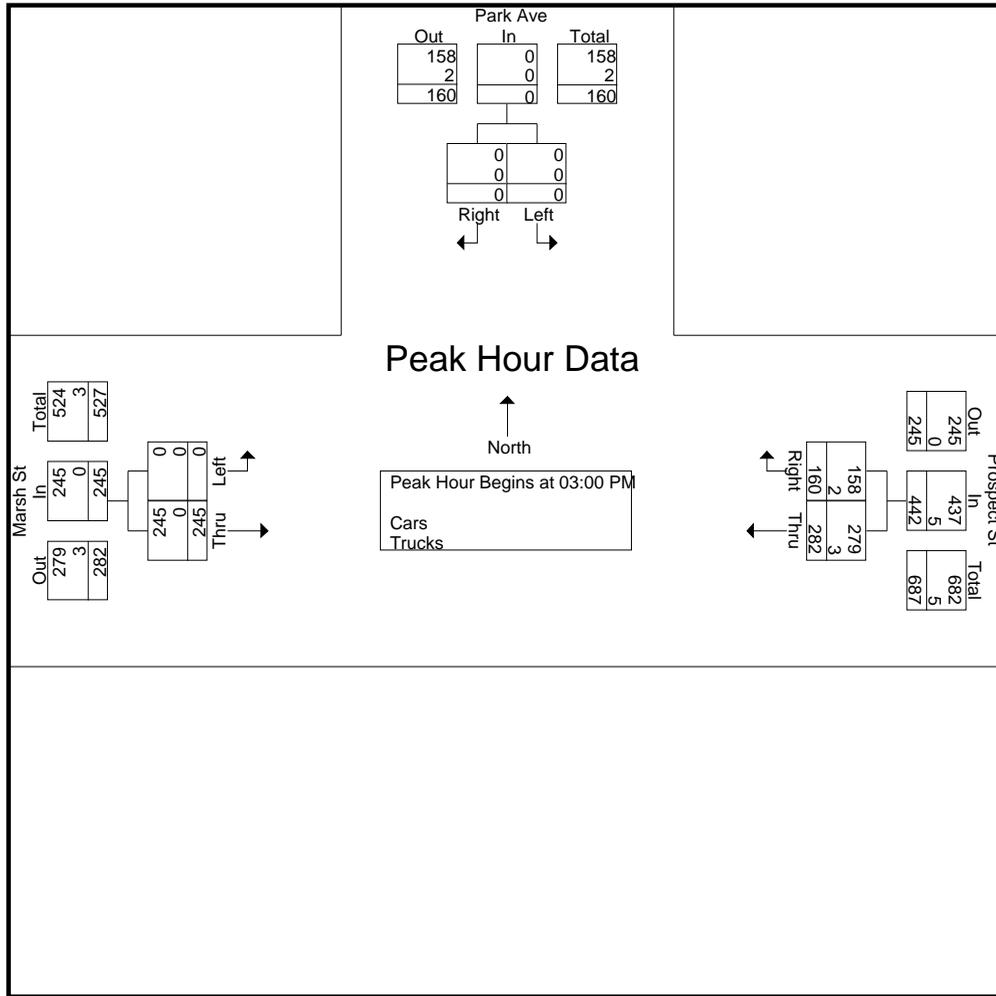
File Name : 8965005A
 Site Code : 89650005
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|---------------------|----------|-----------------------|------------|--------------------|------------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 0 | 0 | 58 | 30 | 0 | 38 | 126 |
| 02:15 PM | 0 | 0 | 77 | 29 | 0 | 35 | 141 |
| 02:30 PM | 0 | 0 | 60 | 30 | 0 | 52 | 142 |
| 02:45 PM | 0 | 0 | 65 | 36 | 0 | 47 | 148 |
| Total | 0 | 0 | 260 | 125 | 0 | 172 | 557 |
| 03:00 PM | 0 | 0 | 74 | 33 | 0 | 51 | 158 |
| 03:15 PM | 0 | 0 | 70 | 60 | 0 | 59 | 189 |
| 03:30 PM | 0 | 0 | 58 | 43 | 0 | 81 | 182 |
| 03:45 PM | 0 | 0 | 80 | 24 | 0 | 54 | 158 |
| Total | 0 | 0 | 282 | 160 | 0 | 245 | 687 |
| 04:00 PM | 0 | 0 | 54 | 36 | 0 | 54 | 144 |
| 04:15 PM | 0 | 0 | 65 | 34 | 0 | 34 | 133 |
| 04:30 PM | 0 | 0 | 57 | 20 | 0 | 53 | 130 |
| 04:45 PM | 0 | 0 | 57 | 20 | 0 | 49 | 126 |
| Total | 0 | 0 | 233 | 110 | 0 | 190 | 533 |
| 05:00 PM | 0 | 0 | 80 | 20 | 0 | 37 | 137 |
| 05:15 PM | 0 | 0 | 64 | 20 | 0 | 54 | 138 |
| 05:30 PM | 0 | 0 | 79 | 34 | 0 | 33 | 146 |
| 05:45 PM | 0 | 0 | 55 | 41 | 0 | 35 | 131 |
| Total | 0 | 0 | 278 | 115 | 0 | 159 | 552 |
| Grand Total | 0 | 0 | 1053 | 510 | 0 | 766 | 2329 |
| Apprch % | 0 | 0 | 67.4 | 32.6 | 0 | 100 | |
| Total % | 0 | 0 | 45.2 | 21.9 | 0 | 32.9 | |
| Cars | 0 | 0 | 1049 | 503 | 0 | 766 | 2318 |
| % Cars | 0 | 0 | 99.6 | 98.6 | 0 | 100 | 99.5 |
| Trucks | 0 | 0 | 4 | 7 | 0 | 0 | 11 |
| % Trucks | 0 | 0 | 0.4 | 1.4 | 0 | 0 | 0.5 |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|---------------------|----------|------------|-----------------------|------------|------------|--------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 74 | 33 | 107 | 0 | 51 | 51 | 158 |
| 03:15 PM | 0 | 0 | 0 | 70 | 60 | 130 | 0 | 59 | 59 | 189 |
| 03:30 PM | 0 | 0 | 0 | 58 | 43 | 101 | 0 | 81 | 81 | 182 |
| 03:45 PM | 0 | 0 | 0 | 80 | 24 | 104 | 0 | 54 | 54 | 158 |
| Total Volume | 0 | 0 | 0 | 282 | 160 | 442 | 0 | 245 | 245 | 687 |
| % App. Total | 0 | 0 | | 63.8 | 36.2 | | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .881 | .667 | .850 | .000 | .756 | .756 | .909 |
| Cars | 0 | 0 | 0 | 279 | 158 | 437 | 0 | 245 | 245 | 682 |
| % Cars | 0 | 0 | 0 | 98.9 | 98.8 | 98.9 | 0 | 100 | 100 | 99.3 |
| Trucks | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 5 |
| % Trucks | 0 | 0 | 0 | 1.1 | 1.3 | 1.1 | 0 | 0 | 0 | 0.7 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 03:00 PM | | | 03:15 PM | | |
|--------------|----------|------|------|-----------|-----------|------------|----------|-----------|-----------|
| +0 mins. | 0 | 0 | 0 | 74 | 33 | 107 | 0 | 59 | 59 |
| +15 mins. | 0 | 0 | 0 | 70 | 60 | 130 | 0 | 81 | 81 |
| +30 mins. | 0 | 0 | 0 | 58 | 43 | 101 | 0 | 54 | 54 |
| +45 mins. | 0 | 0 | 0 | 80 | 24 | 104 | 0 | 54 | 54 |
| Total Volume | 0 | 0 | 0 | 282 | 160 | 442 | 0 | 248 | 248 |
| % App. Total | 0 | 0 | 0 | 63.8 | 36.2 | | 0 | 100 | |
| PHF | .000 | .000 | .000 | .881 | .667 | .850 | .000 | .765 | .765 |
| Cars | 0 | 0 | 0 | 279 | 158 | 437 | 0 | 248 | 248 |
| % Cars | 0 | 0 | 0 | 98.9 | 98.8 | 98.9 | 0 | 100 | 100 |
| Trucks | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 |
| % Trucks | 0 | 0 | 0 | 1.1 | 1.2 | 1.1 | 0 | 0 | 0 |

Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

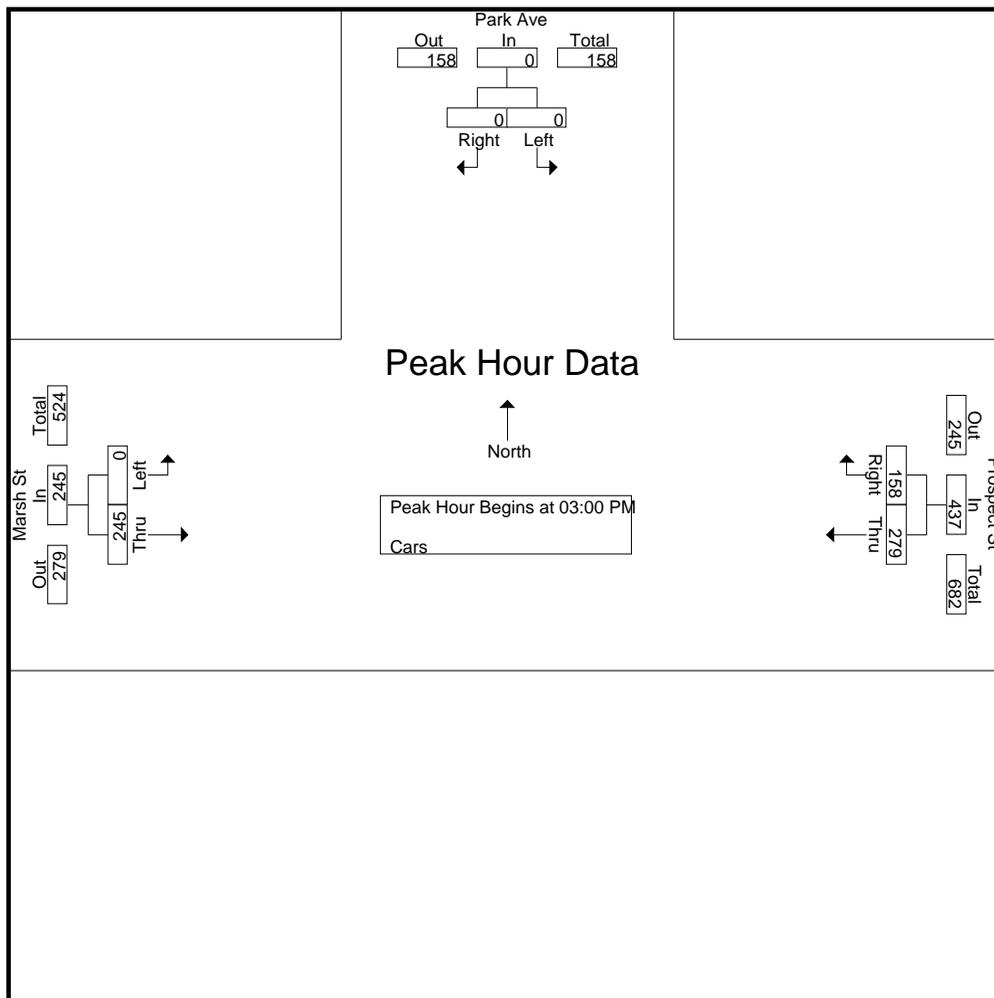
File Name : 8965005A
Site Code : 89650005
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|-------------|------------------------|-------|--------------------------|-------|-----------------------|------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 0 | 0 | 58 | 29 | 0 | 38 | 125 |
| 02:15 PM | 0 | 0 | 77 | 29 | 0 | 35 | 141 |
| 02:30 PM | 0 | 0 | 59 | 30 | 0 | 52 | 141 |
| 02:45 PM | 0 | 0 | 65 | 34 | 0 | 47 | 146 |
| Total | 0 | 0 | 259 | 122 | 0 | 172 | 553 |
| 03:00 PM | 0 | 0 | 74 | 33 | 0 | 51 | 158 |
| 03:15 PM | 0 | 0 | 70 | 59 | 0 | 59 | 188 |
| 03:30 PM | 0 | 0 | 58 | 42 | 0 | 81 | 181 |
| 03:45 PM | 0 | 0 | 77 | 24 | 0 | 54 | 155 |
| Total | 0 | 0 | 279 | 158 | 0 | 245 | 682 |
| 04:00 PM | 0 | 0 | 54 | 36 | 0 | 54 | 144 |
| 04:15 PM | 0 | 0 | 65 | 33 | 0 | 34 | 132 |
| 04:30 PM | 0 | 0 | 57 | 20 | 0 | 53 | 130 |
| 04:45 PM | 0 | 0 | 57 | 20 | 0 | 49 | 126 |
| Total | 0 | 0 | 233 | 109 | 0 | 190 | 532 |
| 05:00 PM | 0 | 0 | 80 | 20 | 0 | 37 | 137 |
| 05:15 PM | 0 | 0 | 64 | 19 | 0 | 54 | 137 |
| 05:30 PM | 0 | 0 | 79 | 34 | 0 | 33 | 146 |
| 05:45 PM | 0 | 0 | 55 | 41 | 0 | 35 | 131 |
| Total | 0 | 0 | 278 | 114 | 0 | 159 | 551 |
| Grand Total | 0 | 0 | 1049 | 503 | 0 | 766 | 2318 |
| Apprch % | 0 | 0 | 67.6 | 32.4 | 0 | 100 | |
| Total % | 0 | 0 | 45.3 | 21.7 | 0 | 33 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-----------|------------|-----------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 74 | 33 | 107 | 0 | 51 | 51 | 158 |
| 03:15 PM | 0 | 0 | 0 | 70 | 59 | 129 | 0 | 59 | 59 | 188 |
| 03:30 PM | 0 | 0 | 0 | 58 | 42 | 100 | 0 | 81 | 81 | 181 |
| 03:45 PM | 0 | 0 | 0 | 77 | 24 | 101 | 0 | 54 | 54 | 155 |
| Total Volume | 0 | 0 | 0 | 279 | 158 | 437 | 0 | 245 | 245 | 682 |
| % App. Total | 0 | 0 | | 63.8 | 36.2 | | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .906 | .669 | .847 | .000 | .756 | .756 | .907 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



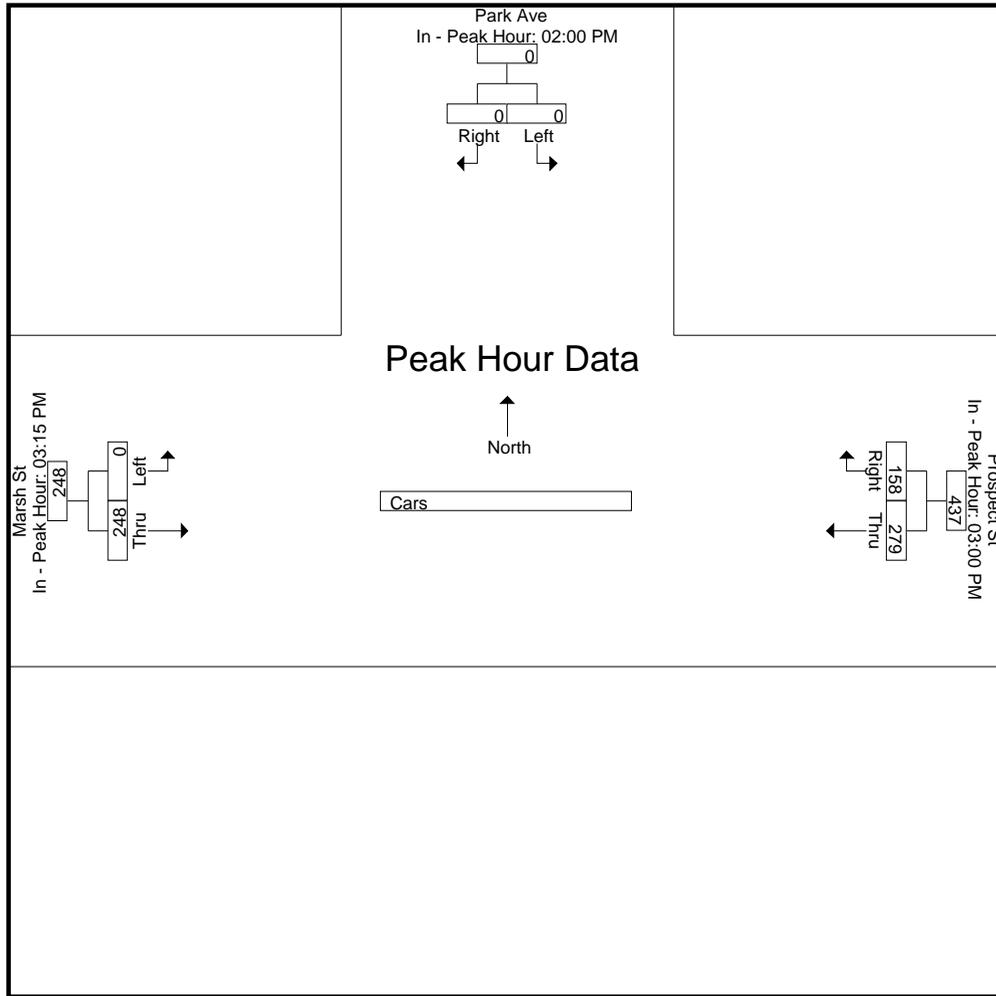
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 03:00 PM | | | 03:15 PM | | |
|--------------|----------|------|------|-----------|-----------|------------|----------|-----------|-----------|
| +0 mins. | 0 | 0 | 0 | 74 | 33 | 107 | 0 | 59 | 59 |
| +15 mins. | 0 | 0 | 0 | 70 | 59 | 129 | 0 | 81 | 81 |
| +30 mins. | 0 | 0 | 0 | 58 | 42 | 100 | 0 | 54 | 54 |
| +45 mins. | 0 | 0 | 0 | 77 | 24 | 101 | 0 | 54 | 54 |
| Total Volume | 0 | 0 | 0 | 279 | 158 | 437 | 0 | 248 | 248 |
| % App. Total | 0 | 0 | 0 | 63.8 | 36.2 | | 0 | 100 | |
| PHF | .000 | .000 | .000 | .906 | .669 | .847 | .000 | .765 | .765 |

Accurate Counts
978-664-2565

File Name : 8965005A
Site Code : 89650005
Start Date : 5/18/2021
Page No : 6

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Prospect St / Marsh St
 City/State : Belmont, MA
 Weather : Clear

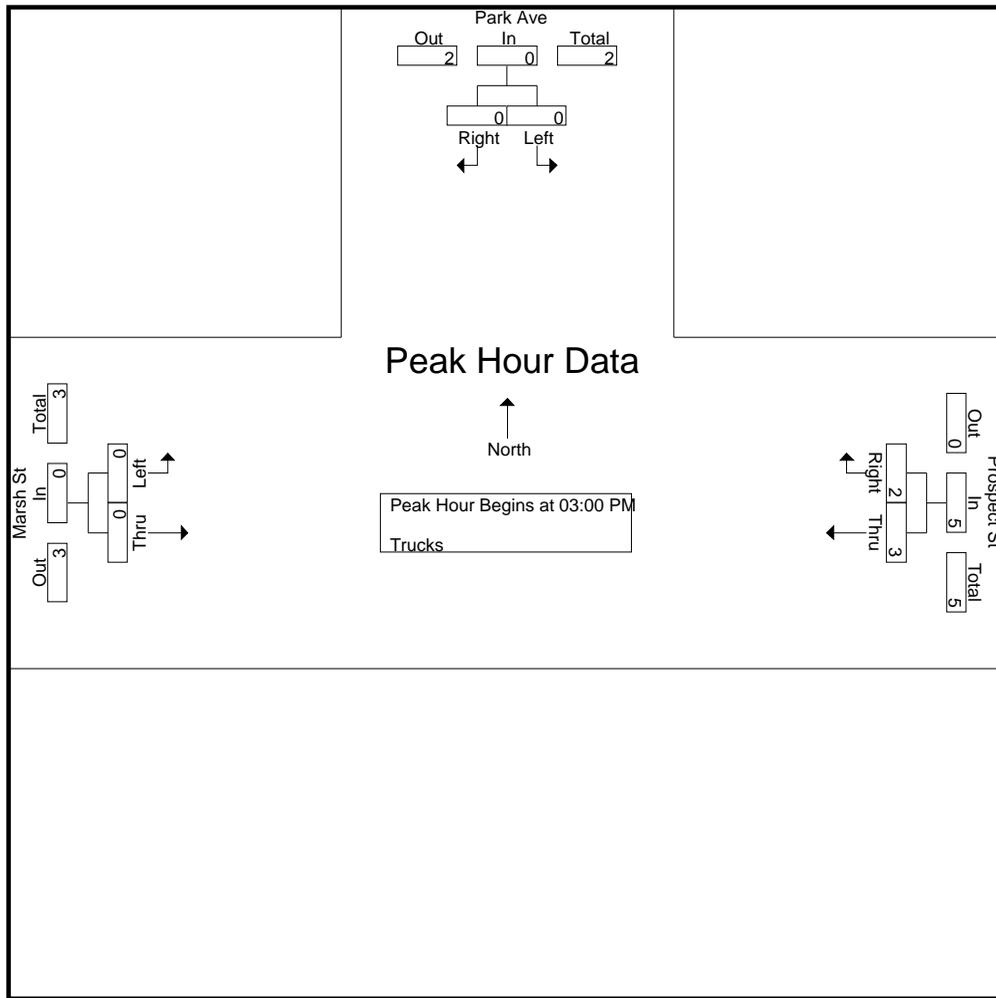
File Name : 8965005A
 Site Code : 89650005
 Start Date : 5/18/2021
 Page No : 7

Groups Printed- Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|------------------------|----------|--------------------------|----------|-----------------------|----------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 02:45 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Total | 0 | 0 | 1 | 3 | 0 | 0 | 4 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:45 PM | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 3 | 2 | 0 | 0 | 5 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 4 | 7 | 0 | 0 | 11 |
| Apprch % | 0 | 0 | 36.4 | 63.6 | 0 | 0 | |
| Total % | 0 | 0 | 36.4 | 63.6 | 0 | 0 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|----------|------------|--------------------------|----------|------------|-----------------------|----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 03:45 PM | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 5 |
| % App. Total | 0 | 0 | | 60 | 40 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .500 | .417 | .000 | .000 | .000 | .417 |

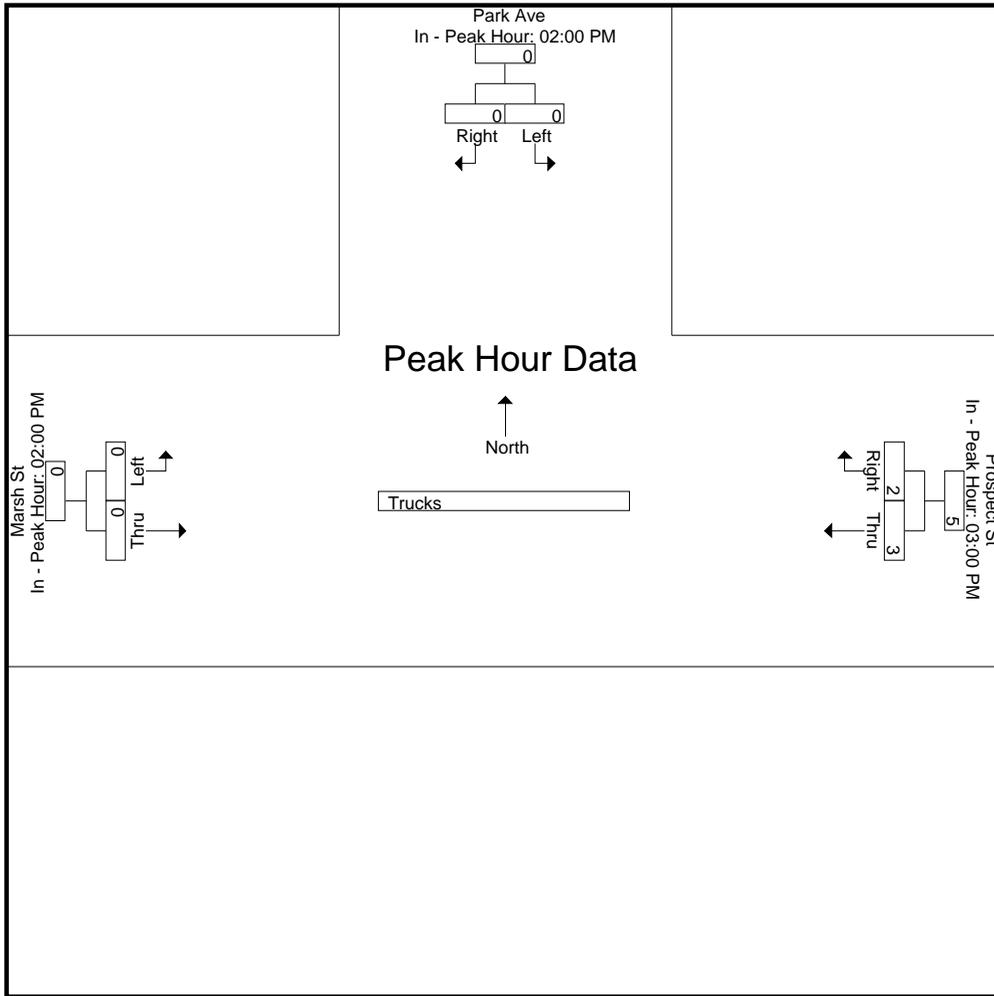
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 03:00 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 60 | 40 | | 0 | 0 | |
| PHF | .000 | .000 | .000 | .250 | .500 | .417 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

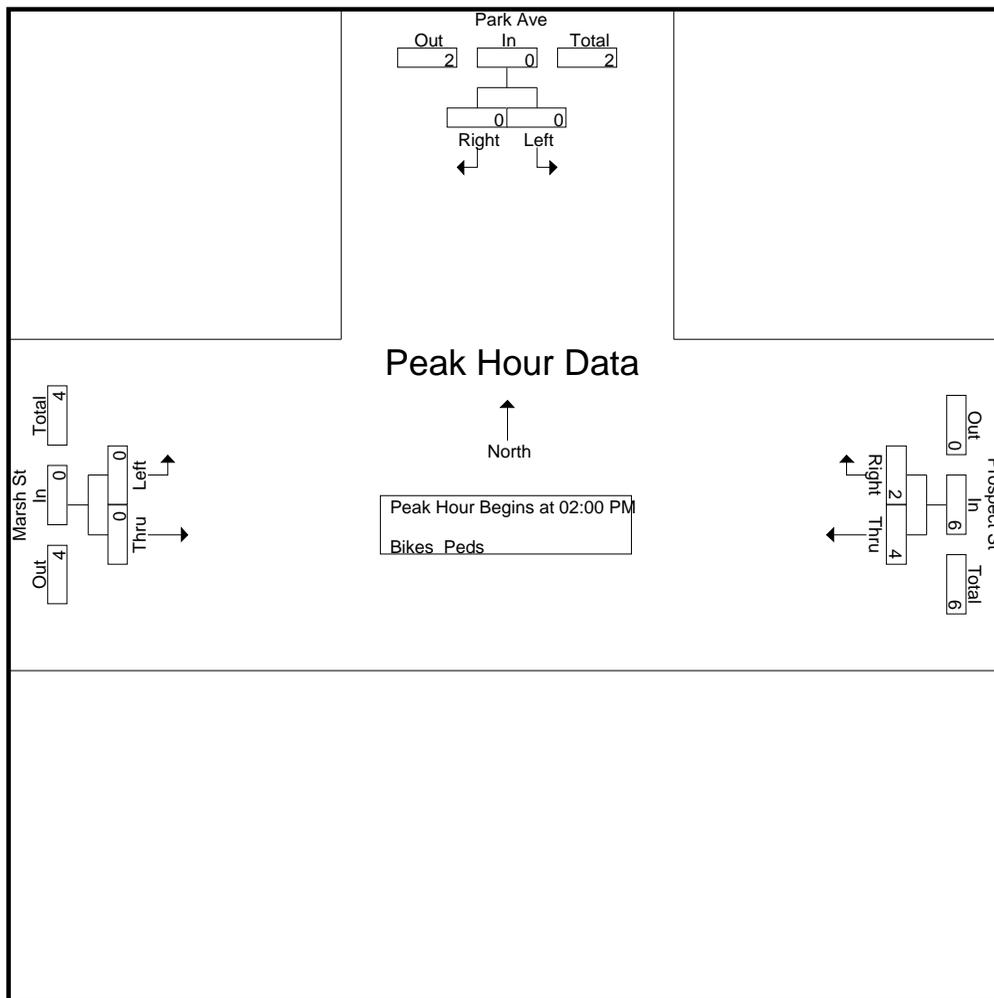
File Name : 8965005A
Site Code : 89650005
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|------------------------|----------|----------|--------------------------|----------|----------|-----------------------|----------|----------|--------------|--------------|------------|
| | Left | Right | Peds | Thru | Right | Peds | Left | Thru | Peds | | | |
| 02:00 PM | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 02:15 PM | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 03:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 03:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 03:30 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 04:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 05:00 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 05:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Grand Total | 0 | 0 | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 17 | 17 |
| Apprch % | 0 | 0 | | 58.8 | 41.2 | | 0 | 0 | | | | |
| Total % | 0 | 0 | | 58.8 | 41.2 | | 0 | 0 | | 0 | 100 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | |
| 02:00 PM | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 3 |
| 02:15 PM | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 3 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 6 |
| % App. Total | 0 | 0 | | 66.7 | 33.3 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .500 | .500 | .500 | .000 | .000 | .000 | .500 |

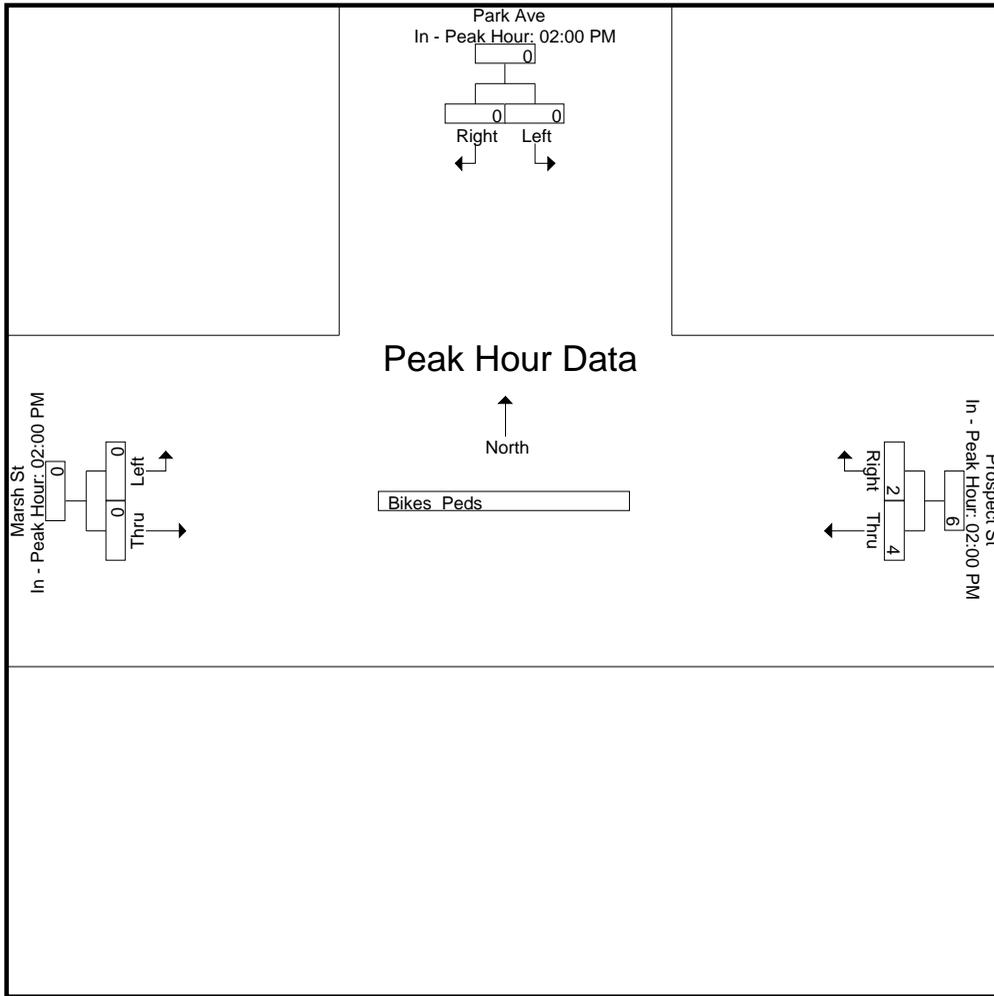
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 02:00 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|----------|----------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 66.7 | 33.3 | | 0 | 0 | |
| PHF | .000 | .000 | .000 | .500 | .500 | .500 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Prospect St / Marsh St
 City/State : Belmont, MA
 Weather : Clear

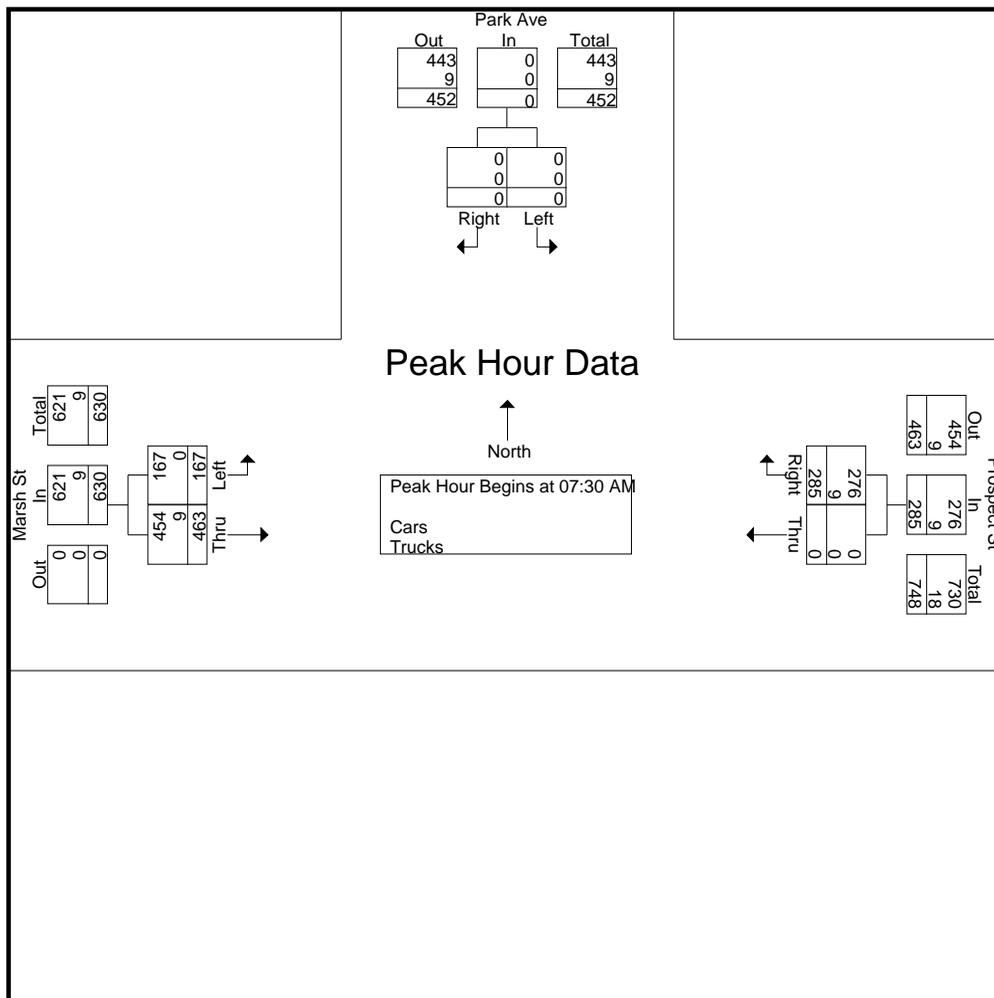
File Name : 8965005B
 Site Code : 89650005
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|------------------------|----------|--------------------------|------------|-----------------------|------------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 0 | 0 | 29 | 10 | 73 | 112 |
| 07:15 AM | 0 | 0 | 0 | 39 | 12 | 85 | 136 |
| 07:30 AM | 0 | 0 | 0 | 61 | 13 | 120 | 194 |
| 07:45 AM | 0 | 0 | 0 | 70 | 32 | 123 | 225 |
| Total | 0 | 0 | 0 | 199 | 67 | 401 | 667 |
| 08:00 AM | 0 | 0 | 0 | 83 | 65 | 107 | 255 |
| 08:15 AM | 0 | 0 | 0 | 71 | 57 | 113 | 241 |
| 08:30 AM | 0 | 0 | 0 | 66 | 18 | 102 | 186 |
| 08:45 AM | 0 | 0 | 0 | 52 | 15 | 89 | 156 |
| Total | 0 | 0 | 0 | 272 | 155 | 411 | 838 |
| Grand Total | 0 | 0 | 0 | 471 | 222 | 812 | 1505 |
| Apprch % | 0 | 0 | 0 | 100 | 21.5 | 78.5 | |
| Total % | 0 | 0 | 0 | 31.3 | 14.8 | 54 | |
| Cars | 0 | 0 | 0 | 461 | 219 | 802 | 1482 |
| % Cars | 0 | 0 | 0 | 97.9 | 98.6 | 98.8 | 98.5 |
| Trucks | 0 | 0 | 0 | 10 | 3 | 10 | 23 |
| % Trucks | 0 | 0 | 0 | 2.1 | 1.4 | 1.2 | 1.5 |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-----------|------------|-----------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 61 | 61 | 13 | 120 | 133 | 194 |
| 07:45 AM | 0 | 0 | 0 | 0 | 70 | 70 | 32 | 123 | 155 | 225 |
| 08:00 AM | 0 | 0 | 0 | 0 | 83 | 83 | 65 | 107 | 172 | 255 |
| 08:15 AM | 0 | 0 | 0 | 0 | 71 | 71 | 57 | 113 | 170 | 241 |
| Total Volume | 0 | 0 | 0 | 0 | 285 | 285 | 167 | 463 | 630 | 915 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 26.5 | 73.5 | | |
| PHF | .000 | .000 | .000 | .000 | .858 | .858 | .642 | .941 | .916 | .897 |
| Cars | 0 | 0 | 0 | 0 | 276 | 276 | 167 | 454 | 621 | 897 |
| % Cars | 0 | 0 | 0 | 0 | 96.8 | 96.8 | 100 | 98.1 | 98.6 | 98.0 |
| Trucks | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 9 | 9 | 18 |
| % Trucks | 0 | 0 | 0 | 0 | 3.2 | 3.2 | 0 | 1.9 | 1.4 | 2.0 |

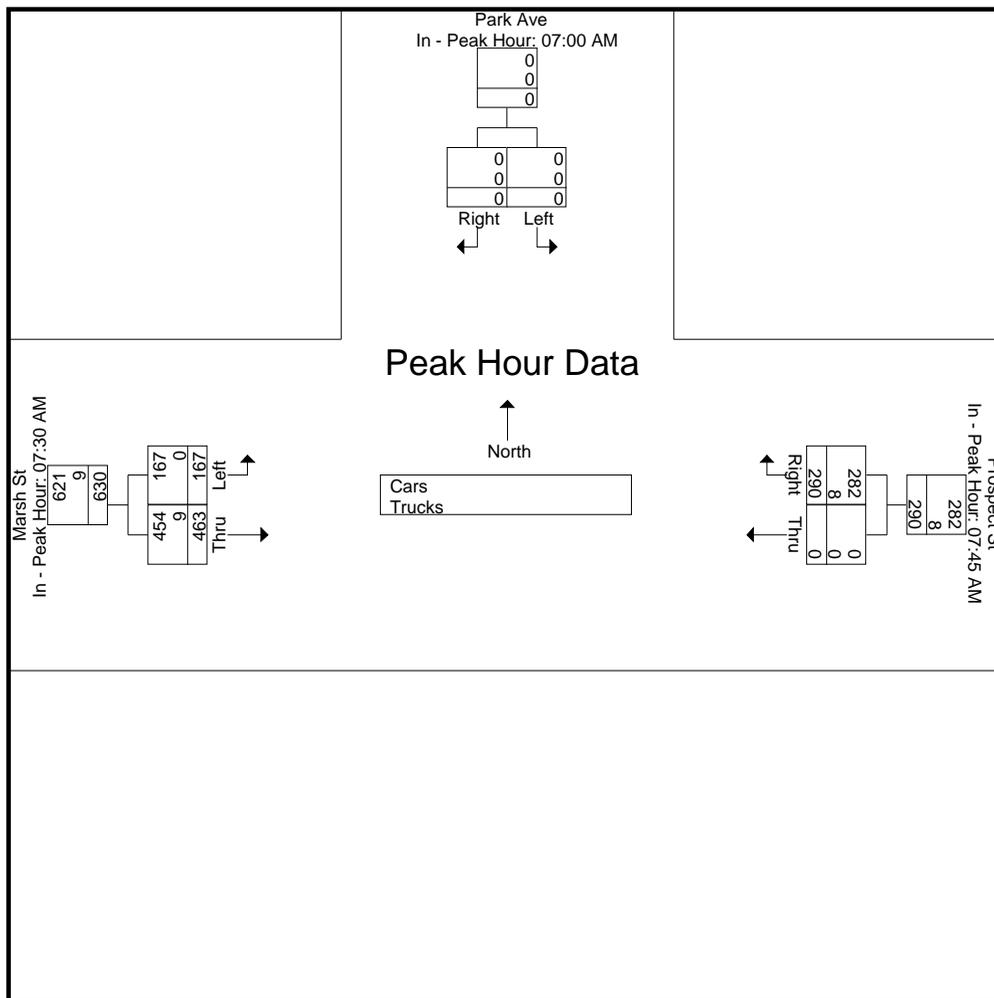
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:45 AM | | | 07:30 AM | | |
|--------------|----------|------|------|----------|-----------|-----------|-----------|------------|------------|
| +0 mins. | 0 | 0 | 0 | 0 | 70 | 70 | 13 | 120 | 133 |
| +15 mins. | 0 | 0 | 0 | 0 | 83 | 83 | 32 | 123 | 155 |
| +30 mins. | 0 | 0 | 0 | 0 | 71 | 71 | 65 | 107 | 172 |
| +45 mins. | 0 | 0 | 0 | 0 | 66 | 66 | 57 | 113 | 170 |
| Total Volume | 0 | 0 | 0 | 0 | 290 | 290 | 167 | 463 | 630 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 26.5 | 73.5 | 100 |
| PHF | .000 | .000 | .000 | .000 | .873 | .873 | .642 | .941 | .916 |
| Cars | 0 | 0 | 0 | 0 | 282 | 282 | 167 | 454 | 621 |
| % Cars | 0 | 0 | 0 | 0 | 97.2 | 97.2 | 100 | 98.1 | 98.6 |
| Trucks | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 9 | 9 |
| % Trucks | 0 | 0 | 0 | 0 | 2.8 | 2.8 | 0 | 1.9 | 1.4 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 8965005B
Site Code : 89650005
Start Date : 5/18/2021
Page No : 4

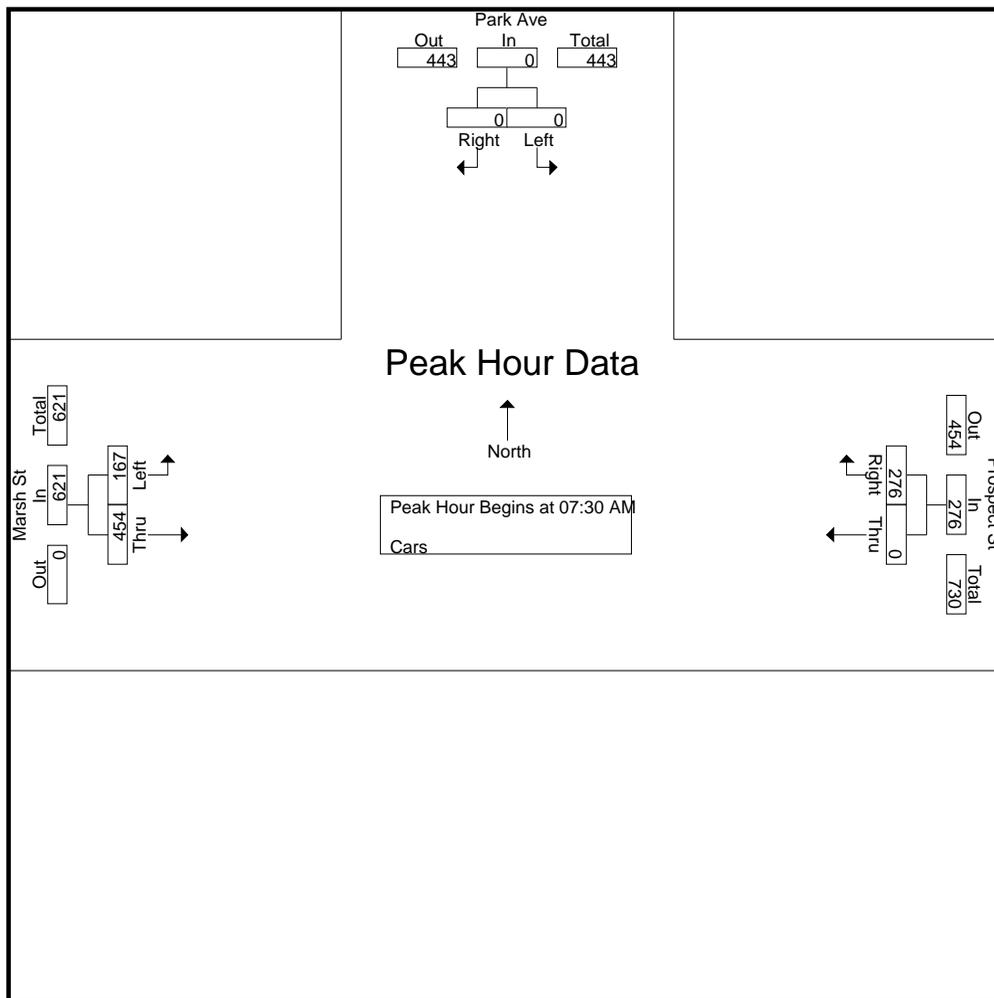
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

Groups Printed- Cars

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|-------------|------------------------|-------|--------------------------|-------|-----------------------|------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 0 | 0 | 28 | 8 | 72 | 108 |
| 07:15 AM | 0 | 0 | 0 | 39 | 12 | 85 | 136 |
| 07:30 AM | 0 | 0 | 0 | 60 | 13 | 117 | 190 |
| 07:45 AM | 0 | 0 | 0 | 65 | 32 | 118 | 215 |
| Total | 0 | 0 | 0 | 192 | 65 | 392 | 649 |
| 08:00 AM | 0 | 0 | 0 | 80 | 65 | 107 | 252 |
| 08:15 AM | 0 | 0 | 0 | 71 | 57 | 112 | 240 |
| 08:30 AM | 0 | 0 | 0 | 66 | 17 | 102 | 185 |
| 08:45 AM | 0 | 0 | 0 | 52 | 15 | 89 | 156 |
| Total | 0 | 0 | 0 | 269 | 154 | 410 | 833 |
| Grand Total | 0 | 0 | 0 | 461 | 219 | 802 | 1482 |
| Apprch % | 0 | 0 | 0 | 100 | 21.4 | 78.6 | |
| Total % | 0 | 0 | 0 | 31.1 | 14.8 | 54.1 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-----------|------------|-----------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 60 | 60 | 13 | 117 | 130 | 190 |
| 07:45 AM | 0 | 0 | 0 | 0 | 65 | 65 | 32 | 118 | 150 | 215 |
| 08:00 AM | 0 | 0 | 0 | 0 | 80 | 80 | 65 | 107 | 172 | 252 |
| 08:15 AM | 0 | 0 | 0 | 0 | 71 | 71 | 57 | 112 | 169 | 240 |
| Total Volume | 0 | 0 | 0 | 0 | 276 | 276 | 167 | 454 | 621 | 897 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 26.9 | 73.1 | | |
| PHF | .000 | .000 | .000 | .000 | .863 | .863 | .642 | .962 | .903 | .890 |

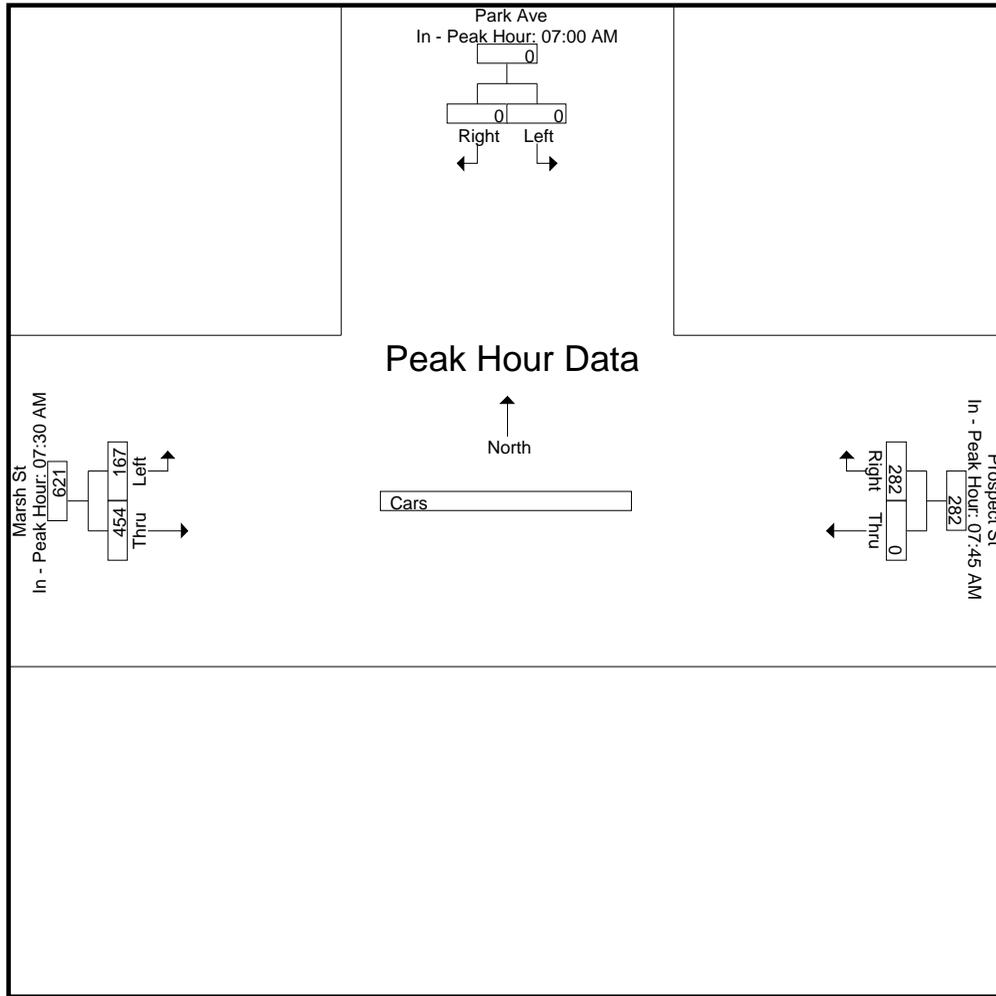
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:45 AM | | | 07:30 AM | | |
|--------------|----------|------|------|----------|-----------|-----------|-----------|------------|------------|
| +0 mins. | 0 | 0 | 0 | 0 | 65 | 65 | 13 | 117 | 130 |
| +15 mins. | 0 | 0 | 0 | 0 | 80 | 80 | 32 | 118 | 150 |
| +30 mins. | 0 | 0 | 0 | 0 | 71 | 71 | 65 | 107 | 172 |
| +45 mins. | 0 | 0 | 0 | 0 | 66 | 66 | 57 | 112 | 169 |
| Total Volume | 0 | 0 | 0 | 0 | 282 | 282 | 167 | 454 | 621 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 26.9 | 73.1 | 100 |
| PHF | .000 | .000 | .000 | .000 | .881 | .881 | .642 | .962 | .903 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 8965005B
Site Code : 89650005
Start Date : 5/18/2021
Page No : 7

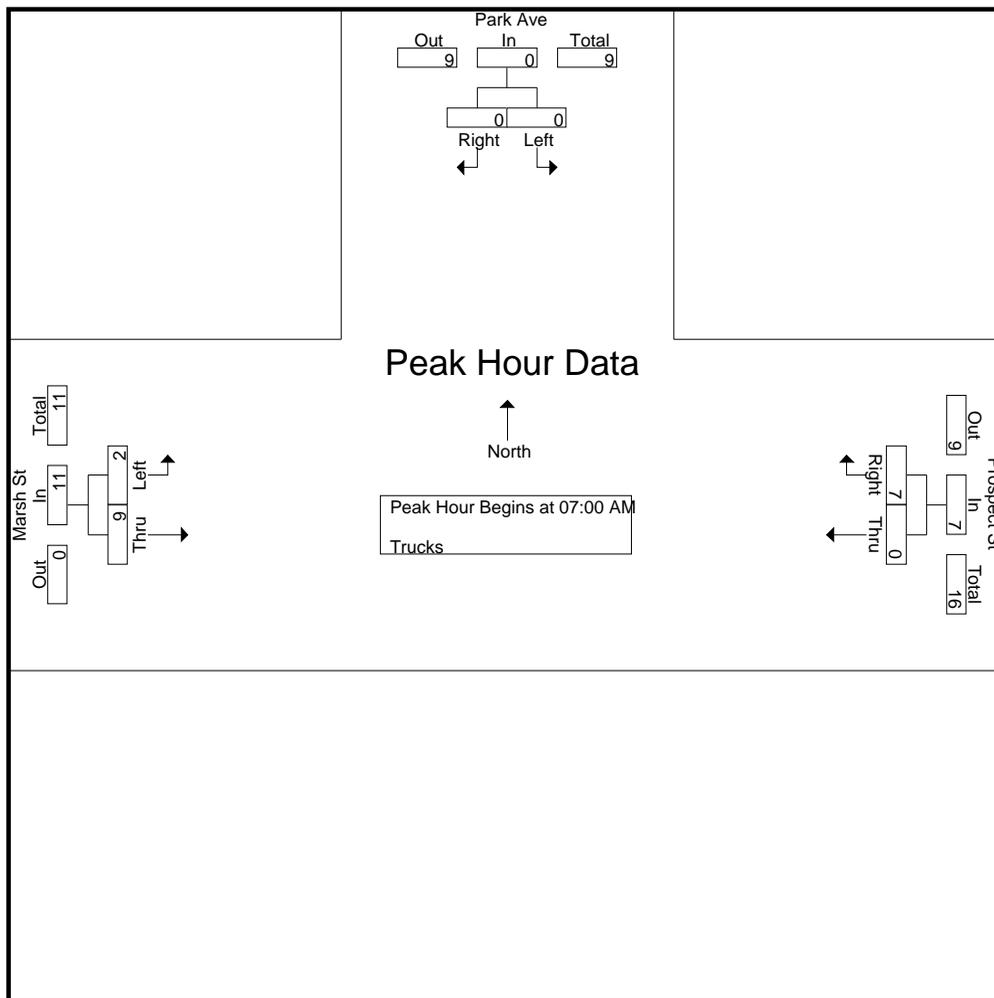
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

Groups Printed- Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|------------------------|----------|--------------------------|-----------|-----------------------|-----------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 0 | 0 | 1 | 2 | 1 | 4 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 1 | 0 | 3 | 4 |
| 07:45 AM | 0 | 0 | 0 | 5 | 0 | 5 | 10 |
| Total | 0 | 0 | 0 | 7 | 2 | 9 | 18 |
| 08:00 AM | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 3 | 1 | 1 | 5 |
| Grand Total | 0 | 0 | 0 | 10 | 3 | 10 | 23 |
| Apprch % | 0 | 0 | 0 | 100 | 23.1 | 76.9 | |
| Total % | 0 | 0 | 0 | 43.5 | 13 | 43.5 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|----------|------------|--------------------------|------------|------------|-----------------------|-------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 3 | 4 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 3 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 5 | 5 | 10 |
| Total Volume | 0 | 0 | 0 | 0 | 7 | 7 | 2 | 9 | 11 | 18 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 18.2 | 81.8 | 100 | 100 |
| PHF | .000 | .000 | .000 | .000 | .350 | .350 | .250 | .450 | .550 | .450 |

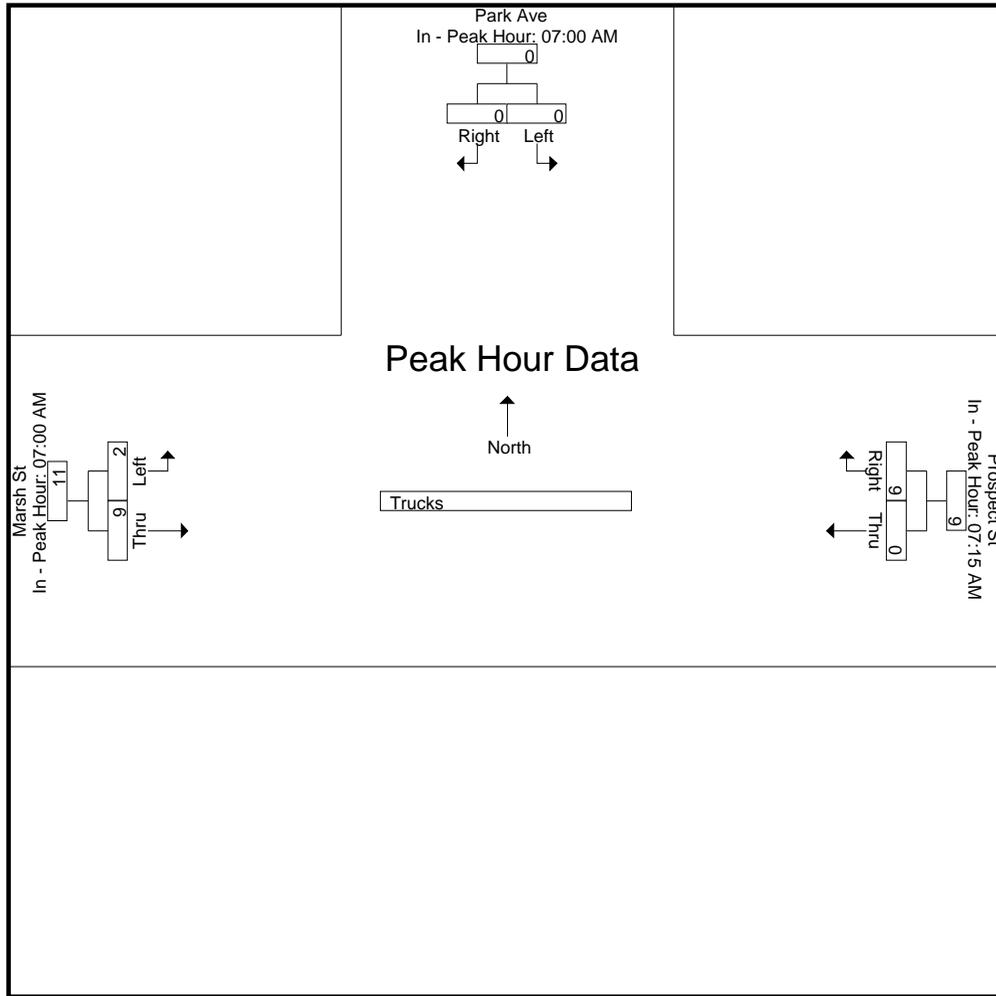
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:15 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 3 | 3 |
| +45 mins. | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 5 | 5 |
| Total Volume | 0 | 0 | 0 | 0 | 9 | 9 | 2 | 9 | 11 |
| % App. Total | 0 | 0 | | 0 | 100 | | 18.2 | 81.8 | |
| PHF | .000 | .000 | .000 | .000 | .450 | .450 | .250 | .450 | .550 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 8965005B
Site Code : 89650005
Start Date : 5/18/2021
Page No : 10

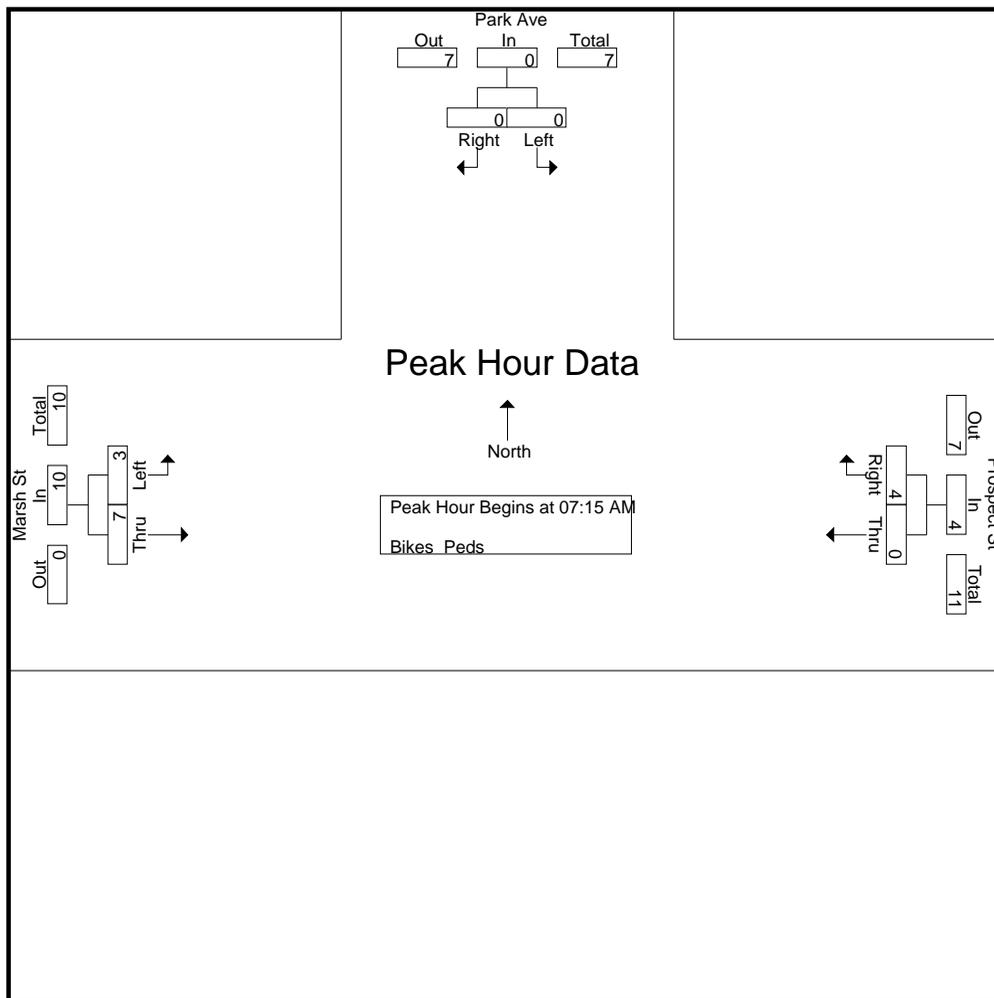
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|------------------------|-------|------|--------------------------|-------|------|-----------------------|------|------|--------------|--------------|------------|
| | Left | Right | Peds | Thru | Right | Peds | Left | Thru | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 2 | 5 | 7 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 3 | 5 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 3 | 5 |
| Total | 0 | 0 | 0 | 0 | 2 | 7 | 3 | 6 | 0 | 7 | 11 | 18 |
| 08:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 8 | 8 |
| Grand Total | 0 | 0 | 0 | 0 | 5 | 7 | 3 | 11 | 0 | 7 | 19 | 26 |
| Apprch % | 0 | 0 | | 0 | 100 | | 21.4 | 78.6 | | | | |
| Total % | 0 | 0 | | 0 | 26.3 | | 15.8 | 57.9 | | 26.9 | 73.1 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 7 | 10 | 14 |
| % App. Total | 0 | 0 | | 0 | 100 | | 30 | 70 | | |
| PHF | .000 | .000 | .000 | .000 | .500 | .500 | .375 | .583 | .500 | .700 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



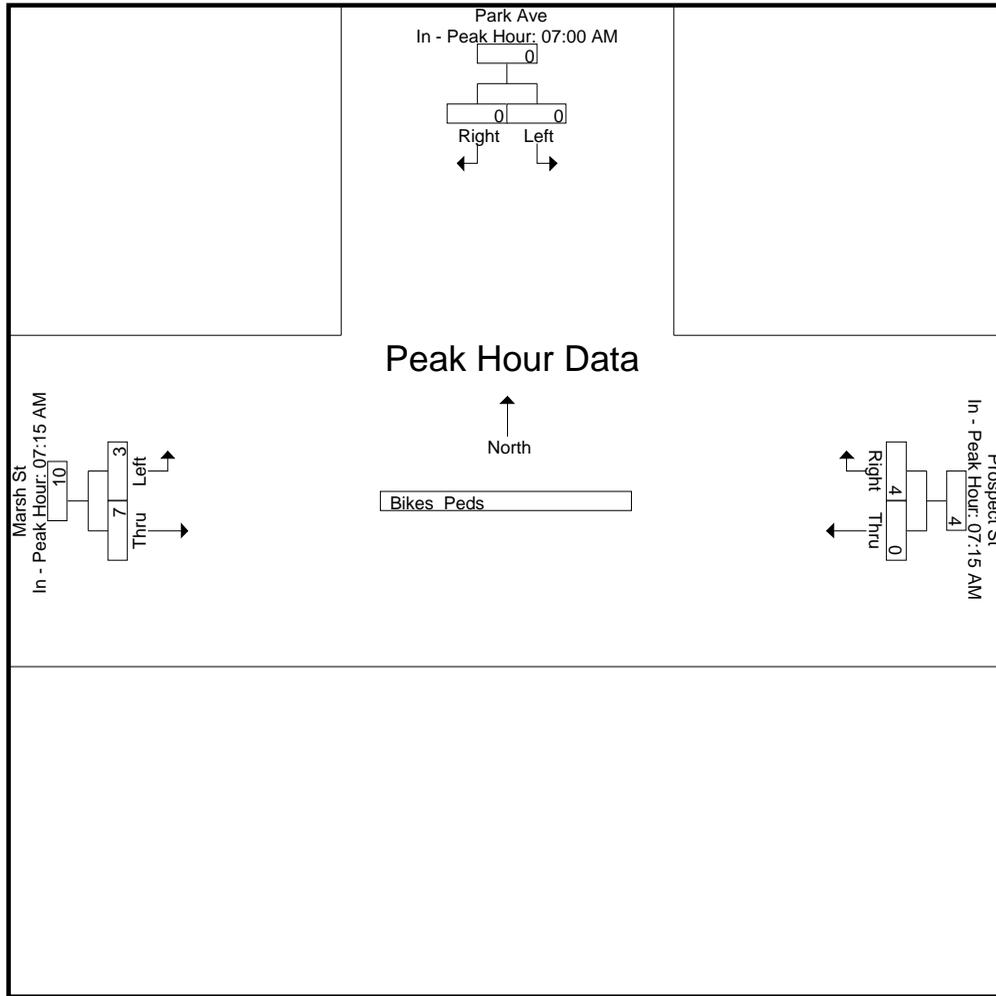
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:15 AM | | | 07:15 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 |
| +45 mins. | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 7 | 10 |
| % App. Total | 0 | 0 | | 0 | 100 | | 30 | 70 | |
| PHF | .000 | .000 | .000 | .000 | .500 | .500 | .375 | .583 | .500 |

Accurate Counts
978-664-2565

File Name : 8965005B
Site Code : 89650005
Start Date : 5/18/2021
Page No : 12

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

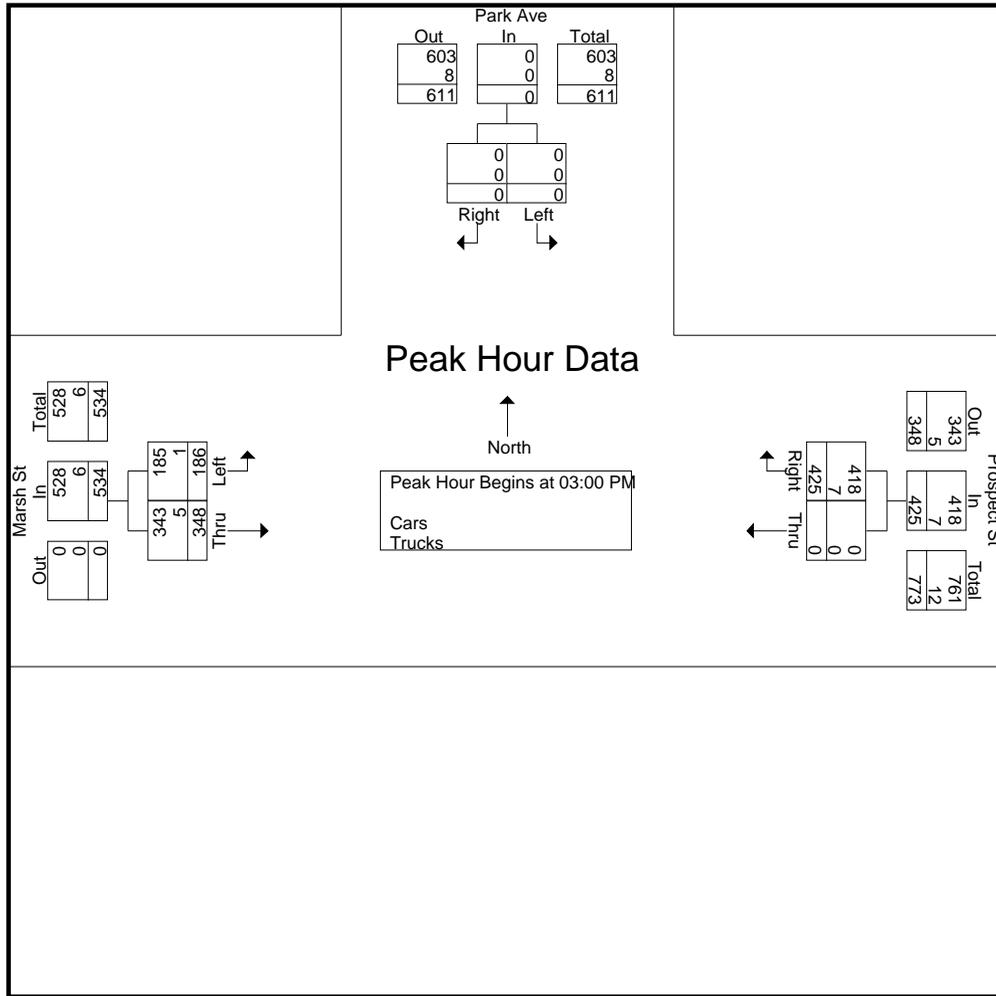
File Name : 8965005B
Site Code : 89650005
Start Date : 5/18/2021
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|------------------------|----------|--------------------------|-------------|-----------------------|-------------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 0 | 0 | 0 | 58 | 24 | 74 | 156 |
| 02:15 PM | 0 | 0 | 0 | 76 | 23 | 91 | 190 |
| 02:30 PM | 0 | 0 | 0 | 71 | 34 | 80 | 185 |
| 02:45 PM | 0 | 0 | 0 | 79 | 33 | 79 | 191 |
| Total | 0 | 0 | 0 | 284 | 114 | 324 | 722 |
| 03:00 PM | 0 | 0 | 0 | 123 | 40 | 89 | 252 |
| 03:15 PM | 0 | 0 | 0 | 104 | 41 | 89 | 234 |
| 03:30 PM | 0 | 0 | 0 | 111 | 62 | 77 | 250 |
| 03:45 PM | 0 | 0 | 0 | 87 | 43 | 93 | 223 |
| Total | 0 | 0 | 0 | 425 | 186 | 348 | 959 |
| 04:00 PM | 0 | 0 | 0 | 117 | 47 | 62 | 226 |
| 04:15 PM | 0 | 0 | 0 | 79 | 25 | 74 | 178 |
| 04:30 PM | 0 | 0 | 0 | 92 | 37 | 71 | 200 |
| 04:45 PM | 0 | 0 | 0 | 99 | 31 | 74 | 204 |
| Total | 0 | 0 | 0 | 387 | 140 | 281 | 808 |
| 05:00 PM | 0 | 0 | 0 | 114 | 22 | 96 | 232 |
| 05:15 PM | 0 | 0 | 0 | 90 | 30 | 87 | 207 |
| 05:30 PM | 0 | 0 | 0 | 106 | 20 | 93 | 219 |
| 05:45 PM | 0 | 0 | 0 | 90 | 23 | 67 | 180 |
| Total | 0 | 0 | 0 | 400 | 95 | 343 | 838 |
| Grand Total | 0 | 0 | 0 | 1496 | 535 | 1296 | 3327 |
| Apprch % | 0 | 0 | 0 | 100 | 29.2 | 70.8 | |
| Total % | 0 | 0 | 0 | 45 | 16.1 | 39 | |
| Cars | 0 | 0 | 0 | 1482 | 531 | 1285 | 3298 |
| % Cars | 0 | 0 | 0 | 99.1 | 99.3 | 99.2 | 99.1 |
| Trucks | 0 | 0 | 0 | 14 | 4 | 11 | 29 |
| % Trucks | 0 | 0 | 0 | 0.9 | 0.7 | 0.8 | 0.9 |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|----------|------------|--------------------------|------------|------------|-----------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 123 | 123 | 40 | 89 | 129 | 252 |
| 03:15 PM | 0 | 0 | 0 | 0 | 104 | 104 | 41 | 89 | 130 | 234 |
| 03:30 PM | 0 | 0 | 0 | 0 | 111 | 111 | 62 | 77 | 139 | 250 |
| 03:45 PM | 0 | 0 | 0 | 0 | 87 | 87 | 43 | 93 | 136 | 223 |
| Total Volume | 0 | 0 | 0 | 0 | 425 | 425 | 186 | 348 | 534 | 959 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | | 34.8 | 65.2 | | |
| PHF | .000 | .000 | .000 | .000 | .864 | .864 | .750 | .935 | .960 | .951 |
| Cars | 0 | 0 | 0 | 0 | 418 | 418 | 185 | 343 | 528 | 946 |
| % Cars | 0 | 0 | 0 | 0 | 98.4 | 98.4 | 99.5 | 98.6 | 98.9 | 98.6 |
| Trucks | 0 | 0 | 0 | 0 | 7 | 7 | 1 | 5 | 6 | 13 |
| % Trucks | 0 | 0 | 0 | 0 | 1.6 | 1.6 | 0.5 | 1.4 | 1.1 | 1.4 |

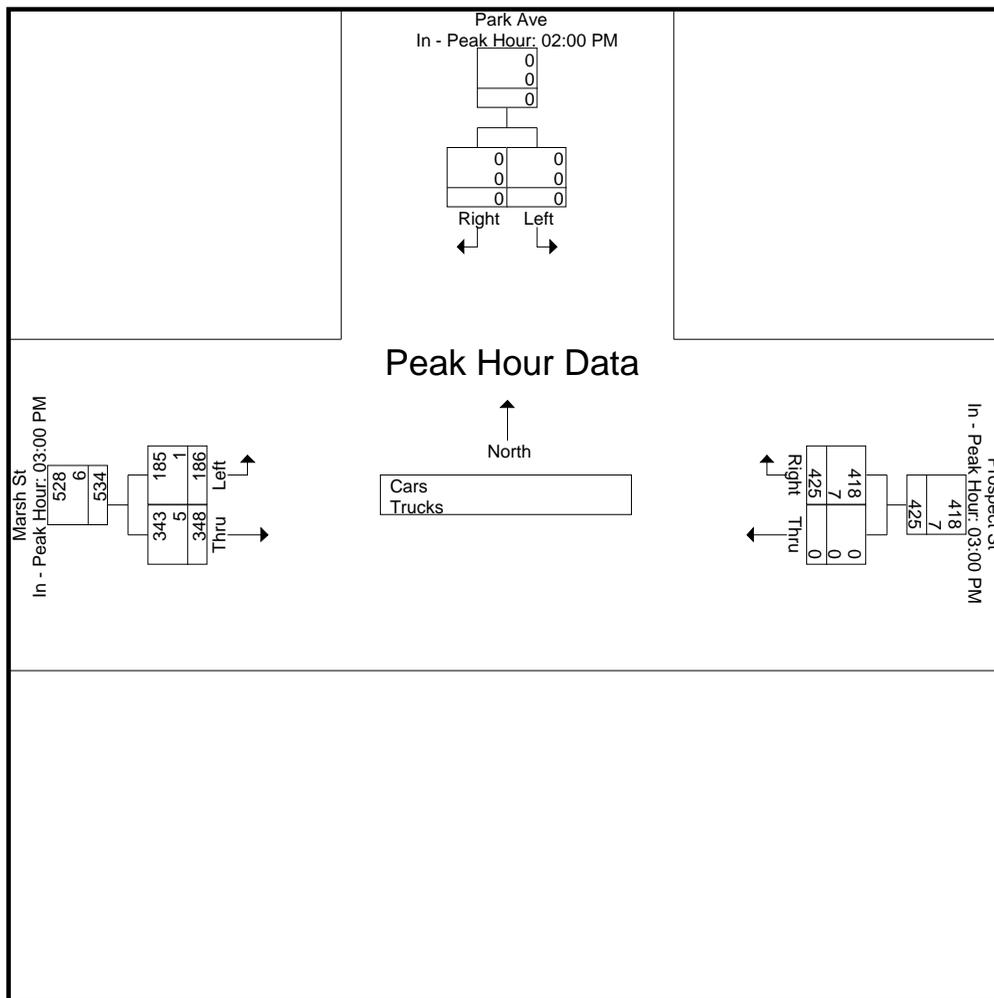
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 03:00 PM | | | 03:00 PM | | |
|--------------|----------|------|------|----------|------------|------------|-----------|-----------|------------|
| +0 mins. | 0 | 0 | 0 | 0 | 123 | 123 | 40 | 89 | 129 |
| +15 mins. | 0 | 0 | 0 | 0 | 104 | 104 | 41 | 89 | 130 |
| +30 mins. | 0 | 0 | 0 | 0 | 111 | 111 | 62 | 77 | 139 |
| +45 mins. | 0 | 0 | 0 | 0 | 87 | 87 | 43 | 93 | 136 |
| Total Volume | 0 | 0 | 0 | 0 | 425 | 425 | 186 | 348 | 534 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 34.8 | 65.2 | 100 |
| PHF | .000 | .000 | .000 | .000 | .864 | .864 | .750 | .935 | .960 |
| Cars | 0 | 0 | 0 | 0 | 418 | 418 | 185 | 343 | 528 |
| % Cars | 0 | 0 | 0 | 0 | 98.4 | 98.4 | 99.5 | 98.6 | 98.9 |
| Trucks | 0 | 0 | 0 | 0 | 7 | 7 | 1 | 5 | 6 |
| % Trucks | 0 | 0 | 0 | 0 | 1.6 | 1.6 | 0.5 | 1.4 | 1.1 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

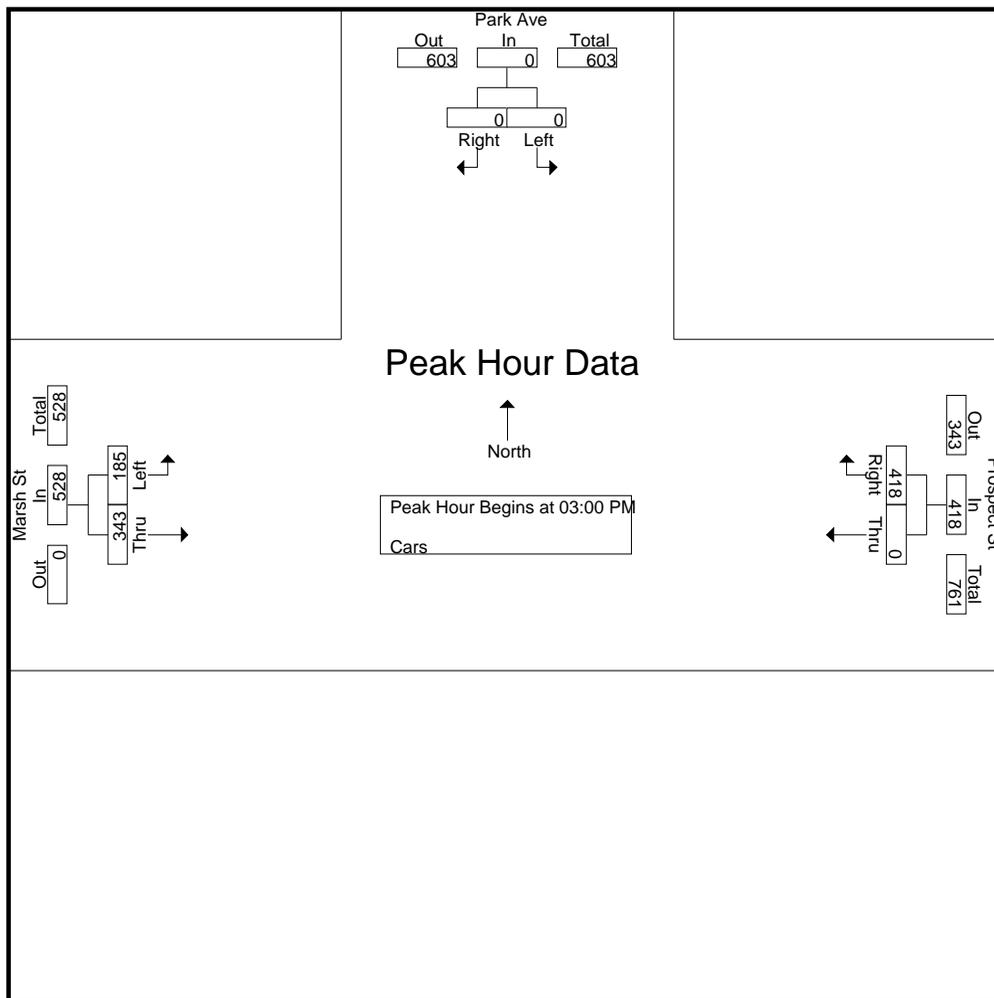
File Name : 8965005B
Site Code : 89650005
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|-------------|------------------------|-------|--------------------------|-------|-----------------------|------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 0 | 0 | 0 | 57 | 24 | 72 | 153 |
| 02:15 PM | 0 | 0 | 0 | 76 | 22 | 90 | 188 |
| 02:30 PM | 0 | 0 | 0 | 71 | 34 | 78 | 183 |
| 02:45 PM | 0 | 0 | 0 | 78 | 32 | 79 | 189 |
| Total | 0 | 0 | 0 | 282 | 112 | 319 | 713 |
| 03:00 PM | 0 | 0 | 0 | 122 | 40 | 89 | 251 |
| 03:15 PM | 0 | 0 | 0 | 101 | 41 | 88 | 230 |
| 03:30 PM | 0 | 0 | 0 | 109 | 61 | 77 | 247 |
| 03:45 PM | 0 | 0 | 0 | 86 | 43 | 89 | 218 |
| Total | 0 | 0 | 0 | 418 | 185 | 343 | 946 |
| 04:00 PM | 0 | 0 | 0 | 113 | 47 | 62 | 222 |
| 04:15 PM | 0 | 0 | 0 | 78 | 25 | 74 | 177 |
| 04:30 PM | 0 | 0 | 0 | 92 | 37 | 71 | 200 |
| 04:45 PM | 0 | 0 | 0 | 99 | 31 | 74 | 204 |
| Total | 0 | 0 | 0 | 382 | 140 | 281 | 803 |
| 05:00 PM | 0 | 0 | 0 | 114 | 22 | 96 | 232 |
| 05:15 PM | 0 | 0 | 0 | 90 | 30 | 87 | 207 |
| 05:30 PM | 0 | 0 | 0 | 106 | 19 | 92 | 217 |
| 05:45 PM | 0 | 0 | 0 | 90 | 23 | 67 | 180 |
| Total | 0 | 0 | 0 | 400 | 94 | 342 | 836 |
| Grand Total | 0 | 0 | 0 | 1482 | 531 | 1285 | 3298 |
| Apprch % | 0 | 0 | 0 | 100 | 29.2 | 70.8 | |
| Total % | 0 | 0 | 0 | 44.9 | 16.1 | 39 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|------------|------------|-----------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 122 | 122 | 40 | 89 | 129 | 251 |
| 03:15 PM | 0 | 0 | 0 | 0 | 101 | 101 | 41 | 88 | 129 | 230 |
| 03:30 PM | 0 | 0 | 0 | 0 | 109 | 109 | 61 | 77 | 138 | 247 |
| 03:45 PM | 0 | 0 | 0 | 0 | 86 | 86 | 43 | 89 | 132 | 218 |
| Total Volume | 0 | 0 | 0 | 0 | 418 | 418 | 185 | 343 | 528 | 946 |
| % App. Total | 0 | 0 | | 0 | 100 | | 35 | 65 | | |
| PHF | .000 | .000 | .000 | .000 | .857 | .857 | .758 | .963 | .957 | .942 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



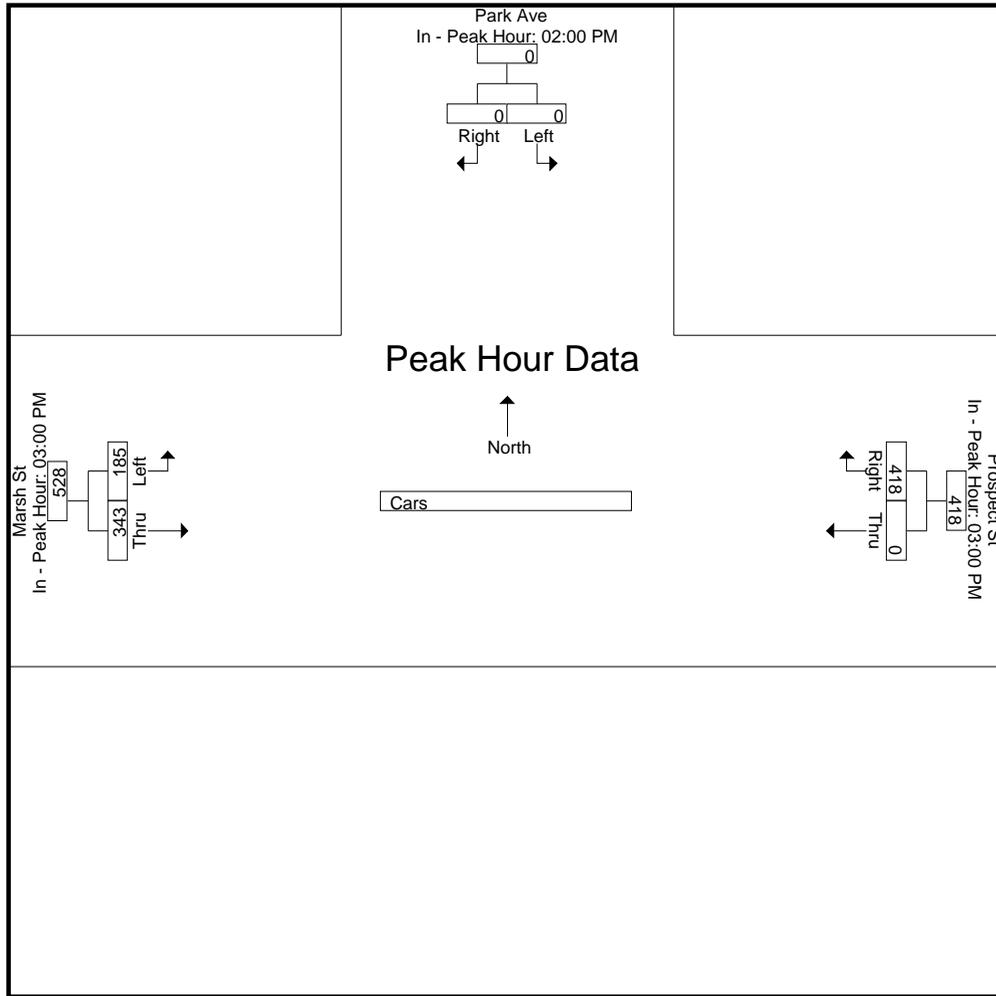
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 03:00 PM | | | 03:00 PM | | |
|--------------|----------|------|------|----------|------------|------------|-----------|-----------|------------|
| +0 mins. | 0 | 0 | 0 | 0 | 122 | 122 | 40 | 89 | 129 |
| +15 mins. | 0 | 0 | 0 | 0 | 101 | 101 | 41 | 88 | 129 |
| +30 mins. | 0 | 0 | 0 | 0 | 109 | 109 | 61 | 77 | 138 |
| +45 mins. | 0 | 0 | 0 | 0 | 86 | 86 | 43 | 89 | 132 |
| Total Volume | 0 | 0 | 0 | 0 | 418 | 418 | 185 | 343 | 528 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 35 | 65 | 100 |
| PHF | .000 | .000 | .000 | .000 | .857 | .857 | .758 | .963 | .957 |

Accurate Counts
978-664-2565

File Name : 8965005B
Site Code : 89650005
Start Date : 5/18/2021
Page No : 6

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

File Name : 8965005B
Site Code : 89650005
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

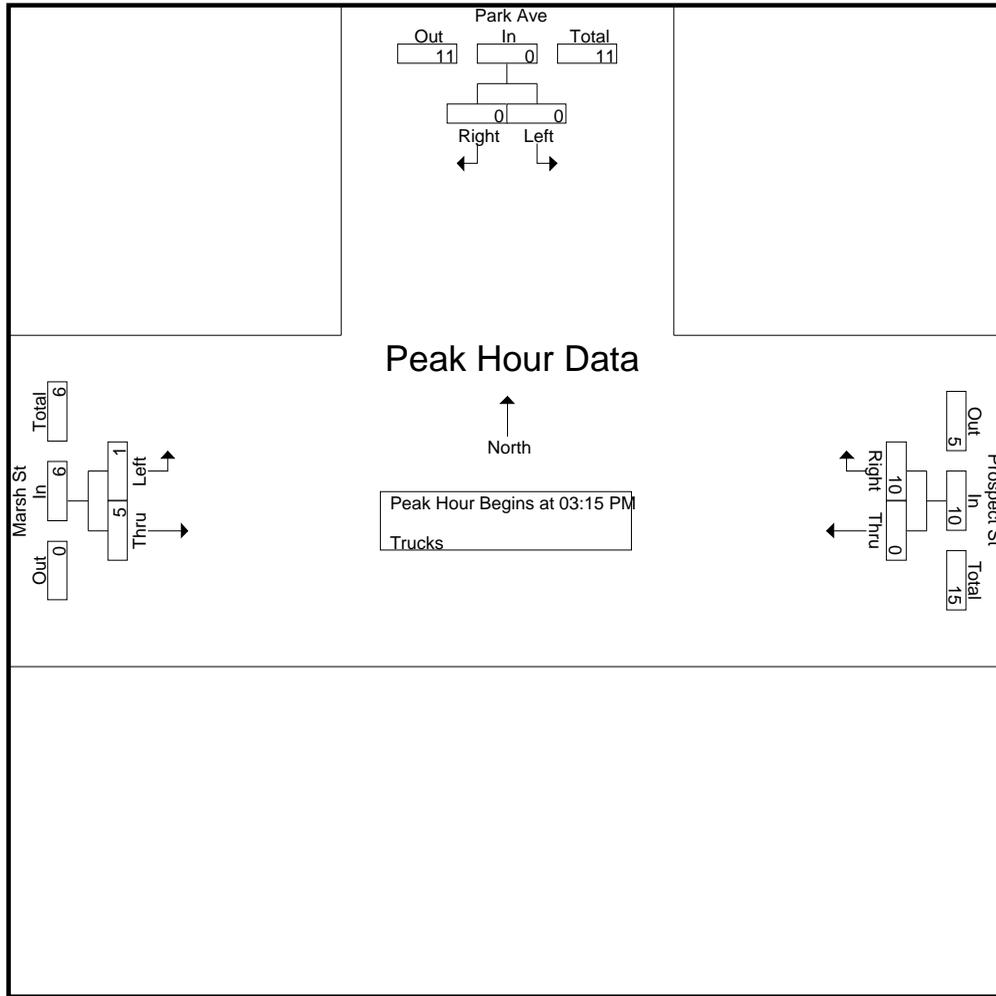
| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|-------------|------------------------|-------|--------------------------|-------|-----------------------|------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 0 | 0 | 0 | 1 | 0 | 2 | 3 |
| 02:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 02:45 PM | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| Total | 0 | 0 | 0 | 2 | 2 | 5 | 9 |
| 03:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:15 PM | 0 | 0 | 0 | 3 | 0 | 1 | 4 |
| 03:30 PM | 0 | 0 | 0 | 2 | 1 | 0 | 3 |
| 03:45 PM | 0 | 0 | 0 | 1 | 0 | 4 | 5 |
| Total | 0 | 0 | 0 | 7 | 1 | 5 | 13 |
| 04:00 PM | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 04:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 5 | 0 | 0 | 5 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Grand Total | 0 | 0 | 0 | 14 | 4 | 11 | 29 |
| Apprch % | 0 | 0 | 0 | 100 | 26.7 | 73.3 | |
| Total % | 0 | 0 | 0 | 48.3 | 13.8 | 37.9 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--------------|------------------------|-------|------------|--------------------------|-------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 03:15 PM | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 4 |
| 03:30 PM | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 3 |
| 03:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 4 | 5 |
| 04:00 PM | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 10 | 10 | 1 | 5 | 6 | 16 |
| % App. Total | 0 | 0 | | 0 | 100 | | 16.7 | 83.3 | | |
| PHF | .000 | .000 | .000 | .000 | .625 | .625 | .250 | .313 | .375 | .800 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

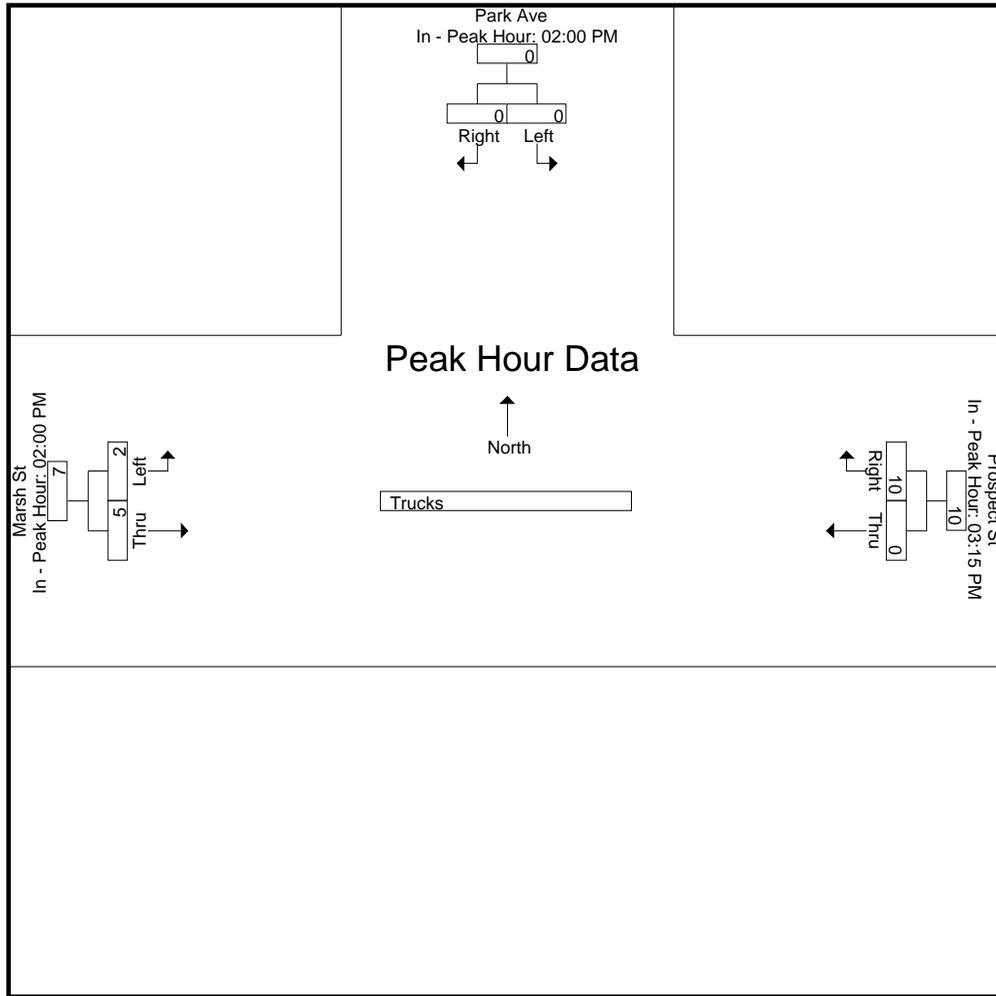
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 03:15 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 2 | 2 |
| +15 mins. | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 |
| +45 mins. | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 10 | 10 | 2 | 5 | 7 |
| % App. Total | 0 | 0 | | 0 | 100 | | 28.6 | 71.4 | |
| PHF | .000 | .000 | .000 | .000 | .625 | .625 | .500 | .625 | .875 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

File Name : 8965005B
Site Code : 89650005
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

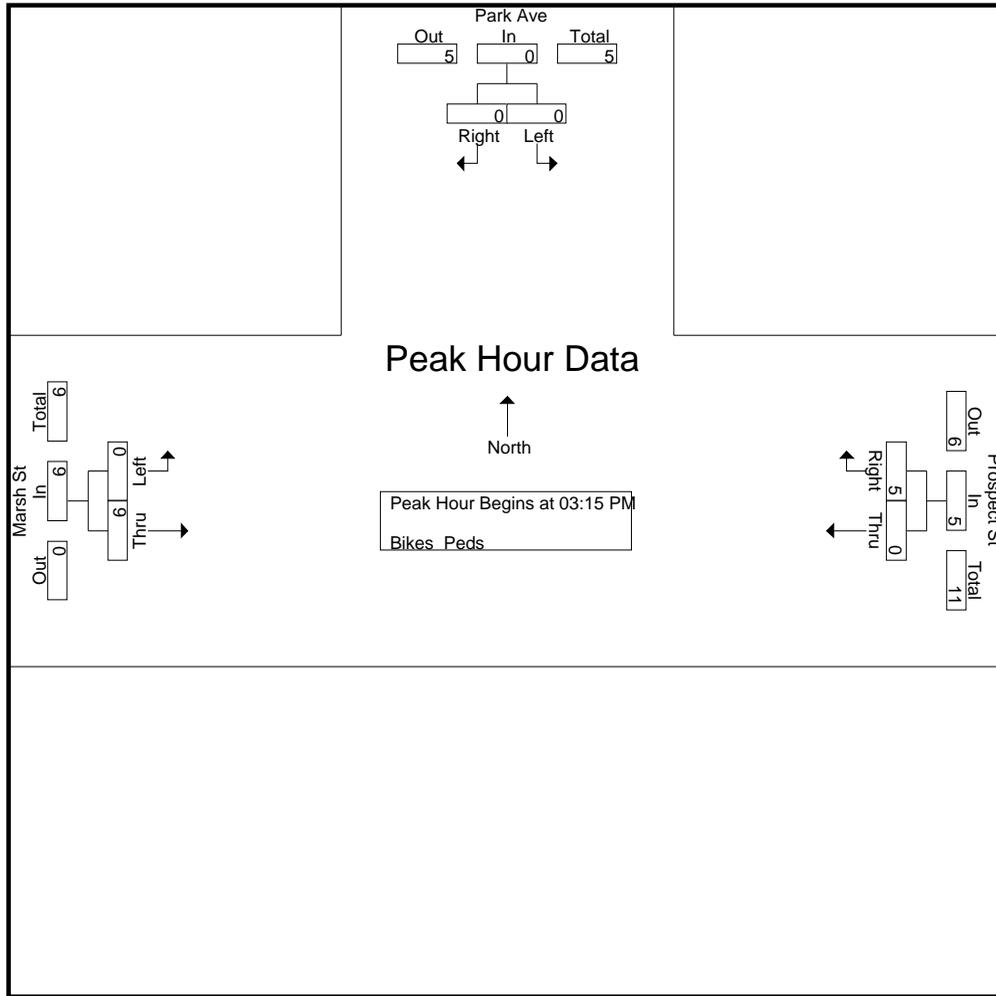
| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|-------|------|--------------------------|-------|------|-----------------------|------|------|--------------|--------------|------------|
| | Left | Right | Peds | Thru | Right | Peds | Left | Thru | Peds | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 3 | 2 | 5 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 3 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 |
| 02:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 4 | 0 | 5 | 6 | 11 |
| 03:00 PM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 3 | 2 | 5 |
| 03:15 PM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 4 | 4 |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 3 |
| 03:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 3 |
| Total | 0 | 0 | 0 | 0 | 6 | 5 | 0 | 4 | 0 | 5 | 10 | 15 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 2 | 3 | 5 |
| 04:15 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 3 | 0 | 8 | 5 | 13 |
| 05:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 4 | 4 |
| Total | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 5 | 0 | 0 | 11 | 11 |
| Grand Total | 0 | 0 | 0 | 0 | 14 | 18 | 2 | 16 | 0 | 18 | 32 | 50 |
| Apprch % | 0 | 0 | | 0 | 100 | | 11.1 | 88.9 | | | | |
| Total % | 0 | 0 | | 0 | 43.8 | | 6.2 | 50 | | 36 | 64 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--------------|------------------------|-------|------------|--------------------------|----------|------------|-----------------------|----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 03:15 PM | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 4 |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 6 | 6 | 11 |
| % App. Total | 0 | 0 | | 0 | 100 | | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .000 | .417 | .417 | .000 | .500 | .500 | .688 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



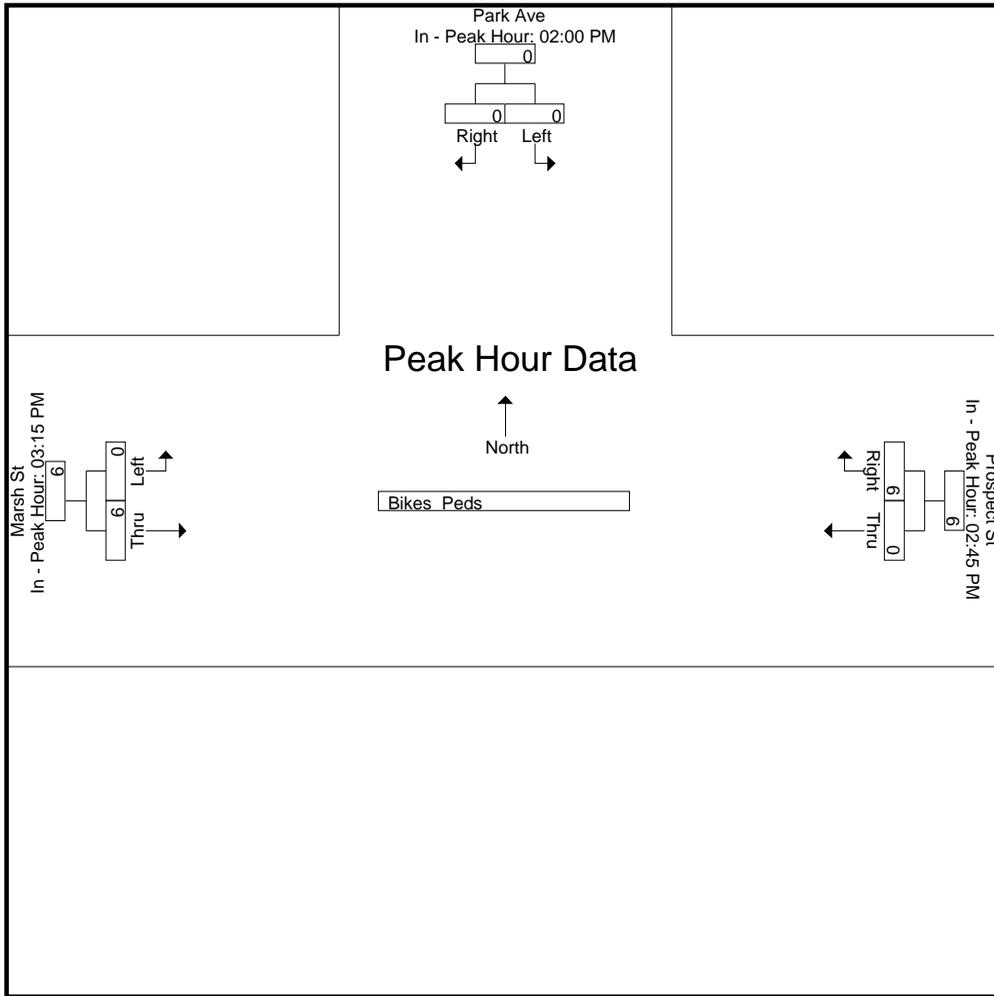
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 02:45 PM | | | 03:15 PM | | |
|--------------|----------|------|------|----------|----------|----------|----------|----------|----------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 6 | 6 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 100 | 100 |
| PHF | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .500 | .500 |

Accurate Counts
978-664-2565

File Name : 8965005B
Site Code : 89650005
Start Date : 5/18/2021
Page No : 12

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Prospect St / Marsh St
 City/State : Belmont, MA
 Weather : Clear

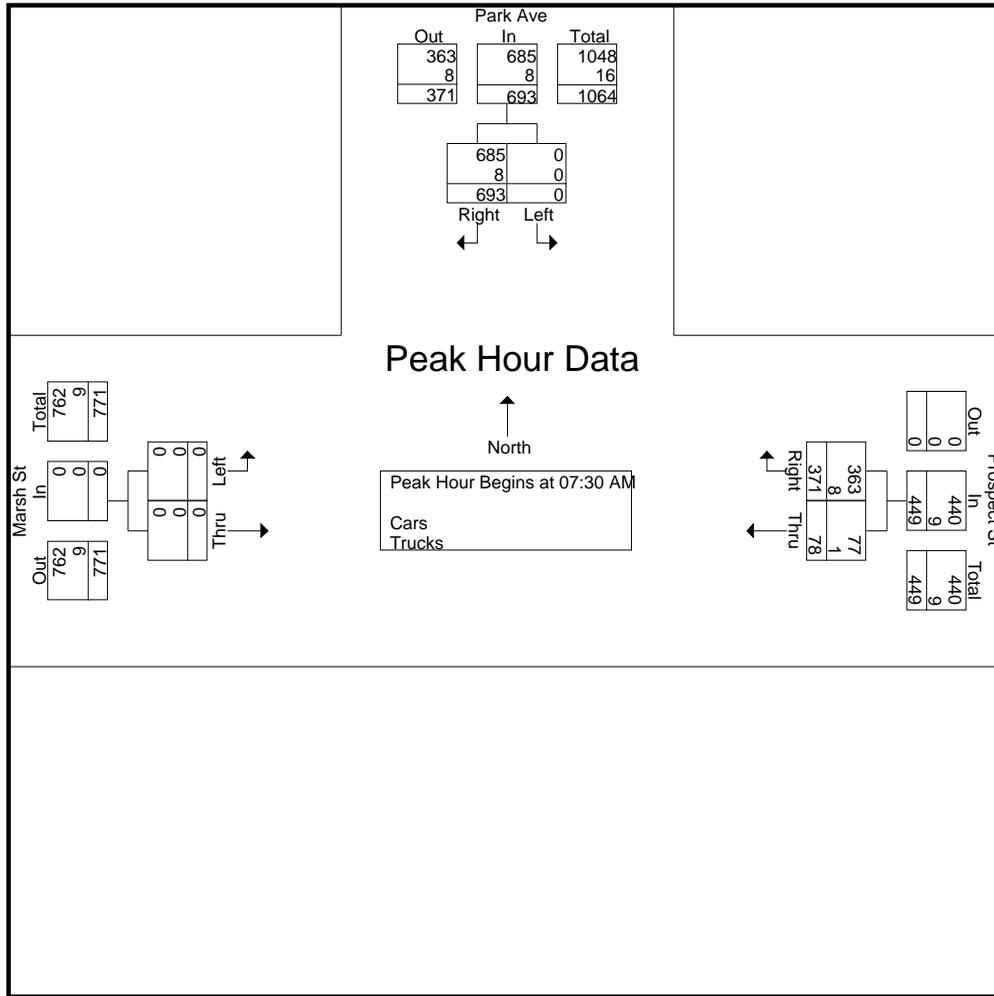
File Name : 8965005C
 Site Code : 89650005
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|------------------------|-------------|--------------------------|------------|-----------------------|----------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 88 | 5 | 34 | 0 | 0 | 127 |
| 07:15 AM | 0 | 96 | 5 | 46 | 0 | 0 | 147 |
| 07:30 AM | 0 | 143 | 9 | 62 | 0 | 0 | 214 |
| 07:45 AM | 0 | 176 | 19 | 84 | 0 | 0 | 279 |
| Total | 0 | 503 | 38 | 226 | 0 | 0 | 767 |
| 08:00 AM | 0 | 177 | 24 | 121 | 0 | 0 | 322 |
| 08:15 AM | 0 | 197 | 26 | 104 | 0 | 0 | 327 |
| 08:30 AM | 0 | 131 | 11 | 72 | 0 | 0 | 214 |
| 08:45 AM | 0 | 106 | 9 | 57 | 0 | 0 | 172 |
| Total | 0 | 611 | 70 | 354 | 0 | 0 | 1035 |
| Grand Total | 0 | 1114 | 108 | 580 | 0 | 0 | 1802 |
| Apprch % | 0 | 100 | 15.7 | 84.3 | 0 | 0 | |
| Total % | 0 | 61.8 | 6 | 32.2 | 0 | 0 | |
| Cars | 0 | 1104 | 106 | 569 | 0 | 0 | 1779 |
| % Cars | 0 | 99.1 | 98.1 | 98.1 | 0 | 0 | 98.7 |
| Trucks | 0 | 10 | 2 | 11 | 0 | 0 | 23 |
| % Trucks | 0 | 0.9 | 1.9 | 1.9 | 0 | 0 | 1.3 |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|------------|------------|--------------------------|------------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 143 | 143 | 9 | 62 | 71 | 0 | 0 | 0 | 214 |
| 07:45 AM | 0 | 176 | 176 | 19 | 84 | 103 | 0 | 0 | 0 | 279 |
| 08:00 AM | 0 | 177 | 177 | 24 | 121 | 145 | 0 | 0 | 0 | 322 |
| 08:15 AM | 0 | 197 | 197 | 26 | 104 | 130 | 0 | 0 | 0 | 327 |
| Total Volume | 0 | 693 | 693 | 78 | 371 | 449 | 0 | 0 | 0 | 1142 |
| % App. Total | 0 | 100 | | 17.4 | 82.6 | | 0 | 0 | | |
| PHF | .000 | .879 | .879 | .750 | .767 | .774 | .000 | .000 | .000 | .873 |
| Cars | 0 | 685 | 685 | 77 | 363 | 440 | 0 | 0 | 0 | 1125 |
| % Cars | 0 | 98.8 | 98.8 | 98.7 | 97.8 | 98.0 | 0 | 0 | 0 | 98.5 |
| Trucks | 0 | 8 | 8 | 1 | 8 | 9 | 0 | 0 | 0 | 17 |
| % Trucks | 0 | 1.2 | 1.2 | 1.3 | 2.2 | 2.0 | 0 | 0 | 0 | 1.5 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



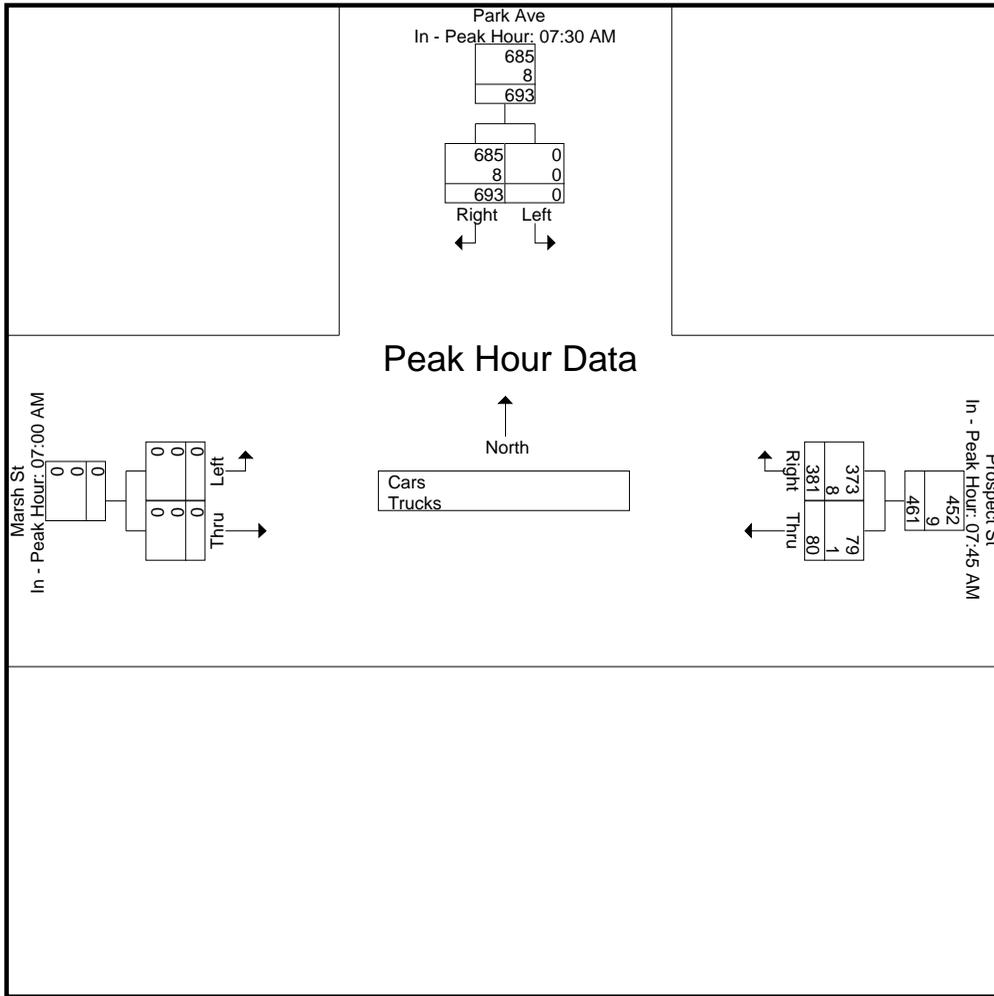
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:00 AM | | |
|--------------|----------|------------|------------|-----------|------------|------------|----------|------|------|
| +0 mins. | 0 | 143 | 143 | 19 | 84 | 103 | 0 | 0 | 0 |
| +15 mins. | 0 | 176 | 176 | 24 | 121 | 145 | 0 | 0 | 0 |
| +30 mins. | 0 | 177 | 177 | 26 | 104 | 130 | 0 | 0 | 0 |
| +45 mins. | 0 | 197 | 197 | 11 | 72 | 83 | 0 | 0 | 0 |
| Total Volume | 0 | 693 | 693 | 80 | 381 | 461 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | | 17.4 | 82.6 | | 0 | 0 | |
| PHF | .000 | .879 | .879 | .769 | .787 | .795 | .000 | .000 | .000 |
| Cars | 0 | 685 | 685 | 79 | 373 | 452 | 0 | 0 | 0 |
| % Cars | 0 | 98.8 | 98.8 | 98.8 | 97.9 | 98 | 0 | 0 | 0 |
| Trucks | 0 | 8 | 8 | 1 | 8 | 9 | 0 | 0 | 0 |
| % Trucks | 0 | 1.2 | 1.2 | 1.2 | 2.1 | 2 | 0 | 0 | 0 |

Accurate Counts
978-664-2565

File Name : 8965005C
Site Code : 89650005
Start Date : 5/18/2021
Page No : 3

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Prospect St / Marsh St
 City/State : Belmont, MA
 Weather : Clear

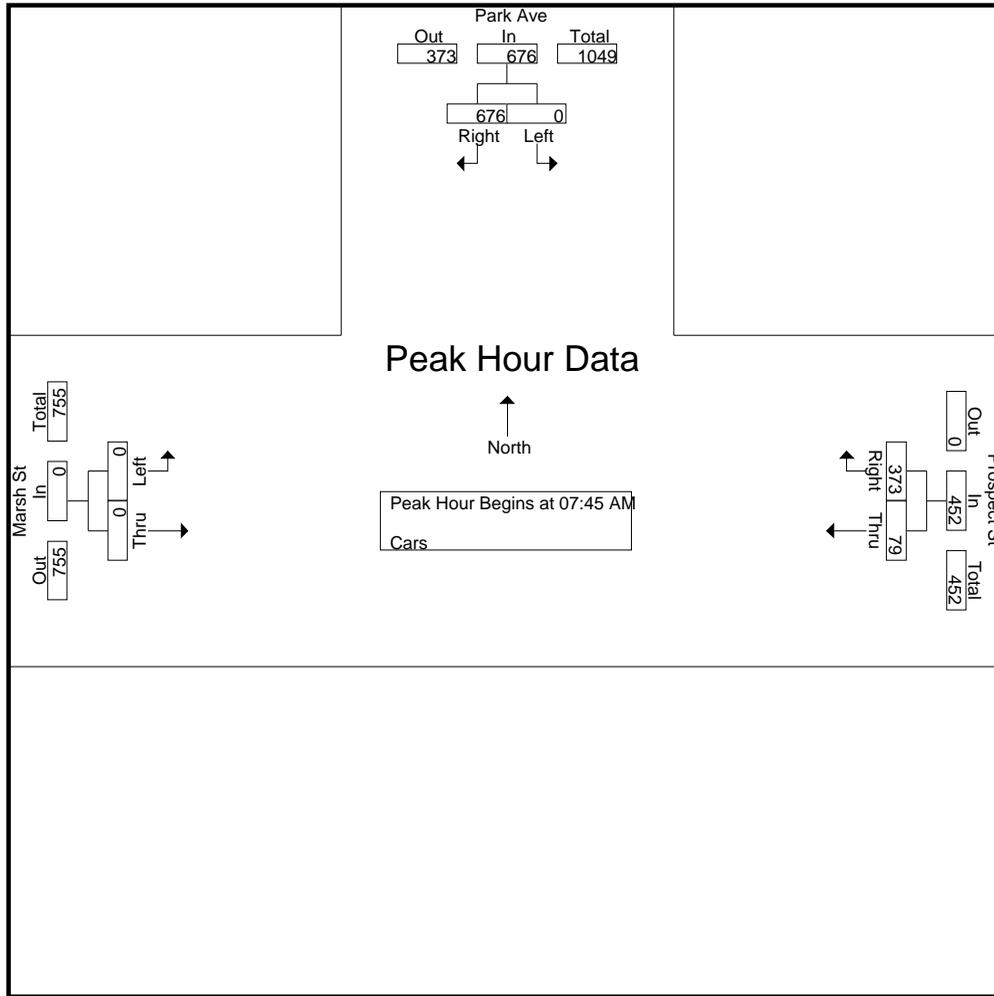
File Name : 8965005C
 Site Code : 89650005
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|-------------|------------------------|-------|--------------------------|-------|-----------------------|------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 87 | 4 | 32 | 0 | 0 | 123 |
| 07:15 AM | 0 | 95 | 5 | 46 | 0 | 0 | 146 |
| 07:30 AM | 0 | 140 | 9 | 61 | 0 | 0 | 210 |
| 07:45 AM | 0 | 171 | 19 | 79 | 0 | 0 | 269 |
| Total | 0 | 493 | 37 | 218 | 0 | 0 | 748 |
| 08:00 AM | 0 | 177 | 23 | 119 | 0 | 0 | 319 |
| 08:15 AM | 0 | 197 | 26 | 104 | 0 | 0 | 327 |
| 08:30 AM | 0 | 131 | 11 | 71 | 0 | 0 | 213 |
| 08:45 AM | 0 | 106 | 9 | 57 | 0 | 0 | 172 |
| Total | 0 | 611 | 69 | 351 | 0 | 0 | 1031 |
| Grand Total | 0 | 1104 | 106 | 569 | 0 | 0 | 1779 |
| Apprch % | 0 | 100 | 15.7 | 84.3 | 0 | 0 | |
| Total % | 0 | 62.1 | 6 | 32 | 0 | 0 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|------------|------------|--------------------------|------------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | |
| 07:45 AM | 0 | 171 | 171 | 19 | 79 | 98 | 0 | 0 | 0 | 269 |
| 08:00 AM | 0 | 177 | 177 | 23 | 119 | 142 | 0 | 0 | 0 | 319 |
| 08:15 AM | 0 | 197 | 197 | 26 | 104 | 130 | 0 | 0 | 0 | 327 |
| 08:30 AM | 0 | 131 | 131 | 11 | 71 | 82 | 0 | 0 | 0 | 213 |
| Total Volume | 0 | 676 | 676 | 79 | 373 | 452 | 0 | 0 | 0 | 1128 |
| % App. Total | 0 | 100 | | 17.5 | 82.5 | | 0 | 0 | | |
| PHF | .000 | .858 | .858 | .760 | .784 | .796 | .000 | .000 | .000 | .862 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



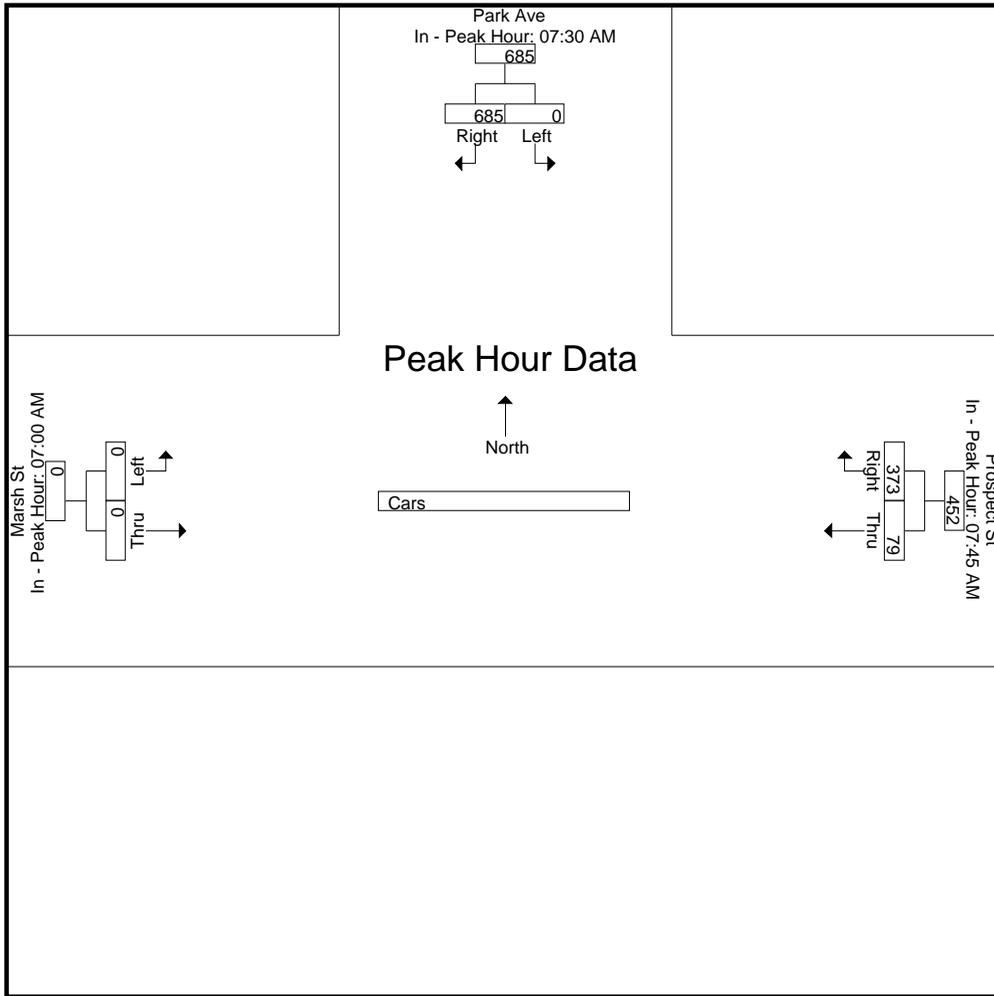
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 140 | 140 | 19 | 79 | 98 | 0 | 0 | 0 |
| +15 mins. | 0 | 171 | 171 | 23 | 119 | 142 | 0 | 0 | 0 |
| +30 mins. | 0 | 177 | 177 | 26 | 104 | 130 | 0 | 0 | 0 |
| +45 mins. | 0 | 197 | 197 | 11 | 71 | 82 | 0 | 0 | 0 |
| Total Volume | 0 | 685 | 685 | 79 | 373 | 452 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | | 17.5 | 82.5 | | 0 | 0 | |
| PHF | .000 | .869 | .869 | .760 | .784 | .796 | .000 | .000 | .000 |

Accurate Counts
978-664-2565

File Name : 8965005C
Site Code : 89650005
Start Date : 5/18/2021
Page No : 6

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

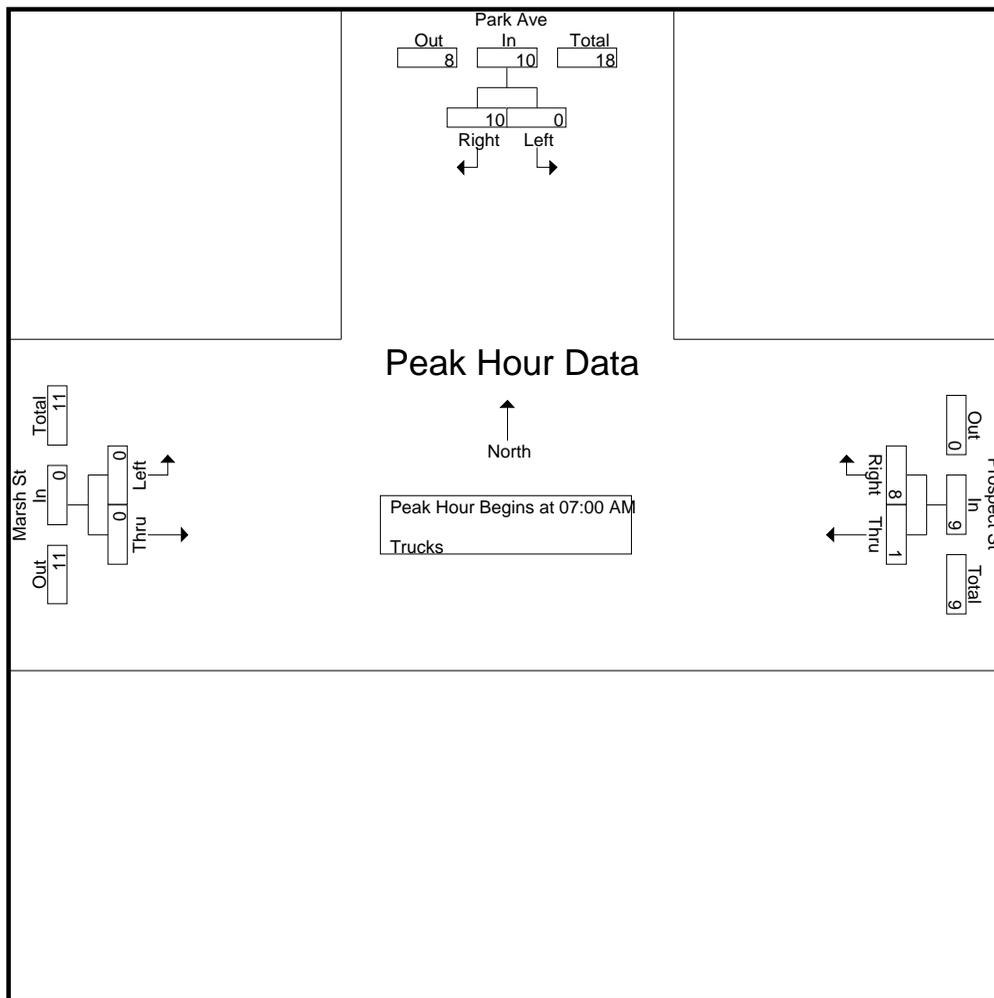
File Name : 8965005C
Site Code : 89650005
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|------------------------|-----------|--------------------------|-----------|-----------------------|----------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 1 | 1 | 2 | 0 | 0 | 4 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 3 | 0 | 1 | 0 | 0 | 4 |
| 07:45 AM | 0 | 5 | 0 | 5 | 0 | 0 | 10 |
| Total | 0 | 10 | 1 | 8 | 0 | 0 | 19 |
| 08:00 AM | 0 | 0 | 1 | 2 | 0 | 0 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 1 | 3 | 0 | 0 | 4 |
| Grand Total | 0 | 10 | 2 | 11 | 0 | 0 | 23 |
| Apprch % | 0 | 100 | 15.4 | 84.6 | 0 | 0 | |
| Total % | 0 | 43.5 | 8.7 | 47.8 | 0 | 0 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|------------|------------|--------------------------|-------------|------------|-----------------------|----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 0 | 1 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 4 |
| 07:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 07:45 AM | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 0 | 0 | 10 |
| Total Volume | 0 | 10 | 10 | 1 | 8 | 9 | 0 | 0 | 0 | 19 |
| % App. Total | 0 | 100 | | 11.1 | 88.9 | | 0 | 0 | | |
| PHF | .000 | .500 | .500 | .250 | .400 | .450 | .000 | .000 | .000 | .475 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



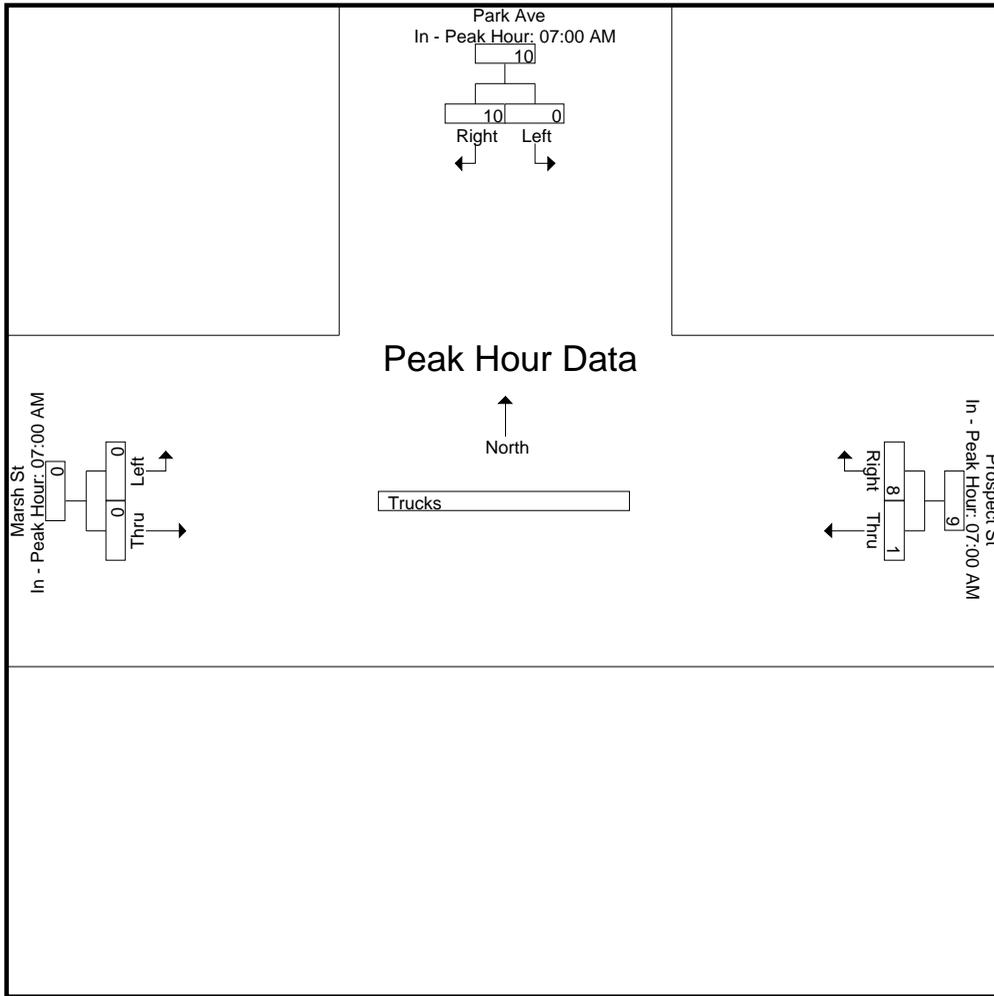
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 1 | 1 | 1 | 2 | 3 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 0 | 5 | 5 | 0 | 5 | 5 | 0 | 0 | 0 |
| Total Volume | 0 | 10 | 10 | 1 | 8 | 9 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | | 11.1 | 88.9 | | 0 | 0 | |
| PHF | .000 | .500 | .500 | .250 | .400 | .450 | .000 | .000 | .000 |

Accurate Counts
978-664-2565

File Name : 8965005C
Site Code : 89650005
Start Date : 5/18/2021
Page No : 9

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

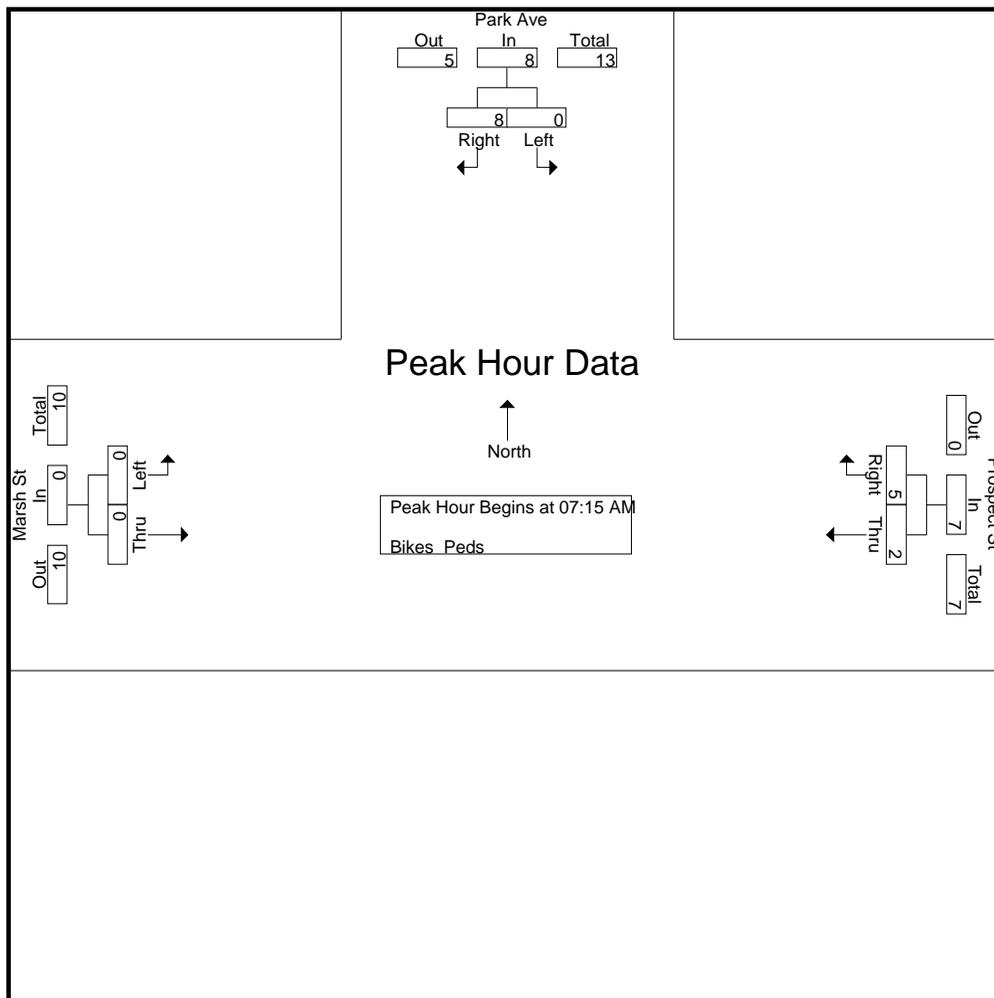
File Name : 8965005C
Site Code : 89650005
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|------------------------|-------|------|--------------------------|-------|------|-----------------------|------|------|--------------|--------------|------------|
| | Left | Right | Peds | Thru | Right | Peds | Left | Thru | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 07:30 AM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 07:45 AM | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 7 |
| Total | 0 | 7 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 3 | 12 | 15 |
| 08:00 AM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 08:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| Grand Total | 0 | 11 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 3 | 19 | 22 |
| Apprch % | 0 | 100 | | 37.5 | 62.5 | | 0 | 0 | | | | |
| Total % | 0 | 57.9 | | 15.8 | 26.3 | | 0 | 0 | | 13.6 | 86.4 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 0 | 3 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 5 |
| 07:30 AM | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 07:45 AM | 0 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 4 |
| 08:00 AM | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 8 | 8 | 2 | 5 | 7 | 0 | 0 | 0 | 15 |
| % App. Total | 0 | 100 | | 28.6 | 71.4 | | 0 | 0 | | |
| PHF | .000 | .667 | .667 | .500 | .625 | .875 | .000 | .000 | .000 | .750 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



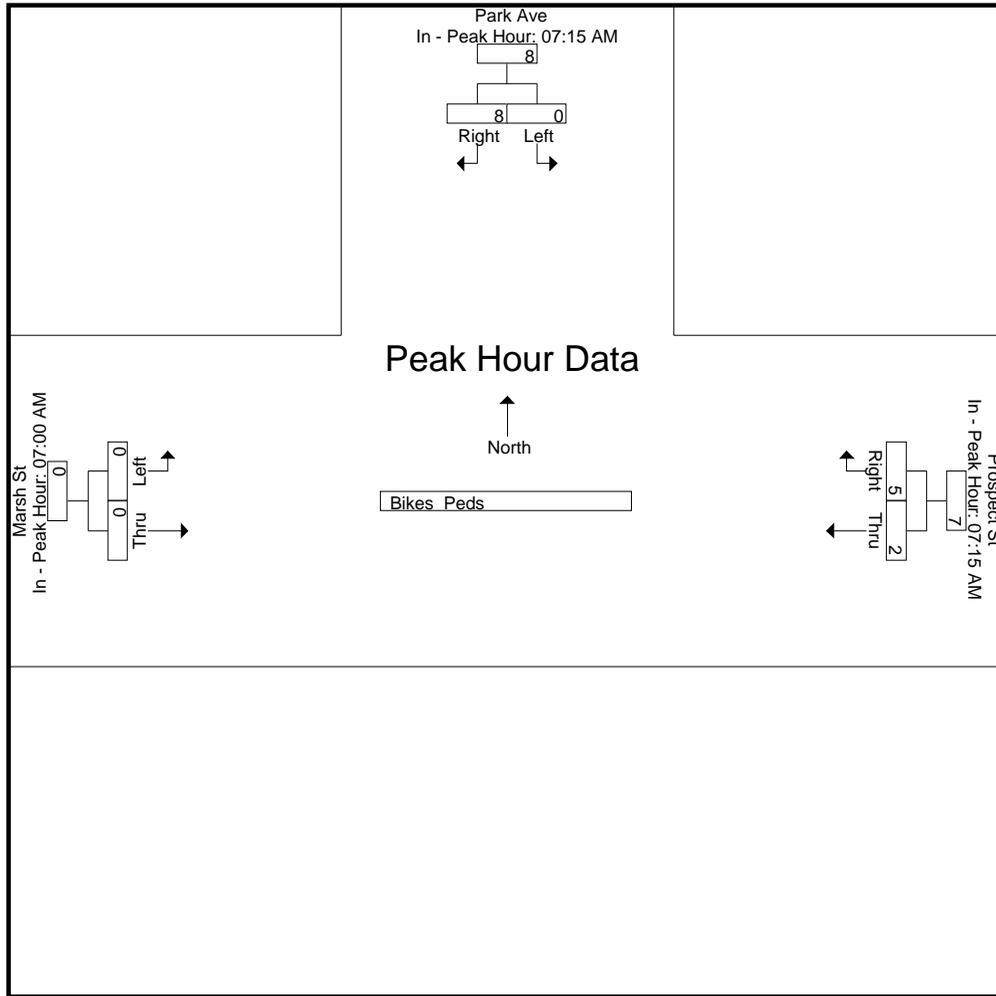
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | 07:15 AM | | | 07:00 AM | | |
|--------------|----------|----------|----------|----------|----------|----------|----------|------|------|
| +0 mins. | 0 | 3 | 3 | 0 | 2 | 2 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 |
| +30 mins. | 0 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 |
| Total Volume | 0 | 8 | 8 | 2 | 5 | 7 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | | 28.6 | 71.4 | | 0 | 0 | |
| PHF | .000 | .667 | .667 | .500 | .625 | .875 | .000 | .000 | .000 |

Accurate Counts
978-664-2565

File Name : 8965005C
Site Code : 89650005
Start Date : 5/18/2021
Page No : 12

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Prospect St / Marsh St
 City/State : Belmont, MA
 Weather : Clear

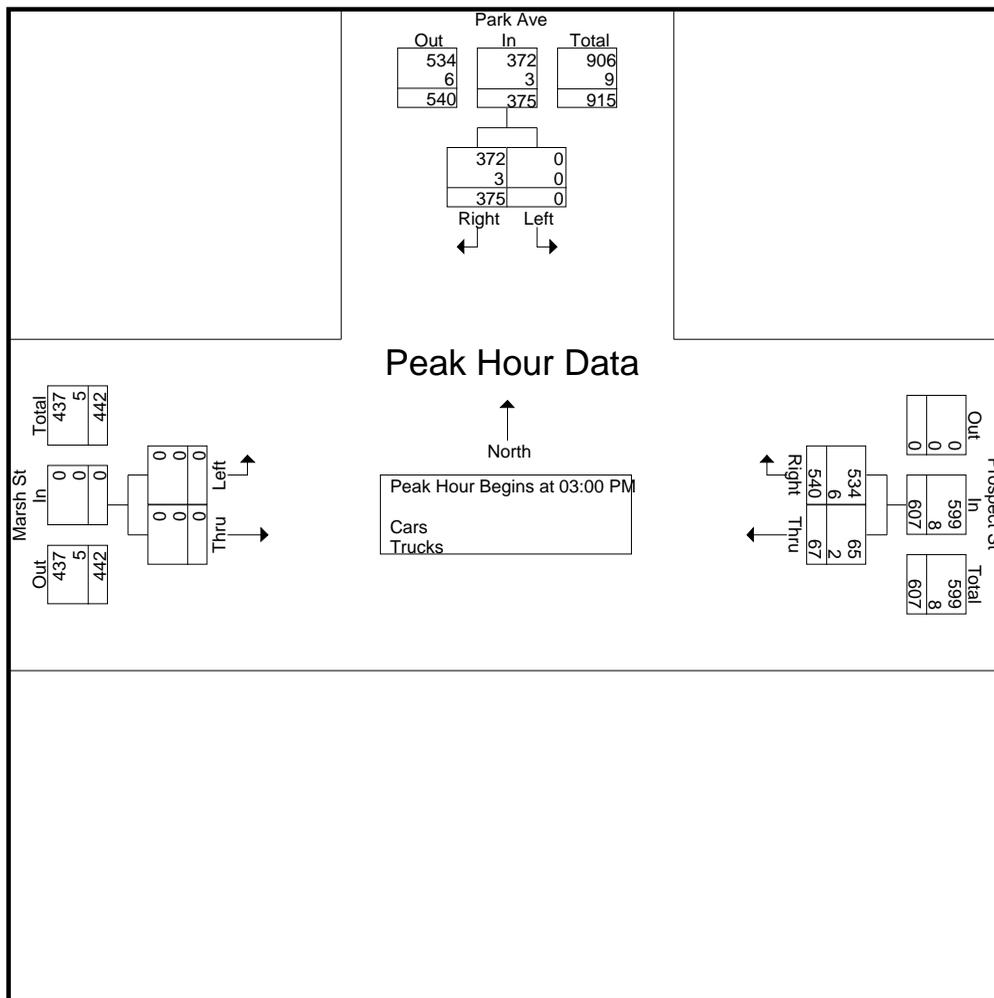
File Name : 8965005C
 Site Code : 89650005
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|---------------------|-------------|-----------------------|-------------|--------------------|----------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 0 | 79 | 11 | 73 | 0 | 0 | 163 |
| 02:15 PM | 0 | 95 | 10 | 89 | 0 | 0 | 194 |
| 02:30 PM | 0 | 79 | 10 | 95 | 0 | 0 | 184 |
| 02:45 PM | 0 | 89 | 12 | 99 | 0 | 0 | 200 |
| Total | 0 | 342 | 43 | 356 | 0 | 0 | 741 |
| 03:00 PM | 0 | 90 | 20 | 139 | 0 | 0 | 249 |
| 03:15 PM | 0 | 105 | 23 | 124 | 0 | 0 | 252 |
| 03:30 PM | 0 | 80 | 18 | 156 | 0 | 0 | 254 |
| 03:45 PM | 0 | 100 | 6 | 121 | 0 | 0 | 227 |
| Total | 0 | 375 | 67 | 540 | 0 | 0 | 982 |
| 04:00 PM | 0 | 73 | 14 | 148 | 0 | 0 | 235 |
| 04:15 PM | 0 | 88 | 12 | 91 | 0 | 0 | 191 |
| 04:30 PM | 0 | 69 | 6 | 123 | 0 | 0 | 198 |
| 04:45 PM | 0 | 70 | 7 | 124 | 0 | 0 | 201 |
| Total | 0 | 300 | 39 | 486 | 0 | 0 | 825 |
| 05:00 PM | 0 | 90 | 9 | 125 | 0 | 0 | 224 |
| 05:15 PM | 0 | 75 | 9 | 110 | 0 | 0 | 194 |
| 05:30 PM | 0 | 100 | 14 | 111 | 0 | 0 | 225 |
| 05:45 PM | 0 | 72 | 22 | 90 | 0 | 0 | 184 |
| Total | 0 | 337 | 54 | 436 | 0 | 0 | 827 |
| Grand Total | 0 | 1354 | 203 | 1818 | 0 | 0 | 3375 |
| Apprch % | 0 | 100 | 10 | 90 | 0 | 0 | |
| Total % | 0 | 40.1 | 6 | 53.9 | 0 | 0 | |
| Cars | 0 | 1346 | 200 | 1803 | 0 | 0 | 3349 |
| % Cars | 0 | 99.4 | 98.5 | 99.2 | 0 | 0 | 99.2 |
| Trucks | 0 | 8 | 3 | 15 | 0 | 0 | 26 |
| % Trucks | 0 | 0.6 | 1.5 | 0.8 | 0 | 0 | 0.8 |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|---------------------|------------|------------|-----------------------|------------|------------|--------------------|----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 90 | 90 | 20 | 139 | 159 | 0 | 0 | 0 | 249 |
| 03:15 PM | 0 | 105 | 105 | 23 | 124 | 147 | 0 | 0 | 0 | 252 |
| 03:30 PM | 0 | 80 | 80 | 18 | 156 | 174 | 0 | 0 | 0 | 254 |
| 03:45 PM | 0 | 100 | 100 | 6 | 121 | 127 | 0 | 0 | 0 | 227 |
| Total Volume | 0 | 375 | 375 | 67 | 540 | 607 | 0 | 0 | 0 | 982 |
| % App. Total | 0 | 100 | | 11 | 89 | | 0 | 0 | | |
| PHF | .000 | .893 | .893 | .728 | .865 | .872 | .000 | .000 | .000 | .967 |
| Cars | 0 | 372 | 372 | 65 | 534 | 599 | 0 | 0 | 0 | 971 |
| % Cars | 0 | 99.2 | 99.2 | 97.0 | 98.9 | 98.7 | 0 | 0 | 0 | 98.9 |
| Trucks | 0 | 3 | 3 | 2 | 6 | 8 | 0 | 0 | 0 | 11 |
| % Trucks | 0 | 0.8 | 0.8 | 3.0 | 1.1 | 1.3 | 0 | 0 | 0 | 1.1 |

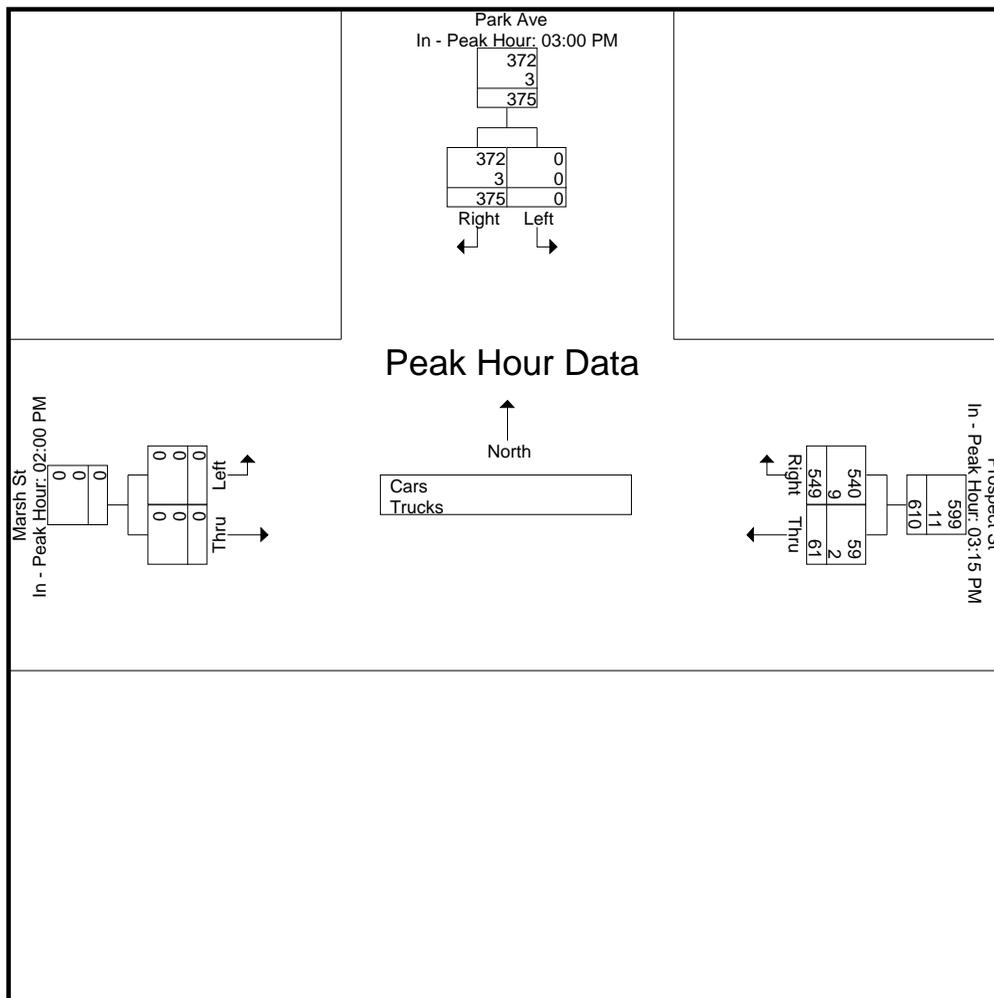
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:15 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 90 | 90 | 23 | 124 | 147 | 0 | 0 | 0 |
| +15 mins. | 0 | 105 | 105 | 18 | 156 | 174 | 0 | 0 | 0 |
| +30 mins. | 0 | 80 | 80 | 6 | 121 | 127 | 0 | 0 | 0 |
| +45 mins. | 0 | 100 | 100 | 14 | 148 | 162 | 0 | 0 | 0 |
| Total Volume | 0 | 375 | 375 | 61 | 549 | 610 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | | 10 | 90 | | 0 | 0 | |
| PHF | .000 | .893 | .893 | .663 | .880 | .876 | .000 | .000 | .000 |
| Cars | 0 | 372 | 372 | 59 | 540 | 599 | 0 | 0 | 0 |
| % Cars | 0 | 99.2 | 99.2 | 96.7 | 98.4 | 98.2 | 0 | 0 | 0 |
| Trucks | 0 | 3 | 3 | 2 | 9 | 11 | 0 | 0 | 0 |
| % Trucks | 0 | 0.8 | 0.8 | 3.3 | 1.6 | 1.8 | 0 | 0 | 0 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Park Avenue
 E/W Street : Prospect St / Marsh St
 City/State : Belmont, MA
 Weather : Clear

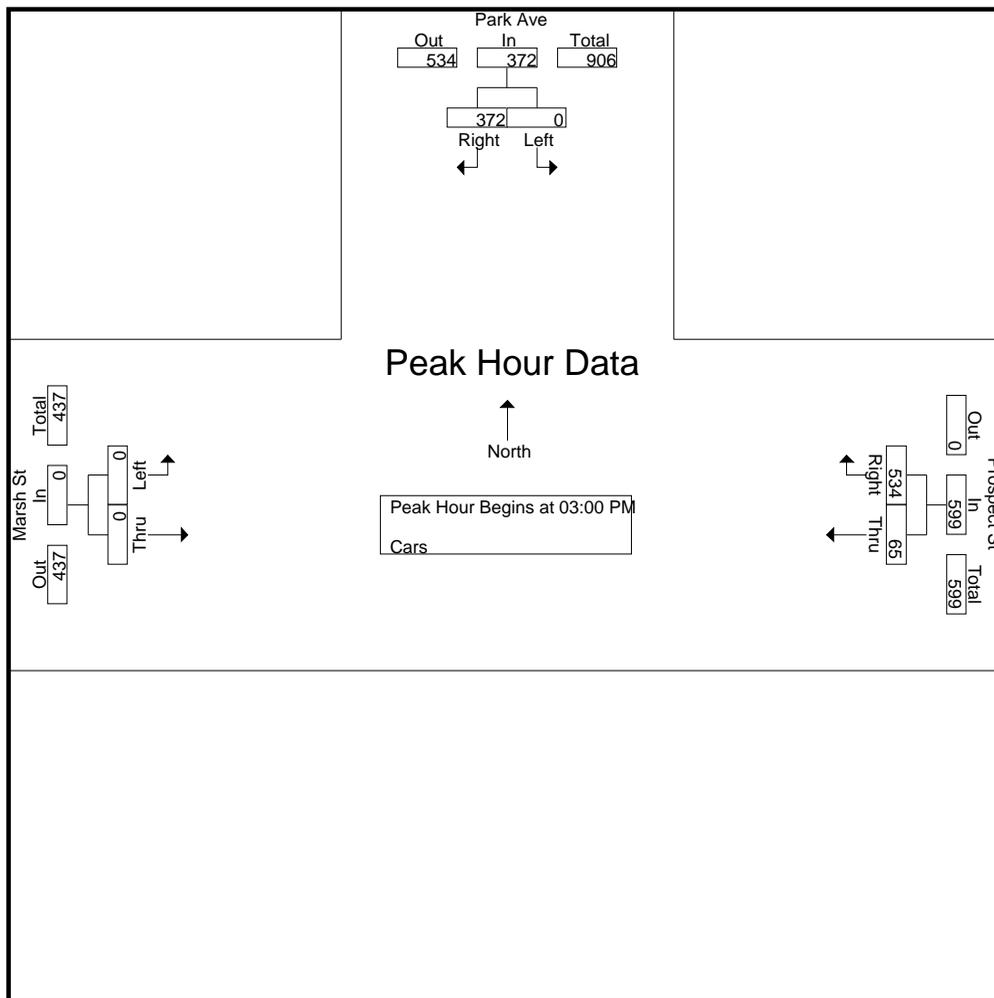
File Name : 8965005C
 Site Code : 89650005
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|------------------------|-------------|--------------------------|-------------|-----------------------|----------|-------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 0 | 79 | 10 | 73 | 0 | 0 | 162 |
| 02:15 PM | 0 | 95 | 10 | 88 | 0 | 0 | 193 |
| 02:30 PM | 0 | 78 | 10 | 95 | 0 | 0 | 183 |
| 02:45 PM | 0 | 87 | 12 | 97 | 0 | 0 | 196 |
| Total | 0 | 339 | 42 | 353 | 0 | 0 | 734 |
| 03:00 PM | 0 | 90 | 20 | 138 | 0 | 0 | 248 |
| 03:15 PM | 0 | 105 | 22 | 122 | 0 | 0 | 249 |
| 03:30 PM | 0 | 80 | 17 | 154 | 0 | 0 | 251 |
| 03:45 PM | 0 | 97 | 6 | 120 | 0 | 0 | 223 |
| Total | 0 | 372 | 65 | 534 | 0 | 0 | 971 |
| 04:00 PM | 0 | 73 | 14 | 144 | 0 | 0 | 231 |
| 04:15 PM | 0 | 87 | 12 | 90 | 0 | 0 | 189 |
| 04:30 PM | 0 | 69 | 6 | 123 | 0 | 0 | 198 |
| 04:45 PM | 0 | 70 | 7 | 124 | 0 | 0 | 201 |
| Total | 0 | 299 | 39 | 481 | 0 | 0 | 819 |
| 05:00 PM | 0 | 90 | 9 | 125 | 0 | 0 | 224 |
| 05:15 PM | 0 | 74 | 9 | 110 | 0 | 0 | 193 |
| 05:30 PM | 0 | 100 | 14 | 110 | 0 | 0 | 224 |
| 05:45 PM | 0 | 72 | 22 | 90 | 0 | 0 | 184 |
| Total | 0 | 336 | 54 | 435 | 0 | 0 | 825 |
| Grand Total | 0 | 1346 | 200 | 1803 | 0 | 0 | 3349 |
| Apprch % | 0 | 100 | 10 | 90 | 0 | 0 | |
| Total % | 0 | 40.2 | 6 | 53.8 | 0 | 0 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|------------|------------|--------------------------|-------------|------------|-----------------------|----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 90 | 90 | 20 | 138 | 158 | 0 | 0 | 0 | 248 |
| 03:15 PM | 0 | 105 | 105 | 22 | 122 | 144 | 0 | 0 | 0 | 249 |
| 03:30 PM | 0 | 80 | 80 | 17 | 154 | 171 | 0 | 0 | 0 | 251 |
| 03:45 PM | 0 | 97 | 97 | 6 | 120 | 126 | 0 | 0 | 0 | 223 |
| Total Volume | 0 | 372 | 372 | 65 | 534 | 599 | 0 | 0 | 0 | 971 |
| % App. Total | 0 | 100 | | 10.9 | 89.1 | | 0 | 0 | | |
| PHF | .000 | .886 | .886 | .739 | .867 | .876 | .000 | .000 | .000 | .967 |

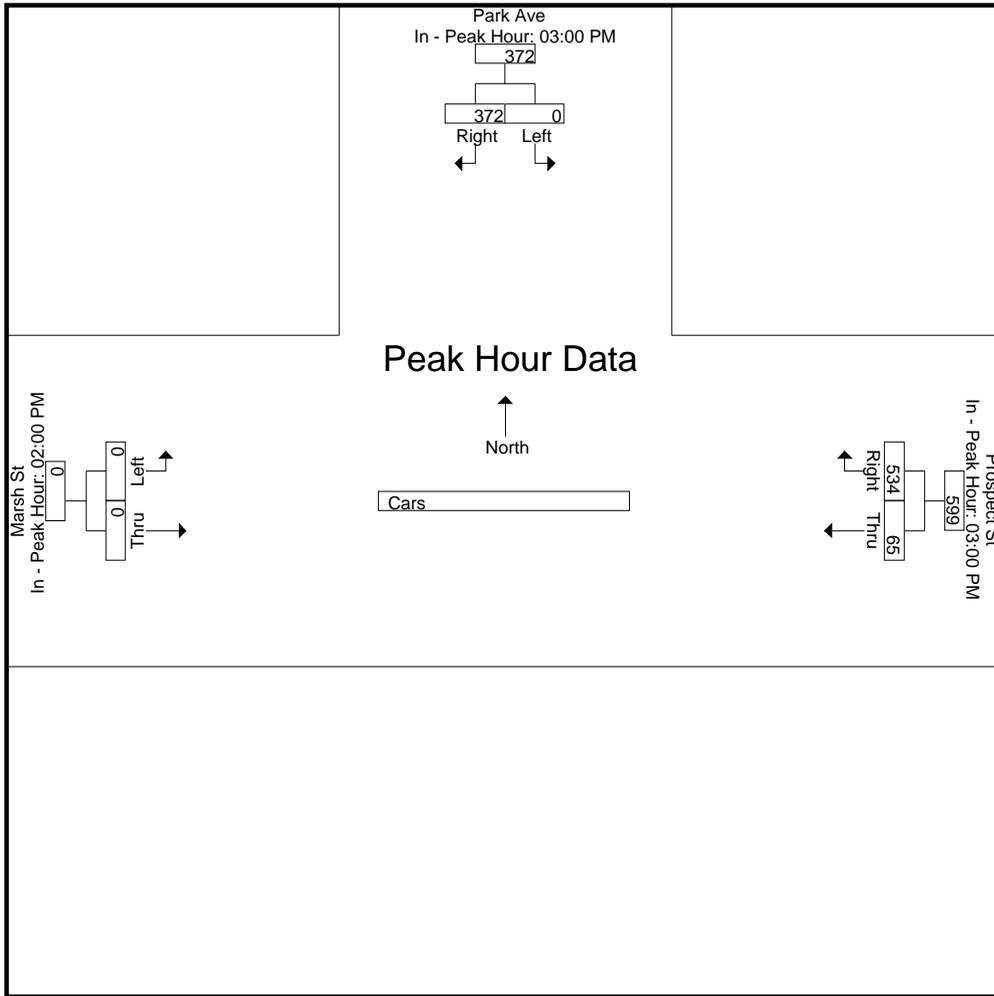
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:00 PM | | | 02:00 PM | | |
|--------------|----------|------------|------------|-----------|------------|------------|----------|------|------|
| +0 mins. | 0 | 90 | 90 | 20 | 138 | 158 | 0 | 0 | 0 |
| +15 mins. | 0 | 105 | 105 | 22 | 122 | 144 | 0 | 0 | 0 |
| +30 mins. | 0 | 80 | 80 | 17 | 154 | 171 | 0 | 0 | 0 |
| +45 mins. | 0 | 97 | 97 | 6 | 120 | 126 | 0 | 0 | 0 |
| Total Volume | 0 | 372 | 372 | 65 | 534 | 599 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | | 10.9 | 89.1 | | 0 | 0 | |
| PHF | .000 | .886 | .886 | .739 | .867 | .876 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

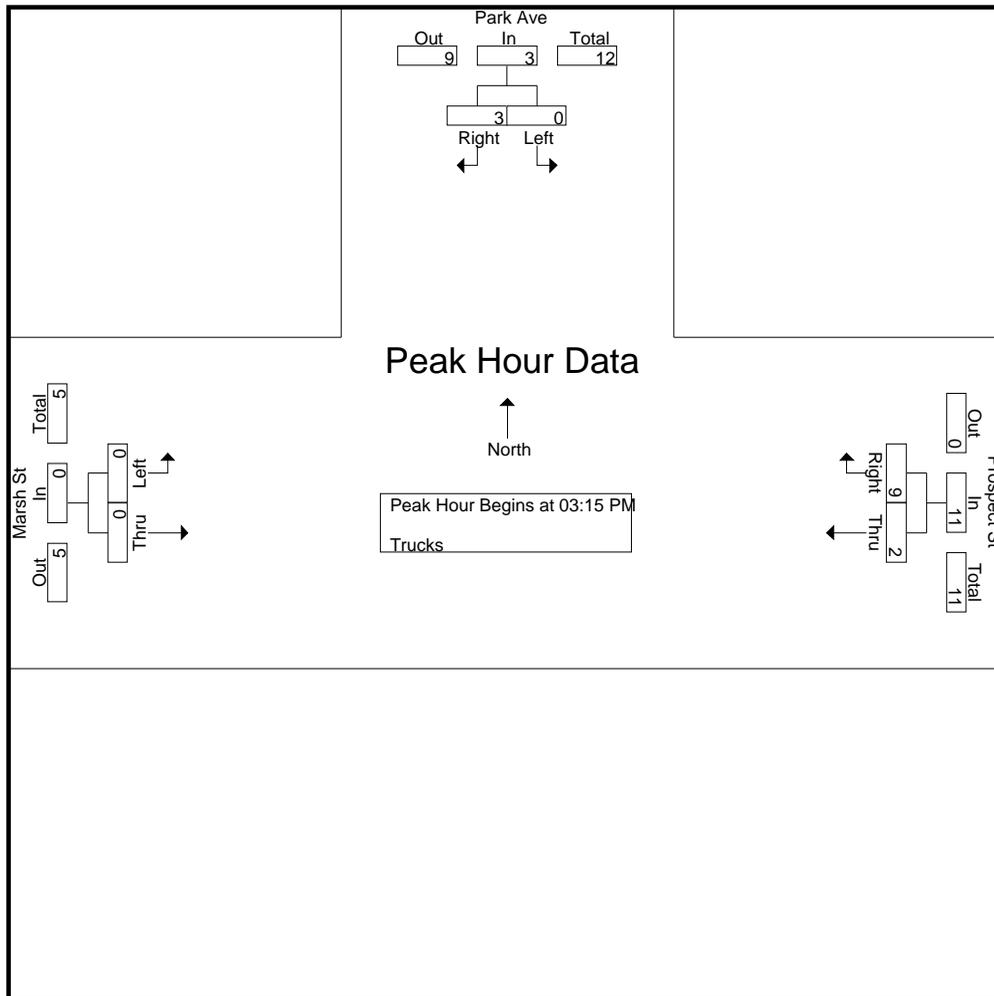
File Name : 8965005C
Site Code : 89650005
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Park Ave From North | | Prospect St From East | | Marsh St From West | | Int. Total |
|--------------------|------------------------|----------|--------------------------|-----------|-----------------------|----------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 02:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 02:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 4 |
| Total | 0 | 3 | 1 | 3 | 0 | 0 | 7 |
| 03:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:15 PM | 0 | 0 | 1 | 2 | 0 | 0 | 3 |
| 03:30 PM | 0 | 0 | 1 | 2 | 0 | 0 | 3 |
| 03:45 PM | 0 | 3 | 0 | 1 | 0 | 0 | 4 |
| Total | 0 | 3 | 2 | 6 | 0 | 0 | 11 |
| 04:00 PM | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 5 | 0 | 0 | 6 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| Grand Total | 0 | 8 | 3 | 15 | 0 | 0 | 26 |
| Apprch % | 0 | 100 | 16.7 | 83.3 | 0 | 0 | |
| Total % | 0 | 30.8 | 11.5 | 57.7 | 0 | 0 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 3 |
| 03:45 PM | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 04:00 PM | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 3 | 3 | 2 | 9 | 11 | 0 | 0 | 0 | 14 |
| % App. Total | 0 | 100 | | 18.2 | 81.8 | | 0 | 0 | | |
| PHF | .000 | .250 | .250 | .500 | .563 | .688 | .000 | .000 | .000 | .875 |

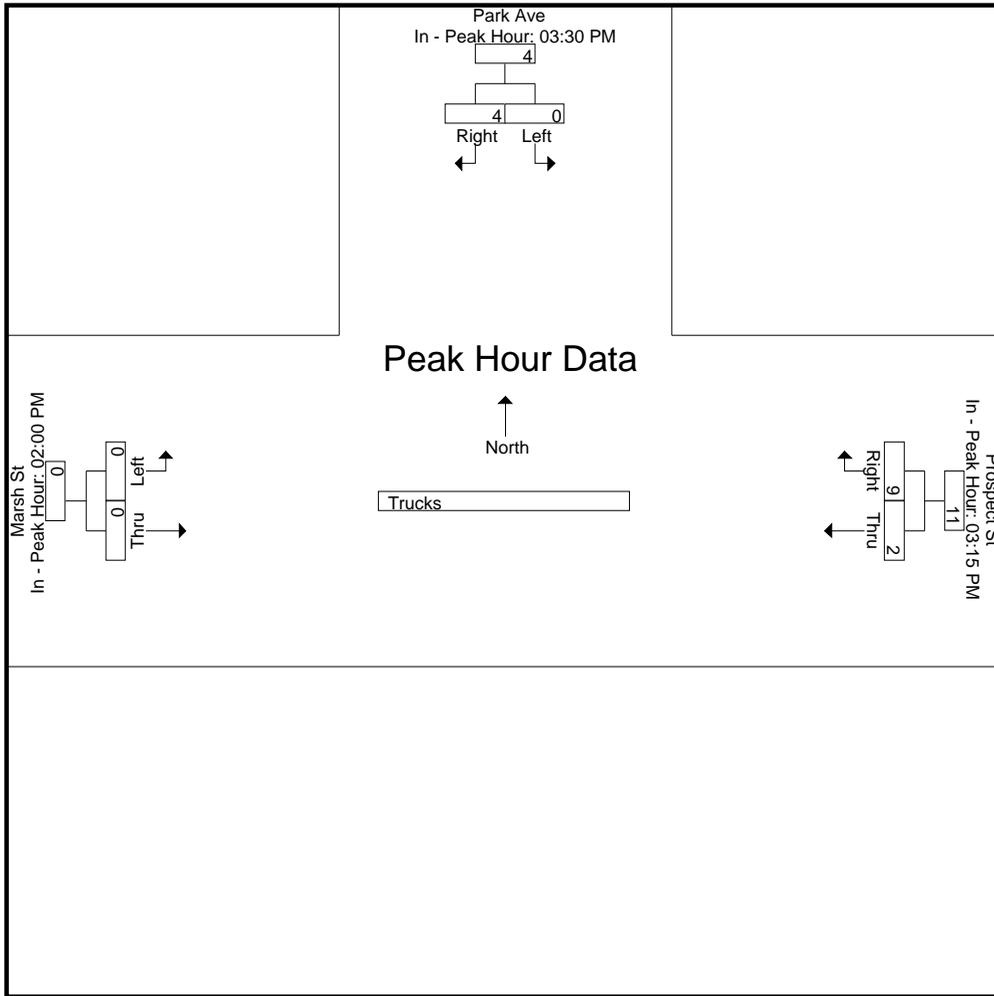
N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:30 PM | | | 03:15 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 |
| +15 mins. | 0 | 3 | 3 | 1 | 2 | 3 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 1 | 0 | 4 | 4 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 4 | 2 | 9 | 11 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | | 18.2 | 81.8 | | 0 | 0 | |
| PHF | .000 | .333 | .333 | .500 | .563 | .688 | .000 | .000 | .000 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear

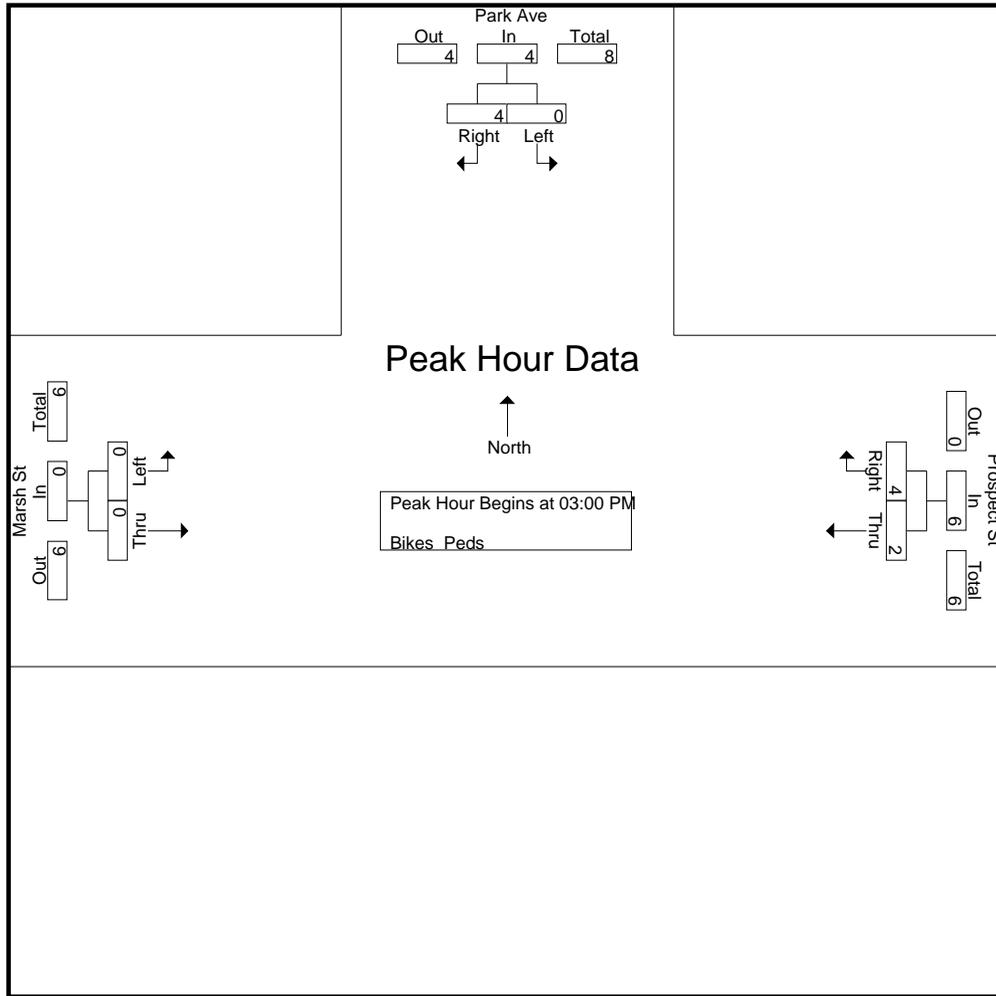
File Name : 8965005C
Site Code : 89650005
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|------------------------|-----------|----------|--------------------------|-----------|----------|-----------------------|----------|----------|--------------|--------------|------------|
| | Left | Right | Peds | Thru | Right | Peds | Left | Thru | Peds | | | |
| 02:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 02:15 PM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 03:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 03:15 PM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 03:30 PM | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 4 |
| 03:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 4 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 10 | 11 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 05:00 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 05:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:45 PM | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Total | 0 | 1 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 1 | 8 | 9 |
| Grand Total | 0 | 13 | 2 | 4 | 13 | 0 | 0 | 0 | 0 | 2 | 30 | 32 |
| Apprch % | 0 | 100 | | 23.5 | 76.5 | | 0 | 0 | | | | |
| Total % | 0 | 43.3 | | 13.3 | 43.3 | | 0 | 0 | | 6.2 | 93.8 | |

| Start Time | Park Ave From North | | | Prospect St From East | | | Marsh St From West | | | Int. Total |
|--|------------------------|-------|------------|--------------------------|-------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 03:15 PM | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 3 |
| 03:45 PM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 4 | 4 | 2 | 4 | 6 | 0 | 0 | 0 | 10 |
| % App. Total | 0 | 100 | | 33.3 | 66.7 | | 0 | 0 | | |
| PHF | .000 | 1.00 | 1.00 | .500 | .500 | .750 | .000 | .000 | .000 | .833 |

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



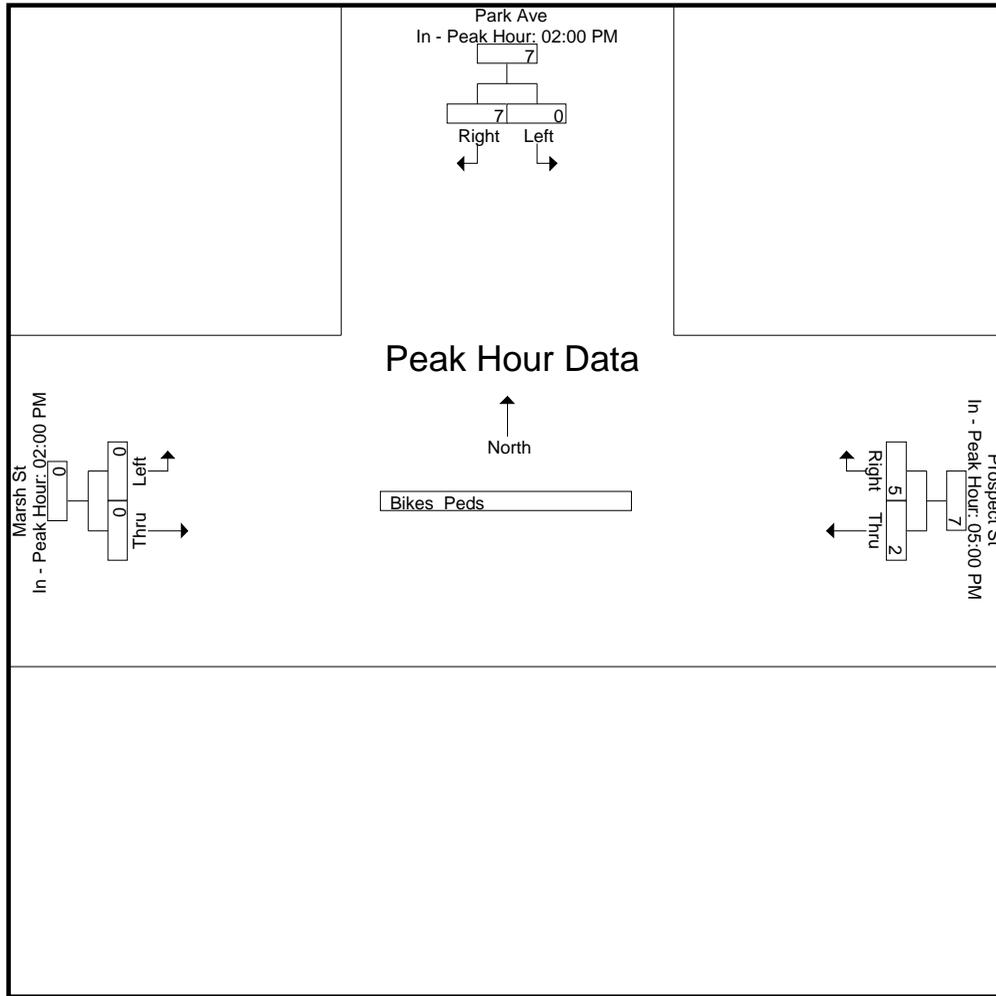
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 05:00 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 4 | 4 | 1 | 1 | 2 | 0 | 0 | 0 |
| +15 mins. | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 |
| Total Volume | 0 | 7 | 7 | 2 | 5 | 7 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | | 28.6 | 71.4 | | 0 | 0 | |
| PHF | .000 | .438 | .438 | .500 | .417 | .438 | .000 | .000 | .000 |

Accurate Counts
978-664-2565

File Name : 8965005C
Site Code : 89650005
Start Date : 5/18/2021
Page No : 12

N/S Street : Park Avenue
E/W Street : Prospect St / Marsh St
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Clifton Street
 E/W Street : Prospect Street
 City/State : Belmont, MA
 Weather : Clear

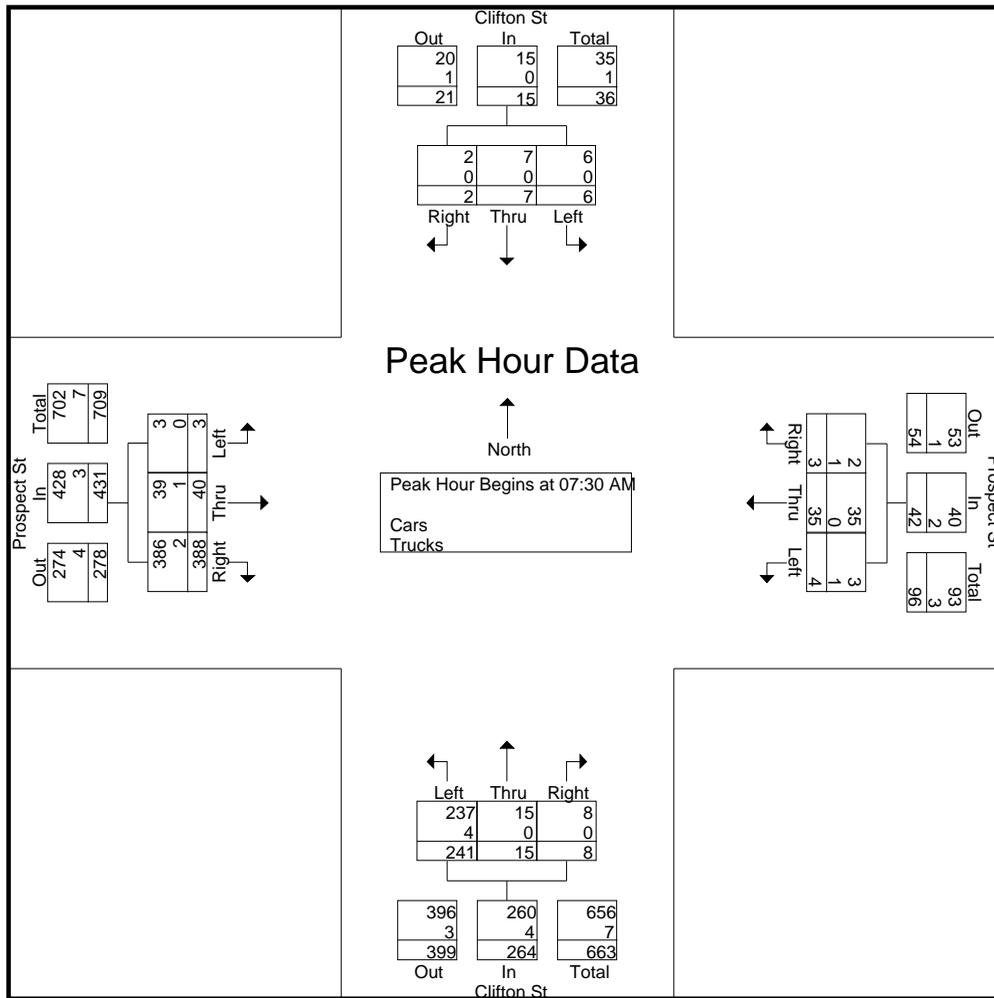
File Name : 89650006
 Site Code : 89650006
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Clifton St From North | | | Prospect St From East | | | Clifton St From South | | | Prospect St From West | | | Int. Total |
|--------------------|-----------------------|-----------|----------|-----------------------|-----------|----------|-----------------------|-----------|-----------|-----------------------|-----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 2 | 0 | 1 | 1 | 0 | 24 | 0 | 0 | 0 | 2 | 62 | 92 |
| 07:15 AM | 0 | 2 | 0 | 1 | 5 | 0 | 31 | 0 | 0 | 0 | 4 | 72 | 115 |
| 07:30 AM | 4 | 4 | 0 | 3 | 4 | 1 | 58 | 2 | 3 | 0 | 8 | 98 | 185 |
| 07:45 AM | 1 | 1 | 0 | 0 | 7 | 1 | 62 | 4 | 3 | 1 | 16 | 98 | 194 |
| Total | 5 | 9 | 0 | 5 | 17 | 2 | 175 | 6 | 6 | 1 | 30 | 330 | 586 |
| 08:00 AM | 0 | 1 | 1 | 1 | 13 | 0 | 60 | 5 | 2 | 0 | 10 | 91 | 184 |
| 08:15 AM | 1 | 1 | 1 | 0 | 11 | 1 | 61 | 4 | 0 | 2 | 6 | 101 | 189 |
| 08:30 AM | 3 | 2 | 1 | 1 | 9 | 0 | 60 | 2 | 0 | 0 | 22 | 73 | 173 |
| 08:45 AM | 0 | 3 | 0 | 4 | 12 | 4 | 44 | 3 | 4 | 2 | 5 | 78 | 159 |
| Total | 4 | 7 | 3 | 6 | 45 | 5 | 225 | 14 | 6 | 4 | 43 | 343 | 705 |
| Grand Total | 9 | 16 | 3 | 11 | 62 | 7 | 400 | 20 | 12 | 5 | 73 | 673 | 1291 |
| Apprch % | 32.1 | 57.1 | 10.7 | 13.8 | 77.5 | 8.8 | 92.6 | 4.6 | 2.8 | 0.7 | 9.7 | 89.6 | |
| Total % | 0.7 | 1.2 | 0.2 | 0.9 | 4.8 | 0.5 | 31 | 1.5 | 0.9 | 0.4 | 5.7 | 52.1 | |
| Cars | 9 | 15 | 3 | 8 | 62 | 6 | 395 | 20 | 12 | 5 | 72 | 669 | 1276 |
| % Cars | 100 | 93.8 | 100 | 72.7 | 100 | 85.7 | 98.8 | 100 | 100 | 100 | 98.6 | 99.4 | 98.8 |
| Trucks | 0 | 1 | 0 | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 4 | 15 |
| % Trucks | 0 | 6.2 | 0 | 27.3 | 0 | 14.3 | 1.2 | 0 | 0 | 0 | 1.4 | 0.6 | 1.2 |

| Start Time | Clifton St From North | | | | Prospect St From East | | | | Clifton St From South | | | | Prospect St From West | | | | Int. Total |
|--|-----------------------|----------|----------|------------|-----------------------|-----------|----------|------------|-----------------------|-----------|----------|------------|-----------------------|-----------|------------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 4 | 4 | 0 | 8 | 3 | 4 | 1 | 8 | 58 | 2 | 3 | 63 | 0 | 8 | 98 | 106 | 185 |
| 07:45 AM | 1 | 1 | 0 | 2 | 0 | 7 | 1 | 8 | 62 | 4 | 3 | 69 | 1 | 16 | 98 | 115 | 194 |
| 08:00 AM | 0 | 1 | 1 | 2 | 1 | 13 | 0 | 14 | 60 | 5 | 2 | 67 | 0 | 10 | 91 | 101 | 184 |
| 08:15 AM | 1 | 1 | 1 | 3 | 0 | 11 | 1 | 12 | 61 | 4 | 0 | 65 | 2 | 6 | 101 | 109 | 189 |
| Total Volume | 6 | 7 | 2 | 15 | 4 | 35 | 3 | 42 | 241 | 15 | 8 | 264 | 3 | 40 | 388 | 431 | 752 |
| % App. Total | 40 | 46.7 | 13.3 | | 9.5 | 83.3 | 7.1 | | 91.3 | 5.7 | 3 | | 0.7 | 9.3 | 90 | | |
| PHF | .375 | .438 | .500 | .469 | .333 | .673 | .750 | .750 | .972 | .750 | .667 | .957 | .375 | .625 | .960 | .937 | .969 |
| Cars | 6 | 7 | 2 | 15 | 3 | 35 | 2 | 40 | 237 | 15 | 8 | 260 | 3 | 39 | 386 | 428 | 743 |
| % Cars | 100 | 100 | 100 | 100 | 75.0 | 100 | 66.7 | 95.2 | 98.3 | 100 | 100 | 98.5 | 100 | 97.5 | 99.5 | 99.3 | 98.8 |
| Trucks | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 4 | 0 | 0 | 4 | 0 | 1 | 2 | 3 | 9 |
| % Trucks | 0 | 0 | 0 | 0 | 25.0 | 0 | 33.3 | 4.8 | 1.7 | 0 | 0 | 1.5 | 0 | 2.5 | 0.5 | 0.7 | 1.2 |

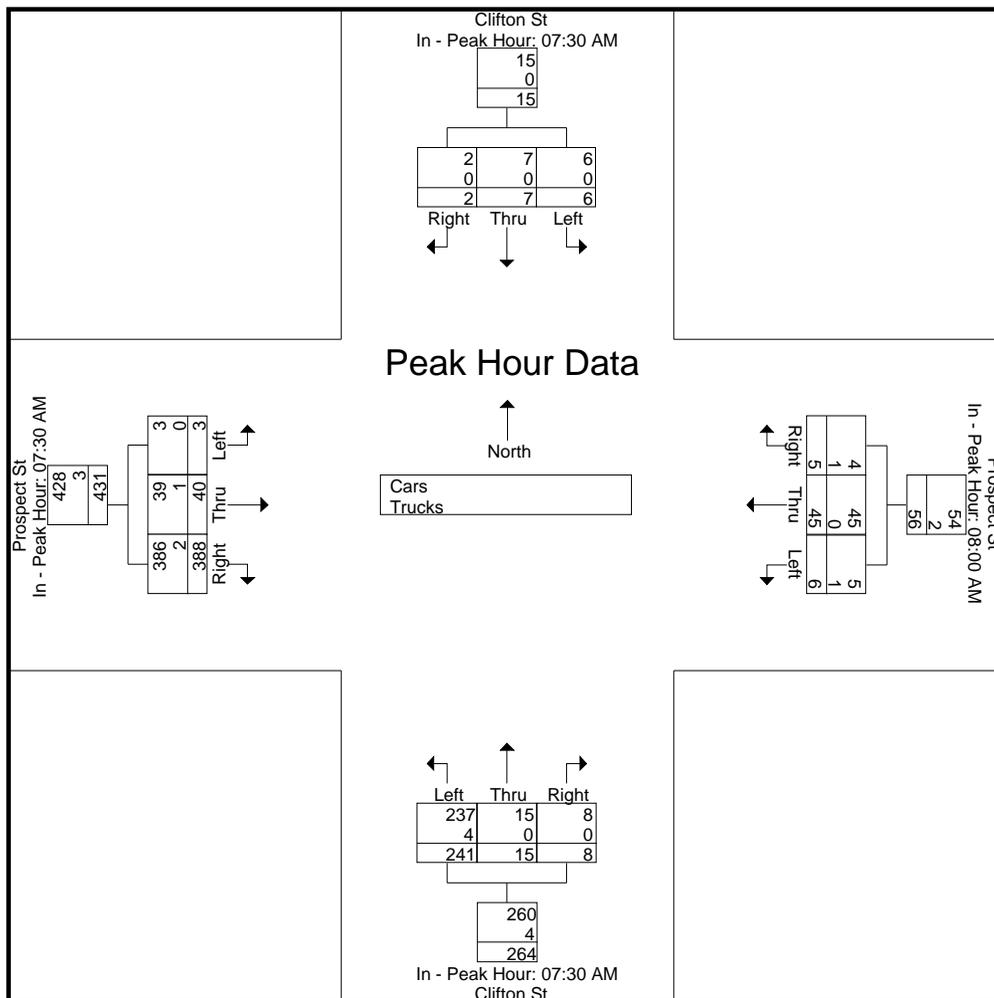
N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 08:00 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 4 | 4 | 0 | 8 | 1 | 13 | 0 | 14 | 58 | 2 | 3 | 63 | 0 | 8 | 98 | 106 |
| +15 mins. | 1 | 1 | 0 | 2 | 0 | 11 | 1 | 12 | 62 | 4 | 3 | 69 | 1 | 16 | 98 | 115 |
| +30 mins. | 0 | 1 | 1 | 2 | 1 | 9 | 0 | 10 | 60 | 5 | 2 | 67 | 0 | 10 | 91 | 101 |
| +45 mins. | 1 | 1 | 1 | 3 | 4 | 12 | 4 | 20 | 61 | 4 | 0 | 65 | 2 | 6 | 101 | 109 |
| Total Volume | 6 | 7 | 2 | 15 | 6 | 45 | 5 | 56 | 241 | 15 | 8 | 264 | 3 | 40 | 388 | 431 |
| % App. Total | 40 | 46.7 | 13.3 | | 10.7 | 80.4 | 8.9 | | 91.3 | 5.7 | 3 | | 0.7 | 9.3 | 90 | |
| PHF | .375 | .438 | .500 | .469 | .375 | .865 | .313 | .700 | .972 | .750 | .667 | .957 | .375 | .625 | .960 | .937 |
| Cars | 6 | 7 | 2 | 15 | 5 | 45 | 4 | 54 | 237 | 15 | 8 | 260 | 3 | 39 | 386 | 428 |
| % Cars | 100 | 100 | 100 | 100 | 83.3 | 100 | 80 | 96.4 | 98.3 | 100 | 100 | 98.5 | 100 | 97.5 | 99.5 | 99.3 |
| Trucks | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 4 | 0 | 0 | 4 | 0 | 1 | 2 | 3 |
| % Trucks | 0 | 0 | 0 | 0 | 16.7 | 0 | 20 | 3.6 | 1.7 | 0 | 0 | 1.5 | 0 | 2.5 | 0.5 | 0.7 |

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Clifton Street
 E/W Street : Prospect Street
 City/State : Belmont, MA
 Weather : Clear

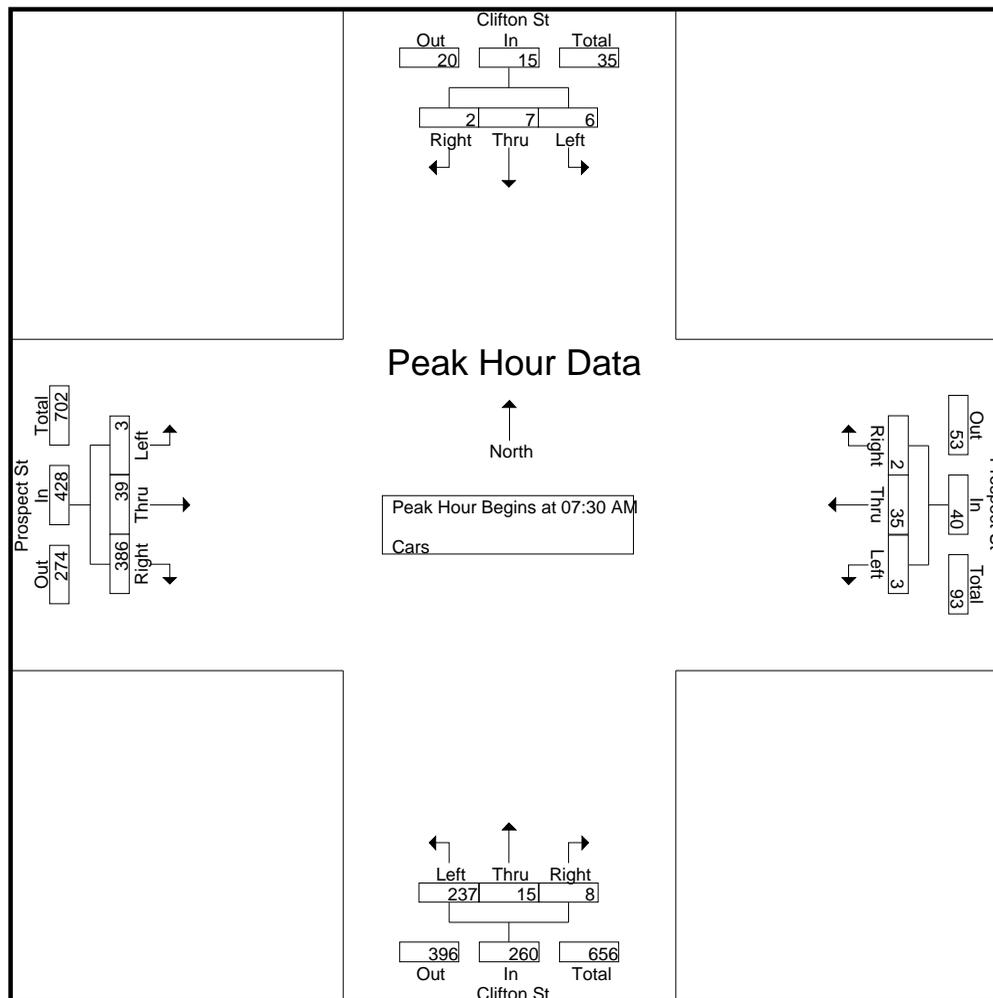
File Name : 89650006
 Site Code : 89650006
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Clifton St From North | | | Prospect St From East | | | Clifton St From South | | | Prospect St From West | | | Int. Total |
|--------------------|--------------------------|-----------|----------|--------------------------|-----------|----------|--------------------------|-----------|-----------|--------------------------|-----------|------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 2 | 0 | 0 | 1 | 0 | 24 | 0 | 0 | 0 | 2 | 61 | 90 |
| 07:15 AM | 0 | 1 | 0 | 0 | 5 | 0 | 31 | 0 | 0 | 0 | 4 | 72 | 113 |
| 07:30 AM | 4 | 4 | 0 | 3 | 4 | 1 | 57 | 2 | 3 | 0 | 8 | 97 | 183 |
| 07:45 AM | 1 | 1 | 0 | 0 | 7 | 1 | 61 | 4 | 3 | 1 | 16 | 97 | 192 |
| Total | 5 | 8 | 0 | 3 | 17 | 2 | 173 | 6 | 6 | 1 | 30 | 327 | 578 |
| 08:00 AM | 0 | 1 | 1 | 0 | 13 | 0 | 58 | 5 | 2 | 0 | 10 | 91 | 181 |
| 08:15 AM | 1 | 1 | 1 | 0 | 11 | 0 | 61 | 4 | 0 | 2 | 5 | 101 | 187 |
| 08:30 AM | 3 | 2 | 1 | 1 | 9 | 0 | 59 | 2 | 0 | 0 | 22 | 72 | 171 |
| 08:45 AM | 0 | 3 | 0 | 4 | 12 | 4 | 44 | 3 | 4 | 2 | 5 | 78 | 159 |
| Total | 4 | 7 | 3 | 5 | 45 | 4 | 222 | 14 | 6 | 4 | 42 | 342 | 698 |
| Grand Total | 9 | 15 | 3 | 8 | 62 | 6 | 395 | 20 | 12 | 5 | 72 | 669 | 1276 |
| Apprch % | 33.3 | 55.6 | 11.1 | 10.5 | 81.6 | 7.9 | 92.5 | 4.7 | 2.8 | 0.7 | 9.7 | 89.7 | |
| Total % | 0.7 | 1.2 | 0.2 | 0.6 | 4.9 | 0.5 | 31 | 1.6 | 0.9 | 0.4 | 5.6 | 52.4 | |

| Start Time | Clifton St From North | | | | Prospect St From East | | | | Clifton St From South | | | | Prospect St From West | | | | Int. Total |
|--|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 4 | 4 | 0 | 8 | 3 | 4 | 1 | 8 | 57 | 2 | 3 | 62 | 0 | 8 | 97 | 105 | 183 |
| 07:45 AM | 1 | 1 | 0 | 2 | 0 | 7 | 1 | 8 | 61 | 4 | 3 | 68 | 1 | 16 | 97 | 114 | 192 |
| 08:00 AM | 0 | 1 | 1 | 2 | 0 | 13 | 0 | 13 | 58 | 5 | 2 | 65 | 0 | 10 | 91 | 101 | 181 |
| 08:15 AM | 1 | 1 | 1 | 3 | 0 | 11 | 0 | 11 | 61 | 4 | 0 | 65 | 2 | 5 | 101 | 108 | 187 |
| Total Volume | 6 | 7 | 2 | 15 | 3 | 35 | 2 | 40 | 237 | 15 | 8 | 260 | 3 | 39 | 386 | 428 | 743 |
| % App. Total | 40 | 46.7 | 13.3 | | 7.5 | 87.5 | 5 | | 91.2 | 5.8 | 3.1 | | 0.7 | 9.1 | 90.2 | | |
| PHF | .375 | .438 | .500 | .469 | .250 | .673 | .500 | .769 | .971 | .750 | .667 | .956 | .375 | .609 | .955 | .939 | .967 |

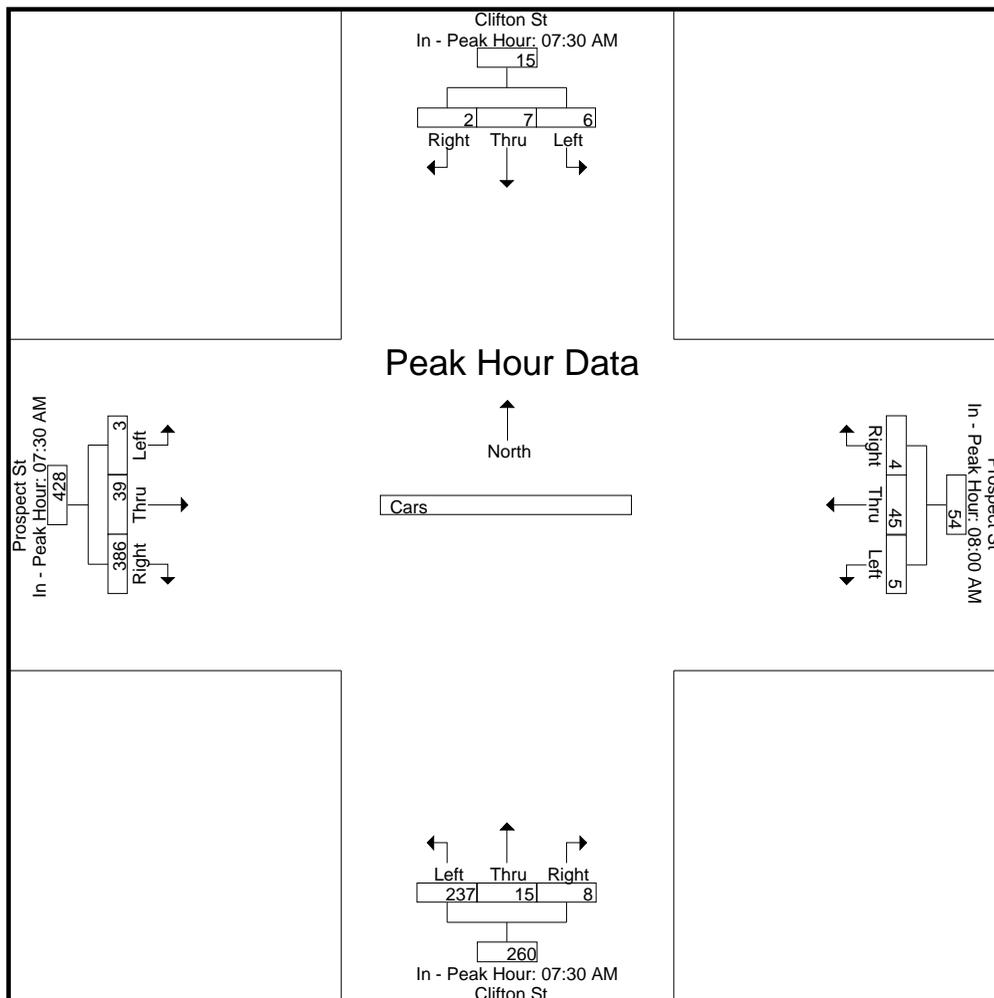
N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 08:00 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 4 | 4 | 0 | 8 | 0 | 13 | 0 | 13 | 57 | 2 | 3 | 62 | 0 | 8 | 97 | 105 |
| +15 mins. | 1 | 1 | 0 | 2 | 0 | 11 | 0 | 11 | 61 | 4 | 3 | 68 | 1 | 16 | 97 | 114 |
| +30 mins. | 0 | 1 | 1 | 2 | 1 | 9 | 0 | 10 | 58 | 5 | 2 | 65 | 0 | 10 | 91 | 101 |
| +45 mins. | 1 | 1 | 1 | 3 | 4 | 12 | 4 | 20 | 61 | 4 | 0 | 65 | 2 | 5 | 101 | 108 |
| Total Volume | 6 | 7 | 2 | 15 | 5 | 45 | 4 | 54 | 237 | 15 | 8 | 260 | 3 | 39 | 386 | 428 |
| % App. Total | 40 | 46.7 | 13.3 | | 9.3 | 83.3 | 7.4 | | 91.2 | 5.8 | 3.1 | | 0.7 | 9.1 | 90.2 | |
| PHF | .375 | .438 | .500 | .469 | .313 | .865 | .250 | .675 | .971 | .750 | .667 | .956 | .375 | .609 | .955 | .939 |

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear

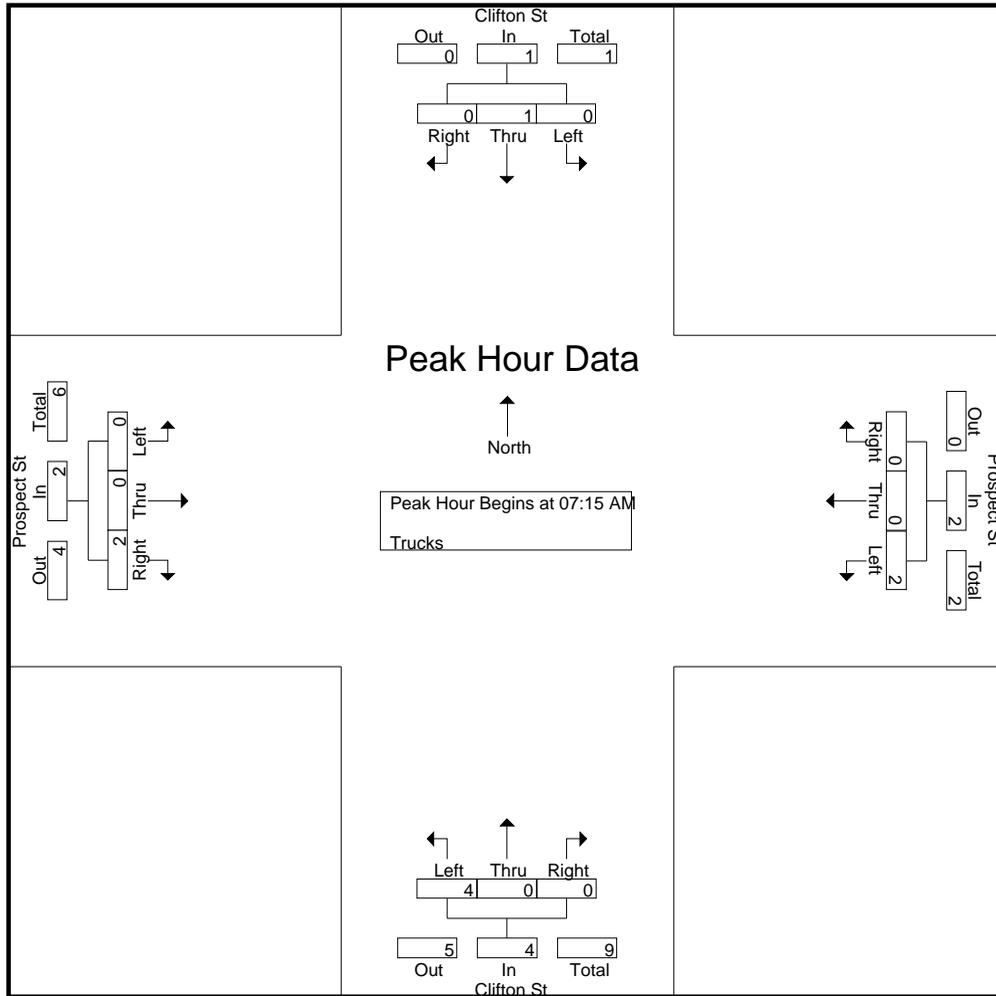
File Name : 89650006
Site Code : 89650006
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Clifton St From North | | | Prospect St From East | | | Clifton St From South | | | Prospect St From West | | | Int. Total | |
|--------------------|--------------------------|----------|----------|--------------------------|----------|----------|--------------------------|----------|----------|--------------------------|----------|----------|------------|-----------|
| | Left | Thru | Right | | |
| 07:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | |
| Total | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 8 | |
| 08:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 7 | |
| Grand Total | 0 | 1 | 0 | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 4 | 15 |
| Apprch % | 0 | 100 | 0 | 75 | 0 | 25 | 100 | 0 | 0 | 0 | 0 | 20 | 80 | |
| Total % | 0 | 6.7 | 0 | 20 | 0 | 6.7 | 33.3 | 0 | 0 | 0 | 0 | 6.7 | 26.7 | |

| Start Time | Clifton St From North | | | | Prospect St From East | | | | Clifton St From South | | | | Prospect St From West | | | | Int. Total | |
|--|--------------------------|------------|----------|------------|--------------------------|----------|----------|------------|--------------------------|----------|----------|------------|--------------------------|----------|------------|------------|------------|----------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 2 | 2 | 9 |
| % App. Total | 0 | 100 | 0 | 100 | 100 | 0 | 0 | 100 | 100 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 9 |
| PHF | .000 | .250 | .000 | .250 | .500 | .000 | .000 | .500 | .500 | .000 | .000 | .500 | .000 | .000 | .500 | .500 | .500 | .750 |

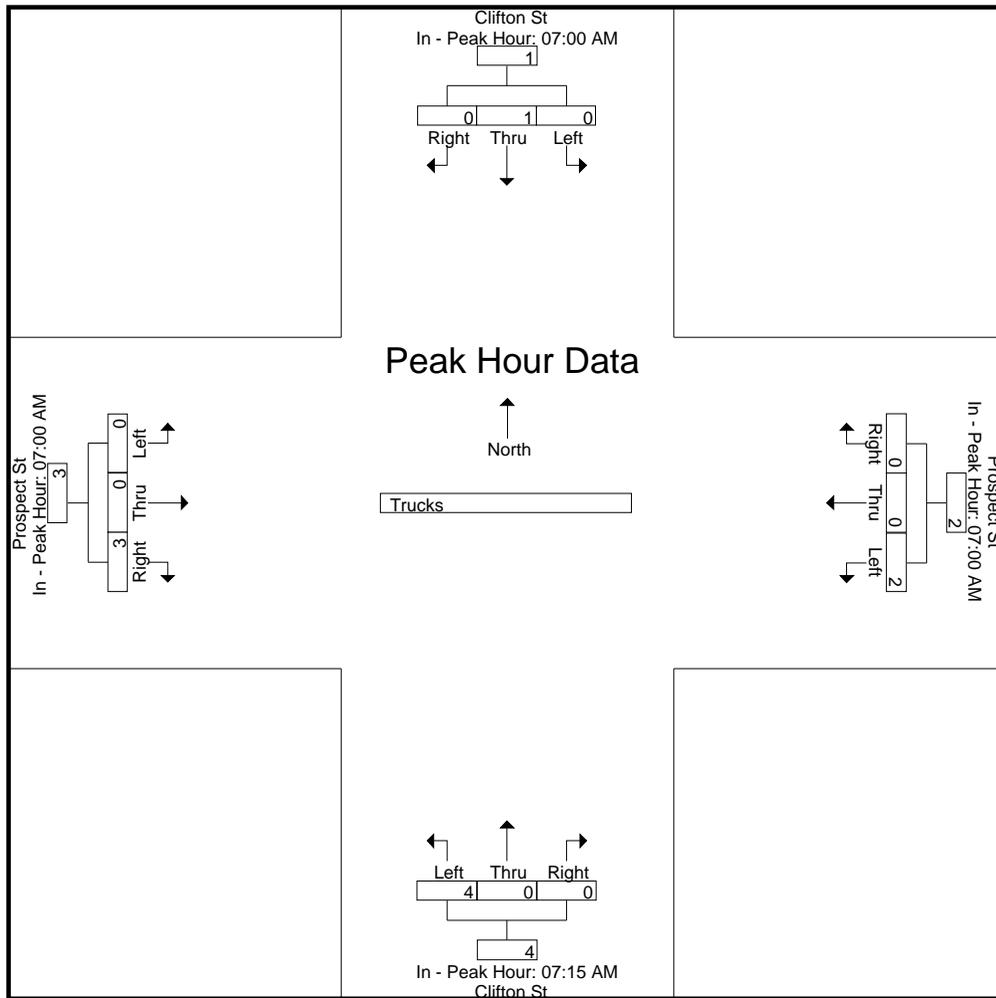
N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | 07:00 AM | | | | 07:15 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| +15 mins. | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 4 | 0 | 0 | 3 | 3 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 100 | 0 | 0 | | 0 | 0 | 100 | |
| PHF | .000 | .250 | .000 | .250 | .500 | .000 | .000 | .500 | .500 | .000 | .000 | .500 | .000 | .000 | .750 | .750 |

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Clifton Street
 E/W Street : Prospect Street
 City/State : Belmont, MA
 Weather : Clear

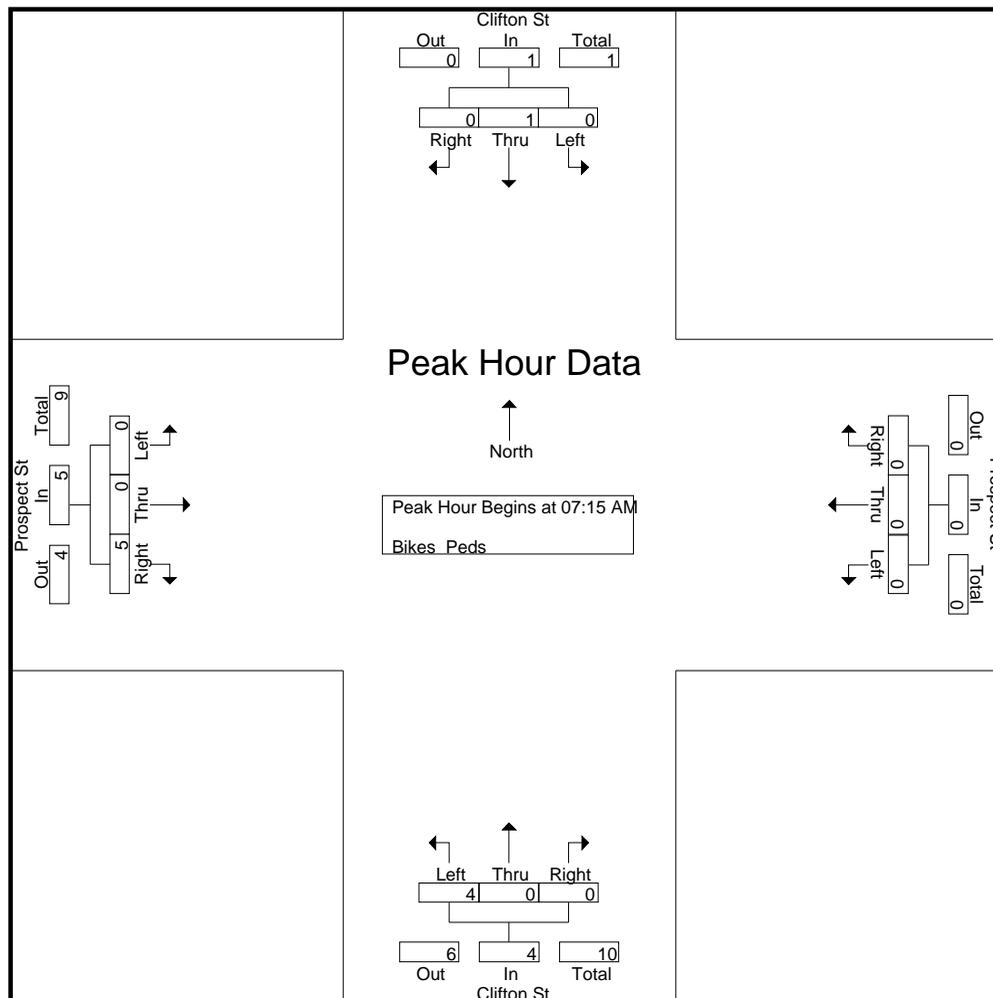
File Name : 89650006
 Site Code : 89650006
 Start Date : 5/18/2021
 Page No : 10

Groups Printed- Bikes Peds

| Start Time | Clifton St From North | | | | Prospect St From East | | | | Clifton St From South | | | | Prospect St From West | | | | Exclu. Total | Inclu. Total | Int. Total | |
|--------------------|-----------------------|----------|----------|----------|-----------------------|----------|----------|-----------|-----------------------|----------|----------|----------|-----------------------|----------|----------|----------|--------------|--------------|------------|-----------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 07:15 AM | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 |
| 07:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 3 | 0 | 7 |
| 07:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 5 | 3 | 0 | 8 |
| Total | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 3 | 0 | 0 | 4 | 2 | 16 | 8 | 0 | 24 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 4 |
| 08:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 5 |
| 08:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 4 | 0 | 14 |
| Grand Total | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 12 | 4 | 0 | 0 | 3 | 0 | 0 | 7 | 2 | 26 | 12 | 0 | 38 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 0 | 100 | | | | | |
| Total % | 0 | 8.3 | 0 | | 0 | 0 | 0 | | 33.3 | 0 | 0 | | 0 | 0 | 58.3 | | 68.4 | 31.6 | | |

| Start Time | Clifton St From North | | | | Prospect St From East | | | | Clifton St From South | | | | Prospect St From West | | | | Int. Total | |
|--|-----------------------|------------|----------|------------|-----------------------|----------|----------|------------|-----------------------|----------|----------|------------|-----------------------|----------|------------|------------|------------|-----------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 3 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 2 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 5 | 5 | 10 | 10 |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .417 | .417 | .833 | .833 |

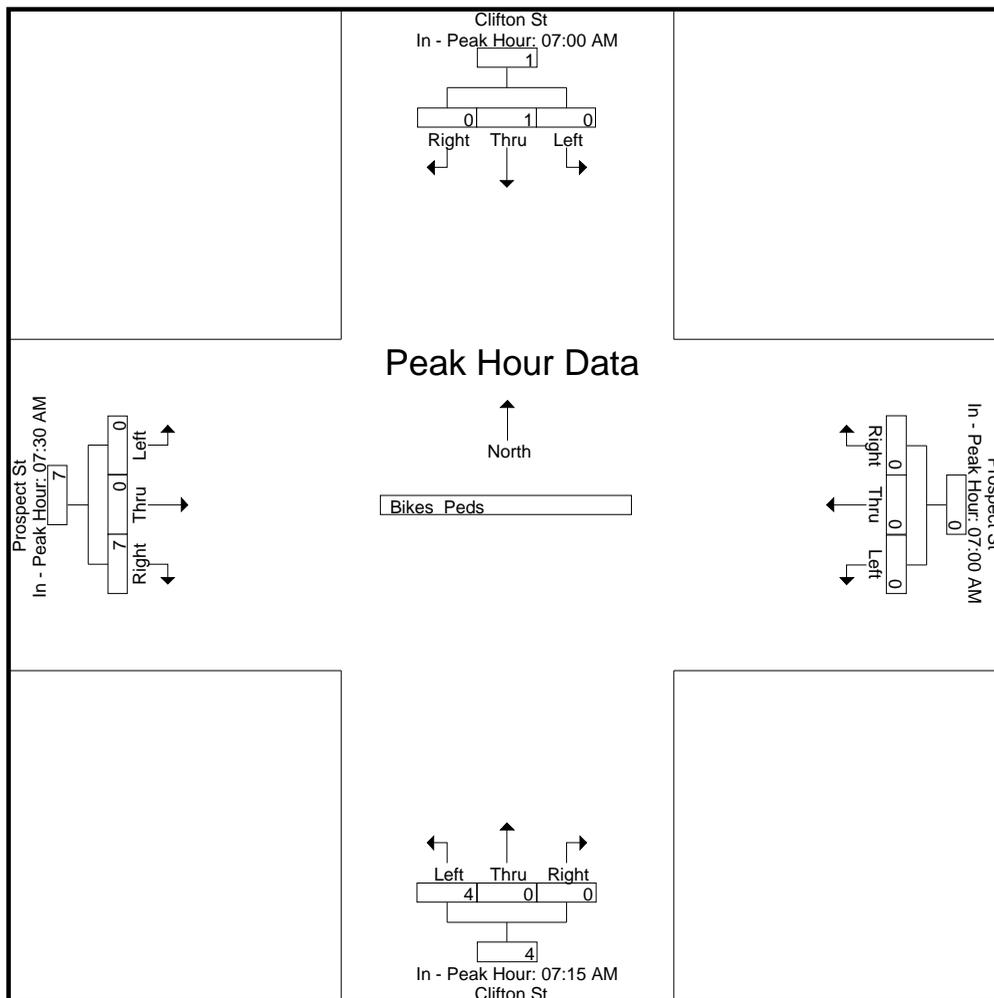
N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | 07:15 AM | | | | 07:30 AM | | | | | | | |
|--------------|----------|----------|------|----------|----------|------|------|------|----------|------|------|----------|------|------|----------|----------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 3 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 7 | 7 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 0 | 100 | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .583 | .583 |

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650006
Site Code : 89650006
Start Date : 5/18/2021
Page No : 1

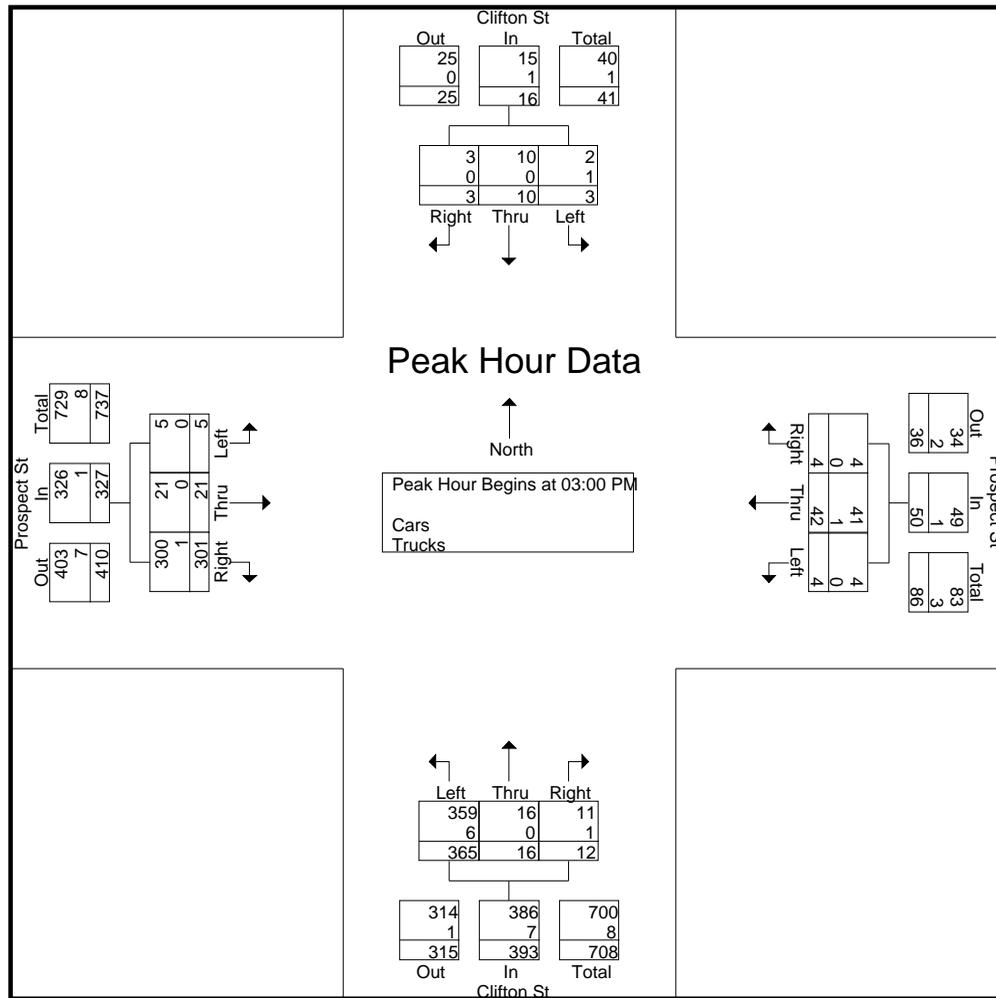
N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear

Groups Printed- Cars - Trucks

| Start Time | Clifton St From North | | | Prospect St From East | | | Clifton St From South | | | Prospect St From West | | | Int. Total |
|--------------------|--------------------------|-----------|-----------|--------------------------|------------|-----------|--------------------------|-----------|-----------|--------------------------|-----------|-------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 0 | 1 | 3 | 2 | 7 | 1 | 53 | 4 | 3 | 0 | 3 | 65 | 142 |
| 02:15 PM | 0 | 1 | 0 | 0 | 4 | 1 | 60 | 4 | 3 | 0 | 4 | 86 | 163 |
| 02:30 PM | 0 | 0 | 1 | 0 | 13 | 0 | 65 | 2 | 3 | 1 | 5 | 68 | 158 |
| 02:45 PM | 0 | 1 | 1 | 4 | 6 | 0 | 65 | 5 | 1 | 0 | 11 | 73 | 167 |
| Total | 0 | 3 | 5 | 6 | 30 | 2 | 243 | 15 | 10 | 1 | 23 | 292 | 630 |
| 03:00 PM | 1 | 0 | 0 | 0 | 22 | 3 | 102 | 2 | 1 | 1 | 4 | 78 | 214 |
| 03:15 PM | 2 | 5 | 1 | 3 | 6 | 1 | 85 | 7 | 3 | 1 | 3 | 80 | 197 |
| 03:30 PM | 0 | 2 | 1 | 0 | 11 | 0 | 91 | 3 | 4 | 3 | 8 | 68 | 191 |
| 03:45 PM | 0 | 3 | 1 | 1 | 3 | 0 | 87 | 4 | 4 | 0 | 6 | 75 | 184 |
| Total | 3 | 10 | 3 | 4 | 42 | 4 | 365 | 16 | 12 | 5 | 21 | 301 | 786 |
| 04:00 PM | 0 | 5 | 0 | 3 | 5 | 0 | 105 | 5 | 1 | 0 | 6 | 57 | 187 |
| 04:15 PM | 0 | 3 | 0 | 1 | 8 | 2 | 73 | 3 | 2 | 1 | 1 | 68 | 162 |
| 04:30 PM | 1 | 0 | 1 | 2 | 5 | 2 | 82 | 2 | 2 | 1 | 8 | 58 | 164 |
| 04:45 PM | 0 | 2 | 1 | 1 | 3 | 2 | 92 | 4 | 5 | 0 | 7 | 61 | 178 |
| Total | 1 | 10 | 2 | 7 | 21 | 6 | 352 | 14 | 10 | 2 | 22 | 244 | 691 |
| 05:00 PM | 0 | 0 | 0 | 3 | 7 | 2 | 104 | 1 | 2 | 1 | 8 | 91 | 219 |
| 05:15 PM | 0 | 0 | 1 | 1 | 6 | 0 | 80 | 3 | 0 | 0 | 9 | 73 | 173 |
| 05:30 PM | 1 | 3 | 1 | 1 | 10 | 2 | 88 | 2 | 3 | 1 | 6 | 84 | 202 |
| 05:45 PM | 0 | 4 | 2 | 0 | 7 | 0 | 84 | 7 | 2 | 0 | 3 | 64 | 173 |
| Total | 1 | 7 | 4 | 5 | 30 | 4 | 356 | 13 | 7 | 2 | 26 | 312 | 767 |
| Grand Total | 5 | 30 | 14 | 22 | 123 | 16 | 1316 | 58 | 39 | 10 | 92 | 1149 | 2874 |
| Apprch % | 10.2 | 61.2 | 28.6 | 13.7 | 76.4 | 9.9 | 93.1 | 4.1 | 2.8 | 0.8 | 7.4 | 91.8 | |
| Total % | 0.2 | 1 | 0.5 | 0.8 | 4.3 | 0.6 | 45.8 | 2 | 1.4 | 0.3 | 3.2 | 40 | |
| Cars | 4 | 30 | 14 | 21 | 122 | 16 | 1308 | 58 | 38 | 10 | 92 | 1141 | 2854 |
| % Cars | 80 | 100 | 100 | 95.5 | 99.2 | 100 | 99.4 | 100 | 97.4 | 100 | 100 | 99.3 | 99.3 |
| Trucks | 1 | 0 | 0 | 1 | 1 | 0 | 8 | 0 | 1 | 0 | 0 | 8 | 20 |
| % Trucks | 20 | 0 | 0 | 4.5 | 0.8 | 0 | 0.6 | 0 | 2.6 | 0 | 0 | 0.7 | 0.7 |

| Start Time | Clifton St From North | | | | Prospect St From East | | | | Clifton St From South | | | | Prospect St From West | | | | Int. Total |
|--|--------------------------|-----------|----------|------------|--------------------------|-----------|----------|------------|--------------------------|-----------|-----------|------------|--------------------------|-----------|------------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 1 | 0 | 0 | 1 | 0 | 22 | 3 | 25 | 102 | 2 | 1 | 105 | 1 | 4 | 78 | 83 | 214 |
| 03:15 PM | 2 | 5 | 1 | 8 | 3 | 6 | 1 | 10 | 85 | 7 | 3 | 95 | 1 | 3 | 80 | 84 | 197 |
| 03:30 PM | 0 | 2 | 1 | 3 | 0 | 11 | 0 | 11 | 91 | 3 | 4 | 98 | 3 | 8 | 68 | 79 | 191 |
| 03:45 PM | 0 | 3 | 1 | 4 | 1 | 3 | 0 | 4 | 87 | 4 | 4 | 95 | 0 | 6 | 75 | 81 | 184 |
| Total Volume | 3 | 10 | 3 | 16 | 4 | 42 | 4 | 50 | 365 | 16 | 12 | 393 | 5 | 21 | 301 | 327 | 786 |
| % App. Total | 18.8 | 62.5 | 18.8 | | 8 | 84 | 8 | | 92.9 | 4.1 | 3.1 | | 1.5 | 6.4 | 92 | | |
| PHF | .375 | .500 | .750 | .500 | .333 | .477 | .333 | .500 | .895 | .571 | .750 | .936 | .417 | .656 | .941 | .973 | .918 |
| Cars | 2 | 10 | 3 | 15 | 4 | 41 | 4 | 49 | 359 | 16 | 11 | 386 | 5 | 21 | 300 | 326 | 776 |
| % Cars | 66.7 | 100 | 100 | 93.8 | 100 | 97.6 | 100 | 98.0 | 98.4 | 100 | 91.7 | 98.2 | 100 | 100 | 99.7 | 99.7 | 98.7 |
| Trucks | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 6 | 0 | 1 | 7 | 0 | 0 | 1 | 1 | 10 |
| % Trucks | 33.3 | 0 | 0 | 6.3 | 0 | 2.4 | 0 | 2.0 | 1.6 | 0 | 8.3 | 1.8 | 0 | 0 | 0.3 | 0.3 | 1.3 |

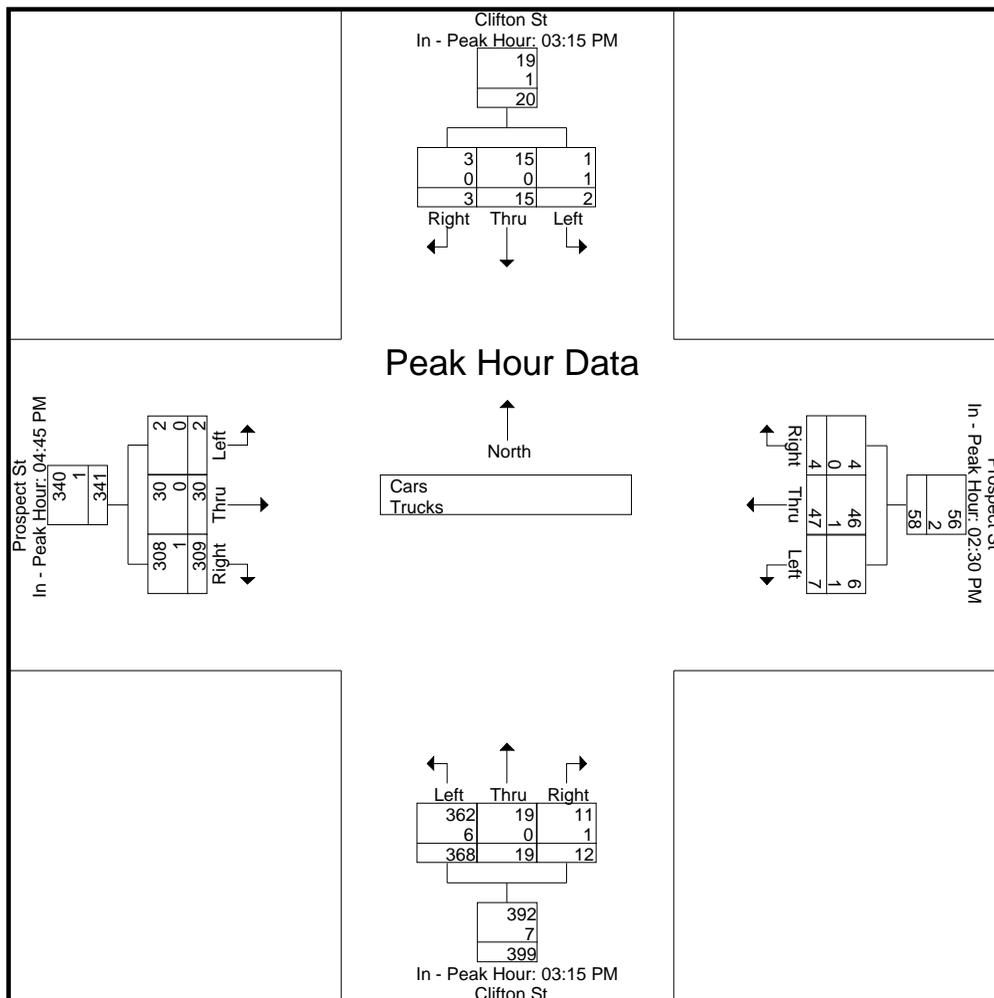
N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:15 PM | | | | 02:30 PM | | | | 03:15 PM | | | | 04:45 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 2 | 5 | 1 | 8 | 0 | 13 | 0 | 13 | 85 | 7 | 3 | 95 | 0 | 7 | 61 | 68 |
| +15 mins. | 0 | 2 | 1 | 3 | 4 | 6 | 0 | 10 | 91 | 3 | 4 | 98 | 1 | 8 | 91 | 100 |
| +30 mins. | 0 | 3 | 1 | 4 | 0 | 22 | 3 | 25 | 87 | 4 | 4 | 95 | 0 | 9 | 73 | 82 |
| +45 mins. | 0 | 5 | 0 | 5 | 3 | 6 | 1 | 10 | 105 | 5 | 1 | 111 | 1 | 6 | 84 | 91 |
| Total Volume | 2 | 15 | 3 | 20 | 7 | 47 | 4 | 58 | 368 | 19 | 12 | 399 | 2 | 30 | 309 | 341 |
| % App. Total | 10 | 75 | 15 | | 12.1 | 81 | 6.9 | | 92.2 | 4.8 | 3 | | 0.6 | 8.8 | 90.6 | |
| PHF | .250 | .750 | .750 | .625 | .438 | .534 | .333 | .580 | .876 | .679 | .750 | .899 | .500 | .833 | .849 | .853 |
| Cars | 1 | 15 | 3 | 19 | 6 | 46 | 4 | 56 | 362 | 19 | 11 | 392 | 2 | 30 | 308 | 340 |
| % Cars | 50 | 100 | 100 | 95 | 85.7 | 97.9 | 100 | 96.6 | 98.4 | 100 | 91.7 | 98.2 | 100 | 100 | 99.7 | 99.7 |
| Trucks | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 6 | 0 | 1 | 7 | 0 | 0 | 1 | 1 |
| % Trucks | 50 | 0 | 0 | 5 | 14.3 | 2.1 | 0 | 3.4 | 1.6 | 0 | 8.3 | 1.8 | 0 | 0 | 0.3 | 0.3 |

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Clifton Street
 E/W Street : Prospect Street
 City/State : Belmont, MA
 Weather : Clear

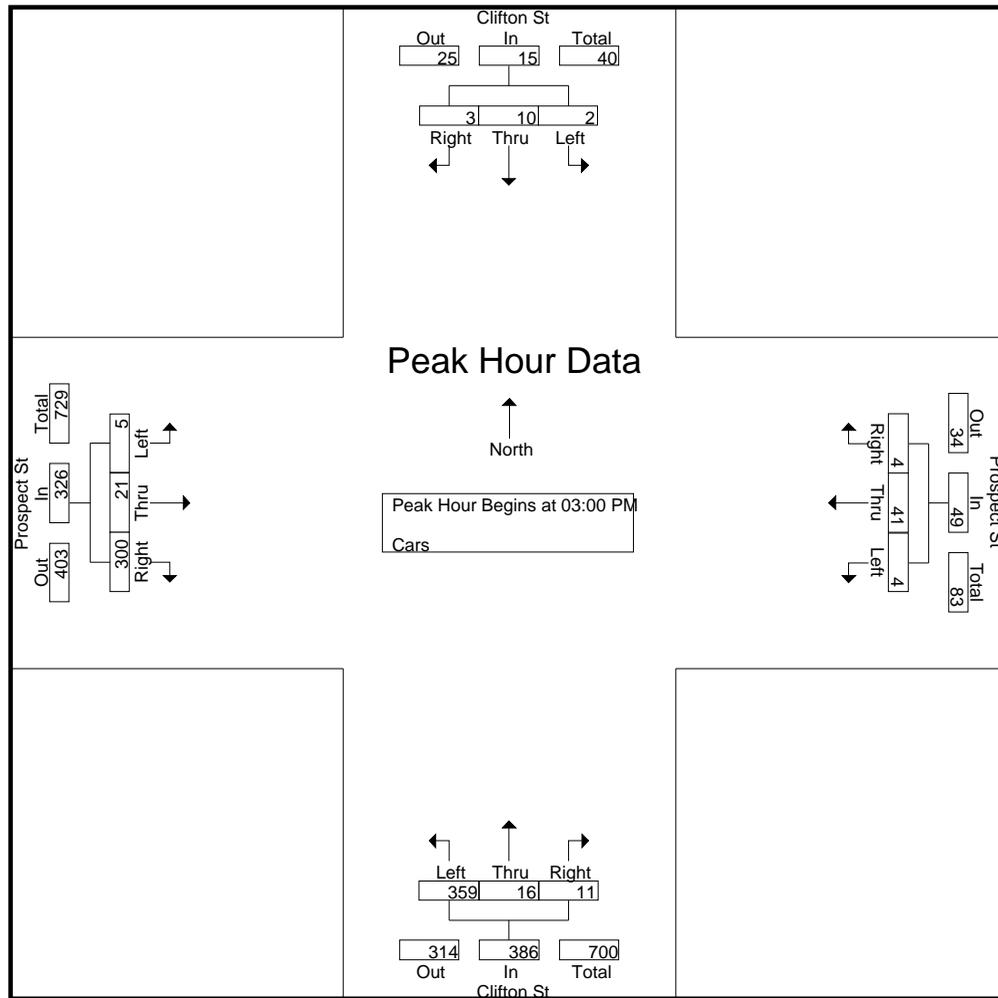
File Name : 89650006
 Site Code : 89650006
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Clifton St From North | | | Prospect St From East | | | Clifton St From South | | | Prospect St From West | | | Int. Total |
|--------------------|--------------------------|-----------|-----------|--------------------------|------------|-----------|--------------------------|-----------|-----------|--------------------------|-----------|-------------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 0 | 1 | 3 | 2 | 7 | 1 | 53 | 4 | 3 | 0 | 3 | 64 | 141 |
| 02:15 PM | 0 | 1 | 0 | 0 | 4 | 1 | 60 | 4 | 3 | 0 | 4 | 85 | 162 |
| 02:30 PM | 0 | 0 | 1 | 0 | 13 | 0 | 65 | 2 | 3 | 1 | 5 | 67 | 157 |
| 02:45 PM | 0 | 1 | 1 | 3 | 6 | 0 | 64 | 5 | 1 | 0 | 11 | 73 | 165 |
| Total | 0 | 3 | 5 | 5 | 30 | 2 | 242 | 15 | 10 | 1 | 23 | 289 | 625 |
| 03:00 PM | 1 | 0 | 0 | 0 | 21 | 3 | 102 | 2 | 1 | 1 | 4 | 78 | 213 |
| 03:15 PM | 1 | 5 | 1 | 3 | 6 | 1 | 83 | 7 | 2 | 1 | 3 | 79 | 192 |
| 03:30 PM | 0 | 2 | 1 | 0 | 11 | 0 | 90 | 3 | 4 | 3 | 8 | 68 | 190 |
| 03:45 PM | 0 | 3 | 1 | 1 | 3 | 0 | 84 | 4 | 4 | 0 | 6 | 75 | 181 |
| Total | 2 | 10 | 3 | 4 | 41 | 4 | 359 | 16 | 11 | 5 | 21 | 300 | 776 |
| 04:00 PM | 0 | 5 | 0 | 3 | 5 | 0 | 105 | 5 | 1 | 0 | 6 | 54 | 184 |
| 04:15 PM | 0 | 3 | 0 | 1 | 8 | 2 | 72 | 3 | 2 | 1 | 1 | 68 | 161 |
| 04:30 PM | 1 | 0 | 1 | 2 | 5 | 2 | 82 | 2 | 2 | 1 | 8 | 58 | 164 |
| 04:45 PM | 0 | 2 | 1 | 1 | 3 | 2 | 92 | 4 | 5 | 0 | 7 | 61 | 178 |
| Total | 1 | 10 | 2 | 7 | 21 | 6 | 351 | 14 | 10 | 2 | 22 | 241 | 687 |
| 05:00 PM | 0 | 0 | 0 | 3 | 7 | 2 | 104 | 1 | 2 | 1 | 8 | 91 | 219 |
| 05:15 PM | 0 | 0 | 1 | 1 | 6 | 0 | 80 | 3 | 0 | 0 | 9 | 73 | 173 |
| 05:30 PM | 1 | 3 | 1 | 1 | 10 | 2 | 88 | 2 | 3 | 1 | 6 | 83 | 201 |
| 05:45 PM | 0 | 4 | 2 | 0 | 7 | 0 | 84 | 7 | 2 | 0 | 3 | 64 | 173 |
| Total | 1 | 7 | 4 | 5 | 30 | 4 | 356 | 13 | 7 | 2 | 26 | 311 | 766 |
| Grand Total | 4 | 30 | 14 | 21 | 122 | 16 | 1308 | 58 | 38 | 10 | 92 | 1141 | 2854 |
| Apprch % | 8.3 | 62.5 | 29.2 | 13.2 | 76.7 | 10.1 | 93.2 | 4.1 | 2.7 | 0.8 | 7.4 | 91.8 | |
| Total % | 0.1 | 1.1 | 0.5 | 0.7 | 4.3 | 0.6 | 45.8 | 2 | 1.3 | 0.4 | 3.2 | 40 | |

| Start Time | Clifton St From North | | | | Prospect St From East | | | | Clifton St From South | | | | Prospect St From West | | | | Int. Total |
|--|--------------------------|-------------|-----------|------------|--------------------------|-------------|------------|------------|--------------------------|------------|------------|------------|--------------------------|------------|------------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 1 | 0 | 0 | 1 | 0 | 21 | 3 | 24 | 102 | 2 | 1 | 105 | 1 | 4 | 78 | 83 | 213 |
| 03:15 PM | 1 | 5 | 1 | 7 | 3 | 6 | 1 | 10 | 83 | 7 | 2 | 92 | 1 | 3 | 79 | 83 | 192 |
| 03:30 PM | 0 | 2 | 1 | 3 | 0 | 11 | 0 | 11 | 90 | 3 | 4 | 97 | 3 | 8 | 68 | 79 | 190 |
| 03:45 PM | 0 | 3 | 1 | 4 | 1 | 3 | 0 | 4 | 84 | 4 | 4 | 92 | 0 | 6 | 75 | 81 | 181 |
| Total Volume | 2 | 10 | 3 | 15 | 4 | 41 | 4 | 49 | 359 | 16 | 11 | 386 | 5 | 21 | 300 | 326 | 776 |
| % App. Total | 13.3 | 66.7 | 20 | | 8.2 | 83.7 | 8.2 | | 93 | 4.1 | 2.8 | | 1.5 | 6.4 | 92 | | |
| PHF | .500 | .500 | .750 | .536 | .333 | .488 | .333 | .510 | .880 | .571 | .688 | .919 | .417 | .656 | .949 | .982 | .911 |

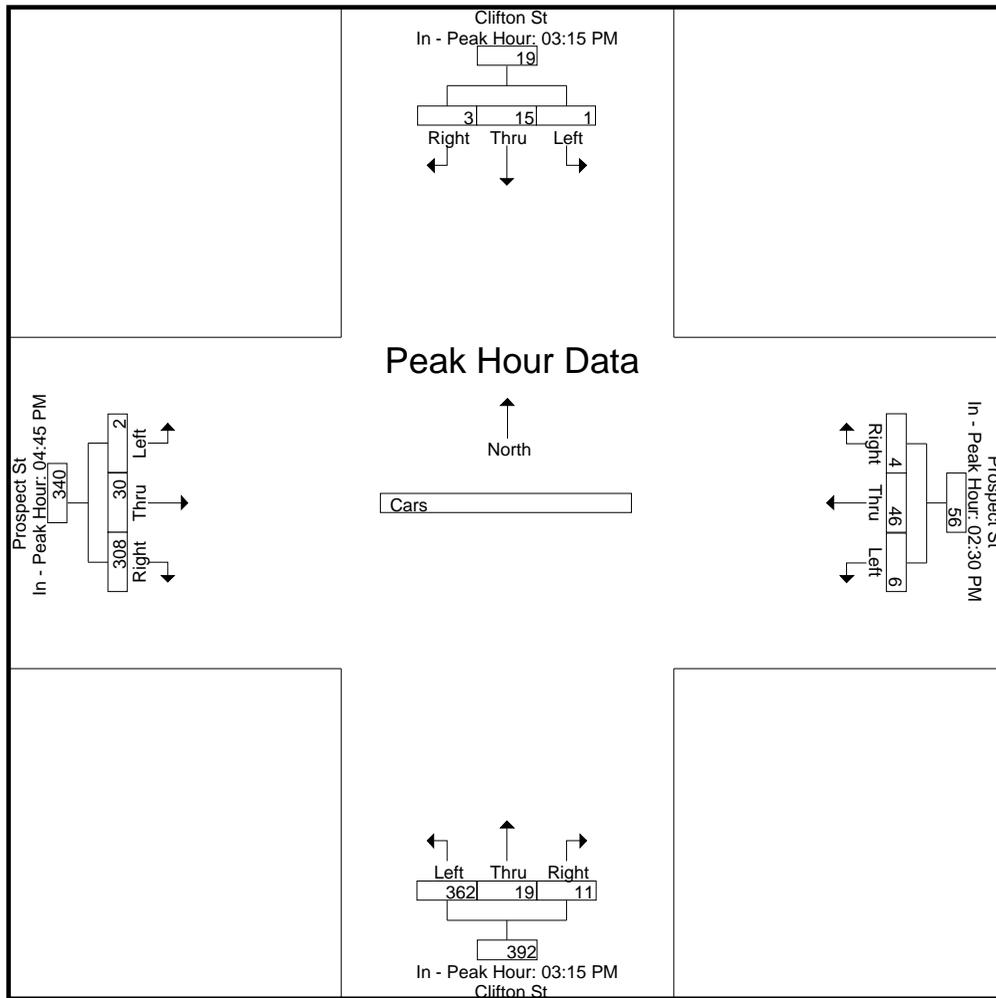
N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:15 PM | | | | 02:30 PM | | | | 03:15 PM | | | | 04:45 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 1 | 5 | 1 | 7 | 0 | 13 | 0 | 13 | 83 | 7 | 2 | 92 | 0 | 7 | 61 | 68 |
| +15 mins. | 0 | 2 | 1 | 3 | 3 | 6 | 0 | 9 | 90 | 3 | 4 | 97 | 1 | 8 | 91 | 100 |
| +30 mins. | 0 | 3 | 1 | 4 | 0 | 21 | 3 | 24 | 84 | 4 | 4 | 92 | 0 | 9 | 73 | 82 |
| +45 mins. | 0 | 5 | 0 | 5 | 3 | 6 | 1 | 10 | 105 | 5 | 1 | 111 | 1 | 6 | 83 | 90 |
| Total Volume | 1 | 15 | 3 | 19 | 6 | 46 | 4 | 56 | 362 | 19 | 11 | 392 | 2 | 30 | 308 | 340 |
| % App. Total | 5.3 | 78.9 | 15.8 | | 10.7 | 82.1 | 7.1 | | 92.3 | 4.8 | 2.8 | | 0.6 | 8.8 | 90.6 | |
| PHF | .250 | .750 | .750 | .679 | .500 | .548 | .333 | .583 | .862 | .679 | .688 | .883 | .500 | .833 | .846 | .850 |

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear

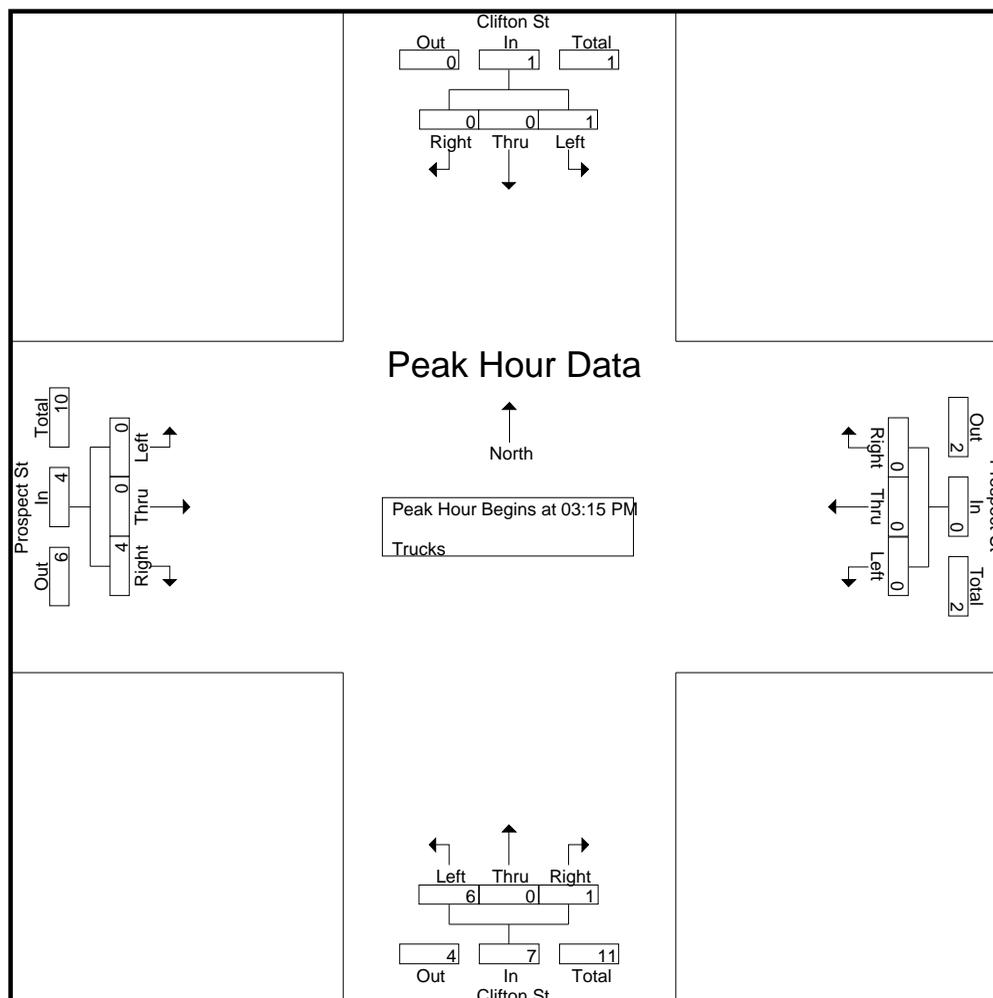
File Name : 89650006
Site Code : 89650006
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Clifton St From North | | | Prospect St From East | | | Clifton St From South | | | Prospect St From West | | | Int. Total |
|-------------|--------------------------|------|-------|--------------------------|------|-------|--------------------------|------|-------|--------------------------|------|-------|------------|
| | Left | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 02:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 5 |
| 03:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 10 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 4 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:45 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 | 1 | 1 |
| Grand Total | 1 | 0 | 0 | 1 | 1 | 0 | 8 | 0 | 1 | 0 | 0 | 8 | 20 |
| Apprch % | 100 | 0 | 0 | 50 | 50 | 0 | 88.9 | 0 | 11.1 | 0 | 0 | 100 | |
| Total % | 5 | 0 | 0 | 5 | 5 | 0 | 40 | 0 | 5 | 0 | 0 | 40 | |

| Start Time | Clifton St From North | | | | Prospect St From East | | | | Clifton St From South | | | | Prospect St From West | | | | Int. Total |
|--|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | | | | | | | | |
| 03:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 5 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 7 | 0 | 0 | 4 | 4 | 12 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 85.7 | 0 | 14.3 | | 0 | 0 | 100 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .500 | .000 | .250 | .583 | .000 | .000 | .333 | .333 | .600 |

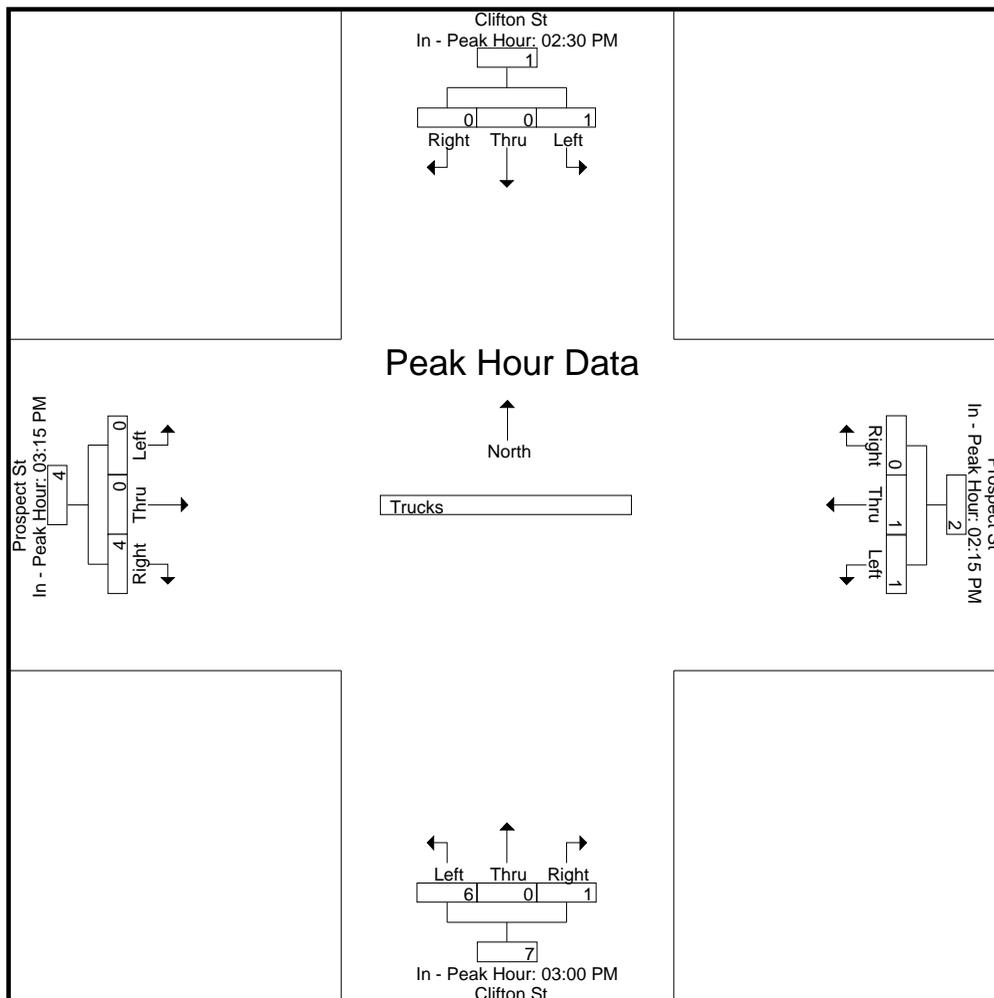
N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:30 PM | | | | 02:15 PM | | | | 03:00 PM | | | | 03:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| Total Volume | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 6 | 0 | 1 | 7 | 0 | 0 | 4 | 4 |
| % App. Total | 100 | 0 | 0 | | 50 | 50 | 0 | | 85.7 | 0 | 14.3 | | 0 | 0 | 100 | |
| PHF | .250 | .000 | .000 | .250 | .250 | .250 | .000 | .500 | .500 | .000 | .250 | .583 | .000 | .000 | .333 | .333 |

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear

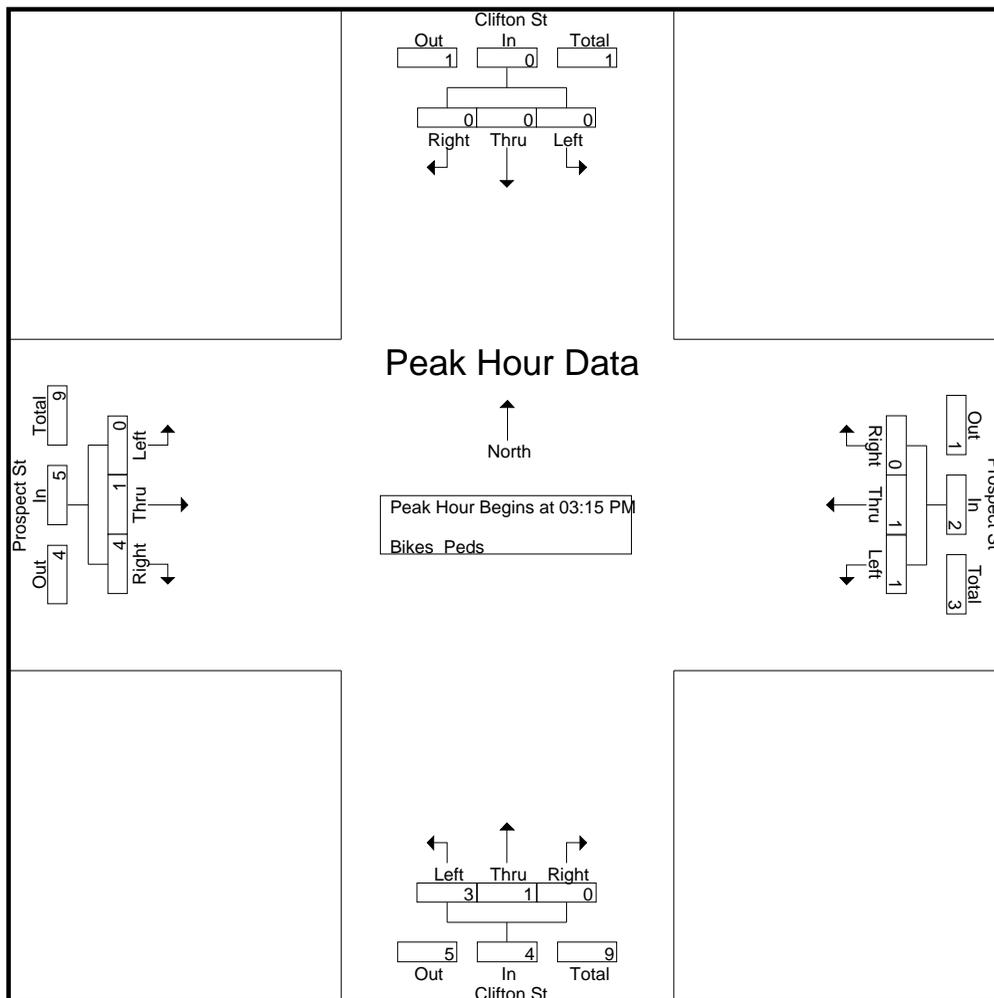
File Name : 89650006
Site Code : 89650006
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Clifton St From North | | | | Prospect St From East | | | | Clifton St From South | | | | Prospect St From West | | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|-----------------------|------|-------|------|-----------------------|------|-------|------|-----------------------|------|-------|------|-----------------------|------|-------|------|--------------|--------------|------------|
| | Left | Thru | Right | Peds | | | |
| 02:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 4 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 5 | 8 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 03:15 PM | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 5 | 12 |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 3 |
| Total | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 7 | 4 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 9 | 10 | 19 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 6 |
| 04:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 12 | 6 | 18 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 4 |
| 05:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 4 | 8 |
| Total | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 8 | 10 | 18 |
| Grand Total | 0 | 0 | 0 | 9 | 1 | 2 | 0 | 23 | 12 | 1 | 0 | 0 | 0 | 2 | 13 | 0 | 32 | 31 | 63 |
| Apprch % | 0 | 0 | 0 | | 33.3 | 66.7 | 0 | | 92.3 | 7.7 | 0 | | 0 | 13.3 | 86.7 | | | | |
| Total % | 0 | 0 | 0 | | 3.2 | 6.5 | 0 | | 38.7 | 3.2 | 0 | | 0 | 6.5 | 41.9 | | 50.8 | 49.2 | |

| Start Time | Clifton St From North | | | | Prospect St From East | | | | Clifton St From South | | | | Prospect St From West | | | | Int. Total |
|--|-----------------------|------|-------|------------|-----------------------|------|-------|------------|-----------------------|------|-------|------------|-----------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | | | | | | | | |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 1 | 5 |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 3 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 1 | 0 | 4 | 0 | 1 | 4 | 5 | 11 |
| % App. Total | 0 | 0 | 0 | | 50 | 50 | 0 | | 75 | 25 | 0 | | 0 | 20 | 80 | | |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .500 | .375 | .250 | .000 | .333 | .000 | .250 | .500 | .625 | .550 |

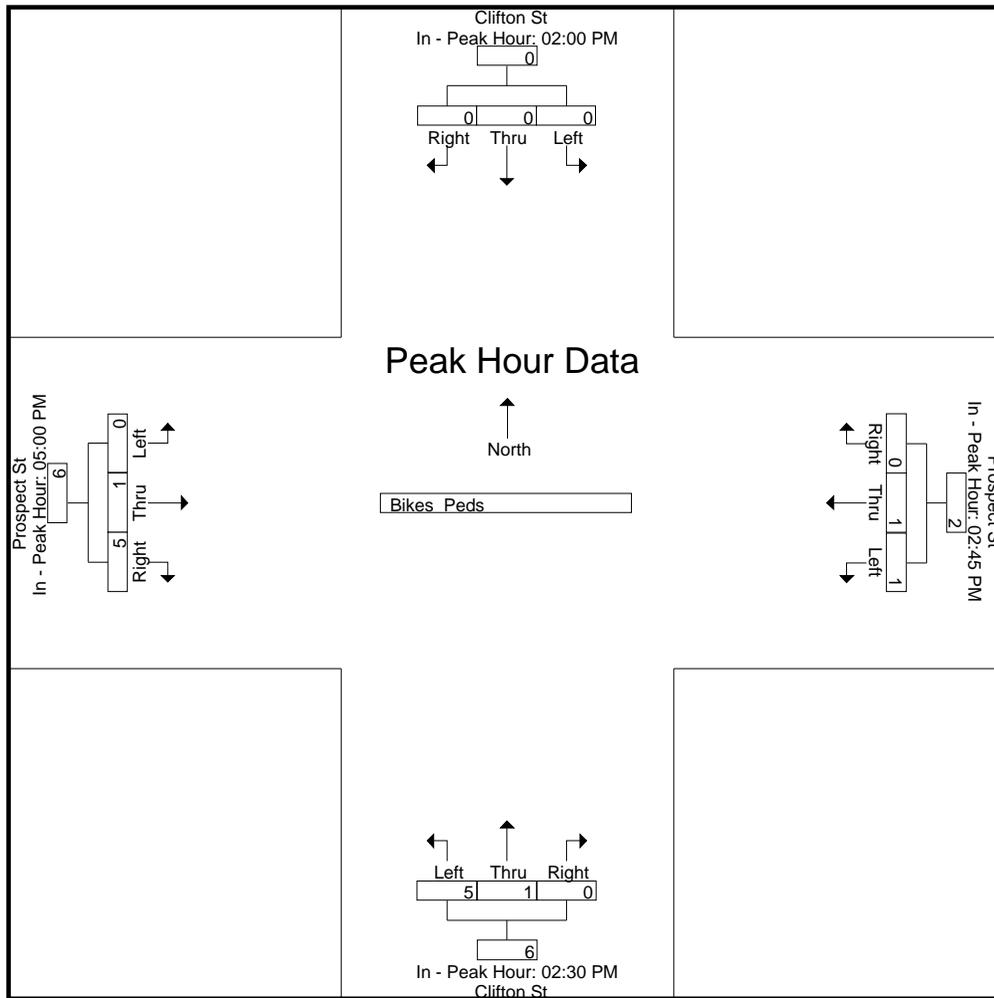
N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | | 02:45 PM | | | | 02:30 PM | | | | 05:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 2 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 5 | 1 | 0 | 6 | 0 | 1 | 5 | 6 |
| % App. Total | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 2 | 83.3 | 16.7 | 0 | 6 | 0 | 16.7 | 83.3 | 6 |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .500 | .625 | .250 | .000 | .500 | .000 | .250 | .625 | .750 |

N/S Street : Clifton Street
E/W Street : Prospect Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650007
Site Code : 89650007
Start Date : 5/18/2021
Page No : 1

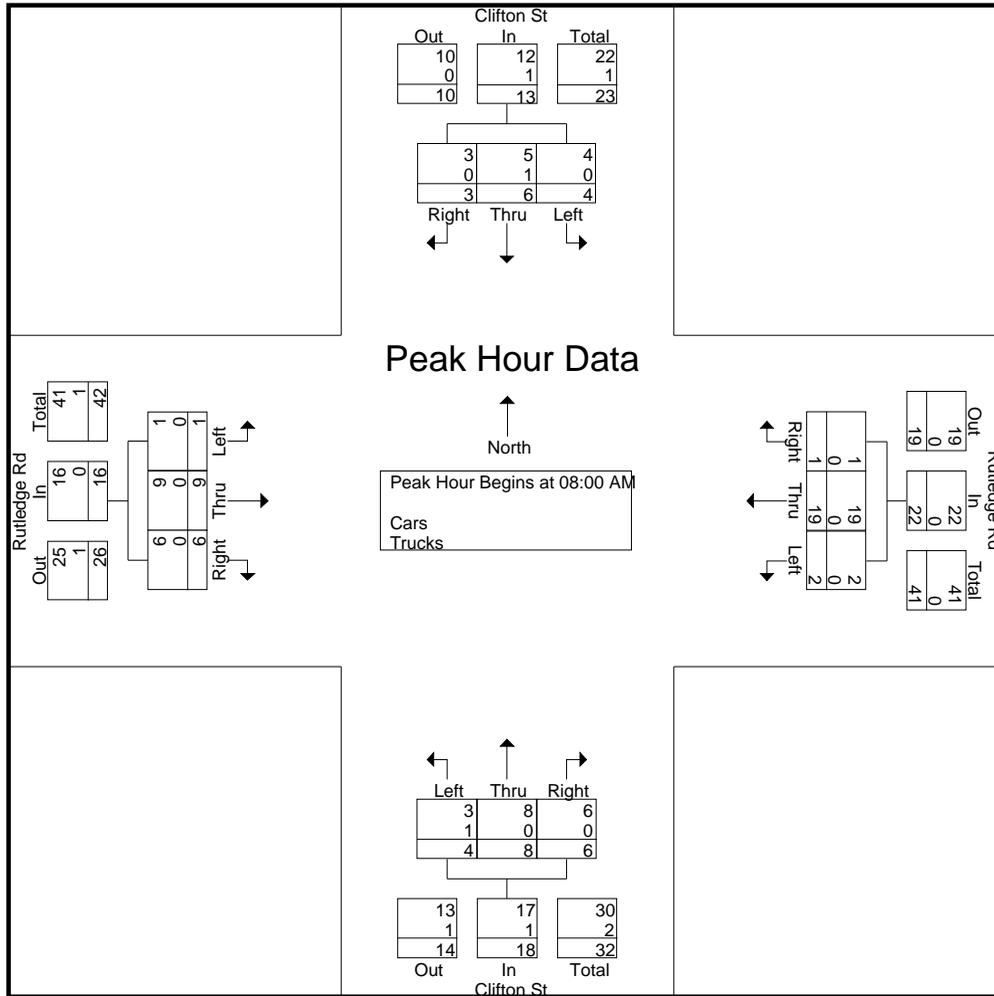
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

Groups Printed- Cars - Trucks

| Start Time | Clifton St From North | | | Rutledge Rd From East | | | Clifton St From South | | | Rutledge Rd From West | | | Int. Total |
|--------------------|--------------------------|-----------|----------|--------------------------|-----------|----------|--------------------------|-----------|----------|--------------------------|-----------|----------|------------|
| | Left | Thru | Right | |
| 07:00 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 07:15 AM | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 9 |
| 07:30 AM | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 11 |
| 07:45 AM | 1 | 1 | 0 | 1 | 4 | 0 | 1 | 2 | 1 | 0 | 2 | 1 | 14 |
| Total | 1 | 9 | 1 | 1 | 9 | 0 | 4 | 3 | 2 | 1 | 4 | 3 | 38 |
| 08:00 AM | 2 | 0 | 1 | 0 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 08:15 AM | 1 | 1 | 0 | 0 | 7 | 0 | 1 | 2 | 3 | 0 | 3 | 1 | 19 |
| 08:30 AM | 0 | 2 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 1 | 6 | 4 | 21 |
| 08:45 AM | 1 | 3 | 1 | 0 | 1 | 0 | 1 | 5 | 2 | 0 | 0 | 1 | 15 |
| Total | 4 | 6 | 3 | 2 | 19 | 1 | 4 | 8 | 6 | 1 | 9 | 6 | 69 |
| Grand Total | 5 | 15 | 4 | 3 | 28 | 1 | 8 | 11 | 8 | 2 | 13 | 9 | 107 |
| Apprch % | 20.8 | 62.5 | 16.7 | 9.4 | 87.5 | 3.1 | 29.6 | 40.7 | 29.6 | 8.3 | 54.2 | 37.5 | |
| Total % | 4.7 | 14 | 3.7 | 2.8 | 26.2 | 0.9 | 7.5 | 10.3 | 7.5 | 1.9 | 12.1 | 8.4 | |
| Cars | 5 | 13 | 4 | 3 | 28 | 1 | 7 | 11 | 8 | 1 | 13 | 9 | 103 |
| % Cars | 100 | 86.7 | 100 | 100 | 100 | 100 | 87.5 | 100 | 100 | 50 | 100 | 100 | 96.3 |
| Trucks | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| % Trucks | 0 | 13.3 | 0 | 0 | 0 | 0 | 12.5 | 0 | 0 | 50 | 0 | 0 | 3.7 |

| Start Time | Clifton St From North | | | | Rutledge Rd From East | | | | Clifton St From South | | | | Rutledge Rd From West | | | | Int. Total |
|--|--------------------------|----------|----------|------------|--------------------------|-----------|----------|------------|--------------------------|----------|----------|------------|--------------------------|----------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 2 | 0 | 1 | 3 | 0 | 8 | 1 | 9 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 14 |
| 08:15 AM | 1 | 1 | 0 | 2 | 0 | 7 | 0 | 7 | 1 | 2 | 3 | 6 | 0 | 3 | 1 | 4 | 19 |
| 08:30 AM | 0 | 2 | 1 | 3 | 2 | 3 | 0 | 5 | 1 | 0 | 1 | 2 | 1 | 6 | 4 | 11 | 21 |
| 08:45 AM | 1 | 3 | 1 | 5 | 0 | 1 | 0 | 1 | 1 | 5 | 2 | 8 | 0 | 0 | 1 | 1 | 15 |
| Total Volume | 4 | 6 | 3 | 13 | 2 | 19 | 1 | 22 | 4 | 8 | 6 | 18 | 1 | 9 | 6 | 16 | 69 |
| % App. Total | 30.8 | 46.2 | 23.1 | | 9.1 | 86.4 | 4.5 | | 22.2 | 44.4 | 33.3 | | 6.2 | 56.2 | 37.5 | | |
| PHF | .500 | .500 | .750 | .650 | .250 | .594 | .250 | .611 | 1.00 | .400 | .500 | .563 | .250 | .375 | .375 | .364 | .821 |
| Cars | 4 | 5 | 3 | 12 | 2 | 19 | 1 | 22 | 3 | 8 | 6 | 17 | 1 | 9 | 6 | 16 | 67 |
| % Cars | 100 | 83.3 | 100 | 92.3 | 100 | 100 | 100 | 100 | 75.0 | 100 | 100 | 94.4 | 100 | 100 | 100 | 100 | 97.1 |
| Trucks | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| % Trucks | 0 | 16.7 | 0 | 7.7 | 0 | 0 | 0 | 0 | 25.0 | 0 | 0 | 5.6 | 0 | 0 | 0 | 0 | 2.9 |

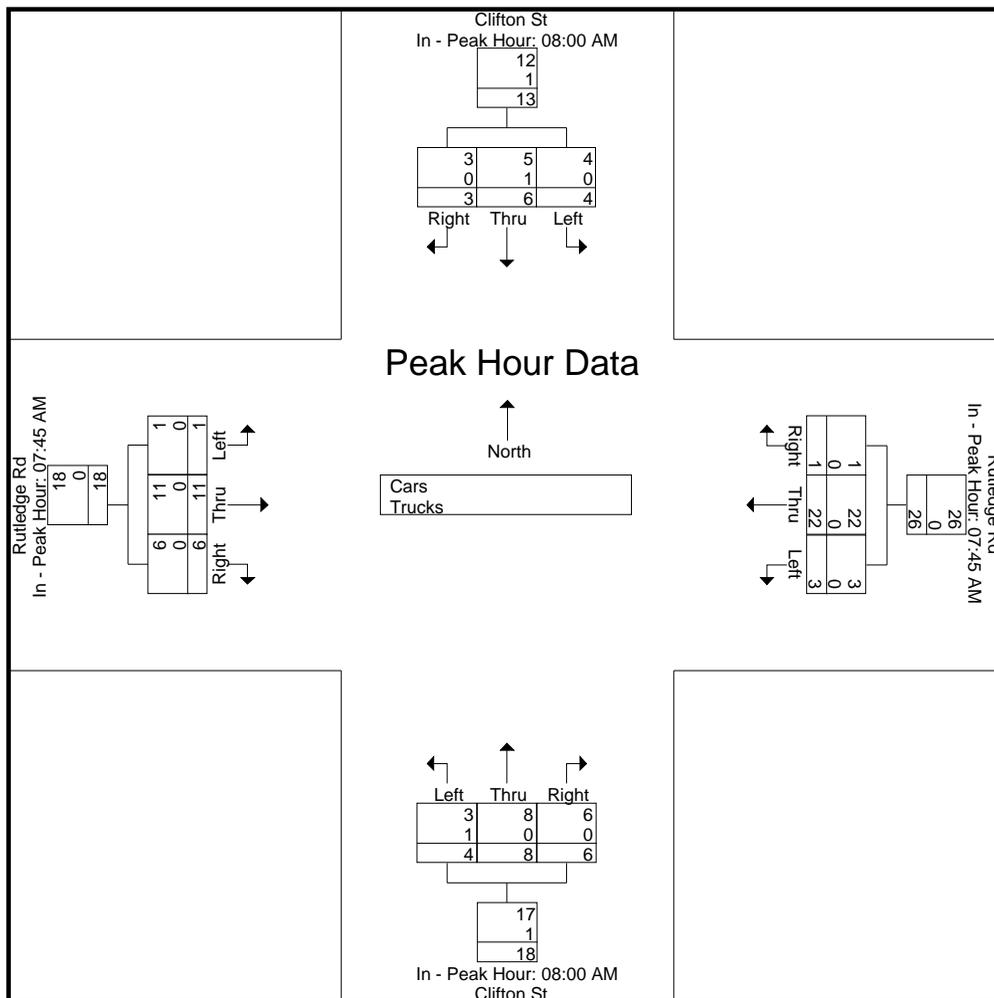
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 08:00 AM | | | | 07:45 AM | | | | 08:00 AM | | | | 07:45 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 2 | 0 | 1 | 3 | 1 | 4 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 3 |
| +15 mins. | 1 | 1 | 0 | 2 | 0 | 8 | 1 | 9 | 1 | 2 | 3 | 6 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 2 | 1 | 3 | 0 | 7 | 0 | 7 | 1 | 0 | 1 | 2 | 0 | 3 | 1 | 4 |
| +45 mins. | 1 | 3 | 1 | 5 | 2 | 3 | 0 | 5 | 1 | 5 | 2 | 8 | 1 | 6 | 4 | 11 |
| Total Volume | 4 | 6 | 3 | 13 | 3 | 22 | 1 | 26 | 4 | 8 | 6 | 18 | 1 | 11 | 6 | 18 |
| % App. Total | 30.8 | 46.2 | 23.1 | | 11.5 | 84.6 | 3.8 | | 22.2 | 44.4 | 33.3 | | 5.6 | 61.1 | 33.3 | |
| PHF | .500 | .500 | .750 | .650 | .375 | .688 | .250 | .722 | 1.000 | .400 | .500 | .563 | .250 | .458 | .375 | .409 |
| Cars | 4 | 5 | 3 | 12 | 3 | 22 | 1 | 26 | 3 | 8 | 6 | 17 | 1 | 11 | 6 | 18 |
| % Cars | 100 | 83.3 | 100 | 92.3 | 100 | 100 | 100 | 100 | 75 | 100 | 100 | 94.4 | 100 | 100 | 100 | 100 |
| Trucks | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| % Trucks | 0 | 16.7 | 0 | 7.7 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 5.6 | 0 | 0 | 0 | 0 |

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

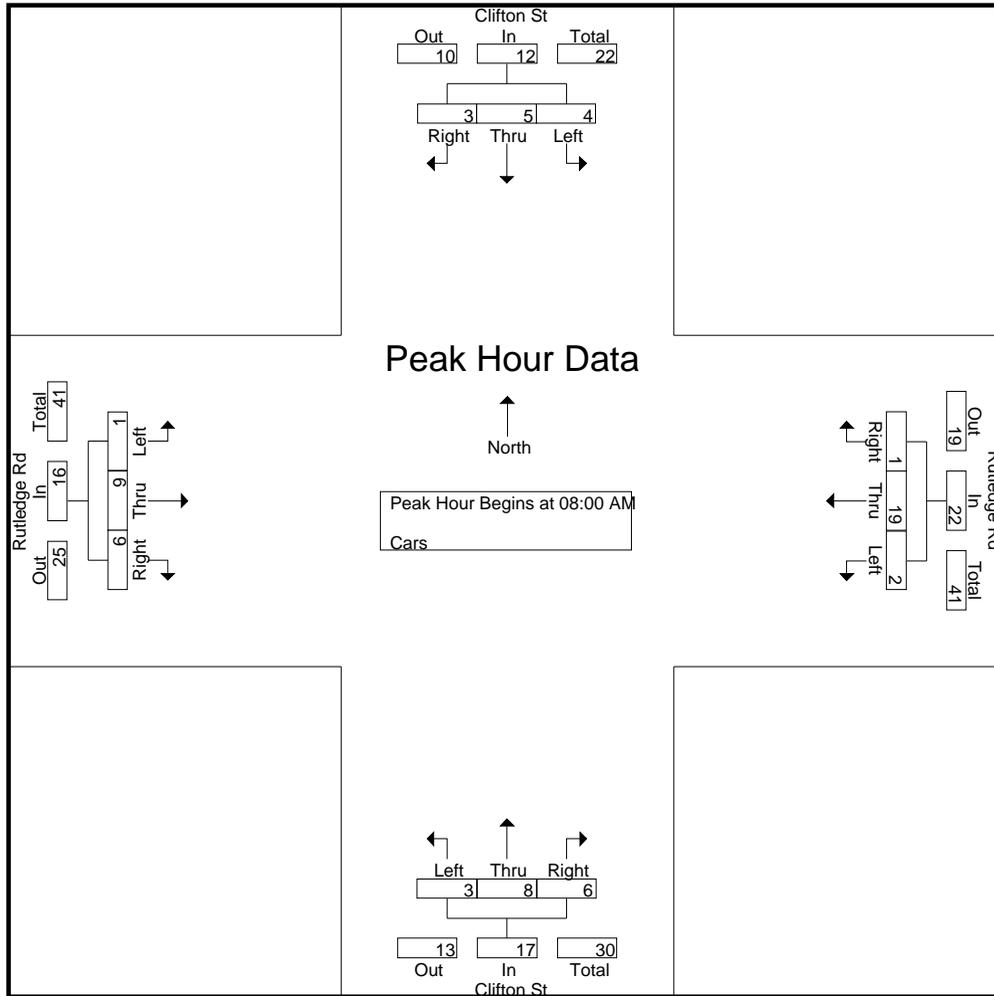
File Name : 89650007
Site Code : 89650007
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Clifton St From North | | | Rutledge Rd From East | | | Clifton St From South | | | Rutledge Rd From West | | | Int. Total |
|--------------------|--------------------------|-----------|----------|--------------------------|-----------|----------|--------------------------|-----------|----------|--------------------------|-----------|----------|------------|
| | Left | Thru | Right | |
| 07:00 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 07:15 AM | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 7 |
| 07:30 AM | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 11 |
| 07:45 AM | 1 | 1 | 0 | 1 | 4 | 0 | 1 | 2 | 1 | 0 | 2 | 1 | 14 |
| Total | 1 | 8 | 1 | 1 | 9 | 0 | 4 | 3 | 2 | 0 | 4 | 3 | 36 |
| 08:00 AM | 2 | 0 | 1 | 0 | 8 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 08:15 AM | 1 | 1 | 0 | 0 | 7 | 0 | 1 | 2 | 3 | 0 | 3 | 1 | 19 |
| 08:30 AM | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 1 | 6 | 4 | 19 |
| 08:45 AM | 1 | 3 | 1 | 0 | 1 | 0 | 1 | 5 | 2 | 0 | 0 | 1 | 15 |
| Total | 4 | 5 | 3 | 2 | 19 | 1 | 3 | 8 | 6 | 1 | 9 | 6 | 67 |
| Grand Total | 5 | 13 | 4 | 3 | 28 | 1 | 7 | 11 | 8 | 1 | 13 | 9 | 103 |
| Apprch % | 22.7 | 59.1 | 18.2 | 9.4 | 87.5 | 3.1 | 26.9 | 42.3 | 30.8 | 4.3 | 56.5 | 39.1 | |
| Total % | 4.9 | 12.6 | 3.9 | 2.9 | 27.2 | 1 | 6.8 | 10.7 | 7.8 | 1 | 12.6 | 8.7 | |

| Start Time | Clifton St From North | | | | Rutledge Rd From East | | | | Clifton St From South | | | | Rutledge Rd From West | | | | Int. Total |
|--|--------------------------|----------|----------|------------|--------------------------|-----------|----------|------------|--------------------------|----------|----------|------------|--------------------------|----------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 2 | 0 | 1 | 3 | 0 | 8 | 1 | 9 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 14 |
| 08:15 AM | 1 | 1 | 0 | 2 | 0 | 7 | 0 | 7 | 1 | 2 | 3 | 6 | 0 | 3 | 1 | 4 | 19 |
| 08:30 AM | 0 | 1 | 1 | 2 | 2 | 3 | 0 | 5 | 0 | 0 | 1 | 1 | 1 | 6 | 4 | 11 | 19 |
| 08:45 AM | 1 | 3 | 1 | 5 | 0 | 1 | 0 | 1 | 1 | 5 | 2 | 8 | 0 | 0 | 1 | 1 | 15 |
| Total Volume | 4 | 5 | 3 | 12 | 2 | 19 | 1 | 22 | 3 | 8 | 6 | 17 | 1 | 9 | 6 | 16 | 67 |
| % App. Total | 33.3 | 41.7 | 25 | | 9.1 | 86.4 | 4.5 | | 17.6 | 47.1 | 35.3 | | 6.2 | 56.2 | 37.5 | | |
| PHF | .500 | .417 | .750 | .600 | .250 | .594 | .250 | .611 | .750 | .400 | .500 | .531 | .250 | .375 | .375 | .364 | .882 |

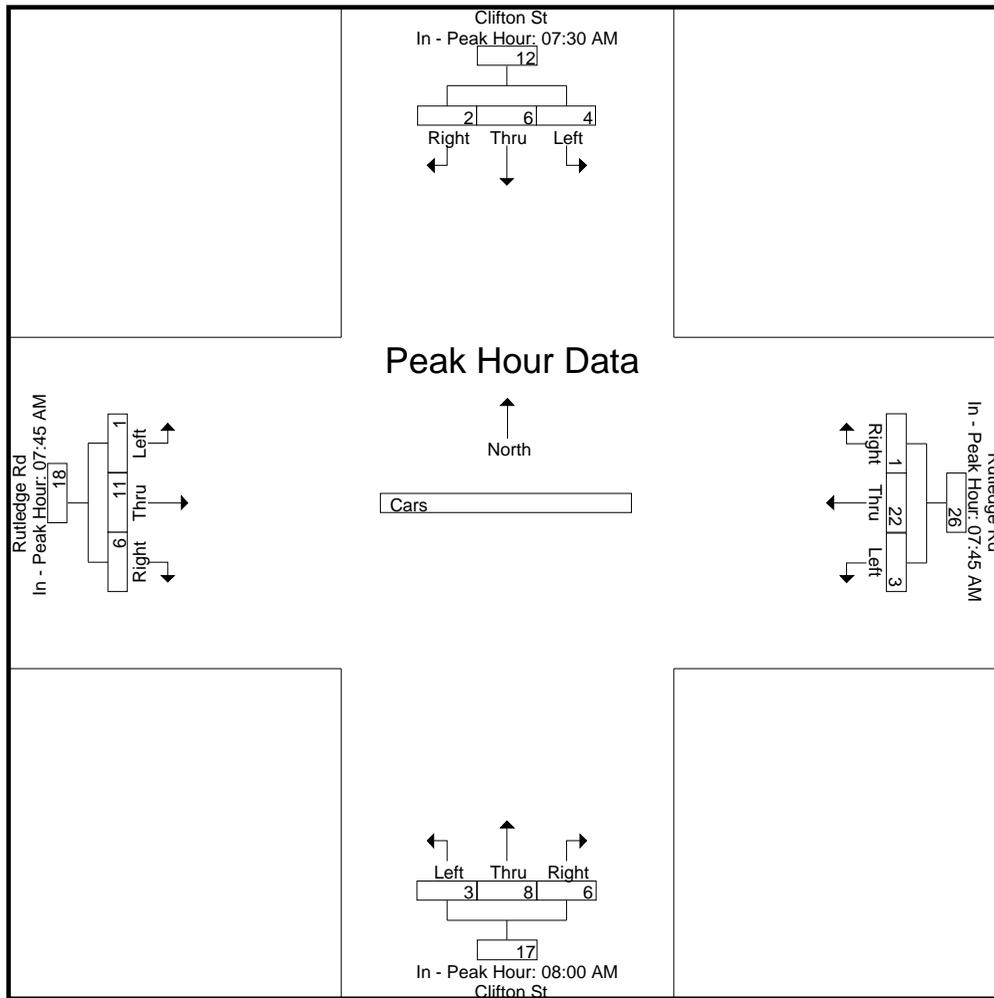
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:45 AM | | | | 08:00 AM | | | | 07:45 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 4 | 1 | 5 | 1 | 4 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 3 |
| +15 mins. | 1 | 1 | 0 | 2 | 0 | 8 | 1 | 9 | 1 | 2 | 3 | 6 | 0 | 0 | 0 | 0 |
| +30 mins. | 2 | 0 | 1 | 3 | 0 | 7 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 4 |
| +45 mins. | 1 | 1 | 0 | 2 | 2 | 3 | 0 | 5 | 1 | 5 | 2 | 8 | 1 | 6 | 4 | 11 |
| Total Volume | 4 | 6 | 2 | 12 | 3 | 22 | 1 | 26 | 3 | 8 | 6 | 17 | 1 | 11 | 6 | 18 |
| % App. Total | 33.3 | 50 | 16.7 | | 11.5 | 84.6 | 3.8 | | 17.6 | 47.1 | 35.3 | | 5.6 | 61.1 | 33.3 | |
| PHF | .500 | .375 | .500 | .600 | .375 | .688 | .250 | .722 | .750 | .400 | .500 | .531 | .250 | .458 | .375 | .409 |

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

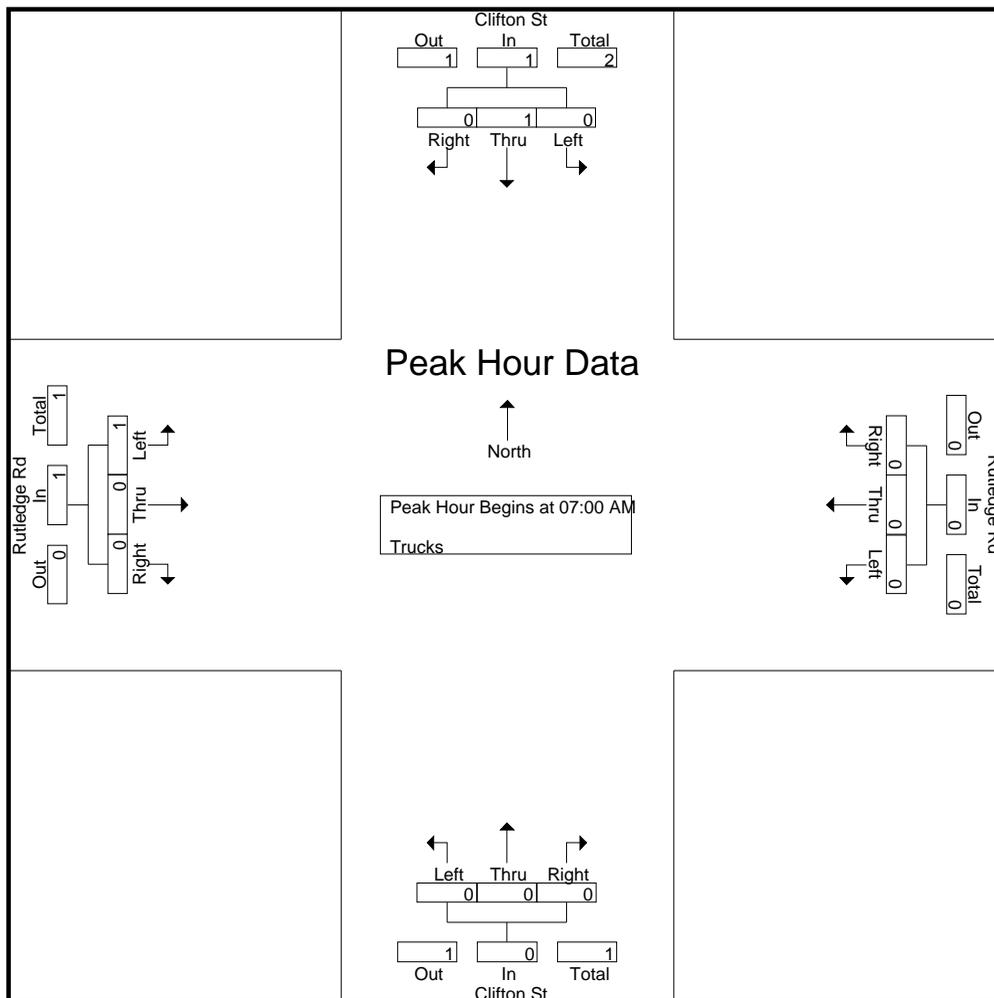
File Name : 89650007
Site Code : 89650007
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Clifton St From North | | | Rutledge Rd From East | | | Clifton St From South | | | Rutledge Rd From West | | | Int. Total |
|--------------------|--------------------------|----------|----------|--------------------------|----------|----------|--------------------------|----------|----------|--------------------------|----------|----------|------------|
| | Left | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 50 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | |

| Start Time | Clifton St From North | | | | Rutledge Rd From East | | | | Clifton St From South | | | | Rutledge Rd From West | | | | Int. Total |
|--|--------------------------|------------|----------|------------|--------------------------|----------|----------|------------|--------------------------|----------|----------|------------|--------------------------|----------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .250 |

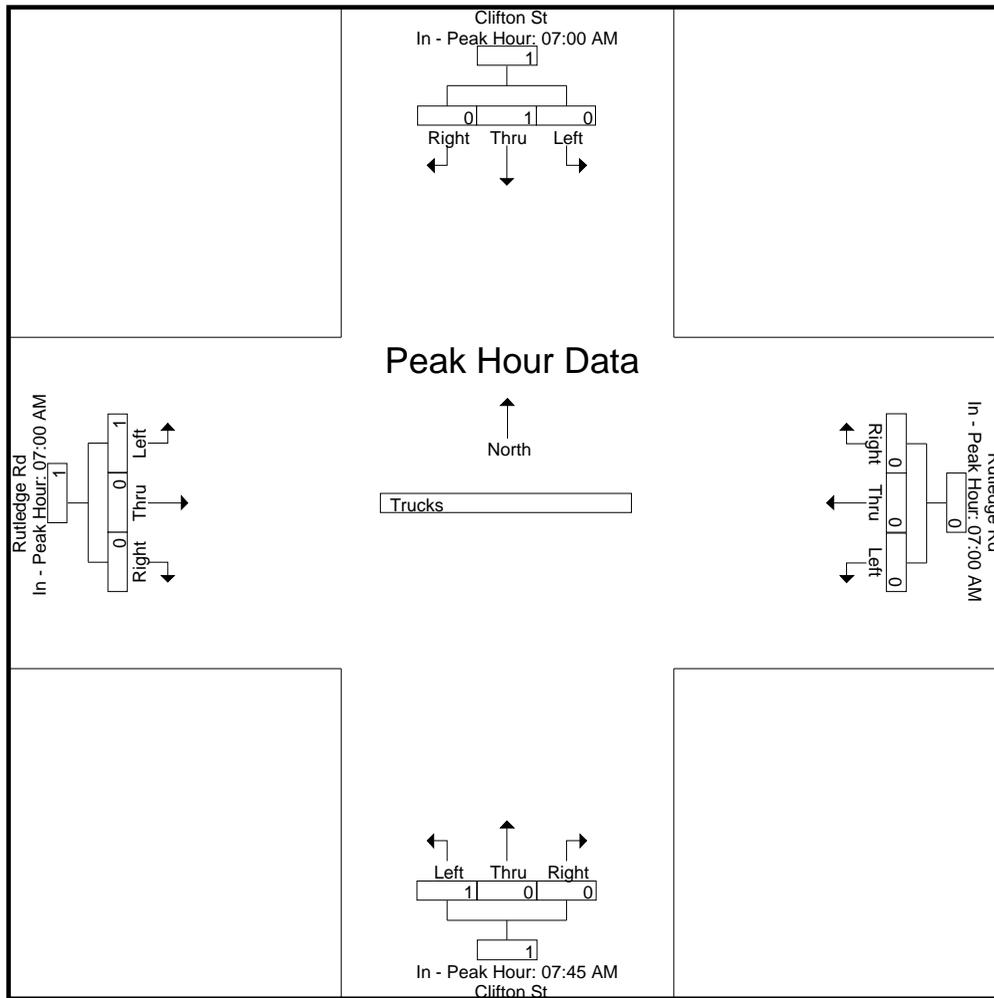
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | 07:00 AM | | | | 07:45 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | 100 | 0 | 0 | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .250 | .000 | .000 | .250 |

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650007
Site Code : 89650007
Start Date : 5/18/2021
Page No : 10

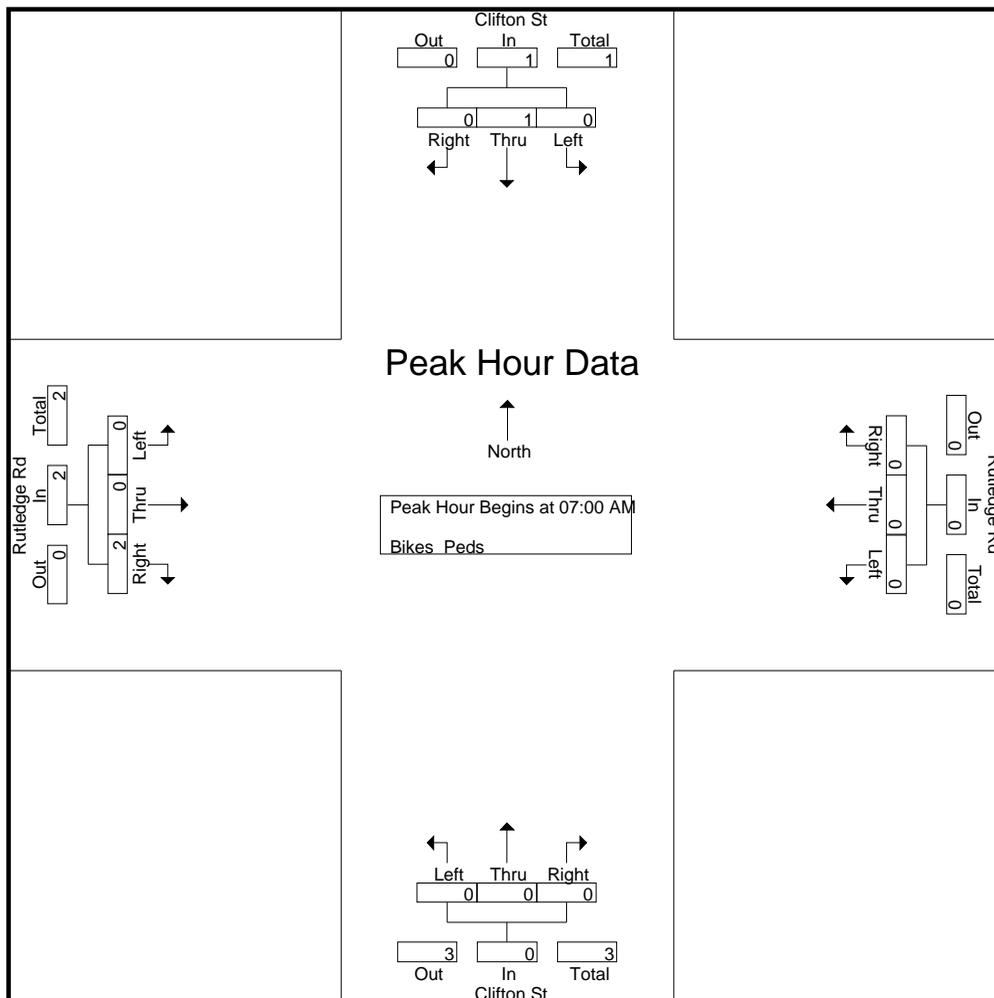
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

Groups Printed- Bikes Peds

| Start Time | Clifton St From North | | | | Rutledge Rd From East | | | | Clifton St From South | | | | Rutledge Rd From West | | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|--------------------------|----------|----------|----------|--------------------------|----------|----------|-----------|--------------------------|----------|----------|----------|--------------------------|----------|----------|-----------|--------------|--------------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 6 |
| 07:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 07:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 5 |
| Total | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 16 | 3 | 19 |
| 08:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 5 |
| 08:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 1 | 8 |
| 08:45 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 11 | 0 | 11 |
| Total | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 24 | 1 | 25 |
| Grand Total | 0 | 1 | 0 | 9 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 11 | 40 | 4 | 44 |
| Apprch % | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 100 | | | | |
| Total % | 0 | 25 | 0 | | 25 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 50 | | 90.9 | 9.1 | |

| Start Time | Clifton St From North | | | | Rutledge Rd From East | | | | Clifton St From South | | | | Rutledge Rd From West | | | | Int. Total | |
|--|--------------------------|------------|----------|------------|--------------------------|----------|----------|------------|--------------------------|----------|----------|------------|--------------------------|----------|------------|------------|------------|---|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | |
| % App. Total | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .375 | |

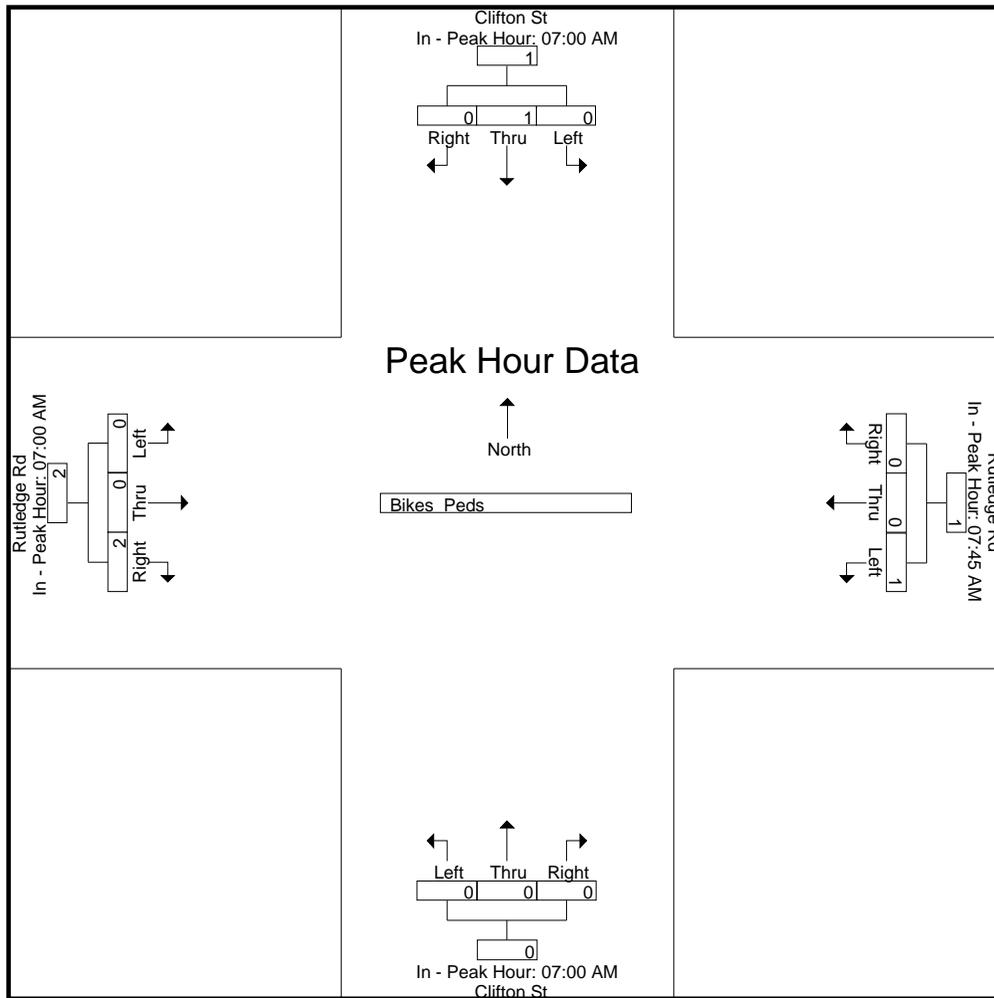
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



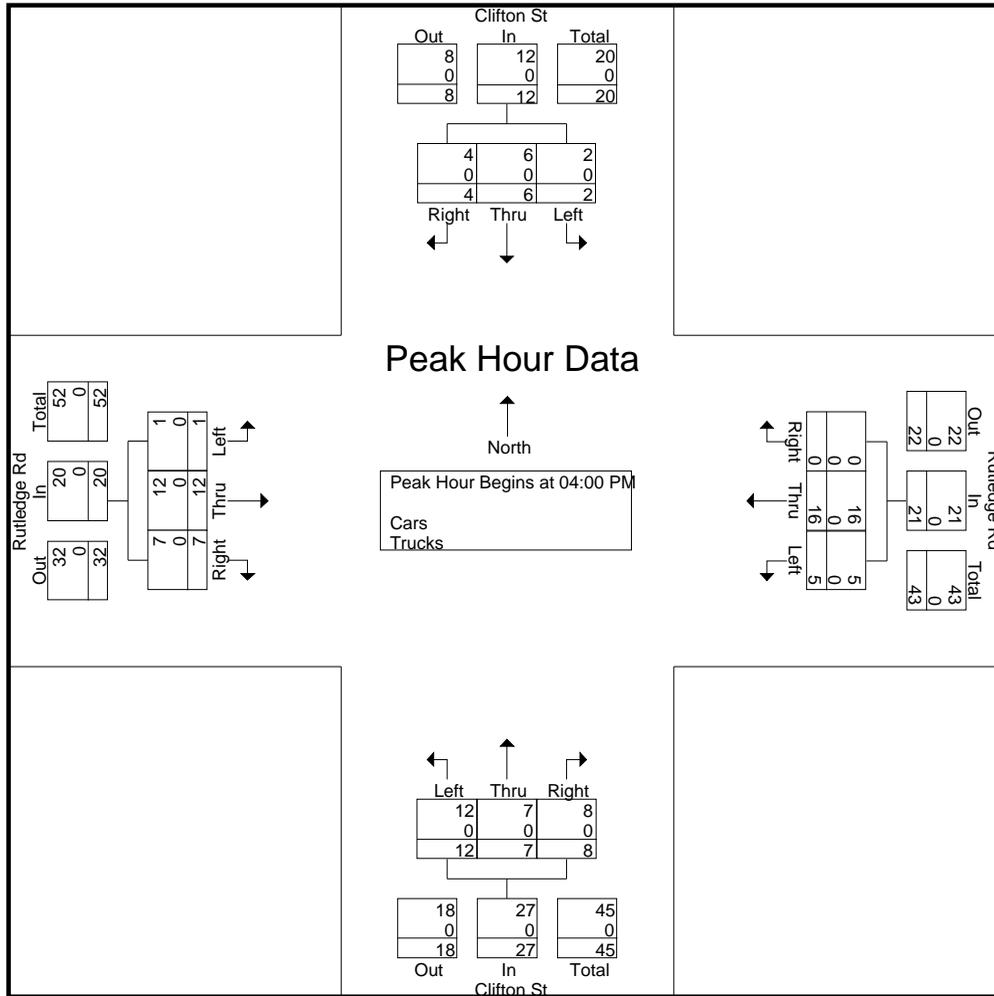
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | 07:45 AM | | | | 07:00 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total Volume | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 100 | |
| PHF | .000 | .250 | .000 | .250 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .500 |

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



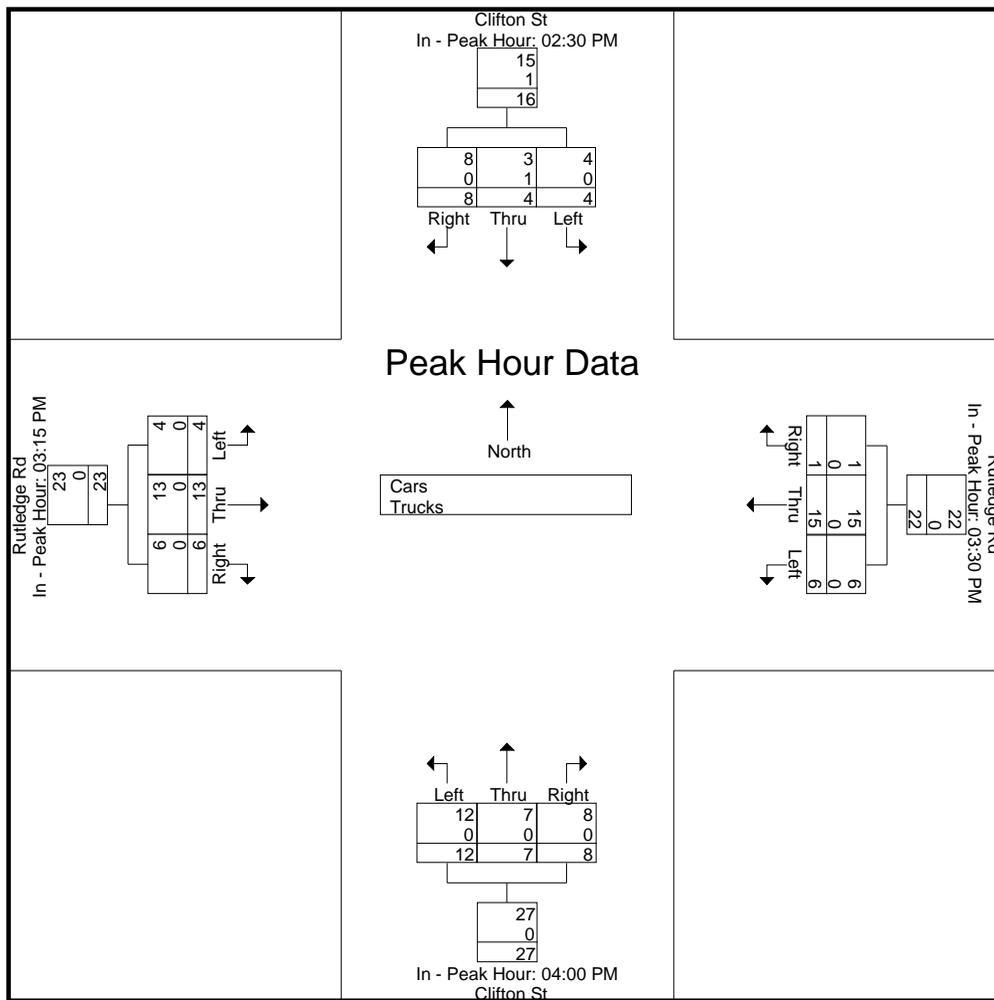
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:30 PM | | | | 03:30 PM | | | | 04:00 PM | | | | 03:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 1 | 0 | 0 | 1 | 1 | 3 | 1 | 5 | 2 | 1 | 3 | 6 | 3 | 7 | 0 | 10 |
| +15 mins. | 2 | 2 | 2 | 6 | 2 | 2 | 0 | 4 | 4 | 2 | 0 | 6 | 0 | 2 | 0 | 2 |
| +30 mins. | 0 | 0 | 1 | 1 | 1 | 5 | 0 | 6 | 5 | 2 | 2 | 9 | 1 | 0 | 2 | 3 |
| +45 mins. | 1 | 2 | 5 | 8 | 2 | 5 | 0 | 7 | 1 | 2 | 3 | 6 | 0 | 4 | 4 | 8 |
| Total Volume | 4 | 4 | 8 | 16 | 6 | 15 | 1 | 22 | 12 | 7 | 8 | 27 | 4 | 13 | 6 | 23 |
| % App. Total | 25 | 25 | 50 | | 27.3 | 68.2 | 4.5 | | 44.4 | 25.9 | 29.6 | | 17.4 | 56.5 | 26.1 | |
| PHF | .500 | .500 | .400 | .500 | .750 | .750 | .250 | .786 | .600 | .875 | .667 | .750 | .333 | .464 | .375 | .575 |
| Cars | 4 | 3 | 8 | 15 | 6 | 15 | 1 | 22 | 12 | 7 | 8 | 27 | 4 | 13 | 6 | 23 |
| % Cars | 100 | 75 | 100 | 93.8 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Trucks | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks | 0 | 25 | 0 | 6.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

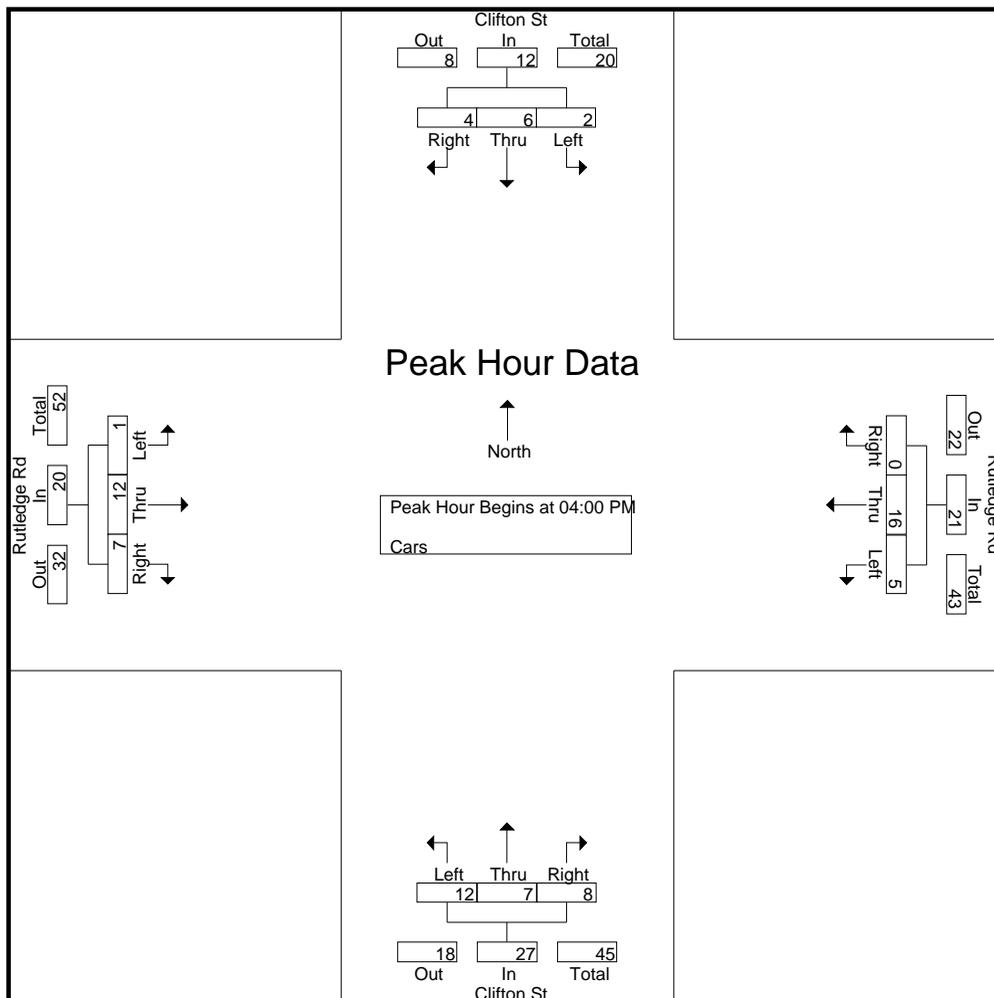
File Name : 89650007
Site Code : 89650007
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Clifton St From North | | | Rutledge Rd From East | | | Clifton St From South | | | Rutledge Rd From West | | | Int. Total |
|--------------------|--------------------------|-----------|-----------|--------------------------|-----------|----------|--------------------------|-----------|-----------|--------------------------|-----------|-----------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 3 | 1 | 12 |
| 02:15 PM | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 2 | 2 | 0 | 2 | 0 | 13 |
| 02:30 PM | 1 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 0 | 0 | 1 | 1 | 12 |
| 02:45 PM | 2 | 2 | 2 | 1 | 5 | 1 | 1 | 3 | 1 | 0 | 0 | 1 | 19 |
| Total | 3 | 5 | 4 | 3 | 10 | 2 | 8 | 8 | 4 | 0 | 6 | 3 | 56 |
| 03:00 PM | 0 | 0 | 1 | 0 | 6 | 0 | 2 | 5 | 0 | 0 | 2 | 0 | 16 |
| 03:15 PM | 1 | 1 | 5 | 0 | 2 | 0 | 4 | 0 | 3 | 3 | 7 | 0 | 26 |
| 03:30 PM | 0 | 1 | 0 | 1 | 3 | 1 | 3 | 1 | 2 | 0 | 2 | 0 | 14 |
| 03:45 PM | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 11 |
| Total | 1 | 3 | 6 | 3 | 13 | 1 | 11 | 6 | 6 | 4 | 11 | 2 | 67 |
| 04:00 PM | 1 | 0 | 2 | 1 | 5 | 0 | 2 | 1 | 3 | 0 | 4 | 4 | 23 |
| 04:15 PM | 0 | 1 | 0 | 2 | 5 | 0 | 4 | 2 | 0 | 0 | 1 | 2 | 17 |
| 04:30 PM | 0 | 3 | 1 | 2 | 1 | 0 | 5 | 2 | 2 | 1 | 3 | 1 | 21 |
| 04:45 PM | 1 | 2 | 1 | 0 | 5 | 0 | 1 | 2 | 3 | 0 | 4 | 0 | 19 |
| Total | 2 | 6 | 4 | 5 | 16 | 0 | 12 | 7 | 8 | 1 | 12 | 7 | 80 |
| 05:00 PM | 0 | 1 | 1 | 0 | 3 | 1 | 3 | 2 | 1 | 2 | 3 | 0 | 17 |
| 05:15 PM | 0 | 4 | 1 | 0 | 2 | 0 | 1 | 3 | 1 | 0 | 4 | 0 | 16 |
| 05:30 PM | 0 | 3 | 1 | 0 | 2 | 0 | 1 | 4 | 0 | 2 | 1 | 1 | 15 |
| 05:45 PM | 0 | 5 | 0 | 1 | 2 | 1 | 3 | 4 | 1 | 0 | 1 | 2 | 20 |
| Total | 0 | 13 | 3 | 1 | 9 | 2 | 8 | 13 | 3 | 4 | 9 | 3 | 68 |
| Grand Total | 6 | 27 | 17 | 12 | 48 | 5 | 39 | 34 | 21 | 9 | 38 | 15 | 271 |
| Apprch % | 12 | 54 | 34 | 18.5 | 73.8 | 7.7 | 41.5 | 36.2 | 22.3 | 14.5 | 61.3 | 24.2 | |
| Total % | 2.2 | 10 | 6.3 | 4.4 | 17.7 | 1.8 | 14.4 | 12.5 | 7.7 | 3.3 | 14 | 5.5 | |

| Start Time | Clifton St From North | | | | Rutledge Rd From East | | | | Clifton St From South | | | | Rutledge Rd From West | | | | Int. Total |
|--|--------------------------|----------|----------|------------|--------------------------|-----------|----------|------------|--------------------------|----------|----------|------------|--------------------------|-----------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 0 | 2 | 3 | 1 | 5 | 0 | 6 | 2 | 1 | 3 | 6 | 0 | 4 | 4 | 8 | 23 |
| 04:15 PM | 0 | 1 | 0 | 1 | 2 | 5 | 0 | 7 | 4 | 2 | 0 | 6 | 0 | 1 | 2 | 3 | 17 |
| 04:30 PM | 0 | 3 | 1 | 4 | 2 | 1 | 0 | 3 | 5 | 2 | 2 | 9 | 1 | 3 | 1 | 5 | 21 |
| 04:45 PM | 1 | 2 | 1 | 4 | 0 | 5 | 0 | 5 | 1 | 2 | 3 | 6 | 0 | 4 | 0 | 4 | 19 |
| Total Volume | 2 | 6 | 4 | 12 | 5 | 16 | 0 | 21 | 12 | 7 | 8 | 27 | 1 | 12 | 7 | 20 | 80 |
| % App. Total | 16.7 | 50 | 33.3 | | 23.8 | 76.2 | 0 | | 44.4 | 25.9 | 29.6 | | 5 | 60 | 35 | | |
| PHF | .500 | .500 | .500 | .750 | .625 | .800 | .000 | .750 | .600 | .875 | .667 | .750 | .250 | .750 | .438 | .625 | .870 |

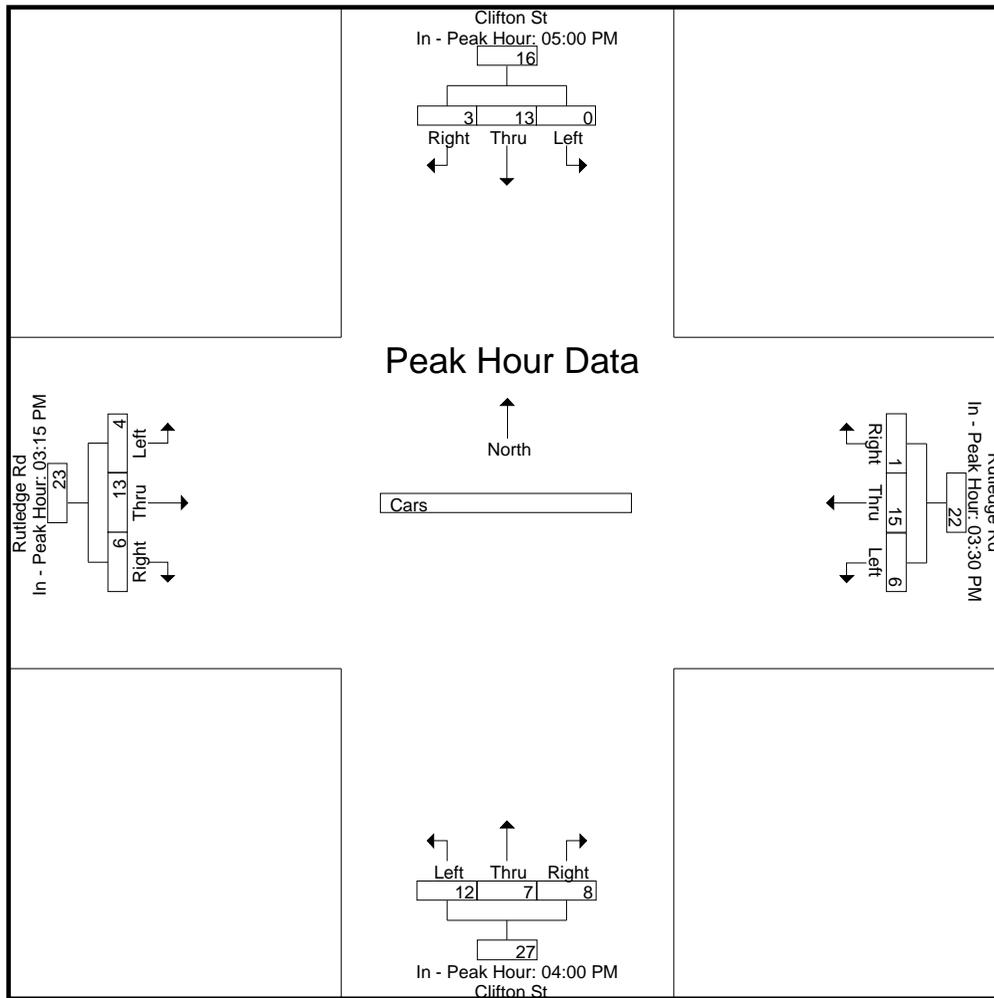
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 05:00 PM | | | | 03:30 PM | | | | 04:00 PM | | | | 03:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 1 | 1 | 2 | 1 | 3 | 1 | 5 | 2 | 1 | 3 | 6 | 3 | 7 | 0 | 10 |
| +15 mins. | 0 | 4 | 1 | 5 | 2 | 2 | 0 | 4 | 4 | 2 | 0 | 6 | 0 | 2 | 0 | 2 |
| +30 mins. | 0 | 3 | 1 | 4 | 1 | 5 | 0 | 6 | 5 | 2 | 2 | 9 | 1 | 0 | 2 | 3 |
| +45 mins. | 0 | 5 | 0 | 5 | 2 | 5 | 0 | 7 | 1 | 2 | 3 | 6 | 0 | 4 | 4 | 8 |
| Total Volume | 0 | 13 | 3 | 16 | 6 | 15 | 1 | 22 | 12 | 7 | 8 | 27 | 4 | 13 | 6 | 23 |
| % App. Total | 0 | 81.2 | 18.8 | | 27.3 | 68.2 | 4.5 | | 44.4 | 25.9 | 29.6 | | 17.4 | 56.5 | 26.1 | |
| PHF | .000 | .650 | .750 | .800 | .750 | .750 | .250 | .786 | .600 | .875 | .667 | .750 | .333 | .464 | .375 | .575 |

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650007
Site Code : 89650007
Start Date : 5/18/2021
Page No : 7

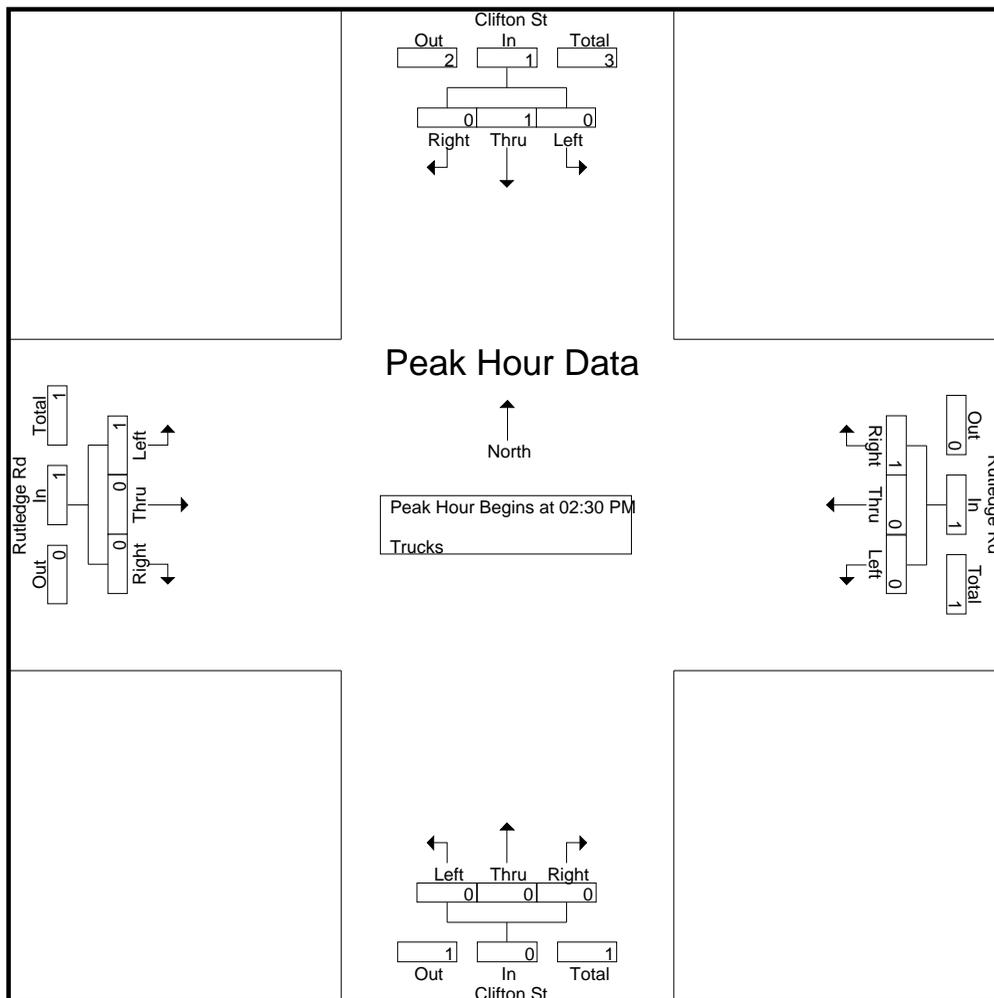
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

Groups Printed- Trucks

| Start Time | Clifton St From North | | | Rutledge Rd From East | | | Clifton St From South | | | Rutledge Rd From West | | | Int. Total |
|-------------|--------------------------|------|-------|--------------------------|------|-------|--------------------------|------|-------|--------------------------|------|-------|------------|
| | Left | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 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 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 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 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 33.3 | 0 | 0 | 0 | 33.3 | 0 | 0 | 0 | 33.3 | 0 | 0 | |

| Start Time | Clifton St From North | | | | Rutledge Rd From East | | | | Clifton St From South | | | | Rutledge Rd From West | | | | Int. Total |
|--|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:30 PM | | | | | | | | | | | | | | | | | |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .375 |

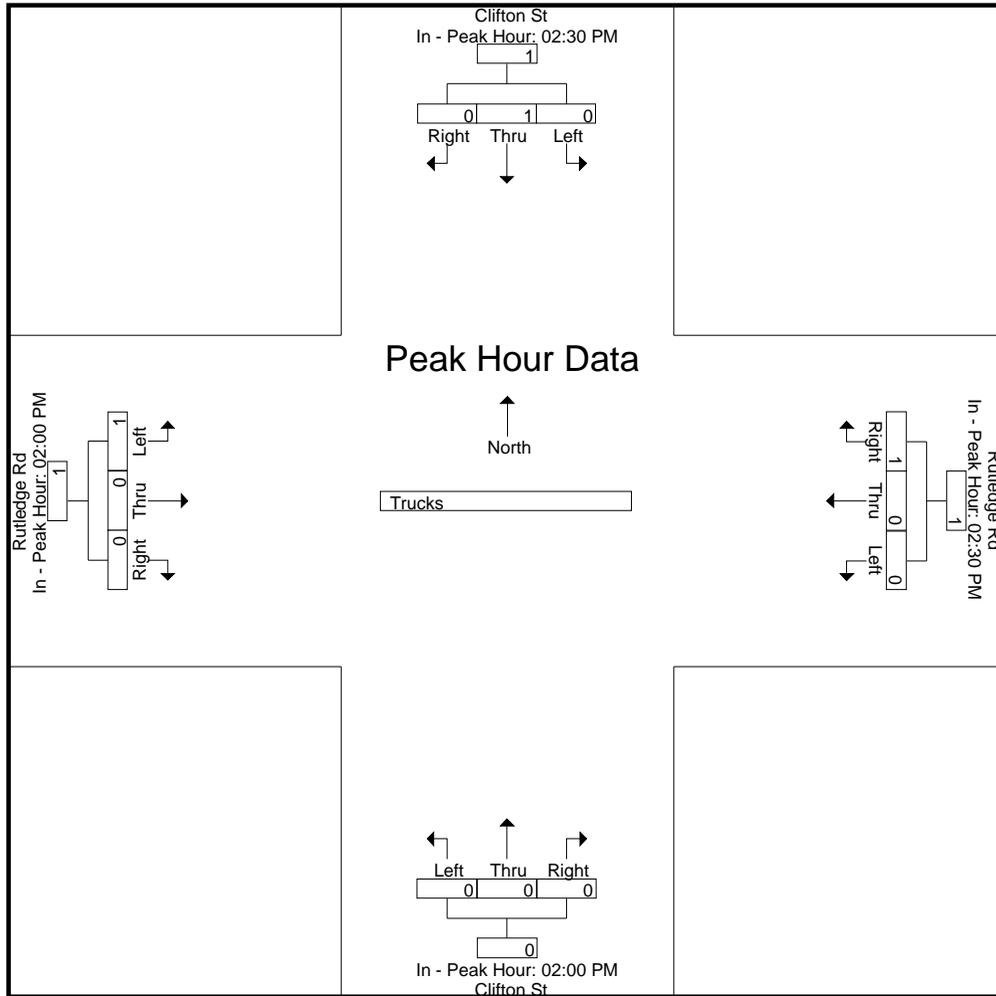
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:30 PM | | | | 02:30 PM | | | | 02:00 PM | | | | 02:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | 100 | 0 | 0 | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 |

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650007
Site Code : 89650007
Start Date : 5/18/2021
Page No : 10

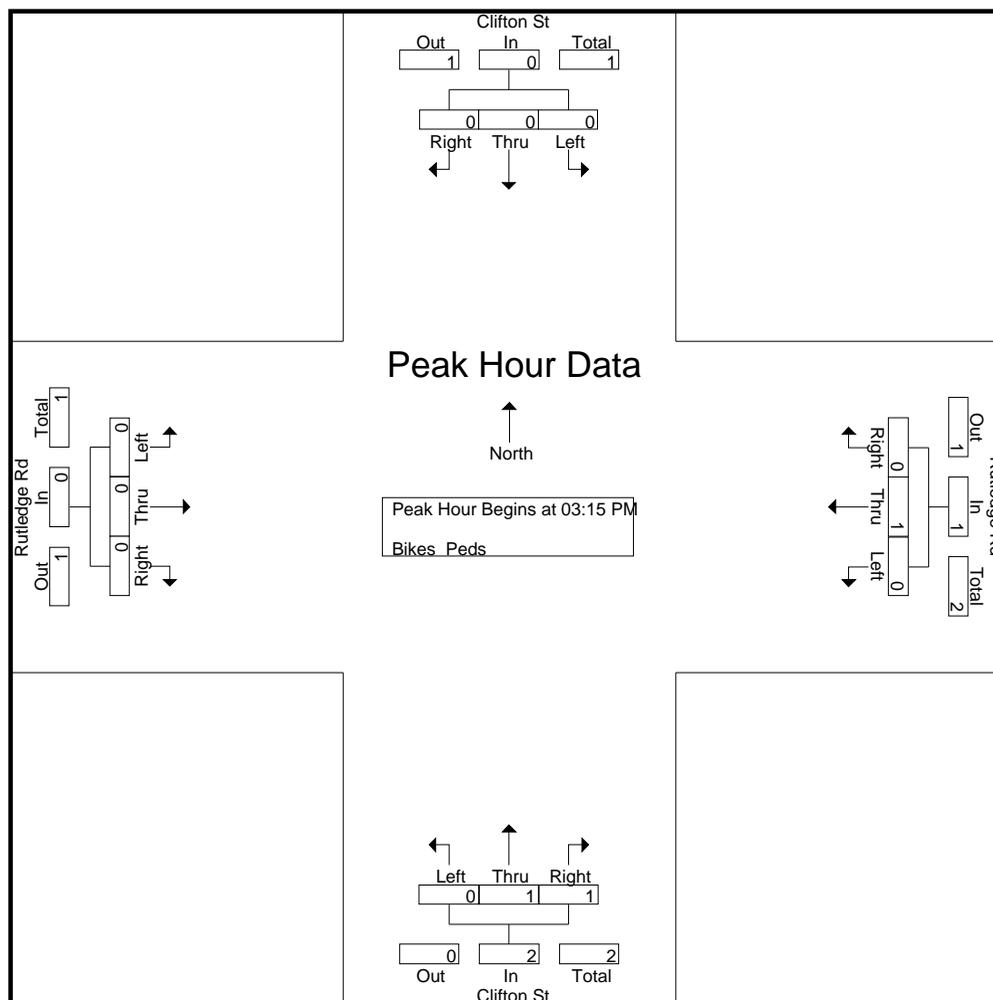
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear

Groups Printed- Bikes Peds

| Start Time | Clifton St From North | | | | Rutledge Rd From East | | | | Clifton St From South | | | | Rutledge Rd From West | | | | Exclu. Total | Inclu. Total | Int. Total | |
|--------------------|--------------------------|------|-------|------|--------------------------|------|-------|------|--------------------------|------|-------|------|--------------------------|------|-------|------|--------------|--------------|------------|----|
| | Left | Thru | Right | Peds | | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 8 | 1 | 0 | 9 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 8 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 11 | 2 | 0 | 13 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 |
| 05:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 |
| Grand Total | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 15 | 1 | 1 | 1 | 9 | 0 | 0 | 0 | 8 | 34 | 6 | 0 | 40 |
| Apprch % | 0 | 100 | 0 | | 0 | 100 | 0 | | 33.3 | 33.3 | 33.3 | | 0 | 0 | 0 | | | | | |
| Total % | 0 | 16.7 | 0 | | 0 | 33.3 | 0 | | 16.7 | 16.7 | 16.7 | | 0 | 0 | 0 | | 85 | 15 | | |

| Start Time | Clifton St From North | | | | Rutledge Rd From East | | | | Clifton St From South | | | | Rutledge Rd From West | | | | Int. Total | |
|--|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | | | | | | | | | |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 50 | 50 | | 0 | 0 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .250 | .250 | .500 | .000 | .000 | .000 | .000 | .000 | .750 |

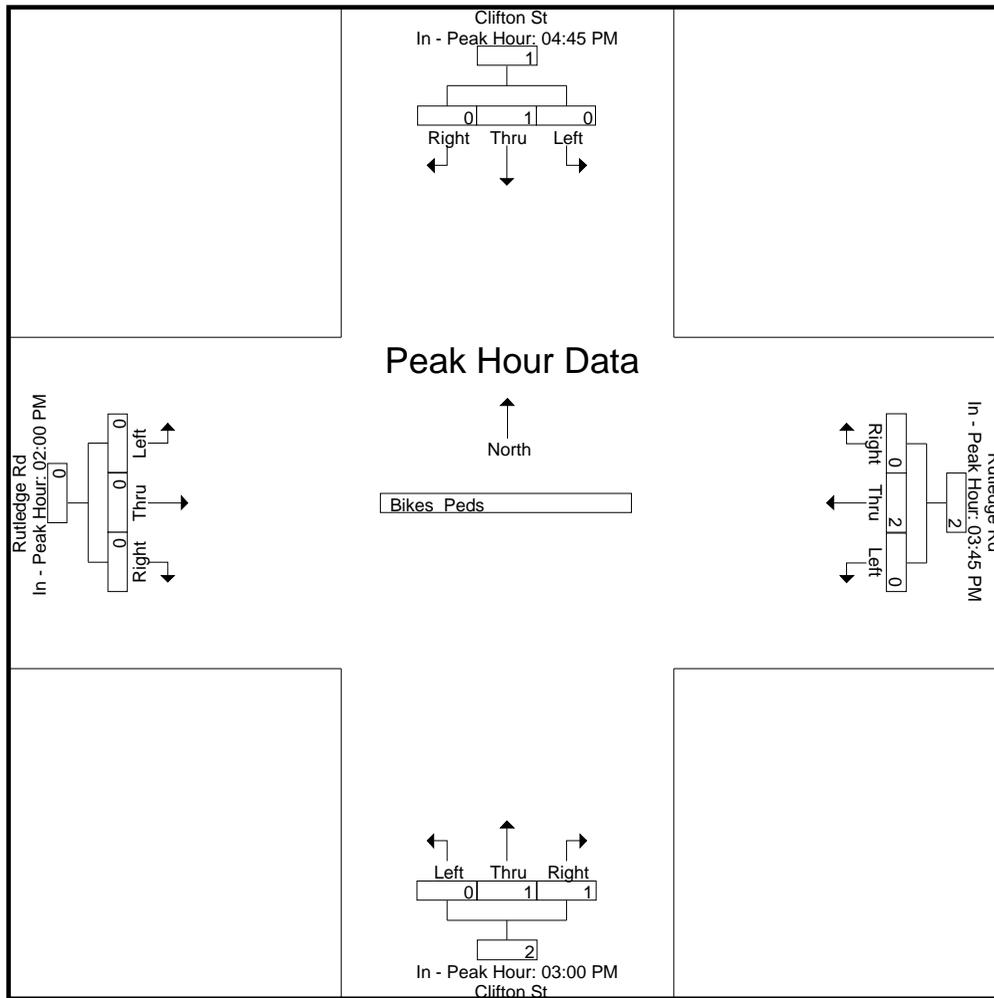
N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 03:45 PM | | | | 03:00 PM | | | | 02:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 50 | 50 | | 0 | 0 | 0 | |
| PHF | .000 | .250 | .000 | .250 | .000 | .500 | .000 | .500 | .000 | .250 | .250 | .500 | .000 | .000 | .000 | .000 |

N/S Street : Clifton Street
E/W Street : Rutledge Road
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Evergreen Way
 E/W Street : Marsh Street
 City/State : Belmont, MA
 Weather : Clear

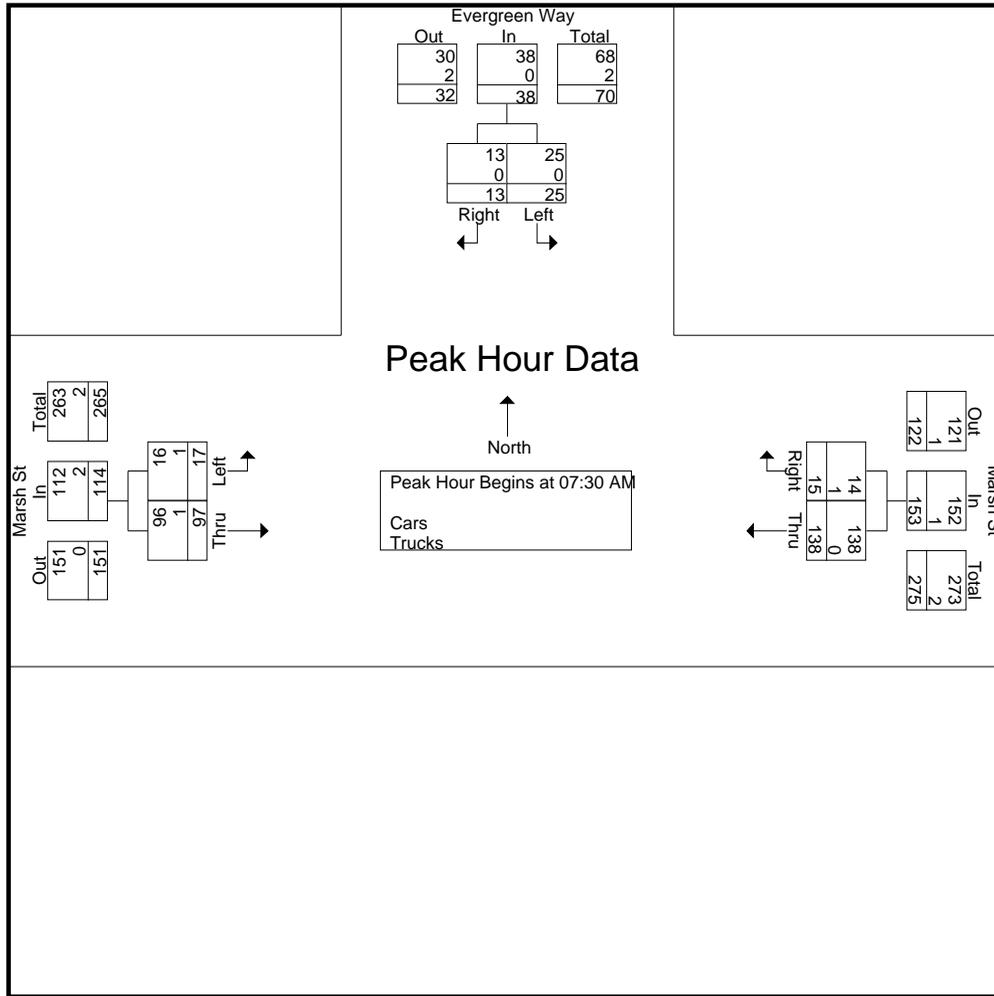
File Name : 89650008
 Site Code : 89650008
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Evergreen Way From North | | Marsh St From East | | Marsh St From West | | Int. Total |
|--------------------|--------------------------|-----------|--------------------|-----------|--------------------|------------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 2 | 0 | 14 | 3 | 0 | 10 | 29 |
| 07:15 AM | 4 | 2 | 18 | 1 | 0 | 14 | 39 |
| 07:30 AM | 9 | 1 | 28 | 2 | 4 | 17 | 61 |
| 07:45 AM | 5 | 4 | 34 | 2 | 3 | 22 | 70 |
| Total | 20 | 7 | 94 | 8 | 7 | 63 | 199 |
| 08:00 AM | 5 | 4 | 40 | 6 | 7 | 29 | 91 |
| 08:15 AM | 6 | 4 | 36 | 5 | 3 | 29 | 83 |
| 08:30 AM | 6 | 3 | 21 | 4 | 2 | 21 | 57 |
| 08:45 AM | 4 | 0 | 25 | 3 | 0 | 17 | 49 |
| Total | 21 | 11 | 122 | 18 | 12 | 96 | 280 |
| Grand Total | 41 | 18 | 216 | 26 | 19 | 159 | 479 |
| Apprch % | 69.5 | 30.5 | 89.3 | 10.7 | 10.7 | 89.3 | |
| Total % | 8.6 | 3.8 | 45.1 | 5.4 | 4 | 33.2 | |
| Cars | 41 | 18 | 214 | 24 | 18 | 153 | 468 |
| % Cars | 100 | 100 | 99.1 | 92.3 | 94.7 | 96.2 | 97.7 |
| Trucks | 0 | 0 | 2 | 2 | 1 | 6 | 11 |
| % Trucks | 0 | 0 | 0.9 | 7.7 | 5.3 | 3.8 | 2.3 |

| Start Time | Evergreen Way From North | | | Marsh St From East | | | Marsh St From West | | | Int. Total |
|---|--------------------------|-----------|------------|--------------------|-----------|------------|--------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 9 | 1 | 10 | 28 | 2 | 30 | 4 | 17 | 21 | 61 |
| 07:45 AM | 5 | 4 | 9 | 34 | 2 | 36 | 3 | 22 | 25 | 70 |
| 08:00 AM | 5 | 4 | 9 | 40 | 6 | 46 | 7 | 29 | 36 | 91 |
| 08:15 AM | 6 | 4 | 10 | 36 | 5 | 41 | 3 | 29 | 32 | 83 |
| Total Volume | 25 | 13 | 38 | 138 | 15 | 153 | 17 | 97 | 114 | 305 |
| % App. Total | 65.8 | 34.2 | | 90.2 | 9.8 | | 14.9 | 85.1 | | |
| PHF | .694 | .813 | .950 | .863 | .625 | .832 | .607 | .836 | .792 | .838 |
| Cars | 25 | 13 | 38 | 138 | 14 | 152 | 16 | 96 | 112 | 302 |
| % Cars | 100 | 100 | 100 | 100 | 93.3 | 99.3 | 94.1 | 99.0 | 98.2 | 99.0 |
| Trucks | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 3 |
| % Trucks | 0 | 0 | 0 | 0 | 6.7 | 0.7 | 5.9 | 1.0 | 1.8 | 1.0 |

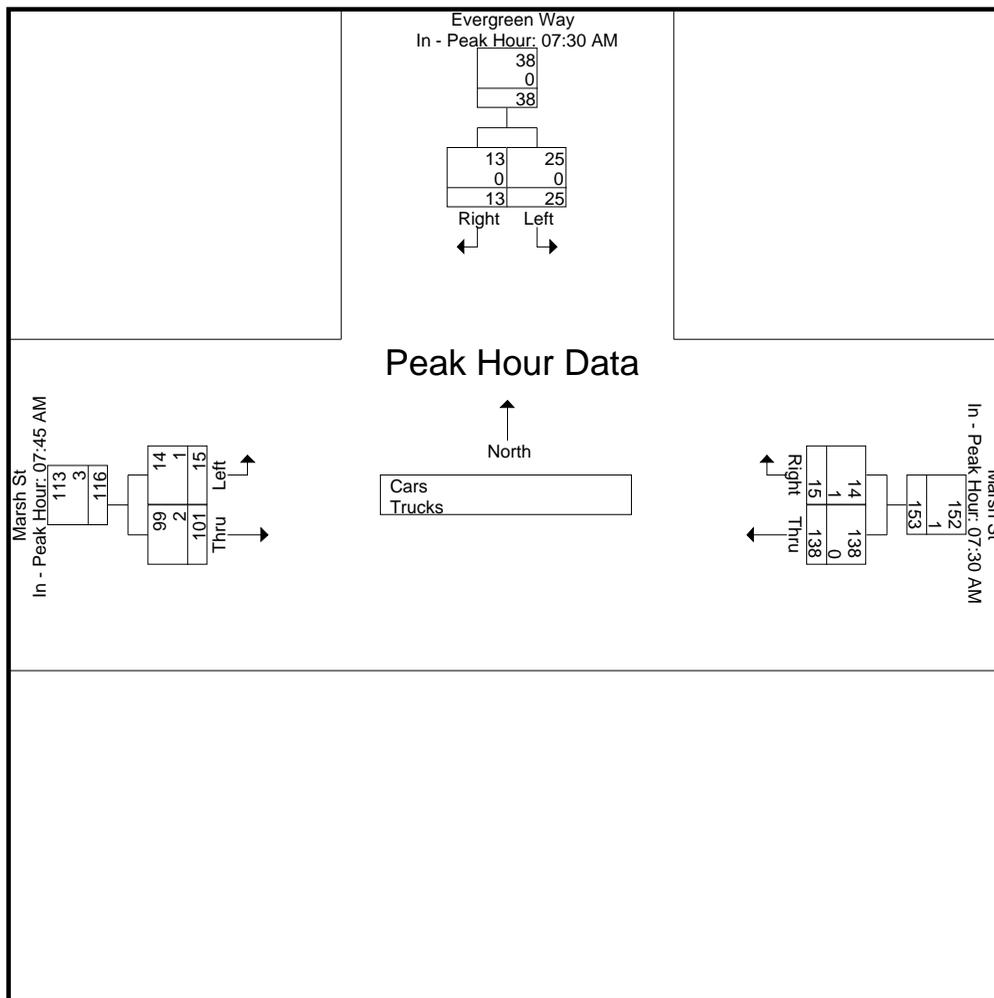
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:30 AM | | | 07:45 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 9 | 1 | 10 | 28 | 2 | 30 | 3 | 22 | 25 |
| +15 mins. | 5 | 4 | 9 | 34 | 2 | 36 | 7 | 29 | 36 |
| +30 mins. | 5 | 4 | 9 | 40 | 6 | 46 | 3 | 29 | 32 |
| +45 mins. | 6 | 4 | 10 | 36 | 5 | 41 | 2 | 21 | 23 |
| Total Volume | 25 | 13 | 38 | 138 | 15 | 153 | 15 | 101 | 116 |
| % App. Total | 65.8 | 34.2 | | 90.2 | 9.8 | | 12.9 | 87.1 | |
| PHF | .694 | .813 | .950 | .863 | .625 | .832 | .536 | .871 | .806 |
| Cars | 25 | 13 | 38 | 138 | 14 | 152 | 14 | 99 | 113 |
| % Cars | 100 | 100 | 100 | 100 | 93.3 | 99.3 | 93.3 | 98 | 97.4 |
| Trucks | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 |
| % Trucks | 0 | 0 | 0 | 0 | 6.7 | 0.7 | 6.7 | 2 | 2.6 |

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650008
Site Code : 89650008
Start Date : 5/18/2021
Page No : 4

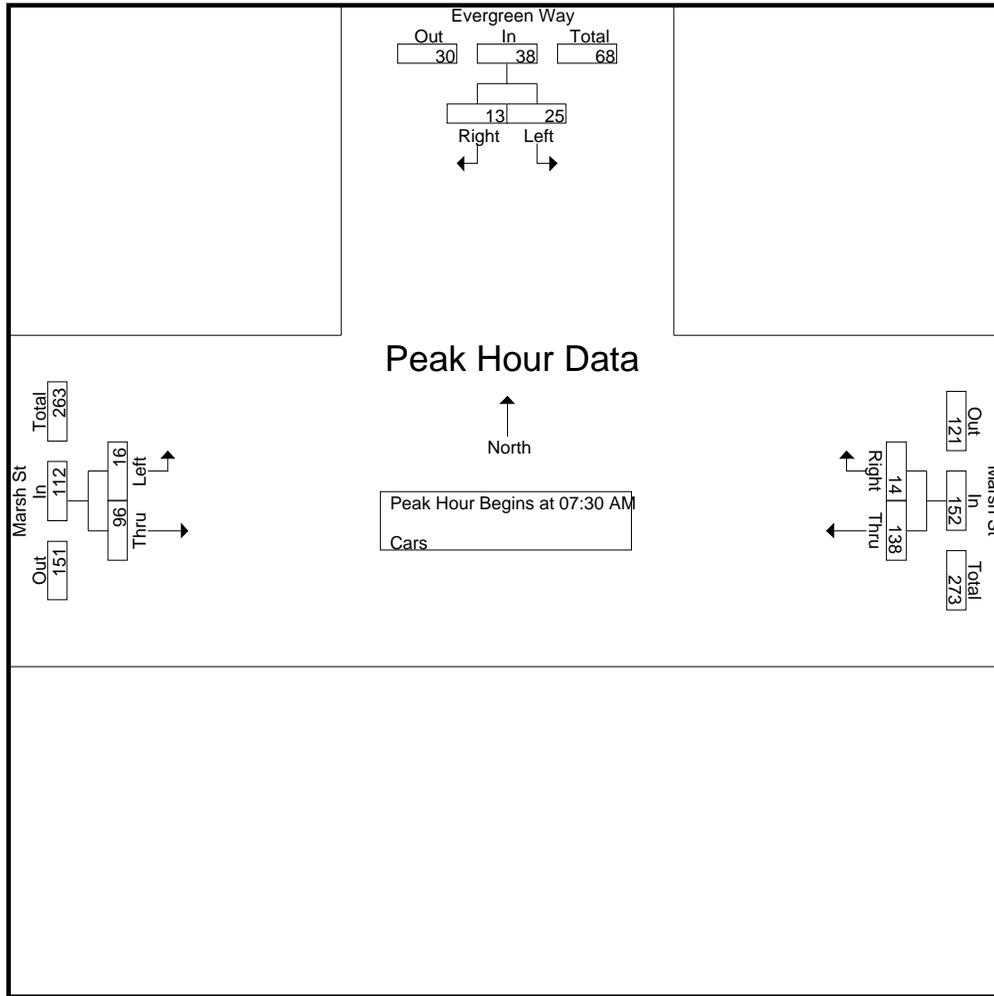
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

Groups Printed- Cars

| Start Time | Evergreen Way From North | | Marsh St From East | | Marsh St From West | | Int. Total |
|-------------|-----------------------------|-------|-----------------------|-------|-----------------------|------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 2 | 0 | 13 | 2 | 0 | 7 | 24 |
| 07:15 AM | 4 | 2 | 17 | 1 | 0 | 14 | 38 |
| 07:30 AM | 9 | 1 | 28 | 2 | 4 | 17 | 61 |
| 07:45 AM | 5 | 4 | 34 | 2 | 2 | 22 | 69 |
| Total | 20 | 7 | 92 | 7 | 6 | 60 | 192 |
| 08:00 AM | 5 | 4 | 40 | 5 | 7 | 29 | 90 |
| 08:15 AM | 6 | 4 | 36 | 5 | 3 | 28 | 82 |
| 08:30 AM | 6 | 3 | 21 | 4 | 2 | 20 | 56 |
| 08:45 AM | 4 | 0 | 25 | 3 | 0 | 16 | 48 |
| Total | 21 | 11 | 122 | 17 | 12 | 93 | 276 |
| Grand Total | 41 | 18 | 214 | 24 | 18 | 153 | 468 |
| Apprch % | 69.5 | 30.5 | 89.9 | 10.1 | 10.5 | 89.5 | |
| Total % | 8.8 | 3.8 | 45.7 | 5.1 | 3.8 | 32.7 | |

| Start Time | Evergreen Way From North | | | Marsh St From East | | | Marsh St From West | | | Int. Total |
|--|-----------------------------|----------|------------|-----------------------|----------|------------|-----------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 9 | 1 | 10 | 28 | 2 | 30 | 4 | 17 | 21 | 61 |
| 07:45 AM | 5 | 4 | 9 | 34 | 2 | 36 | 2 | 22 | 24 | 69 |
| 08:00 AM | 5 | 4 | 9 | 40 | 5 | 45 | 7 | 29 | 36 | 90 |
| 08:15 AM | 6 | 4 | 10 | 36 | 5 | 41 | 3 | 28 | 31 | 82 |
| Total Volume | 25 | 13 | 38 | 138 | 14 | 152 | 16 | 96 | 112 | 302 |
| % App. Total | 65.8 | 34.2 | | 90.8 | 9.2 | | 14.3 | 85.7 | | |
| PHF | .694 | .813 | .950 | .863 | .700 | .844 | .571 | .828 | .778 | .839 |

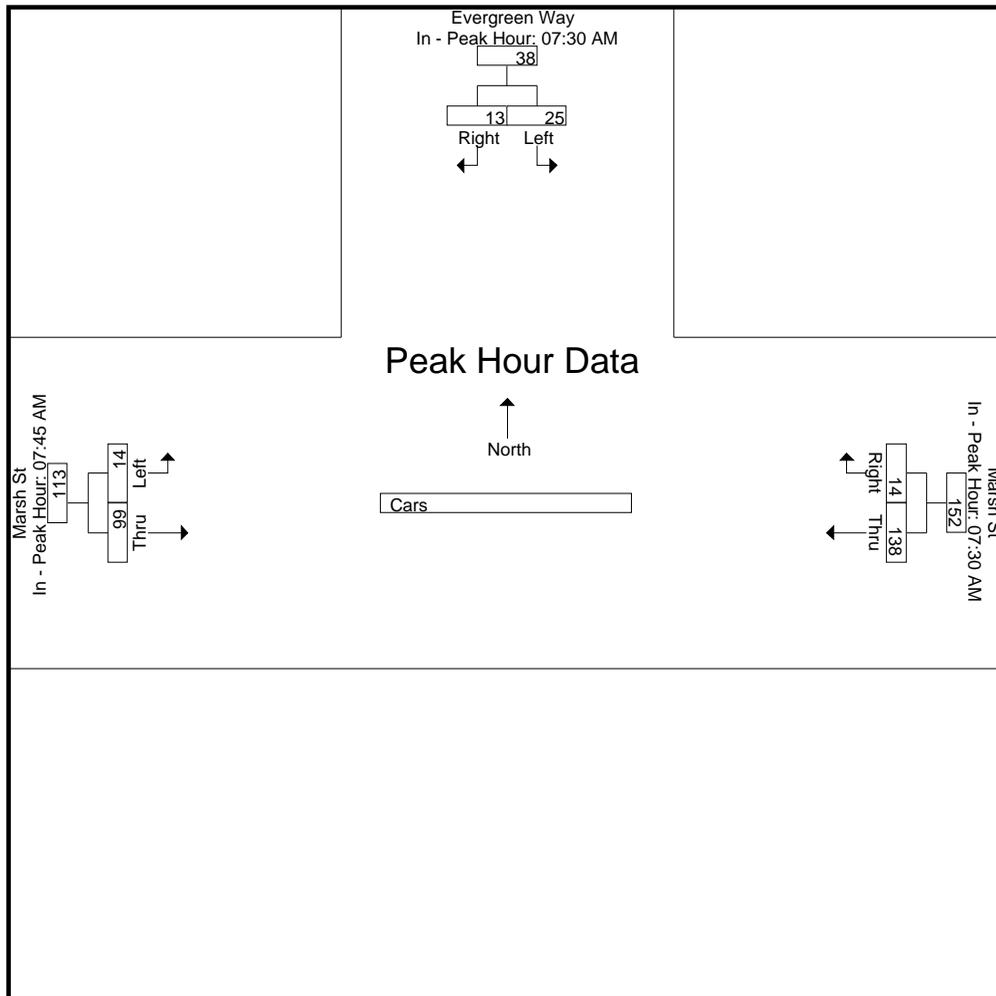
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:30 AM | | | 07:45 AM | | |
|--------------|----------|----------|-----------|-----------|----------|-----------|----------|-----------|-----------|
| +0 mins. | 9 | 1 | 10 | 28 | 2 | 30 | 2 | 22 | 24 |
| +15 mins. | 5 | 4 | 9 | 34 | 2 | 36 | 7 | 29 | 36 |
| +30 mins. | 5 | 4 | 9 | 40 | 5 | 45 | 3 | 28 | 31 |
| +45 mins. | 6 | 4 | 10 | 36 | 5 | 41 | 2 | 20 | 22 |
| Total Volume | 25 | 13 | 38 | 138 | 14 | 152 | 14 | 99 | 113 |
| % App. Total | 65.8 | 34.2 | | 90.8 | 9.2 | | 12.4 | 87.6 | |
| PHF | .694 | .813 | .950 | .863 | .700 | .844 | .500 | .853 | .785 |

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650008
Site Code : 89650008
Start Date : 5/18/2021
Page No : 7

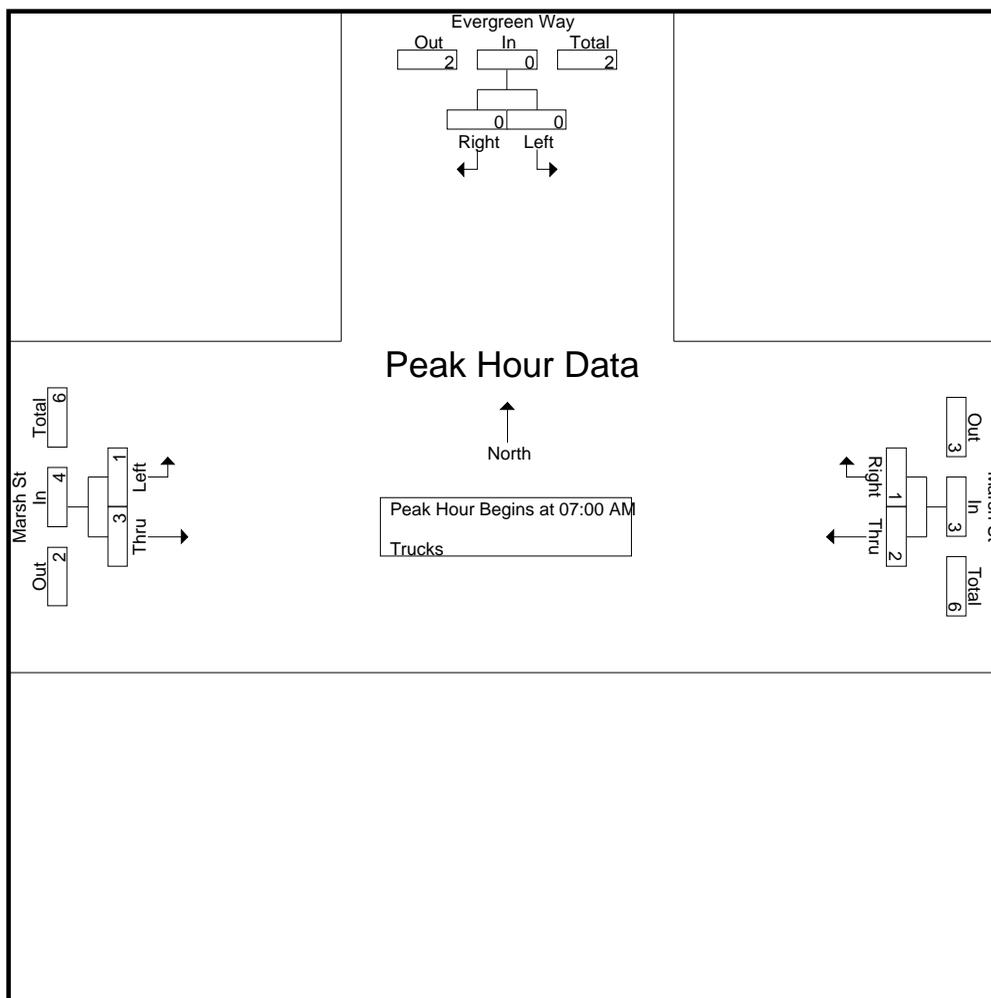
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

Groups Printed- Trucks

| Start Time | Evergreen Way From North | | Marsh St From East | | Marsh St From West | | Int. Total |
|--------------------|-----------------------------|----------|-----------------------|----------|-----------------------|----------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 07:00 AM | 0 | 0 | 1 | 1 | 0 | 3 | 5 |
| 07:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 0 | 2 | 1 | 1 | 3 | 7 |
| 08:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 1 | 0 | 3 | 4 |
| Grand Total | 0 | 0 | 2 | 2 | 1 | 6 | 11 |
| Apprch % | 0 | 0 | 50 | 50 | 14.3 | 85.7 | |
| Total % | 0 | 0 | 18.2 | 18.2 | 9.1 | 54.5 | |

| Start Time | Evergreen Way From North | | | Marsh St From East | | | Marsh St From West | | | Int. Total |
|--|-----------------------------|----------|------------|-----------------------|-------------|------------|-----------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 3 | 5 |
| 07:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 3 | 4 | 7 |
| % App. Total | 0 | 0 | 0 | 66.7 | 33.3 | | 25 | 75 | | |
| PHF | .000 | .000 | .000 | .500 | .250 | .375 | .250 | .250 | .333 | .350 |

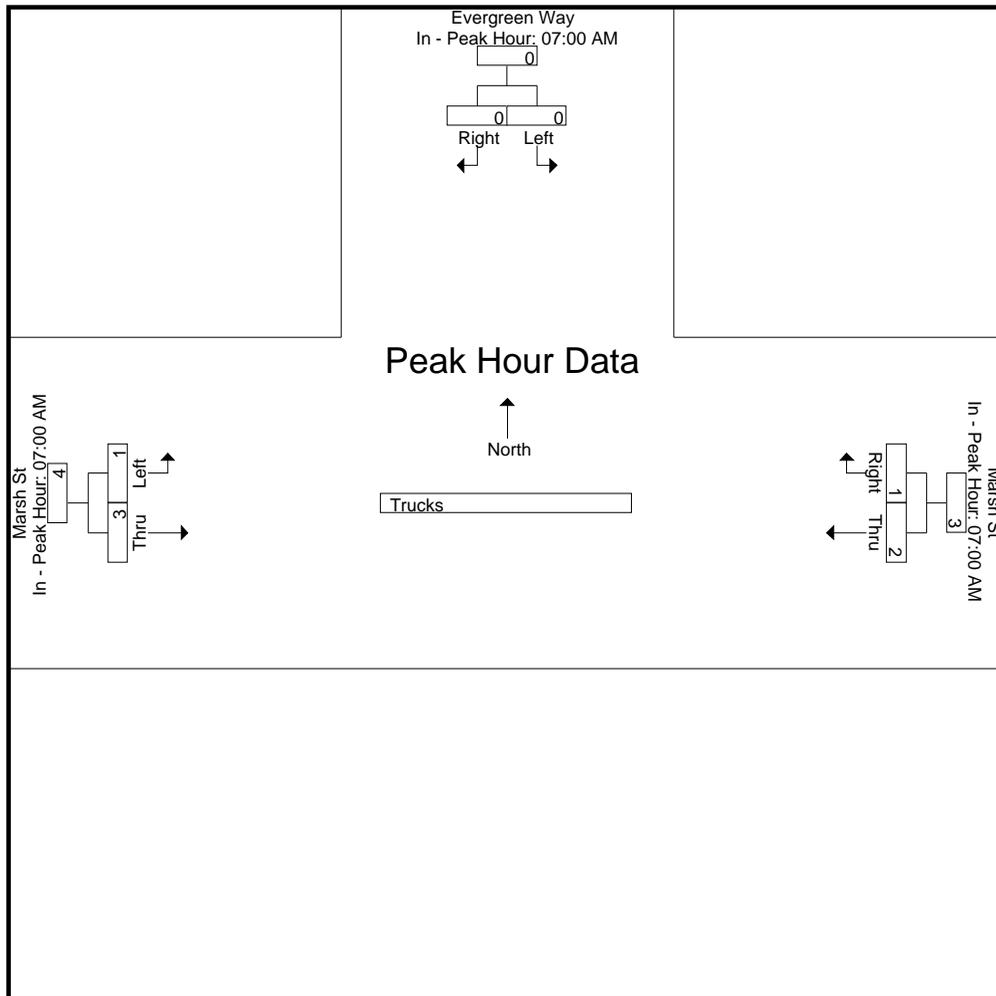
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 3 | 3 |
| +15 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 3 | 4 |
| % App. Total | 0 | 0 | | 66.7 | 33.3 | | 25 | 75 | |
| PHF | .000 | .000 | .000 | .500 | .250 | .375 | .250 | .250 | .333 |

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

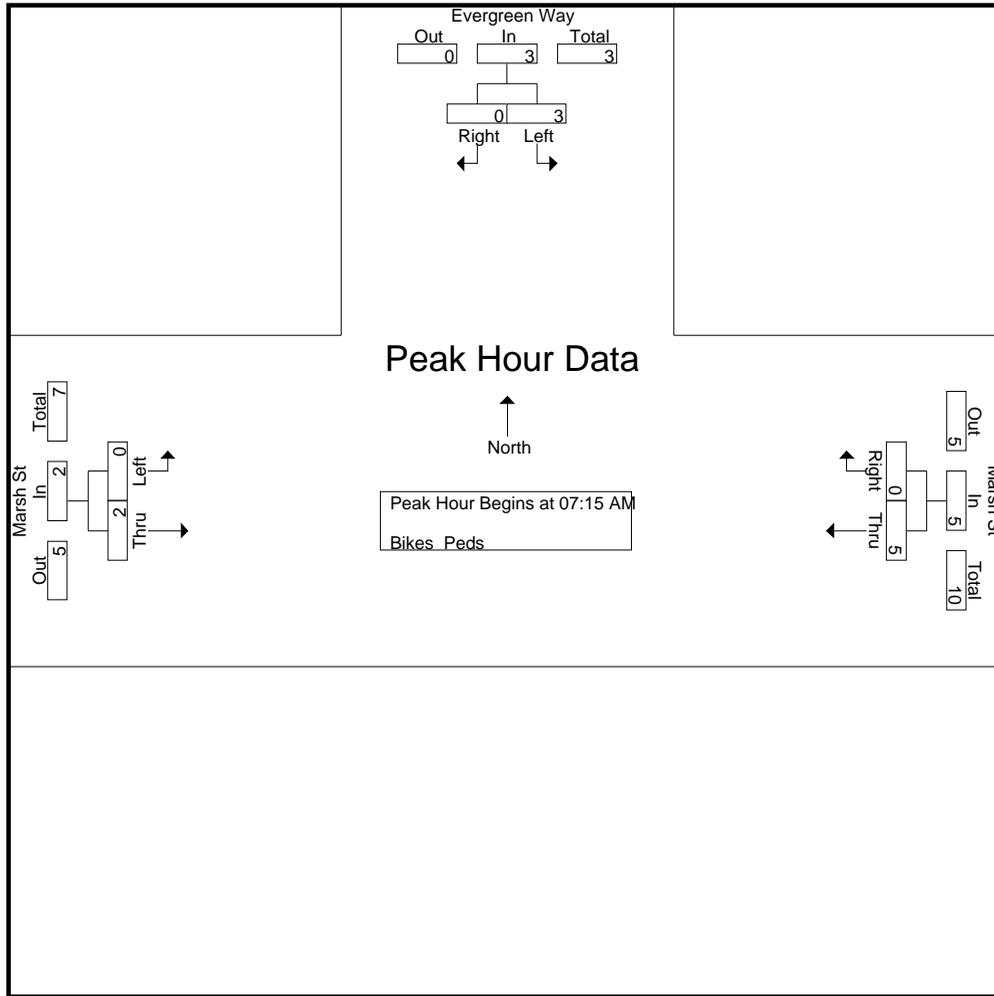
File Name : 89650008
Site Code : 89650008
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Evergreen Way From North | | | Marsh St From East | | | Marsh St From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|-----------------------------|----------|----------|-----------------------|----------|----------|-----------------------|----------|----------|--------------|--------------|------------|
| | Left | Right | Peds | Thru | Right | Peds | Left | Thru | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 07:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 AM | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| Total | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 8 |
| 08:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 3 |
| 08:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 1 | 6 | 7 |
| Grand Total | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 4 | 1 | 1 | 14 | 15 |
| Apprch % | 100 | 0 | | 100 | 0 | | 0 | 100 | | | | |
| Total % | 21.4 | 0 | | 50 | 0 | | 0 | 28.6 | | 6.7 | 93.3 | |

| Start Time | Evergreen Way From North | | | Marsh St From East | | | Marsh St From West | | | Int. Total |
|--|-----------------------------|----------|------------|-----------------------|----------|------------|-----------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| 07:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 07:45 AM | 2 | 0 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 5 |
| 08:00 AM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| Total Volume | 3 | 0 | 3 | 5 | 0 | 5 | 0 | 2 | 2 | 10 |
| % App. Total | 100 | 0 | 3 | 100 | 0 | 5 | 0 | 100 | 2 | 10 |
| PHF | .375 | .000 | .375 | .417 | .000 | .417 | .000 | .250 | .250 | .500 |

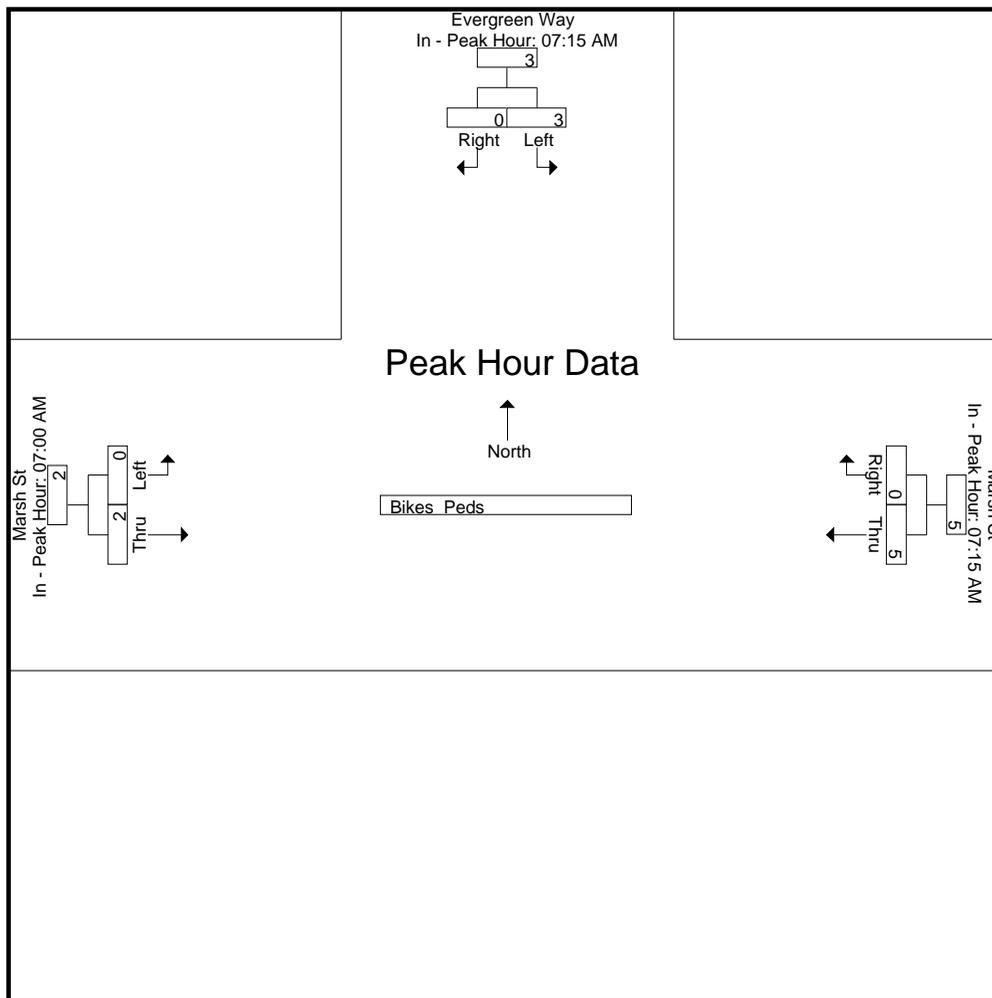
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:15 AM | | | 07:15 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 |
| +30 mins. | 2 | 0 | 2 | 3 | 0 | 3 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Total Volume | 3 | 0 | 3 | 5 | 0 | 5 | 0 | 2 | 2 |
| % App. Total | 100 | 0 | | 100 | 0 | | 0 | 100 | |
| PHF | .375 | .000 | .375 | .417 | .000 | .417 | .000 | .250 | .250 |

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Evergreen Way
 E/W Street : Marsh Street
 City/State : Belmont, MA
 Weather : Clear

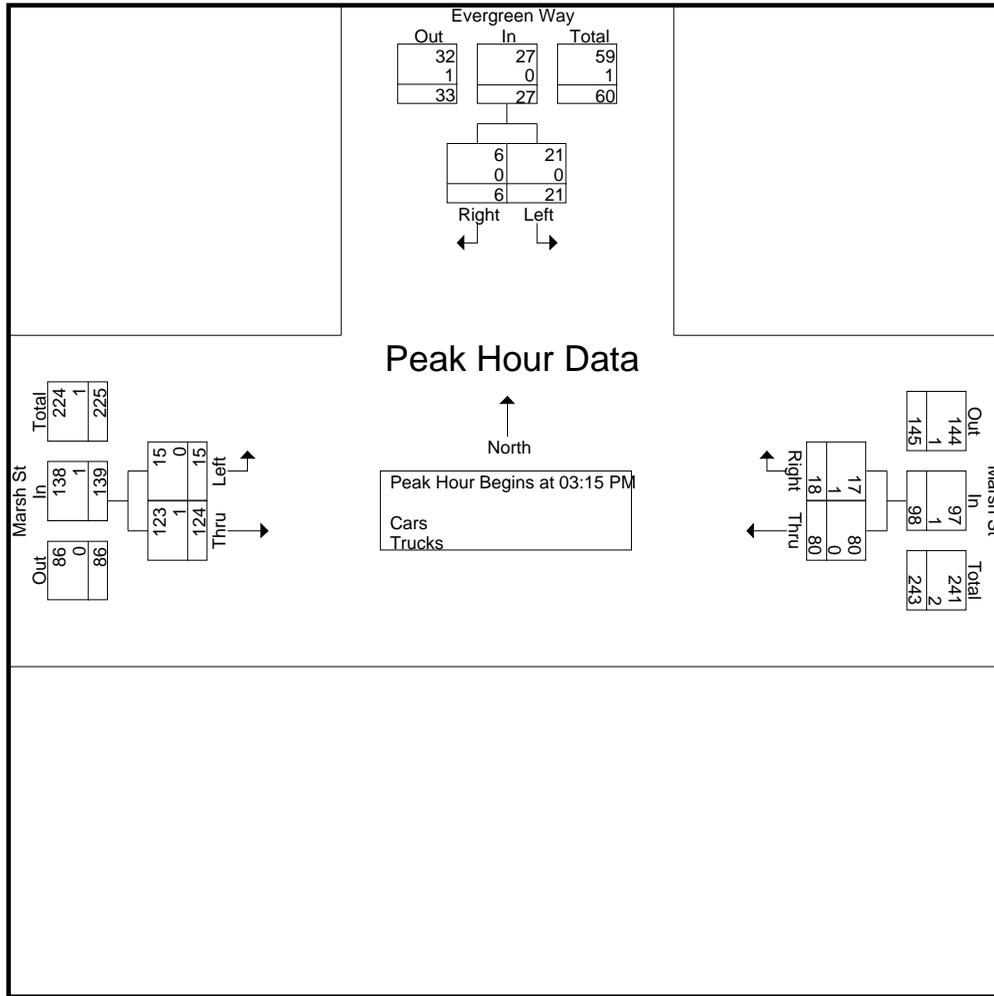
File Name : 89650008
 Site Code : 89650008
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Evergreen Way From North | | Marsh St From East | | Marsh St From West | | Int. Total |
|--------------------|--------------------------|-----------|--------------------|-----------|--------------------|------------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 5 | 4 | 19 | 3 | 2 | 20 | 53 |
| 02:15 PM | 6 | 1 | 14 | 4 | 2 | 16 | 43 |
| 02:30 PM | 8 | 0 | 21 | 9 | 2 | 24 | 64 |
| 02:45 PM | 7 | 2 | 23 | 5 | 1 | 15 | 53 |
| Total | 26 | 7 | 77 | 21 | 7 | 75 | 213 |
| 03:00 PM | 1 | 3 | 14 | 5 | 4 | 21 | 48 |
| 03:15 PM | 6 | 4 | 24 | 8 | 5 | 33 | 80 |
| 03:30 PM | 4 | 2 | 19 | 6 | 2 | 40 | 73 |
| 03:45 PM | 9 | 0 | 13 | 1 | 1 | 24 | 48 |
| Total | 20 | 9 | 70 | 20 | 12 | 118 | 249 |
| 04:00 PM | 2 | 0 | 24 | 3 | 7 | 27 | 63 |
| 04:15 PM | 7 | 3 | 17 | 6 | 3 | 26 | 62 |
| 04:30 PM | 3 | 3 | 16 | 5 | 2 | 32 | 61 |
| 04:45 PM | 0 | 1 | 15 | 2 | 4 | 37 | 59 |
| Total | 12 | 7 | 72 | 16 | 16 | 122 | 245 |
| 05:00 PM | 4 | 2 | 13 | 4 | 1 | 25 | 49 |
| 05:15 PM | 13 | 1 | 13 | 4 | 3 | 25 | 59 |
| 05:30 PM | 5 | 2 | 17 | 9 | 1 | 24 | 58 |
| 05:45 PM | 6 | 0 | 22 | 4 | 1 | 25 | 58 |
| Total | 28 | 5 | 65 | 21 | 6 | 99 | 224 |
| Grand Total | 86 | 28 | 284 | 78 | 41 | 414 | 931 |
| Apprch % | 75.4 | 24.6 | 78.5 | 21.5 | 9 | 91 | |
| Total % | 9.2 | 3 | 30.5 | 8.4 | 4.4 | 44.5 | |
| Cars | 86 | 27 | 283 | 76 | 41 | 411 | 924 |
| % Cars | 100 | 96.4 | 99.6 | 97.4 | 100 | 99.3 | 99.2 |
| Trucks | 0 | 1 | 1 | 2 | 0 | 3 | 7 |
| % Trucks | 0 | 3.6 | 0.4 | 2.6 | 0 | 0.7 | 0.8 |

| Start Time | Evergreen Way From North | | | Marsh St From East | | | Marsh St From West | | | Int. Total |
|--|--------------------------|----------|------------|--------------------|-----------|------------|--------------------|------------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 6 | 4 | 10 | 24 | 8 | 32 | 5 | 33 | 38 | 80 |
| 03:30 PM | 4 | 2 | 6 | 19 | 6 | 25 | 2 | 40 | 42 | 73 |
| 03:45 PM | 9 | 0 | 9 | 13 | 1 | 14 | 1 | 24 | 25 | 48 |
| 04:00 PM | 2 | 0 | 2 | 24 | 3 | 27 | 7 | 27 | 34 | 63 |
| Total Volume | 21 | 6 | 27 | 80 | 18 | 98 | 15 | 124 | 139 | 264 |
| % App. Total | 77.8 | 22.2 | | 81.6 | 18.4 | | 10.8 | 89.2 | | |
| PHF | .583 | .375 | .675 | .833 | .563 | .766 | .536 | .775 | .827 | .825 |
| Cars | 21 | 6 | 27 | 80 | 17 | 97 | 15 | 123 | 138 | 262 |
| % Cars | 100 | 100 | 100 | 100 | 94.4 | 99.0 | 100 | 99.2 | 99.3 | 99.2 |
| Trucks | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 |
| % Trucks | 0 | 0 | 0 | 0 | 5.6 | 1.0 | 0 | 0.8 | 0.7 | 0.8 |

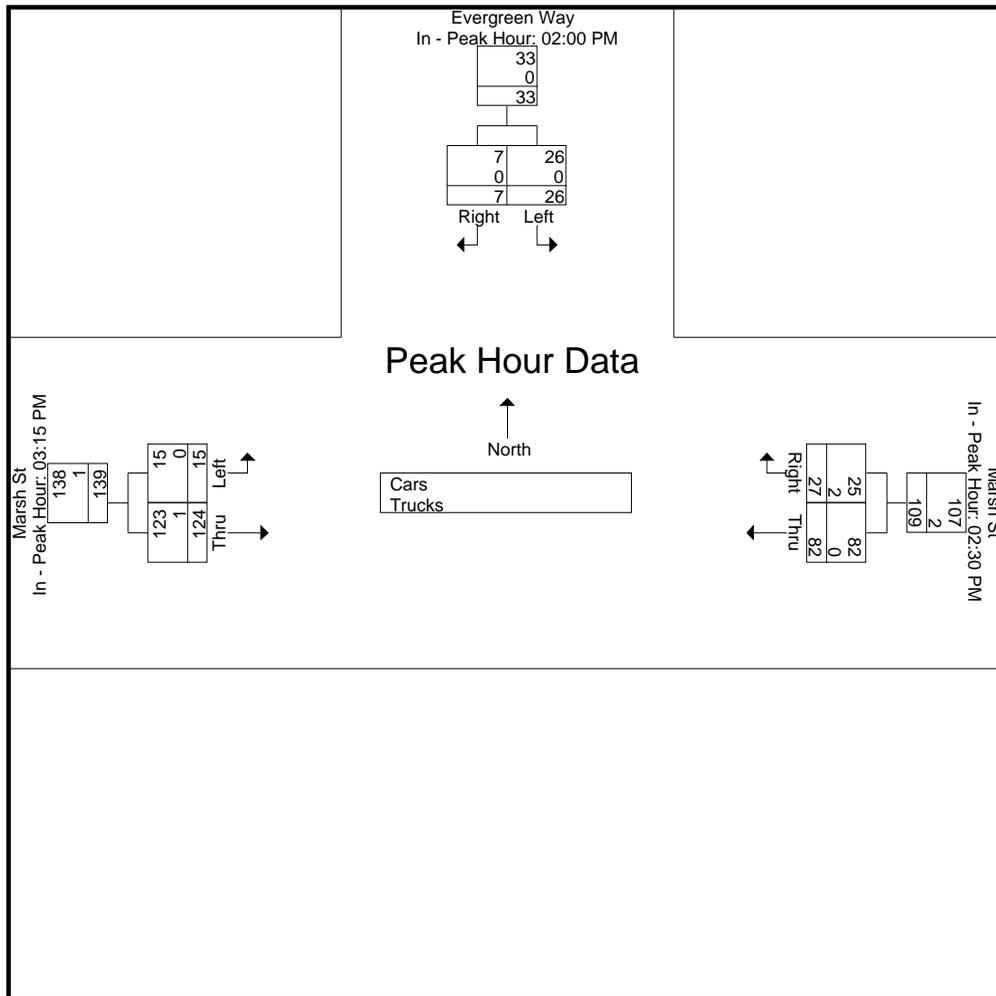
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 02:30 PM | | | 03:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 5 | 4 | 9 | 21 | 9 | 30 | 5 | 33 | 38 |
| +15 mins. | 6 | 1 | 7 | 23 | 5 | 28 | 2 | 40 | 42 |
| +30 mins. | 8 | 0 | 8 | 14 | 5 | 19 | 1 | 24 | 25 |
| +45 mins. | 7 | 2 | 9 | 24 | 8 | 32 | 7 | 27 | 34 |
| Total Volume | 26 | 7 | 33 | 82 | 27 | 109 | 15 | 124 | 139 |
| % App. Total | 78.8 | 21.2 | | 75.2 | 24.8 | | 10.8 | 89.2 | |
| PHF | .813 | .438 | .917 | .854 | .750 | .852 | .536 | .775 | .827 |
| Cars | 26 | 7 | 33 | 82 | 25 | 107 | 15 | 123 | 138 |
| % Cars | 100 | 100 | 100 | 100 | 92.6 | 98.2 | 100 | 99.2 | 99.3 |
| Trucks | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 |
| % Trucks | 0 | 0 | 0 | 0 | 7.4 | 1.8 | 0 | 0.8 | 0.7 |

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

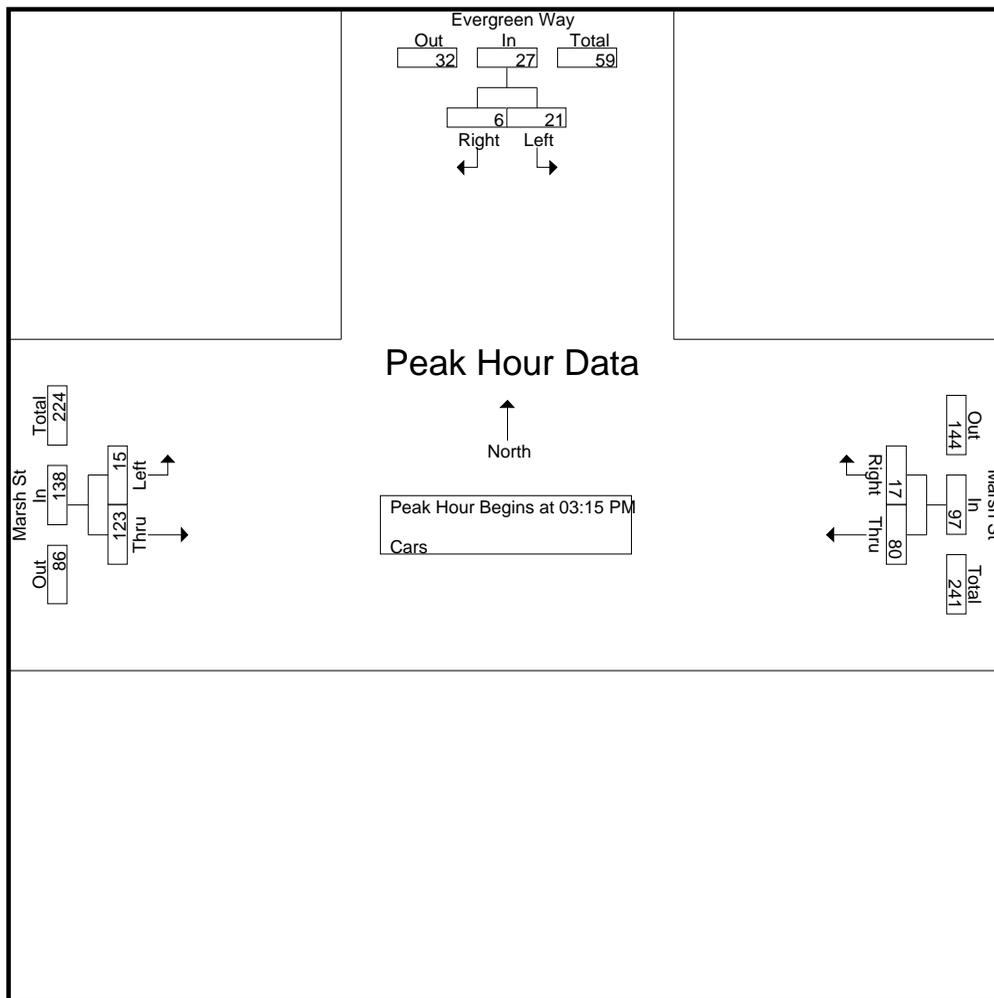
File Name : 89650008
Site Code : 89650008
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Evergreen Way From North | | Marsh St From East | | Marsh St From West | | Int. Total |
|--------------------|-----------------------------|-----------|-----------------------|-----------|-----------------------|------------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 5 | 4 | 18 | 3 | 2 | 20 | 52 |
| 02:15 PM | 6 | 1 | 14 | 4 | 2 | 16 | 43 |
| 02:30 PM | 8 | 0 | 21 | 9 | 2 | 24 | 64 |
| 02:45 PM | 7 | 2 | 23 | 4 | 1 | 14 | 51 |
| Total | 26 | 7 | 76 | 20 | 7 | 74 | 210 |
| 03:00 PM | 1 | 2 | 14 | 5 | 4 | 21 | 47 |
| 03:15 PM | 6 | 4 | 24 | 7 | 5 | 32 | 78 |
| 03:30 PM | 4 | 2 | 19 | 6 | 2 | 40 | 73 |
| 03:45 PM | 9 | 0 | 13 | 1 | 1 | 24 | 48 |
| Total | 20 | 8 | 70 | 19 | 12 | 117 | 246 |
| 04:00 PM | 2 | 0 | 24 | 3 | 7 | 27 | 63 |
| 04:15 PM | 7 | 3 | 17 | 6 | 3 | 26 | 62 |
| 04:30 PM | 3 | 3 | 16 | 5 | 2 | 32 | 61 |
| 04:45 PM | 0 | 1 | 15 | 2 | 4 | 37 | 59 |
| Total | 12 | 7 | 72 | 16 | 16 | 122 | 245 |
| 05:00 PM | 4 | 2 | 13 | 4 | 1 | 25 | 49 |
| 05:15 PM | 13 | 1 | 13 | 4 | 3 | 24 | 58 |
| 05:30 PM | 5 | 2 | 17 | 9 | 1 | 24 | 58 |
| 05:45 PM | 6 | 0 | 22 | 4 | 1 | 25 | 58 |
| Total | 28 | 5 | 65 | 21 | 6 | 98 | 223 |
| Grand Total | 86 | 27 | 283 | 76 | 41 | 411 | 924 |
| Apprch % | 76.1 | 23.9 | 78.8 | 21.2 | 9.1 | 90.9 | |
| Total % | 9.3 | 2.9 | 30.6 | 8.2 | 4.4 | 44.5 | |

| Start Time | Evergreen Way From North | | | Marsh St From East | | | Marsh St From West | | | Int. Total |
|--|-----------------------------|----------|------------|-----------------------|----------|------------|-----------------------|-----------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 6 | 4 | 10 | 24 | 7 | 31 | 5 | 32 | 37 | 78 |
| 03:30 PM | 4 | 2 | 6 | 19 | 6 | 25 | 2 | 40 | 42 | 73 |
| 03:45 PM | 9 | 0 | 9 | 13 | 1 | 14 | 1 | 24 | 25 | 48 |
| 04:00 PM | 2 | 0 | 2 | 24 | 3 | 27 | 7 | 27 | 34 | 63 |
| Total Volume | 21 | 6 | 27 | 80 | 17 | 97 | 15 | 123 | 138 | 262 |
| % App. Total | 77.8 | 22.2 | | 82.5 | 17.5 | | 10.9 | 89.1 | | |
| PHF | .583 | .375 | .675 | .833 | .607 | .782 | .536 | .769 | .821 | .840 |

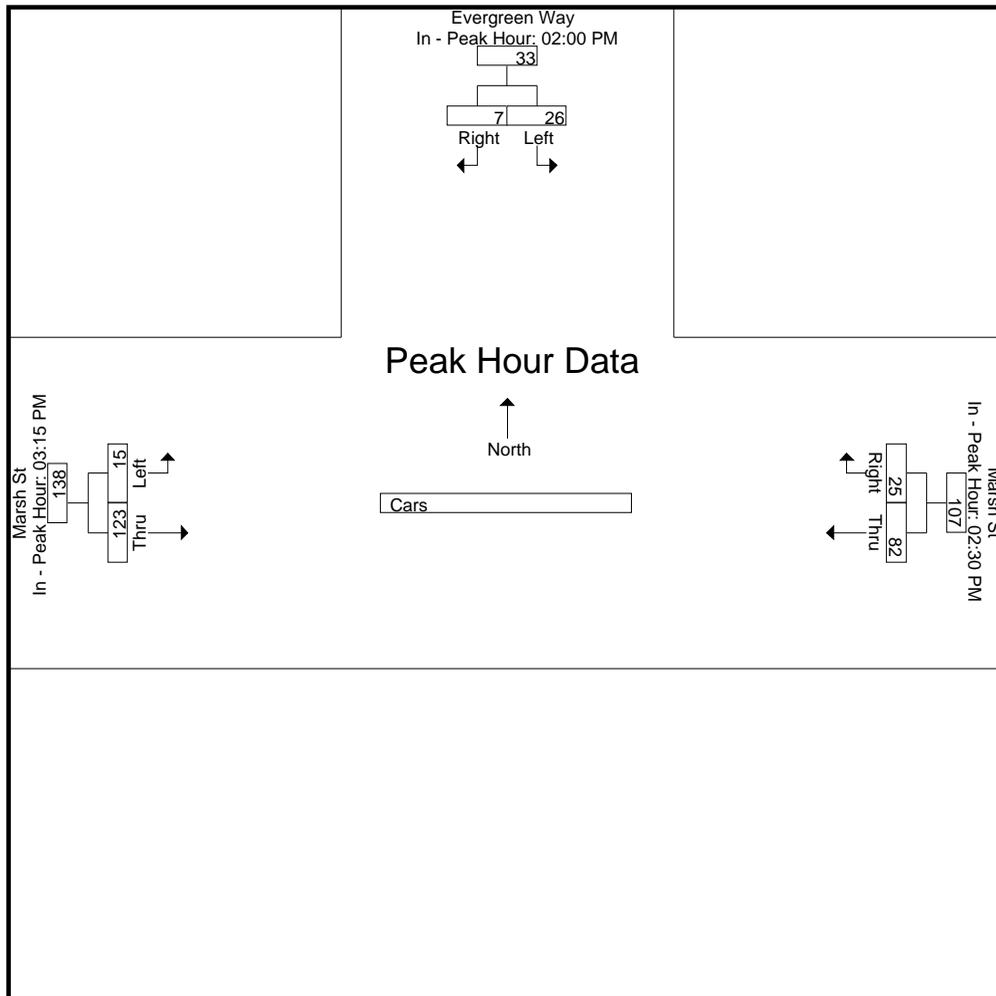
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 02:30 PM | | | 03:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 5 | 4 | 9 | 21 | 9 | 30 | 5 | 32 | 37 |
| +15 mins. | 6 | 1 | 7 | 23 | 4 | 27 | 2 | 40 | 42 |
| +30 mins. | 8 | 0 | 8 | 14 | 5 | 19 | 1 | 24 | 25 |
| +45 mins. | 7 | 2 | 9 | 24 | 7 | 31 | 7 | 27 | 34 |
| Total Volume | 26 | 7 | 33 | 82 | 25 | 107 | 15 | 123 | 138 |
| % App. Total | 78.8 | 21.2 | | 76.6 | 23.4 | | 10.9 | 89.1 | |
| PHF | .813 | .438 | .917 | .854 | .694 | .863 | .536 | .769 | .821 |

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650008
Site Code : 89650008
Start Date : 5/18/2021
Page No : 7

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

Groups Printed- Trucks

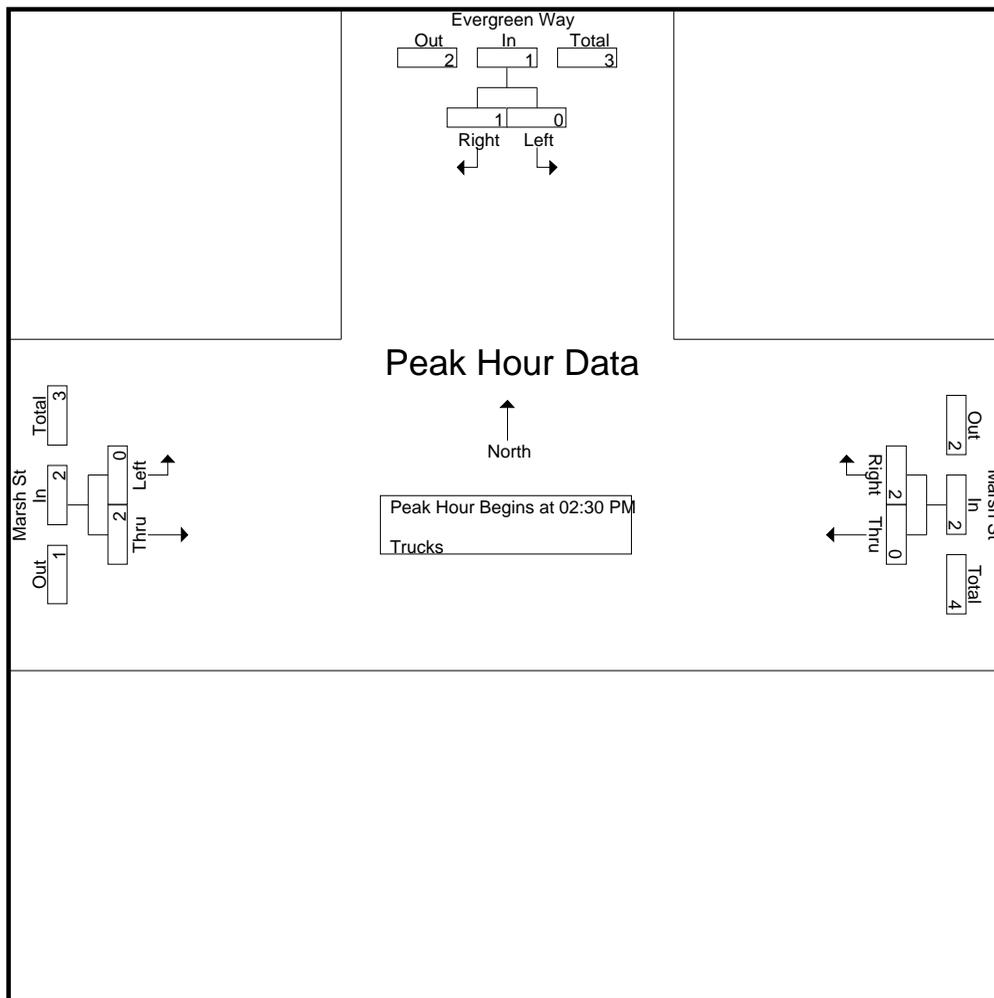
| Start Time | Evergreen Way From North | | Marsh St From East | | Marsh St From West | | Int. Total |
|-------------|-----------------------------|-------|-----------------------|-------|-----------------------|------|------------|
| | Left | Right | Thru | Right | Left | Thru | |
| 02:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 0 | 0 | 1 | 1 | 0 | 1 | 3 |
| 03:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 03:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Grand Total | 0 | 1 | 1 | 2 | 0 | 3 | 7 |
| Apprch % | 0 | 100 | 33.3 | 66.7 | 0 | 100 | |
| Total % | 0 | 14.3 | 14.3 | 28.6 | 0 | 42.9 | |

| Start Time | Evergreen Way From North | | | Marsh St From East | | | Marsh St From West | | | Int. Total |
|--------------|-----------------------------|-------|------------|-----------------------|-------|------------|-----------------------|------|------------|------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 |
| 03:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 |
| Total Volume | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 2 | 2 | 5 |
| % App. Total | 0 | 100 | | 0 | 100 | | 0 | 100 | | |
| PHF | .000 | .250 | .250 | .000 | .500 | .500 | .000 | .500 | .500 | .625 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:30 PM

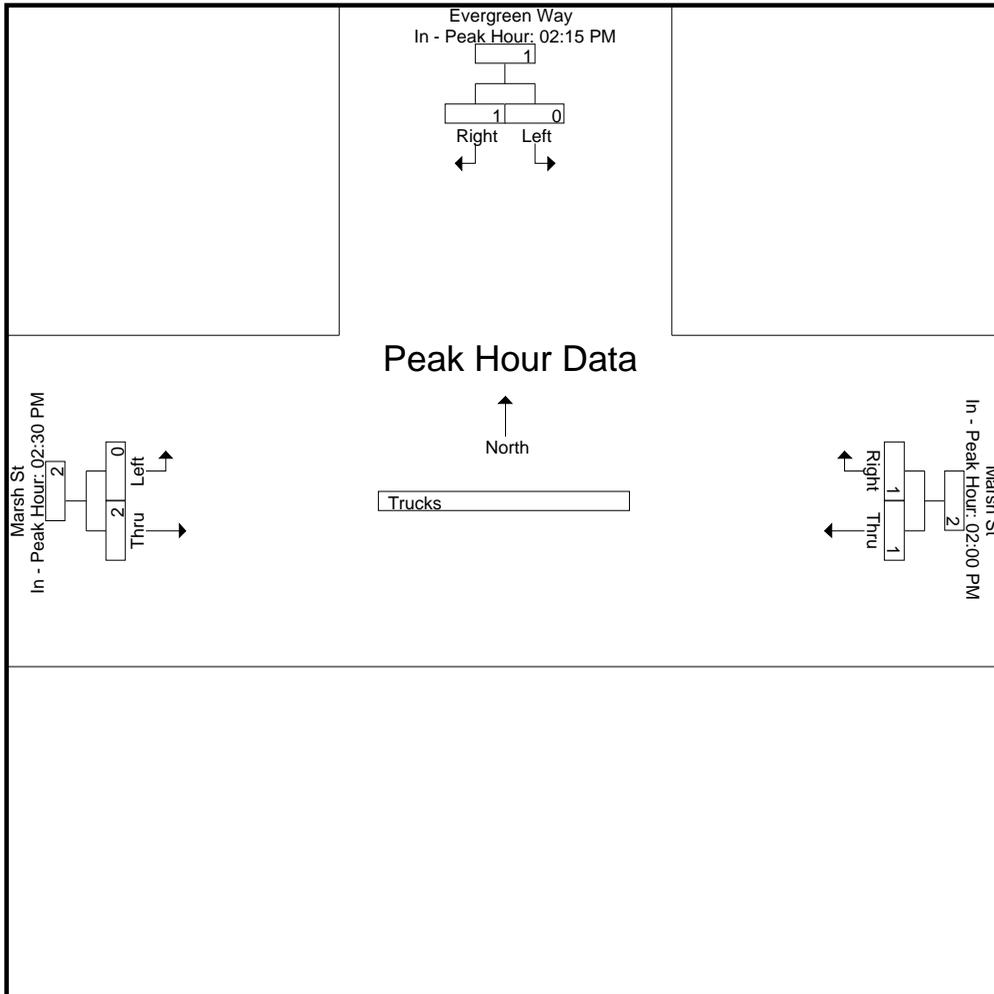
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:15 PM | | | 02:00 PM | | | 02:30 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Total Volume | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 2 | 2 |
| % App. Total | 0 | 100 | | 50 | 50 | | 0 | 100 | |
| PHF | .000 | .250 | .250 | .250 | .250 | .500 | .000 | .500 | .500 |

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650008
Site Code : 89650008
Start Date : 5/18/2021
Page No : 10

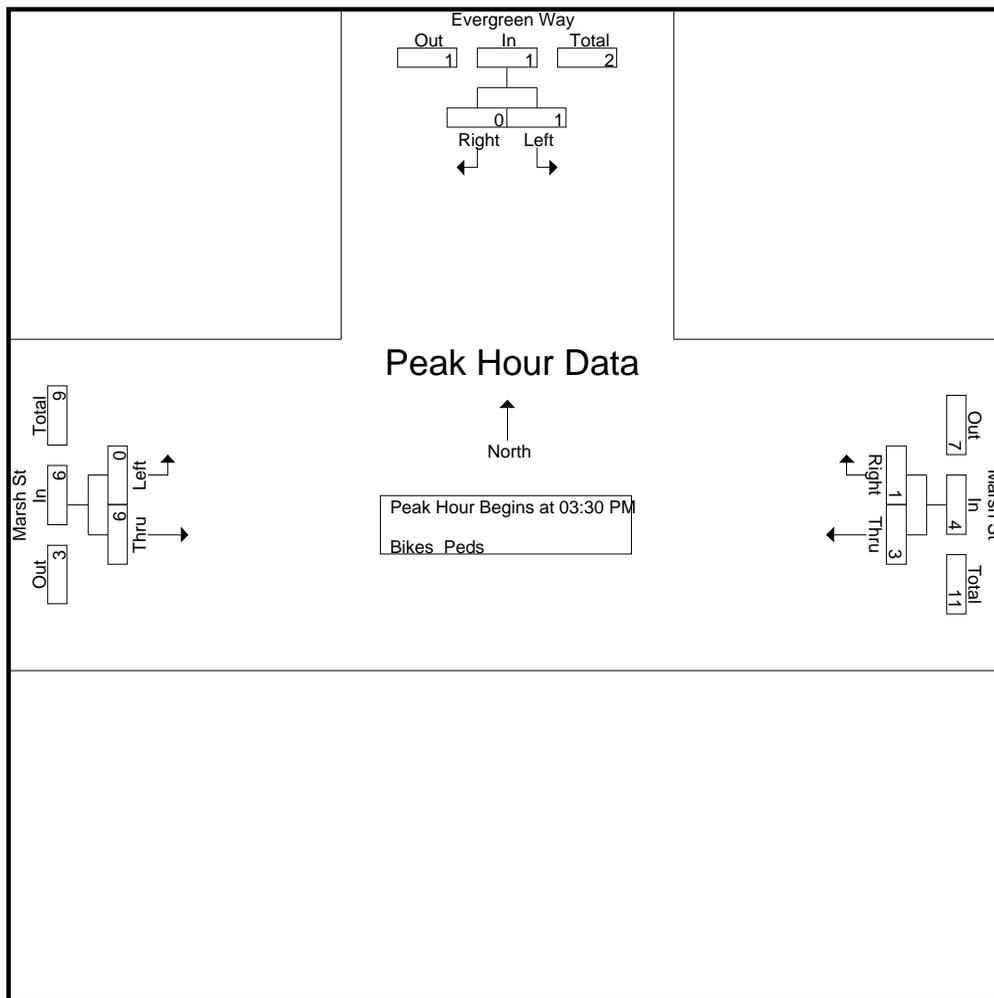
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

Groups Printed- Bikes Peds

| Start Time | Evergreen Way From North | | | Marsh St From East | | | Marsh St From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|--------------------------|----------|----------|--------------------|----------|----------|--------------------|-----------|----------|--------------|--------------|------------|
| | Left | Right | Peds | Thru | Right | Peds | Left | Thru | Peds | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 02:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 3 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 5 | 5 |
| 03:00 PM | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 2 | 4 | 6 |
| 03:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 |
| Total | 1 | 0 | 1 | 4 | 1 | 0 | 0 | 3 | 1 | 2 | 9 | 11 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 4 |
| 04:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 2 | 6 | 8 |
| 05:00 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 3 |
| 05:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 3 |
| Total | 1 | 0 | 1 | 1 | 2 | 2 | 0 | 4 | 0 | 3 | 8 | 11 |
| Grand Total | 3 | 2 | 2 | 6 | 6 | 2 | 0 | 11 | 3 | 7 | 28 | 35 |
| Apprch % | 60 | 40 | | 50 | 50 | | 0 | 100 | | | | |
| Total % | 10.7 | 7.1 | | 21.4 | 21.4 | | 0 | 39.3 | | 20 | 80 | |

| Start Time | Evergreen Way From North | | | Marsh St From East | | | Marsh St From West | | | Int. Total |
|--|--------------------------|-------------|-------------|--------------------|-------------|-------------|--------------------|-------------|-------------|-------------|
| | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 2 | 4 |
| 03:45 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 |
| 04:15 PM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| Total Volume | 1 | 0 | 1 | 3 | 1 | 4 | 0 | 6 | 6 | 11 |
| % App. Total | 100 | 0 | | 75 | 25 | | 0 | 100 | | |
| PHF | .250 | .000 | .250 | .750 | .250 | .500 | .000 | .500 | .500 | .688 |

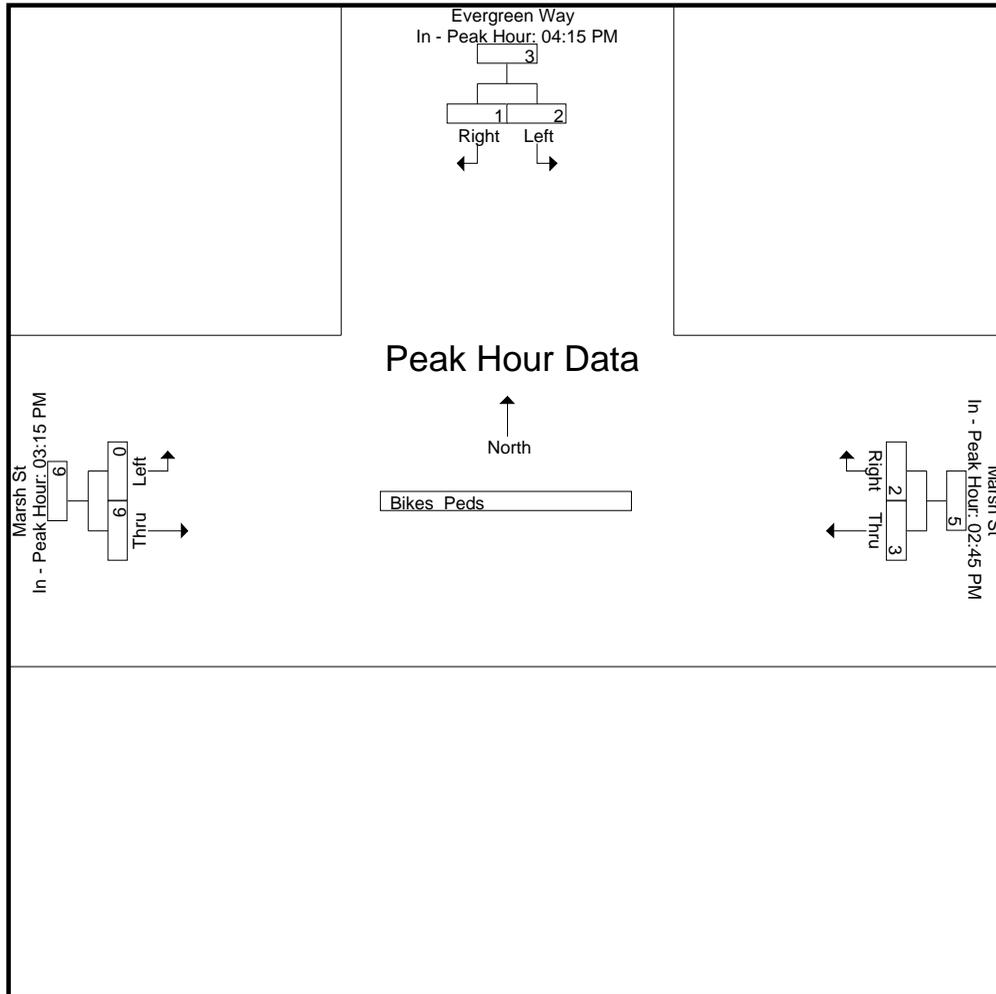
N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:15 PM | | | 02:45 PM | | | 03:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 2 |
| +30 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| +45 mins. | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 3 |
| Total Volume | 2 | 1 | 3 | 3 | 2 | 5 | 0 | 6 | 6 |
| % App. Total | 66.7 | 33.3 | | 60 | 40 | | 0 | 100 | |
| PHF | .500 | .250 | .750 | .375 | .500 | .625 | .000 | .500 | .500 |

N/S Street : Evergreen Way
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

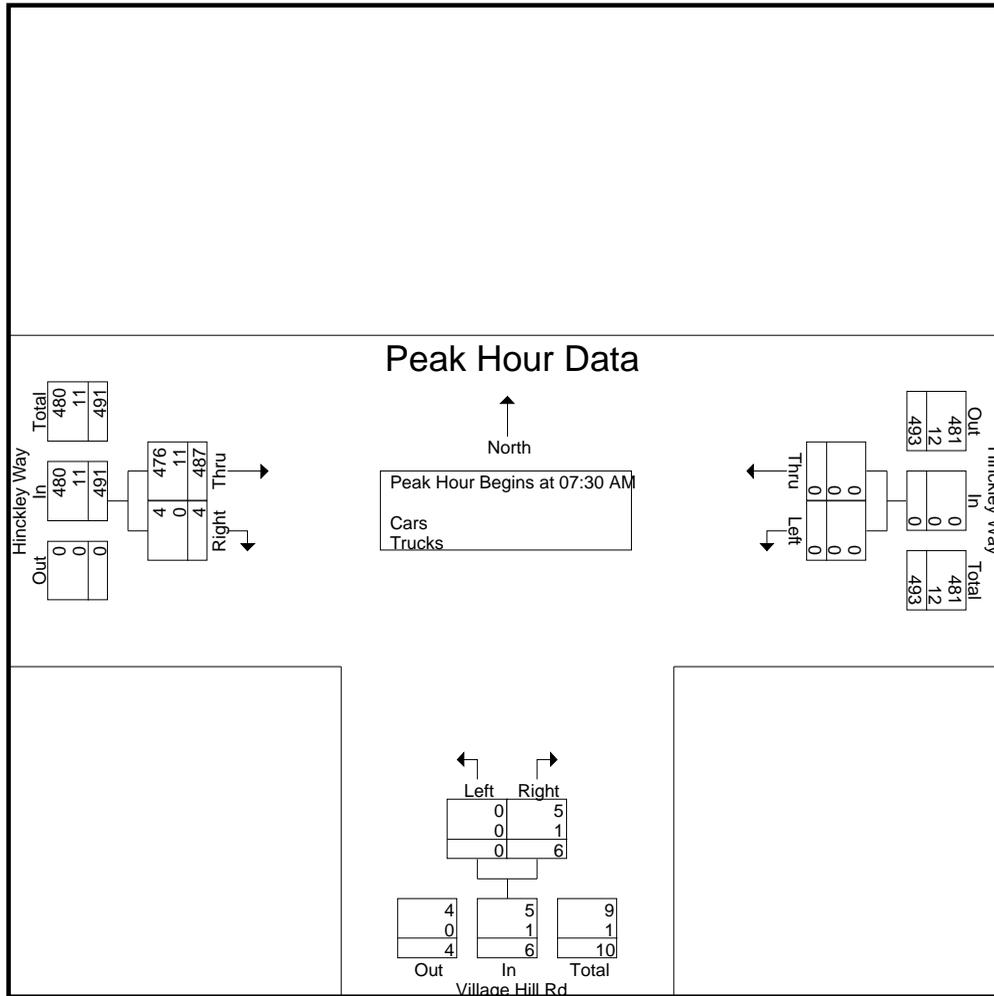
File Name : 89650009
Site Code : 89650009
Start Date : 5/18/2021
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Hinckley Way From East | | Village Hill Rd From South | | Hinckley Way From West | | Int. Total |
|--------------------|------------------------|----------|----------------------------|----------|------------------------|----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 1 | 66 | 2 | 69 |
| 07:15 AM | 0 | 0 | 0 | 0 | 70 | 1 | 71 |
| 07:30 AM | 0 | 0 | 0 | 0 | 96 | 0 | 96 |
| 07:45 AM | 0 | 0 | 0 | 2 | 141 | 1 | 144 |
| Total | 0 | 0 | 0 | 3 | 373 | 4 | 380 |
| 08:00 AM | 0 | 0 | 0 | 1 | 122 | 2 | 125 |
| 08:15 AM | 0 | 0 | 0 | 3 | 128 | 1 | 132 |
| 08:30 AM | 0 | 0 | 0 | 0 | 88 | 2 | 90 |
| 08:45 AM | 0 | 0 | 0 | 1 | 80 | 0 | 81 |
| Total | 0 | 0 | 0 | 5 | 418 | 5 | 428 |
| Grand Total | 0 | 0 | 0 | 8 | 791 | 9 | 808 |
| Apprch % | 0 | 0 | 0 | 100 | 98.9 | 1.1 | |
| Total % | 0 | 0 | 0 | 1 | 97.9 | 1.1 | |
| Cars | 0 | 0 | 0 | 7 | 770 | 9 | 786 |
| % Cars | 0 | 0 | 0 | 87.5 | 97.3 | 100 | 97.3 |
| Trucks | 0 | 0 | 0 | 1 | 21 | 0 | 22 |
| % Trucks | 0 | 0 | 0 | 12.5 | 2.7 | 0 | 2.7 |

| Start Time | Hinckley Way From East | | | Village Hill Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|------------------------|------|------------|----------------------------|-------|------------|------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 96 | 96 |
| 07:45 AM | 0 | 0 | 0 | 0 | 2 | 2 | 141 | 1 | 142 | 144 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 122 | 2 | 124 | 125 |
| 08:15 AM | 0 | 0 | 0 | 0 | 3 | 3 | 128 | 1 | 129 | 132 |
| Total Volume | 0 | 0 | 0 | 0 | 6 | 6 | 487 | 4 | 491 | 497 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | | 99.2 | 0.8 | | |
| PHF | .000 | .000 | .000 | .000 | .500 | .500 | .863 | .500 | .864 | .863 |
| Cars | 0 | 0 | 0 | 0 | 5 | 5 | 476 | 4 | 480 | 485 |
| % Cars | 0 | 0 | 0 | 0 | 83.3 | 83.3 | 97.7 | 100 | 97.8 | 97.6 |
| Trucks | 0 | 0 | 0 | 0 | 1 | 1 | 11 | 0 | 11 | 12 |
| % Trucks | 0 | 0 | 0 | 0 | 16.7 | 16.7 | 2.3 | 0 | 2.2 | 2.4 |

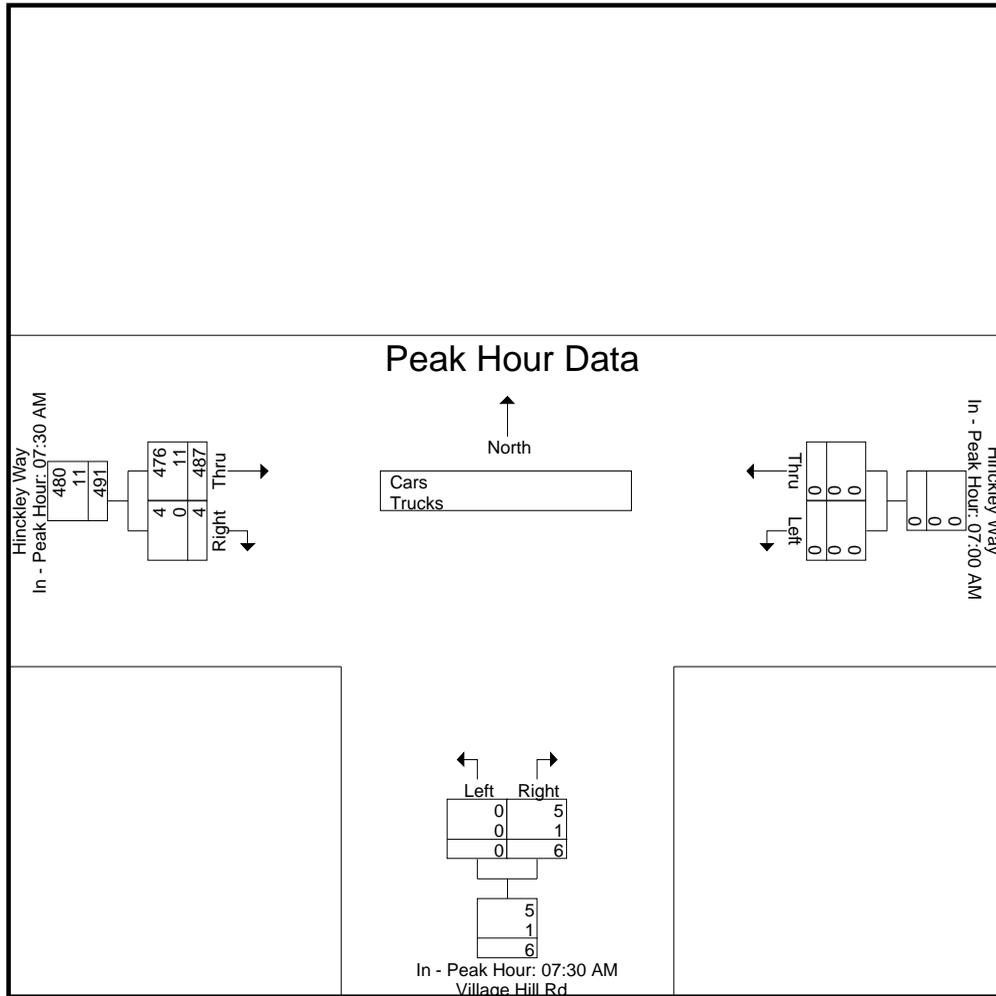
N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:30 AM | | | 07:30 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 96 |
| +15 mins. | 0 | 0 | 0 | 0 | 2 | 2 | 141 | 1 | 142 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 122 | 2 | 124 |
| +45 mins. | 0 | 0 | 0 | 0 | 3 | 3 | 128 | 1 | 129 |
| Total Volume | 0 | 0 | 0 | 0 | 6 | 6 | 487 | 4 | 491 |
| % App. Total | 0 | 0 | | 0 | 100 | | 99.2 | 0.8 | |
| PHF | .000 | .000 | .000 | .000 | .500 | .500 | .863 | .500 | .864 |
| Cars | 0 | 0 | 0 | 0 | 5 | 5 | 476 | 4 | 480 |
| % Cars | 0 | 0 | 0 | 0 | 83.3 | 83.3 | 97.7 | 100 | 97.8 |
| Trucks | 0 | 0 | 0 | 0 | 1 | 1 | 11 | 0 | 11 |
| % Trucks | 0 | 0 | 0 | 0 | 16.7 | 16.7 | 2.3 | 0 | 2.2 |

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

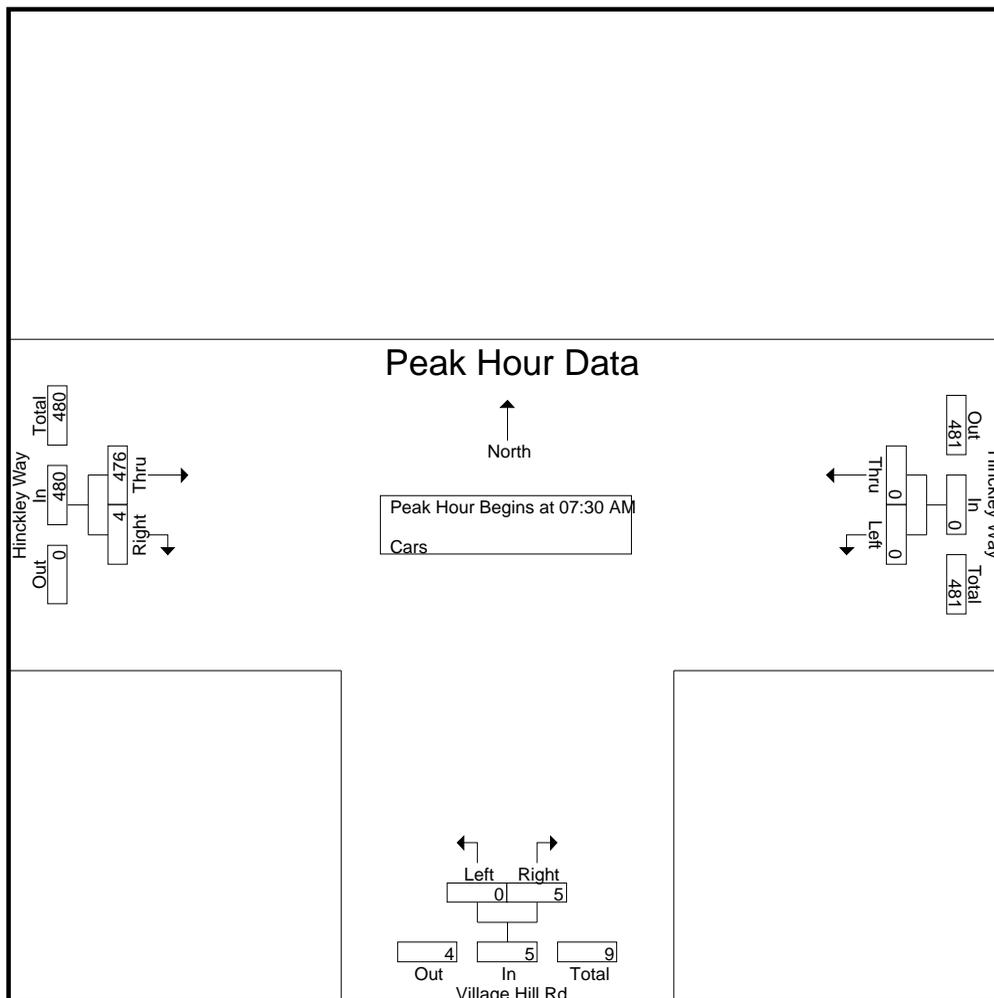
File Name : 89650009
Site Code : 89650009
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Hinckley Way From East | | Village Hill Rd From South | | Hinckley Way From West | | Int. Total |
|-------------|---------------------------|------|-------------------------------|-------|---------------------------|-------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 1 | 65 | 2 | 68 |
| 07:15 AM | 0 | 0 | 0 | 0 | 64 | 1 | 65 |
| 07:30 AM | 0 | 0 | 0 | 0 | 92 | 0 | 92 |
| 07:45 AM | 0 | 0 | 0 | 1 | 135 | 1 | 137 |
| Total | 0 | 0 | 0 | 2 | 356 | 4 | 362 |
| 08:00 AM | 0 | 0 | 0 | 1 | 122 | 2 | 125 |
| 08:15 AM | 0 | 0 | 0 | 3 | 127 | 1 | 131 |
| 08:30 AM | 0 | 0 | 0 | 0 | 87 | 2 | 89 |
| 08:45 AM | 0 | 0 | 0 | 1 | 78 | 0 | 79 |
| Total | 0 | 0 | 0 | 5 | 414 | 5 | 424 |
| Grand Total | 0 | 0 | 0 | 7 | 770 | 9 | 786 |
| Apprch % | 0 | 0 | 0 | 100 | 98.8 | 1.2 | |
| Total % | 0 | 0 | 0 | 0.9 | 98 | 1.1 | |

| Start Time | Hinckley Way From East | | | Village Hill Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|---------------------------|------|------------|-------------------------------|-------|------------|---------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 92 | 92 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 135 | 1 | 136 | 137 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 122 | 2 | 124 | 125 |
| 08:15 AM | 0 | 0 | 0 | 0 | 3 | 3 | 127 | 1 | 128 | 131 |
| Total Volume | 0 | 0 | 0 | 0 | 5 | 5 | 476 | 4 | 480 | 485 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | | 99.2 | 0.8 | | |
| PHF | .000 | .000 | .000 | .000 | .417 | .417 | .881 | .500 | .882 | .885 |

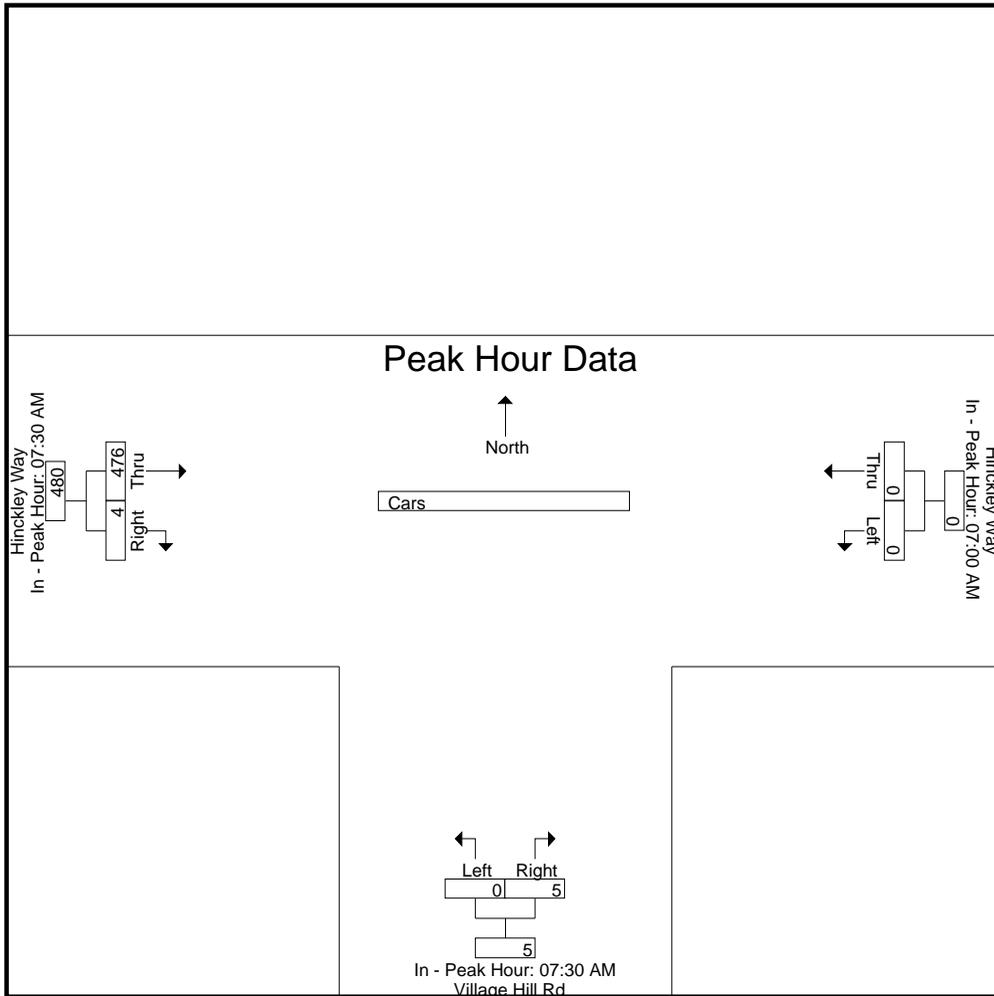
N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:30 AM | | | 07:30 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 92 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 135 | 1 | 136 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 122 | 2 | 124 |
| +45 mins. | 0 | 0 | 0 | 0 | 3 | 3 | 127 | 1 | 128 |
| Total Volume | 0 | 0 | 0 | 0 | 5 | 5 | 476 | 4 | 480 |
| % App. Total | 0 | 0 | | 0 | 100 | | 99.2 | 0.8 | |
| PHF | .000 | .000 | .000 | .000 | .417 | .417 | .881 | .500 | .882 |

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

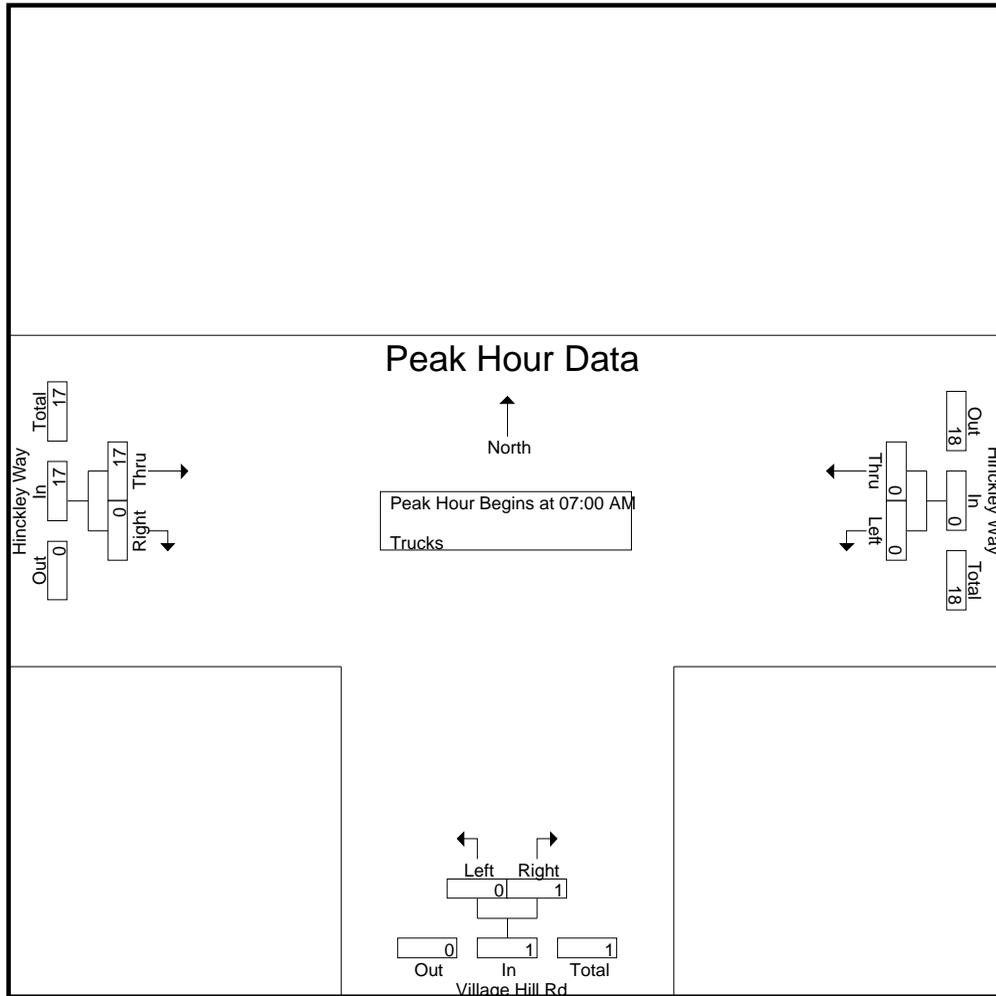
File Name : 89650009
Site Code : 89650009
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Hinckley Way From East | | Village Hill Rd From South | | Hinckley Way From West | | Int. Total |
|--------------------|---------------------------|----------|-------------------------------|----------|---------------------------|----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| 07:30 AM | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 07:45 AM | 0 | 0 | 0 | 1 | 6 | 0 | 7 |
| Total | 0 | 0 | 0 | 1 | 17 | 0 | 18 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| Grand Total | 0 | 0 | 0 | 1 | 21 | 0 | 22 |
| Apprch % | 0 | 0 | 0 | 100 | 100 | 0 | |
| Total % | 0 | 0 | 0 | 4.5 | 95.5 | 0 | |

| Start Time | Hinckley Way From East | | | Village Hill Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|---------------------------|----------|------------|-------------------------------|------------|------------|---------------------------|----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 6 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 6 | 7 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 17 | 0 | 17 | 18 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 0 | 100 | 100 |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .708 | .000 | .708 | .643 |

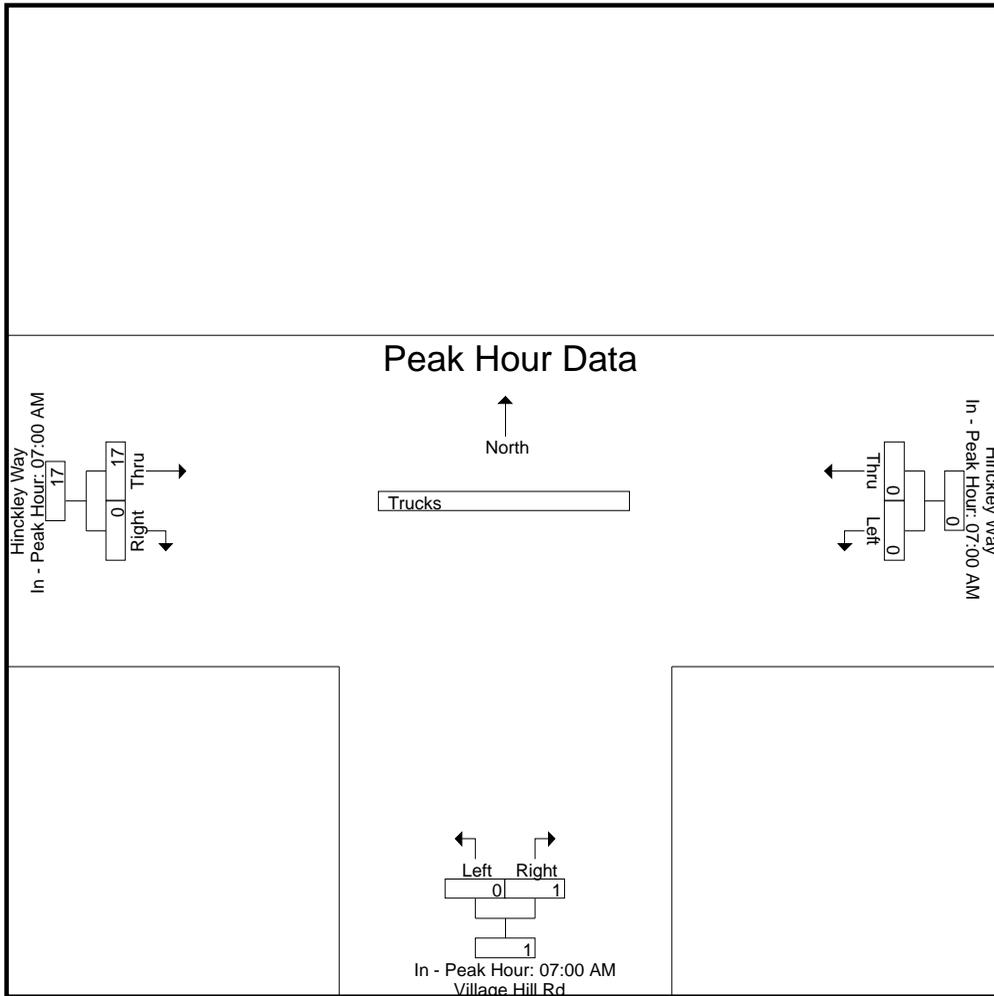
N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



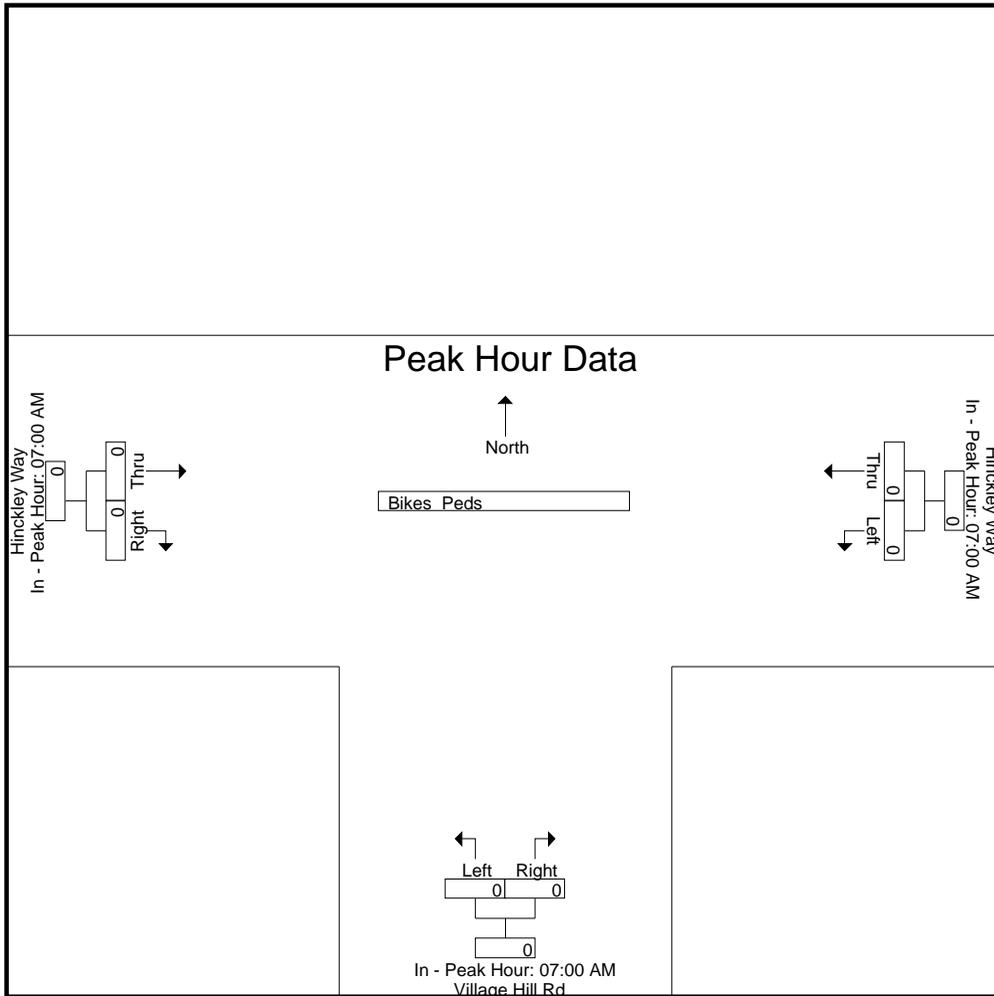
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 6 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 17 | 0 | 17 |
| % App. Total | 0 | 0 | | 0 | 100 | | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .708 | .000 | .708 |

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

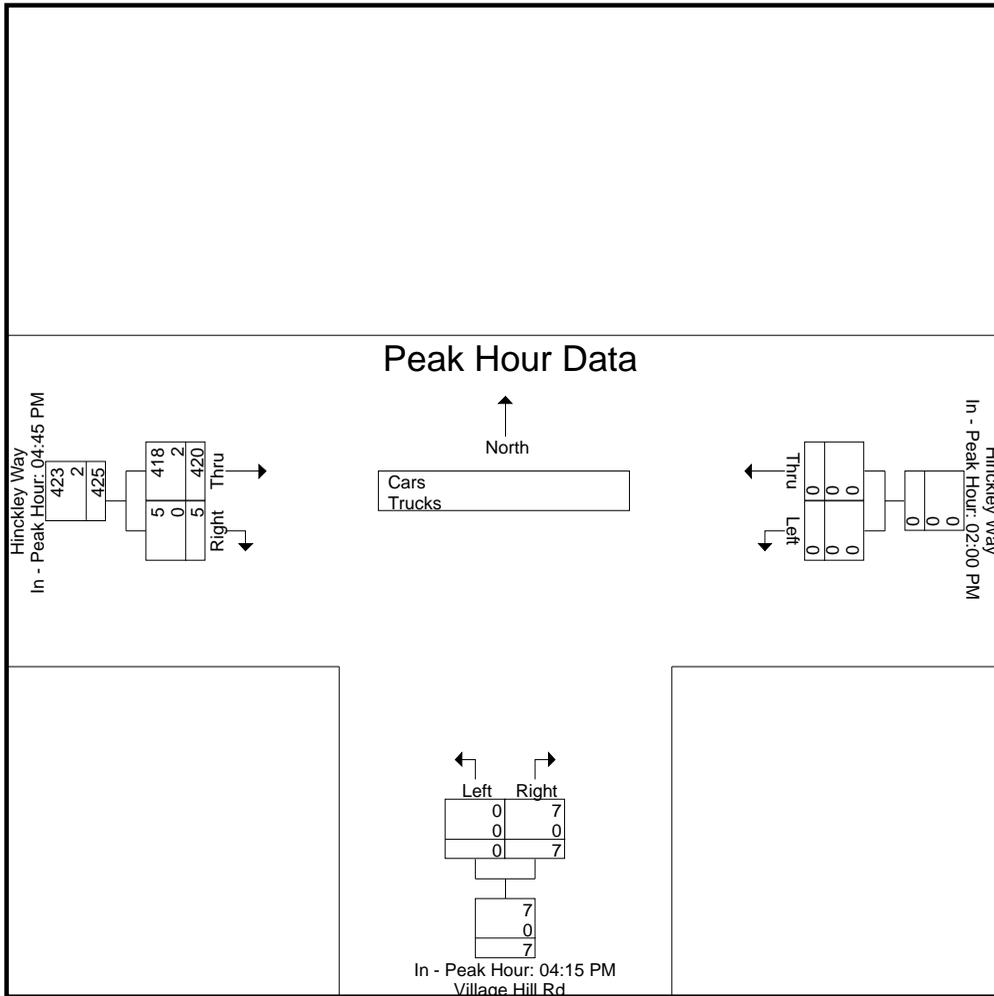
File Name : 89650009
Site Code : 89650009
Start Date : 5/18/2021
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Hinckley Way From East | | Village Hill Rd From South | | Hinckley Way From West | | Int. Total |
|--------------------|---------------------------|----------|-------------------------------|-----------|---------------------------|-----------|-------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 2 | 80 | 0 | 82 |
| 02:15 PM | 0 | 0 | 0 | 0 | 78 | 1 | 79 |
| 02:30 PM | 0 | 0 | 0 | 0 | 105 | 2 | 107 |
| 02:45 PM | 0 | 0 | 0 | 1 | 94 | 0 | 95 |
| Total | 0 | 0 | 0 | 3 | 357 | 3 | 363 |
| 03:00 PM | 0 | 0 | 0 | 1 | 88 | 1 | 90 |
| 03:15 PM | 0 | 0 | 0 | 1 | 113 | 0 | 114 |
| 03:30 PM | 0 | 0 | 0 | 0 | 92 | 1 | 93 |
| 03:45 PM | 0 | 0 | 0 | 1 | 81 | 0 | 82 |
| Total | 0 | 0 | 0 | 3 | 374 | 2 | 379 |
| 04:00 PM | 0 | 0 | 0 | 1 | 88 | 2 | 91 |
| 04:15 PM | 0 | 0 | 0 | 1 | 82 | 0 | 83 |
| 04:30 PM | 0 | 0 | 0 | 2 | 92 | 0 | 94 |
| 04:45 PM | 0 | 0 | 0 | 2 | 91 | 0 | 93 |
| Total | 0 | 0 | 0 | 6 | 353 | 2 | 361 |
| 05:00 PM | 0 | 0 | 0 | 2 | 104 | 1 | 107 |
| 05:15 PM | 0 | 0 | 0 | 0 | 115 | 0 | 115 |
| 05:30 PM | 0 | 0 | 0 | 1 | 110 | 4 | 115 |
| 05:45 PM | 0 | 0 | 0 | 3 | 71 | 1 | 75 |
| Total | 0 | 0 | 0 | 6 | 400 | 6 | 412 |
| Grand Total | 0 | 0 | 0 | 18 | 1484 | 13 | 1515 |
| Apprch % | 0 | 0 | 0 | 100 | 99.1 | 0.9 | |
| Total % | 0 | 0 | 0 | 1.2 | 98 | 0.9 | |
| Cars | 0 | 0 | 0 | 18 | 1467 | 13 | 1498 |
| % Cars | 0 | 0 | 0 | 100 | 98.9 | 100 | 98.9 |
| Trucks | 0 | 0 | 0 | 0 | 17 | 0 | 17 |
| % Trucks | 0 | 0 | 0 | 0 | 1.1 | 0 | 1.1 |

| Start Time | Hinckley Way From East | | | Village Hill Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|---------------------------|----------|------------|-------------------------------|------------|------------|---------------------------|------------|-------------|-------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 2 | 2 | 91 | 0 | 91 | 93 |
| 05:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 104 | 1 | 105 | 107 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 115 | 115 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 110 | 4 | 114 | 115 |
| Total Volume | 0 | 0 | 0 | 0 | 5 | 5 | 420 | 5 | 425 | 430 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 98.8 | 1.2 | 99.5 | 99.5 |
| PHF | .000 | .000 | .000 | .000 | .625 | .625 | .913 | .313 | .924 | .935 |
| Cars | 0 | 0 | 0 | 0 | 5 | 5 | 418 | 5 | 423 | 428 |
| % Cars | 0 | 0 | 0 | 0 | 100 | 100 | 99.5 | 100 | 99.5 | 99.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0.5 | 0.5 |

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

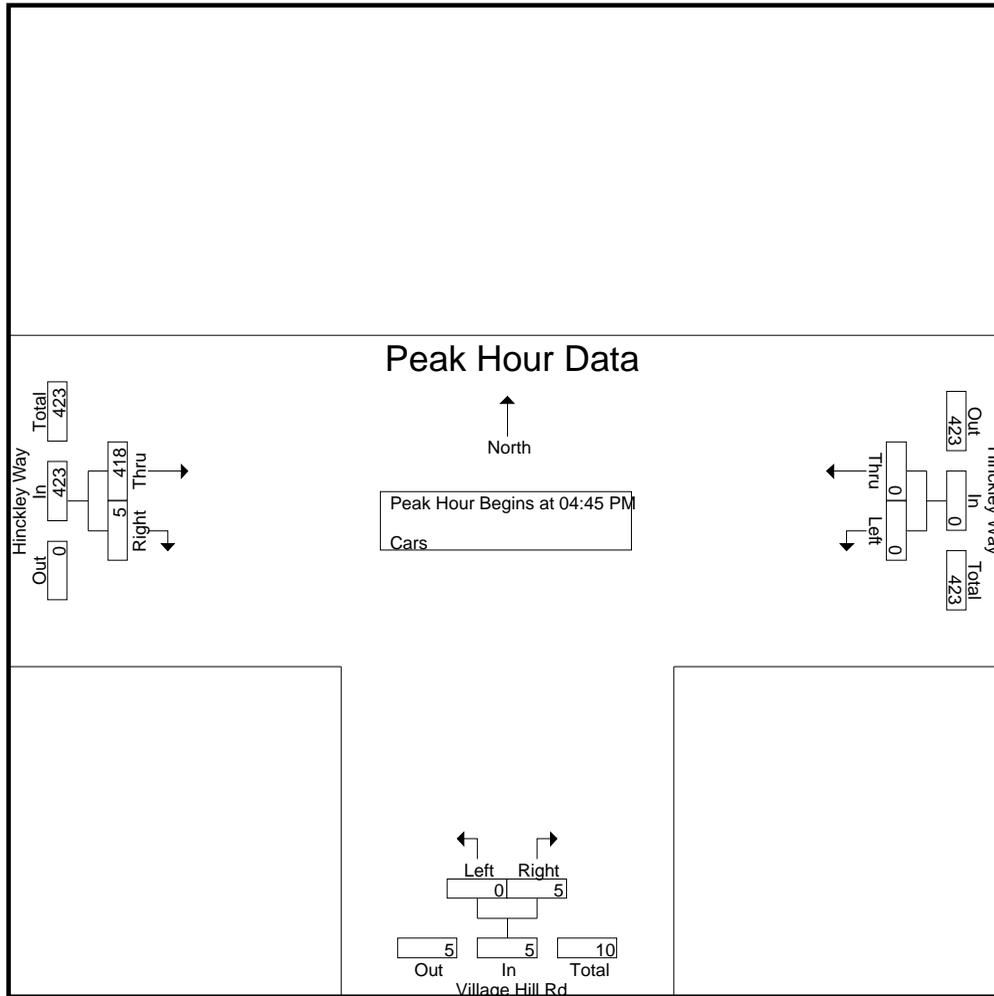
File Name : 89650009
Site Code : 89650009
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Hinckley Way From East | | Village Hill Rd From South | | Hinckley Way From West | | Int. Total |
|-------------|---------------------------|------|-------------------------------|-------|---------------------------|-------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 2 | 79 | 0 | 81 |
| 02:15 PM | 0 | 0 | 0 | 0 | 77 | 1 | 78 |
| 02:30 PM | 0 | 0 | 0 | 0 | 101 | 2 | 103 |
| 02:45 PM | 0 | 0 | 0 | 1 | 93 | 0 | 94 |
| Total | 0 | 0 | 0 | 3 | 350 | 3 | 356 |
| 03:00 PM | 0 | 0 | 0 | 1 | 86 | 1 | 88 |
| 03:15 PM | 0 | 0 | 0 | 1 | 113 | 0 | 114 |
| 03:30 PM | 0 | 0 | 0 | 0 | 90 | 1 | 91 |
| 03:45 PM | 0 | 0 | 0 | 1 | 78 | 0 | 79 |
| Total | 0 | 0 | 0 | 3 | 367 | 2 | 372 |
| 04:00 PM | 0 | 0 | 0 | 1 | 87 | 2 | 90 |
| 04:15 PM | 0 | 0 | 0 | 1 | 82 | 0 | 83 |
| 04:30 PM | 0 | 0 | 0 | 2 | 92 | 0 | 94 |
| 04:45 PM | 0 | 0 | 0 | 2 | 91 | 0 | 93 |
| Total | 0 | 0 | 0 | 6 | 352 | 2 | 360 |
| 05:00 PM | 0 | 0 | 0 | 2 | 104 | 1 | 107 |
| 05:15 PM | 0 | 0 | 0 | 0 | 114 | 0 | 114 |
| 05:30 PM | 0 | 0 | 0 | 1 | 109 | 4 | 114 |
| 05:45 PM | 0 | 0 | 0 | 3 | 71 | 1 | 75 |
| Total | 0 | 0 | 0 | 6 | 398 | 6 | 410 |
| Grand Total | 0 | 0 | 0 | 18 | 1467 | 13 | 1498 |
| Apprch % | 0 | 0 | 0 | 100 | 99.1 | 0.9 | |
| Total % | 0 | 0 | 0 | 1.2 | 97.9 | 0.9 | |

| Start Time | Hinckley Way From East | | | Village Hill Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|---------------------------|------|------------|-------------------------------|-------|------------|---------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 2 | 2 | 91 | 0 | 91 | 93 |
| 05:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 104 | 1 | 105 | 107 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 0 | 114 | 114 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 109 | 4 | 113 | 114 |
| Total Volume | 0 | 0 | 0 | 0 | 5 | 5 | 418 | 5 | 423 | 428 |
| % App. Total | 0 | 0 | | 0 | 100 | | 98.8 | 1.2 | | |
| PHF | .000 | .000 | .000 | .000 | .625 | .625 | .917 | .313 | .928 | .939 |

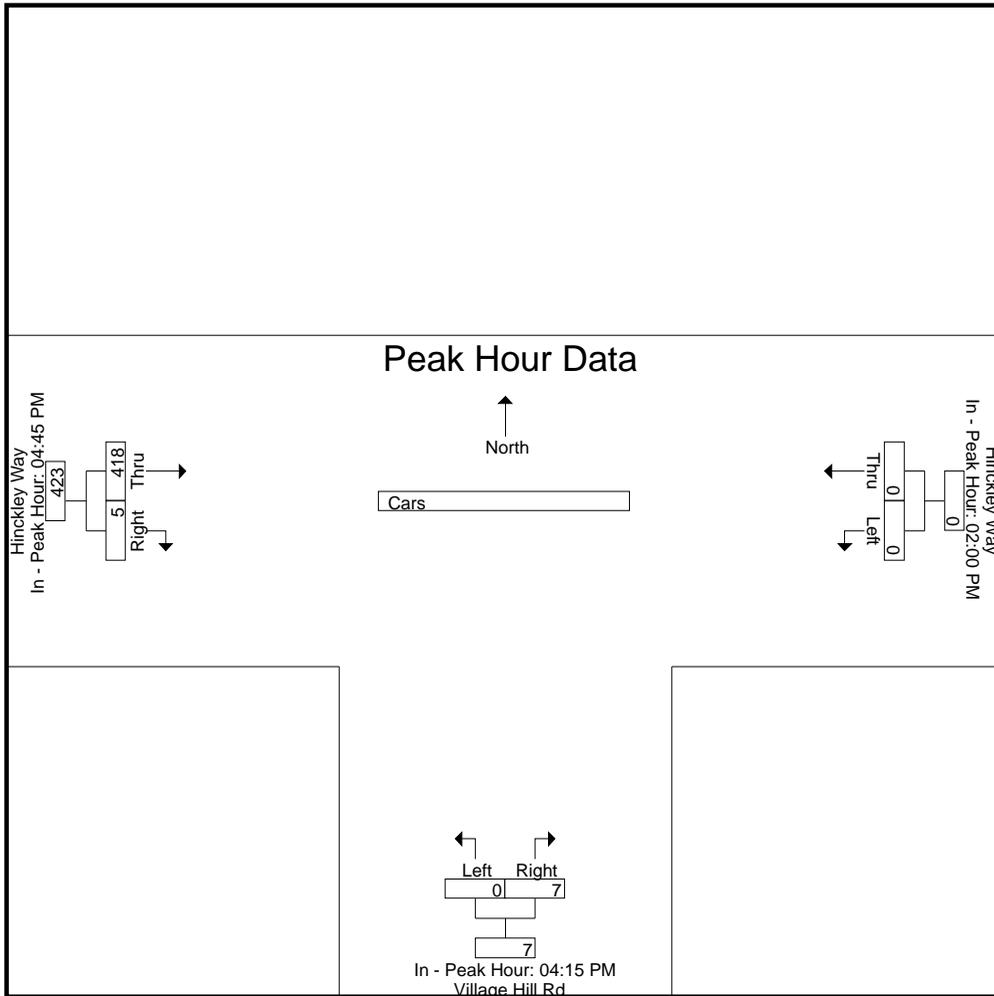
N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 04:15 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 91 | 0 | 91 |
| +15 mins. | 0 | 0 | 0 | 0 | 2 | 2 | 104 | 1 | 105 |
| +30 mins. | 0 | 0 | 0 | 0 | 2 | 2 | 114 | 0 | 114 |
| +45 mins. | 0 | 0 | 0 | 0 | 2 | 2 | 109 | 4 | 113 |
| Total Volume | 0 | 0 | 0 | 0 | 7 | 7 | 418 | 5 | 423 |
| % App. Total | 0 | 0 | | 0 | 100 | | 98.8 | 1.2 | |
| PHF | .000 | .000 | .000 | .000 | .875 | .875 | .917 | .313 | .928 |

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

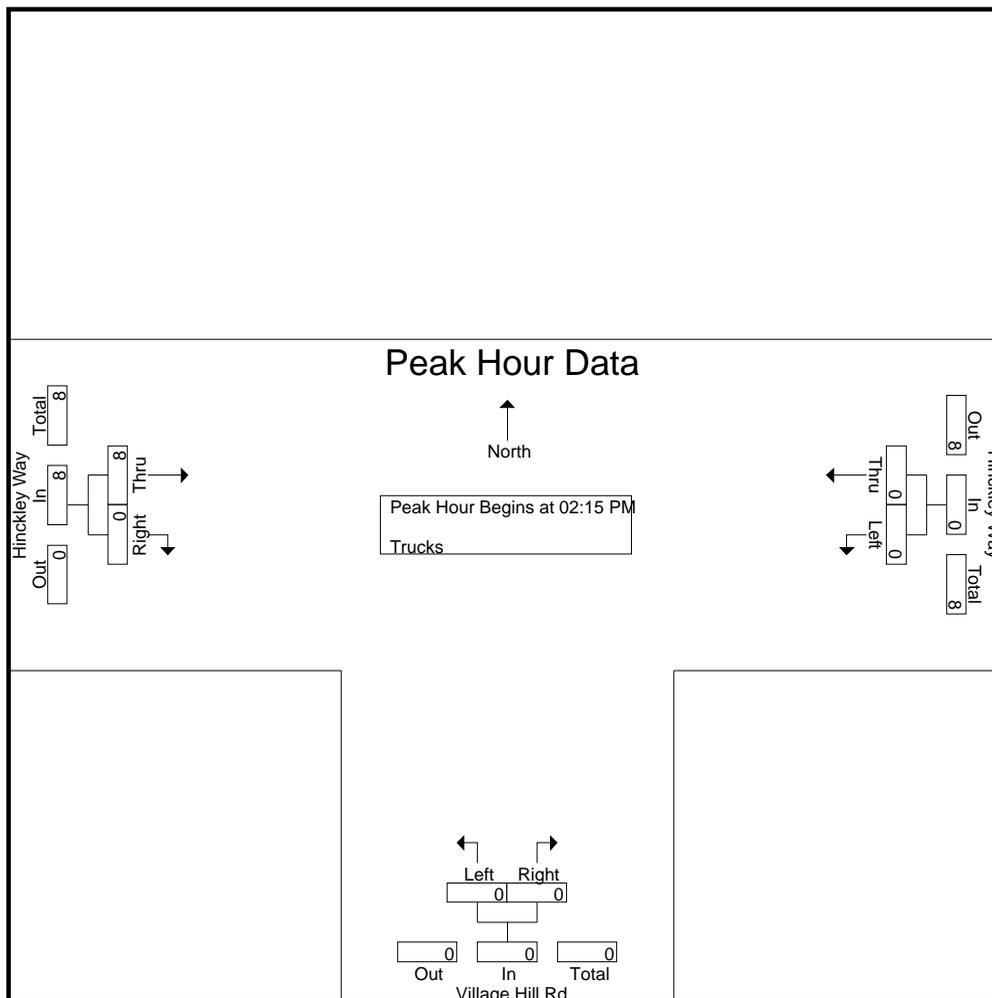
File Name : 89650009
Site Code : 89650009
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Hinckley Way From East | | Village Hill Rd From South | | Hinckley Way From West | | Int. Total |
|-------------|---------------------------|------|-------------------------------|-------|---------------------------|-------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 02:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| 03:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Grand Total | 0 | 0 | 0 | 0 | 17 | 0 | 17 |
| Apprch % | 0 | 0 | 0 | 0 | 100 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 100 | 0 | |

| Start Time | Hinckley Way From East | | | Village Hill Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|---------------------------|------|------------|-------------------------------|-------|------------|---------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 8 |
| % App. Total | 0 | 0 | | 0 | 0 | | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .500 |

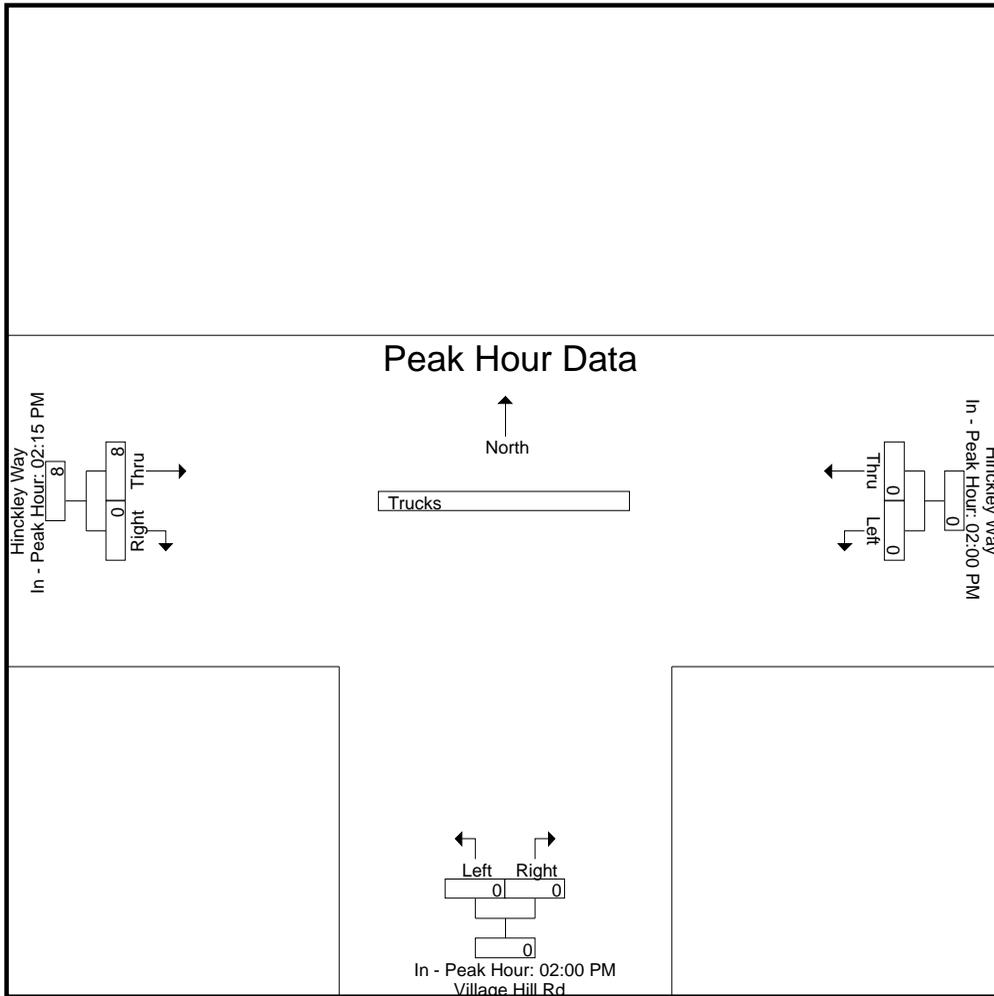
N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



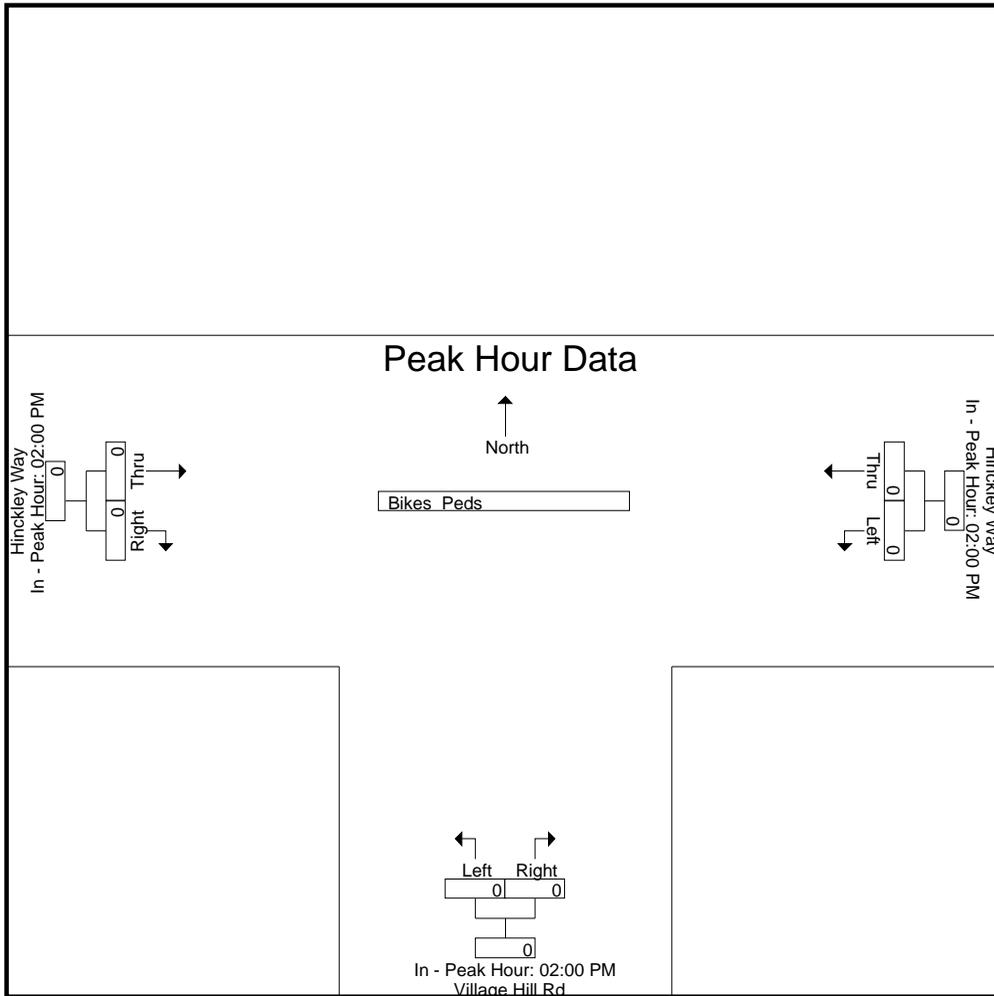
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 02:00 PM | | | 02:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 |

N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



N/S Street : Village Hill Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Dorset Avenue
 E/W Street : Hinckley Way
 City/State : Belmont, MA
 Weather : Clear

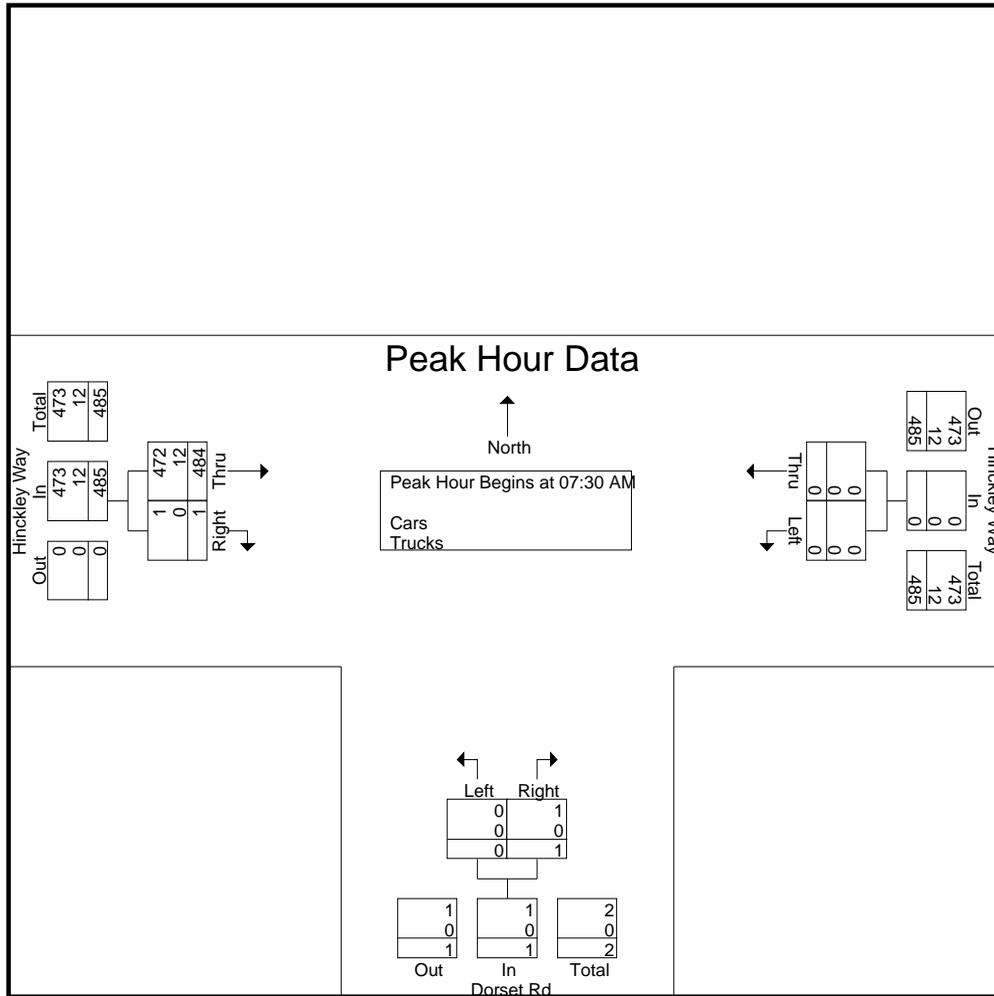
File Name : 89650010
 Site Code : 89650010
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Hinckley Way From East | | Dorset Rd From South | | Hinckley Way From West | | Int. Total |
|--------------------|------------------------|----------|----------------------|----------|------------------------|----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 1 | 67 | 1 | 69 |
| 07:15 AM | 0 | 0 | 0 | 0 | 68 | 0 | 68 |
| 07:30 AM | 0 | 0 | 0 | 0 | 93 | 0 | 93 |
| 07:45 AM | 0 | 0 | 0 | 0 | 136 | 0 | 136 |
| Total | 0 | 0 | 0 | 1 | 364 | 1 | 366 |
| 08:00 AM | 0 | 0 | 0 | 1 | 123 | 0 | 124 |
| 08:15 AM | 0 | 0 | 0 | 0 | 132 | 1 | 133 |
| 08:30 AM | 0 | 0 | 0 | 0 | 89 | 0 | 89 |
| 08:45 AM | 0 | 0 | 0 | 0 | 80 | 0 | 80 |
| Total | 0 | 0 | 0 | 1 | 424 | 1 | 426 |
| Grand Total | 0 | 0 | 0 | 2 | 788 | 2 | 792 |
| Apprch % | 0 | 0 | 0 | 100 | 99.7 | 0.3 | |
| Total % | 0 | 0 | 0 | 0.3 | 99.5 | 0.3 | |
| Cars | 0 | 0 | 0 | 2 | 768 | 2 | 772 |
| % Cars | 0 | 0 | 0 | 100 | 97.5 | 100 | 97.5 |
| Trucks | 0 | 0 | 0 | 0 | 20 | 0 | 20 |
| % Trucks | 0 | 0 | 0 | 0 | 2.5 | 0 | 2.5 |

| Start Time | Hinckley Way From East | | | Dorset Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|------------------------|----------|------------|----------------------|----------|------------|------------------------|----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 93 | 93 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 136 | 136 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 123 | 0 | 123 | 124 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 1 | 133 | 133 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 484 | 1 | 485 | 486 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 99.8 | 0.2 | | |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .890 | .250 | .892 | .893 |
| Cars | 0 | 0 | 0 | 0 | 1 | 1 | 472 | 1 | 473 | 474 |
| % Cars | 0 | 0 | 0 | 0 | 100 | 100 | 97.5 | 100 | 97.5 | 97.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 12 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 2.5 | 2.5 |

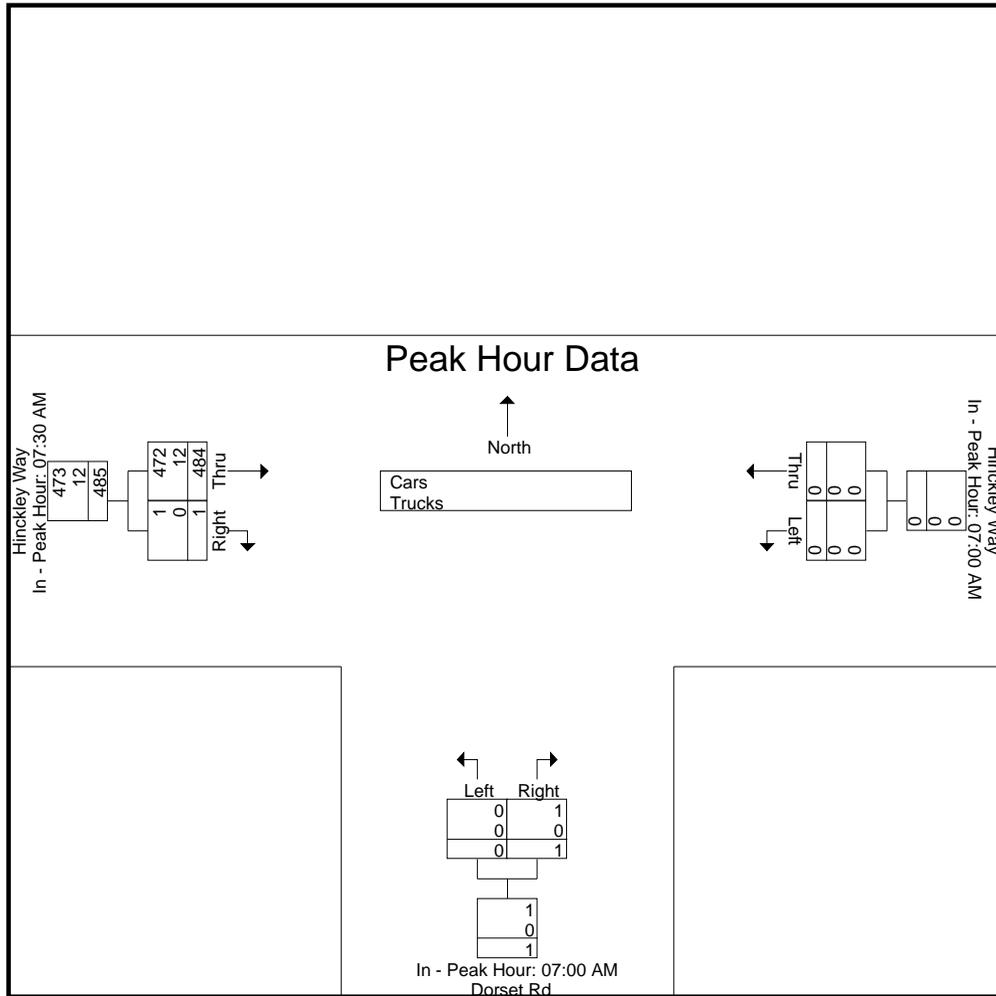
N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:30 AM | | | 07:30 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 93 | 0 | 93 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 136 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 123 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 1 | 133 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 484 | 1 | 485 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 99.8 | 0.2 | |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .890 | .250 | .892 |
| Cars | 0 | 0 | 0 | 0 | 1 | 1 | 472 | 1 | 473 |
| % Cars | 0 | 0 | 0 | 0 | 100 | 100 | 97.5 | 100 | 97.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 2.5 |

N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

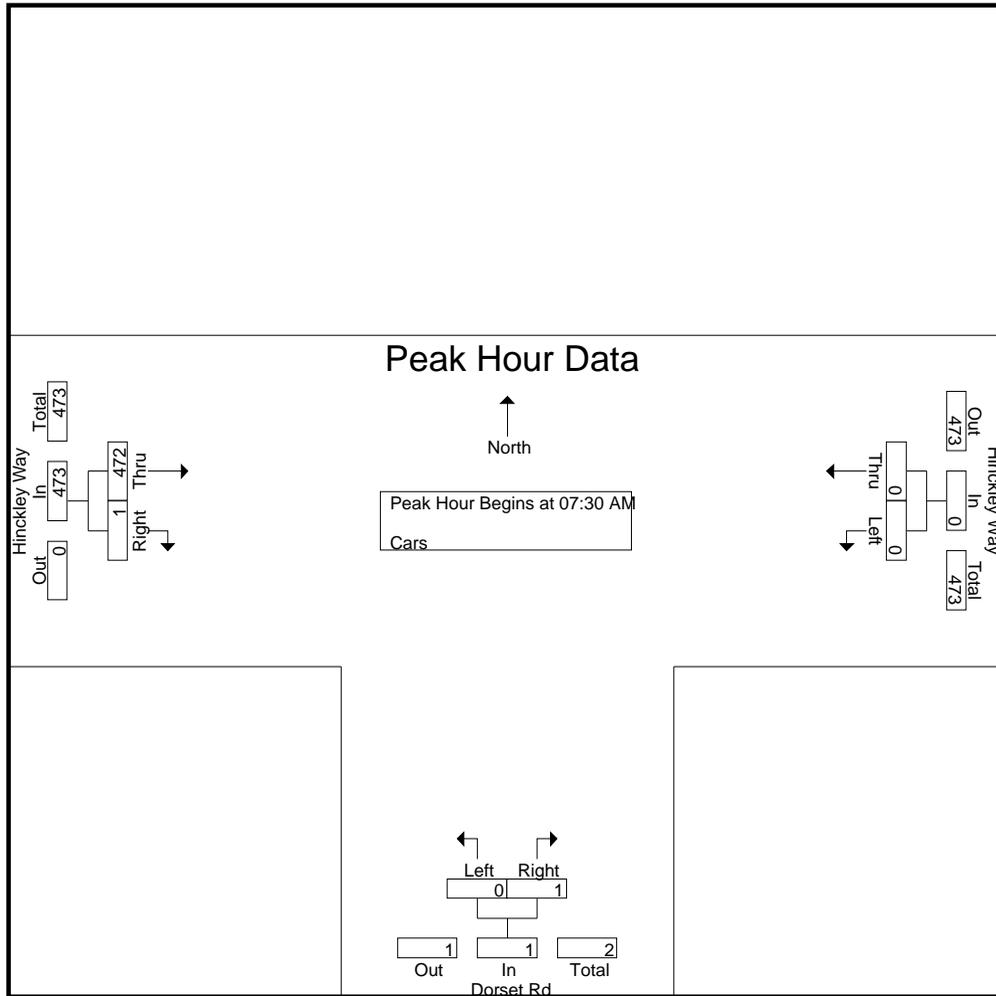
File Name : 89650010
Site Code : 89650010
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Hinckley Way From East | | Dorset Rd From South | | Hinckley Way From West | | Int. Total |
|-------------|---------------------------|------|-------------------------|-------|---------------------------|-------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 1 | 66 | 1 | 68 |
| 07:15 AM | 0 | 0 | 0 | 0 | 64 | 0 | 64 |
| 07:30 AM | 0 | 0 | 0 | 0 | 89 | 0 | 89 |
| 07:45 AM | 0 | 0 | 0 | 0 | 130 | 0 | 130 |
| Total | 0 | 0 | 0 | 1 | 349 | 1 | 351 |
| 08:00 AM | 0 | 0 | 0 | 1 | 123 | 0 | 124 |
| 08:15 AM | 0 | 0 | 0 | 0 | 130 | 1 | 131 |
| 08:30 AM | 0 | 0 | 0 | 0 | 88 | 0 | 88 |
| 08:45 AM | 0 | 0 | 0 | 0 | 78 | 0 | 78 |
| Total | 0 | 0 | 0 | 1 | 419 | 1 | 421 |
| Grand Total | 0 | 0 | 0 | 2 | 768 | 2 | 772 |
| Apprch % | 0 | 0 | 0 | 100 | 99.7 | 0.3 | |
| Total % | 0 | 0 | 0 | 0.3 | 99.5 | 0.3 | |

| Start Time | Hinckley Way From East | | | Dorset Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|---------------------------|------|------------|-------------------------|-------|------------|---------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 89 | 89 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 130 | 130 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 123 | 0 | 123 | 124 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 1 | 131 | 131 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 472 | 1 | 473 | 474 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | | 99.8 | 0.2 | | |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .908 | .250 | .903 | .905 |

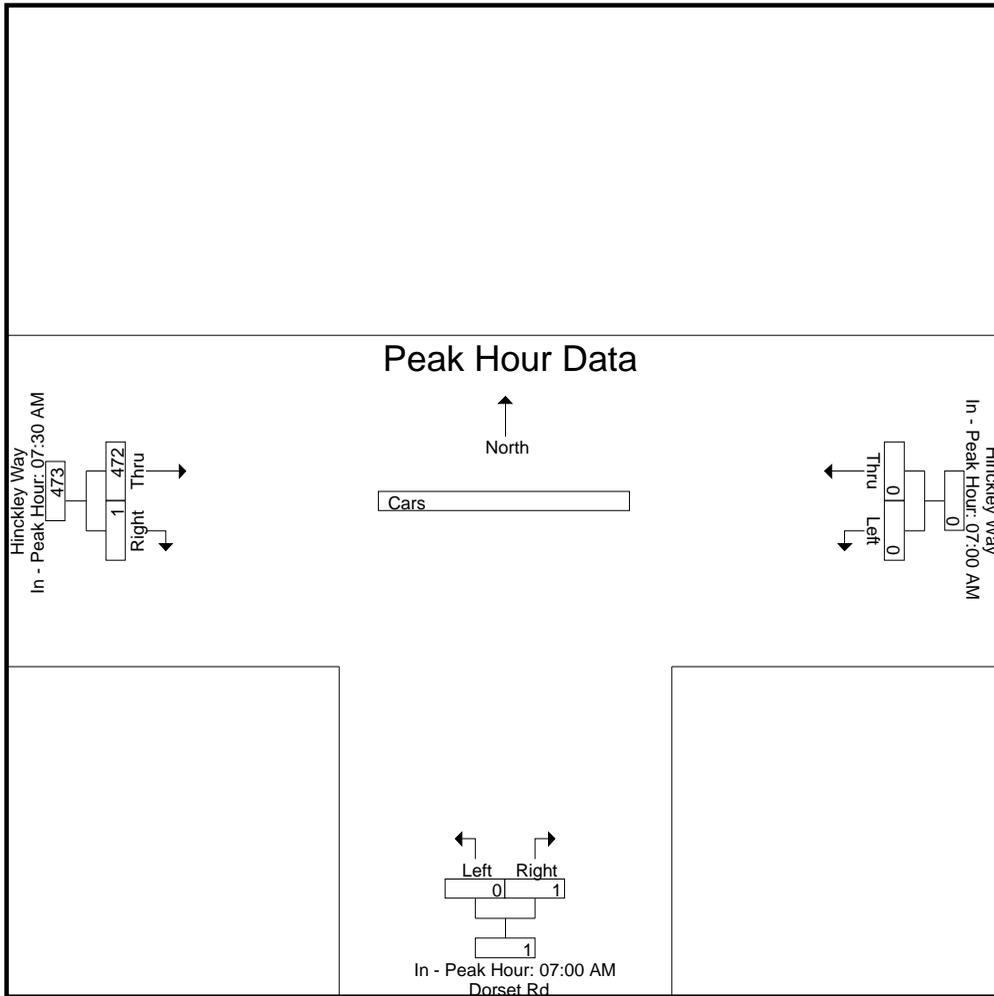
N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:30 AM | | | 08:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 89 | 0 | 89 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 130 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 123 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 1 | 131 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 472 | 1 | 473 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 0.2 | 99.8 | 0.2 | 100 |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .908 | .250 | .903 |

N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

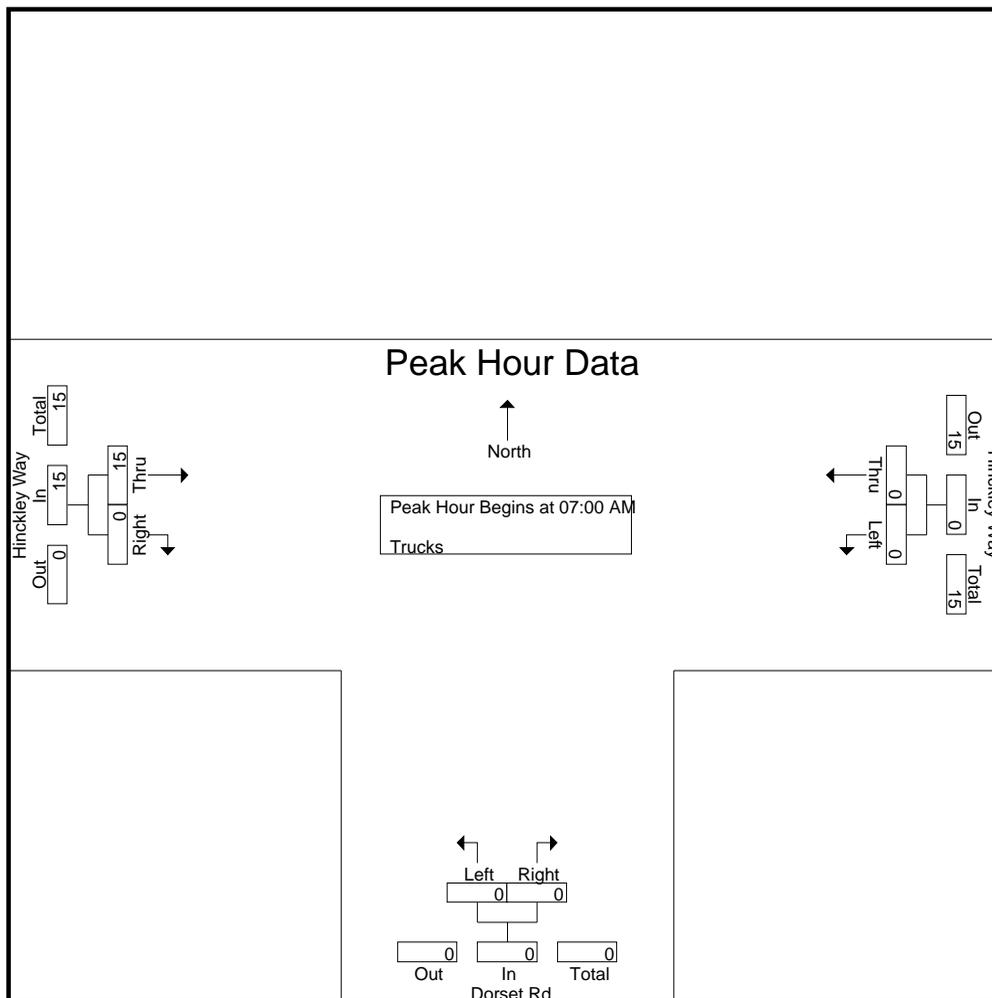
File Name : 89650010
Site Code : 89650010
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Hinckley Way From East | | Dorset Rd From South | | Hinckley Way From West | | Int. Total |
|--------------------|---------------------------|----------|-------------------------|----------|---------------------------|----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 15 | 0 | 15 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| Grand Total | 0 | 0 | 0 | 0 | 20 | 0 | 20 |
| Apprch % | 0 | 0 | 0 | 0 | 100 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 100 | 0 | |

| Start Time | Hinckley Way From East | | | Dorset Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|---------------------------|------|------------|-------------------------|-------|------------|---------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 6 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 15 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .625 |

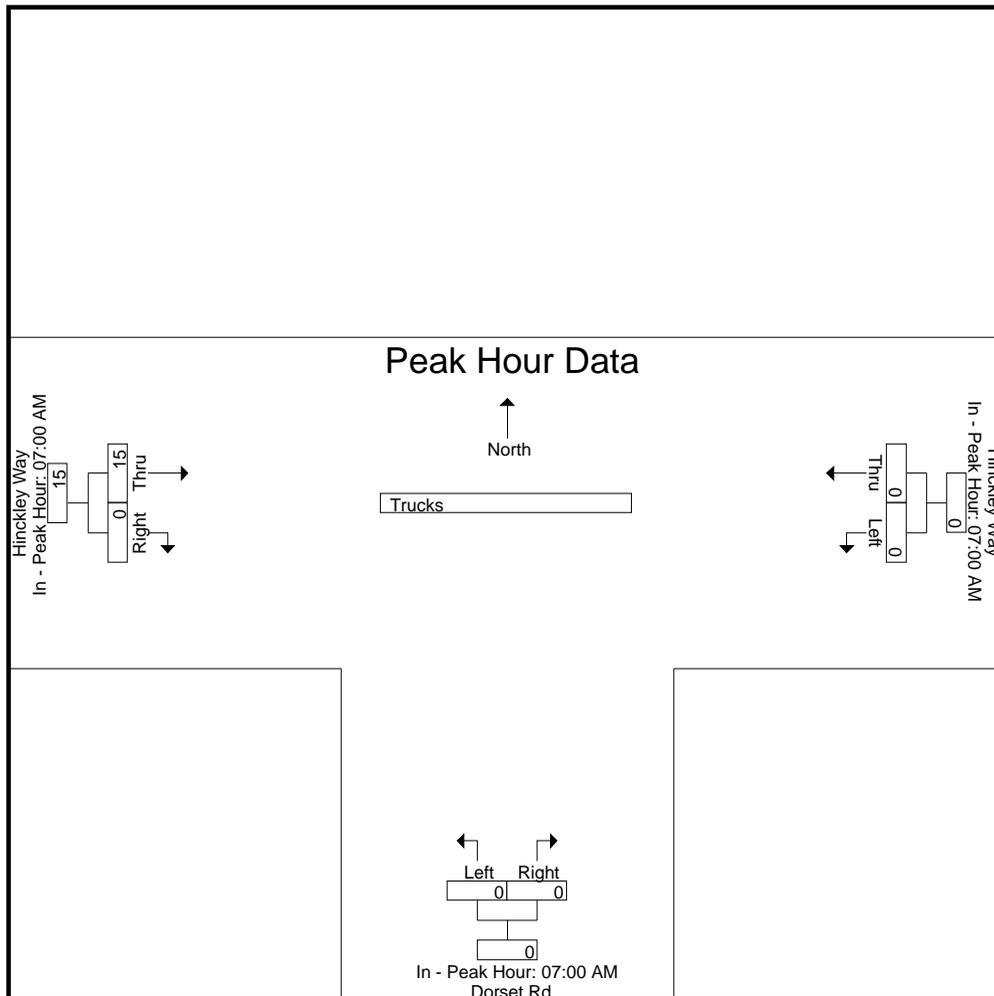
N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



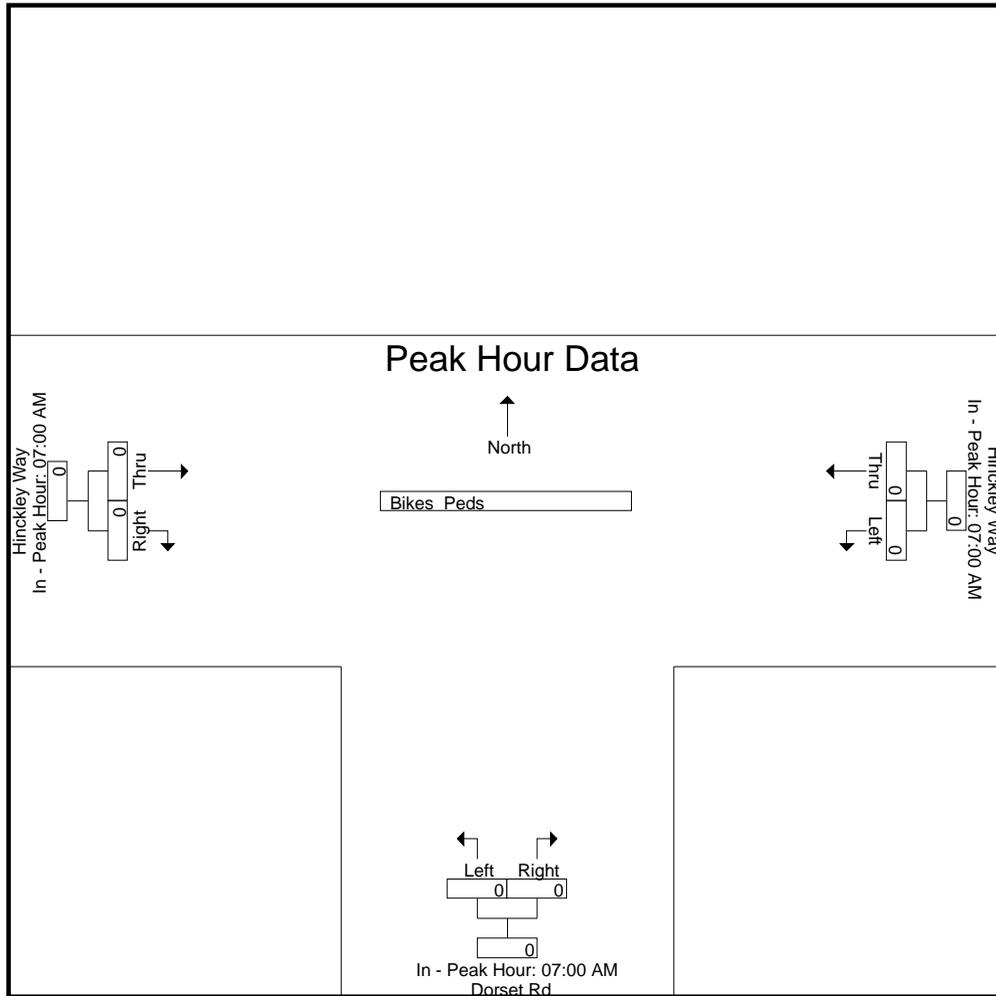
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|----------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 |

N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650010
Site Code : 89650010
Start Date : 5/18/2021
Page No : 1

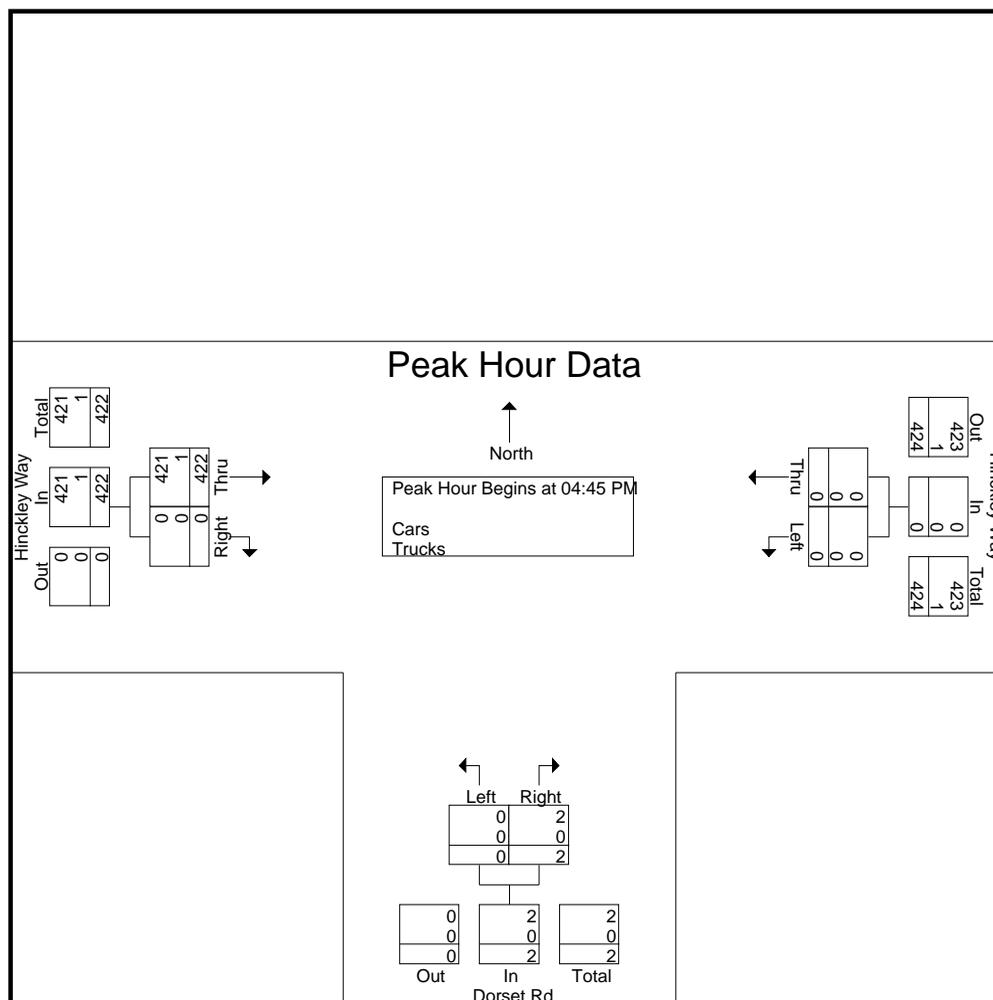
N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

Groups Printed- Cars - Trucks

| Start Time | Hinckley Way From East | | Dorset Rd From South | | Hinckley Way From West | | Int. Total |
|--------------------|---------------------------|----------|-------------------------|-----------|---------------------------|----------|-------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 81 | 1 | 82 |
| 02:15 PM | 0 | 0 | 0 | 1 | 78 | 0 | 79 |
| 02:30 PM | 0 | 0 | 0 | 1 | 105 | 0 | 106 |
| 02:45 PM | 0 | 0 | 0 | 1 | 93 | 0 | 94 |
| Total | 0 | 0 | 0 | 3 | 357 | 1 | 361 |
| 03:00 PM | 0 | 0 | 0 | 0 | 91 | 0 | 91 |
| 03:15 PM | 0 | 0 | 0 | 1 | 112 | 0 | 113 |
| 03:30 PM | 0 | 0 | 0 | 1 | 90 | 0 | 91 |
| 03:45 PM | 0 | 0 | 0 | 0 | 83 | 0 | 83 |
| Total | 0 | 0 | 0 | 2 | 376 | 0 | 378 |
| 04:00 PM | 0 | 0 | 0 | 1 | 90 | 0 | 91 |
| 04:15 PM | 0 | 0 | 0 | 1 | 78 | 1 | 80 |
| 04:30 PM | 0 | 0 | 0 | 1 | 94 | 1 | 96 |
| 04:45 PM | 0 | 0 | 0 | 1 | 90 | 0 | 91 |
| Total | 0 | 0 | 0 | 4 | 352 | 2 | 358 |
| 05:00 PM | 0 | 0 | 0 | 1 | 102 | 0 | 103 |
| 05:15 PM | 0 | 0 | 0 | 0 | 118 | 0 | 118 |
| 05:30 PM | 0 | 0 | 0 | 0 | 112 | 0 | 112 |
| 05:45 PM | 0 | 0 | 0 | 0 | 73 | 0 | 73 |
| Total | 0 | 0 | 0 | 1 | 405 | 0 | 406 |
| Grand Total | 0 | 0 | 0 | 10 | 1490 | 3 | 1503 |
| Apprch % | 0 | 0 | 0 | 100 | 99.8 | 0.2 | |
| Total % | 0 | 0 | 0 | 0.7 | 99.1 | 0.2 | |
| Cars | 0 | 0 | 0 | 10 | 1476 | 3 | 1489 |
| % Cars | 0 | 0 | 0 | 100 | 99.1 | 100 | 99.1 |
| Trucks | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| % Trucks | 0 | 0 | 0 | 0 | 0.9 | 0 | 0.9 |

| Start Time | Hinckley Way From East | | | Dorset Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|---------------------------|----------|------------|-------------------------|----------|------------|---------------------------|----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 90 | 0 | 90 | 91 |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 102 | 0 | 102 | 103 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 118 | 118 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 112 | 112 |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 2 | 422 | 0 | 422 | 424 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 0 | 100 | 99.8 |
| PHF | .000 | .000 | .000 | .000 | .500 | .500 | .894 | .000 | .894 | .898 |
| Cars | 0 | 0 | 0 | 0 | 2 | 2 | 421 | 0 | 421 | 423 |
| % Cars | 0 | 0 | 0 | 0 | 100 | 100 | 99.8 | 0 | 99.8 | 99.8 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0.2 | 0.2 |

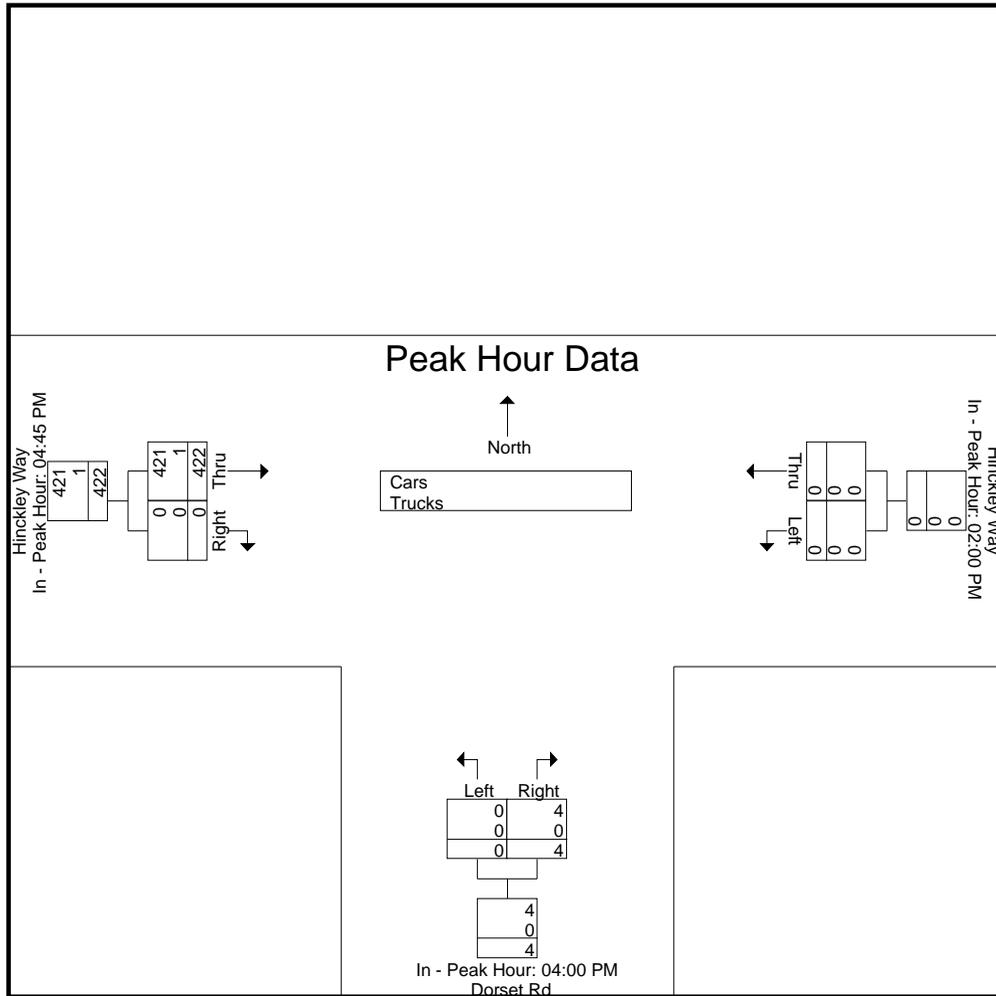
N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 04:00 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|-------|-------|------------|------|------------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 90 | 0 | 90 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 102 | 0 | 102 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 118 | 0 | 118 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 112 | 0 | 112 |
| Total Volume | 0 | 0 | 0 | 0 | 4 | 4 | 422 | 0 | 422 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 0 | 100 |
| PHF | .000 | .000 | .000 | .000 | 1.000 | 1.000 | .894 | .000 | .894 |
| Cars | 0 | 0 | 0 | 0 | 4 | 4 | 421 | 0 | 421 |
| % Cars | 0 | 0 | 0 | 0 | 100 | 100 | 99.8 | 0 | 99.8 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0.2 |

N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

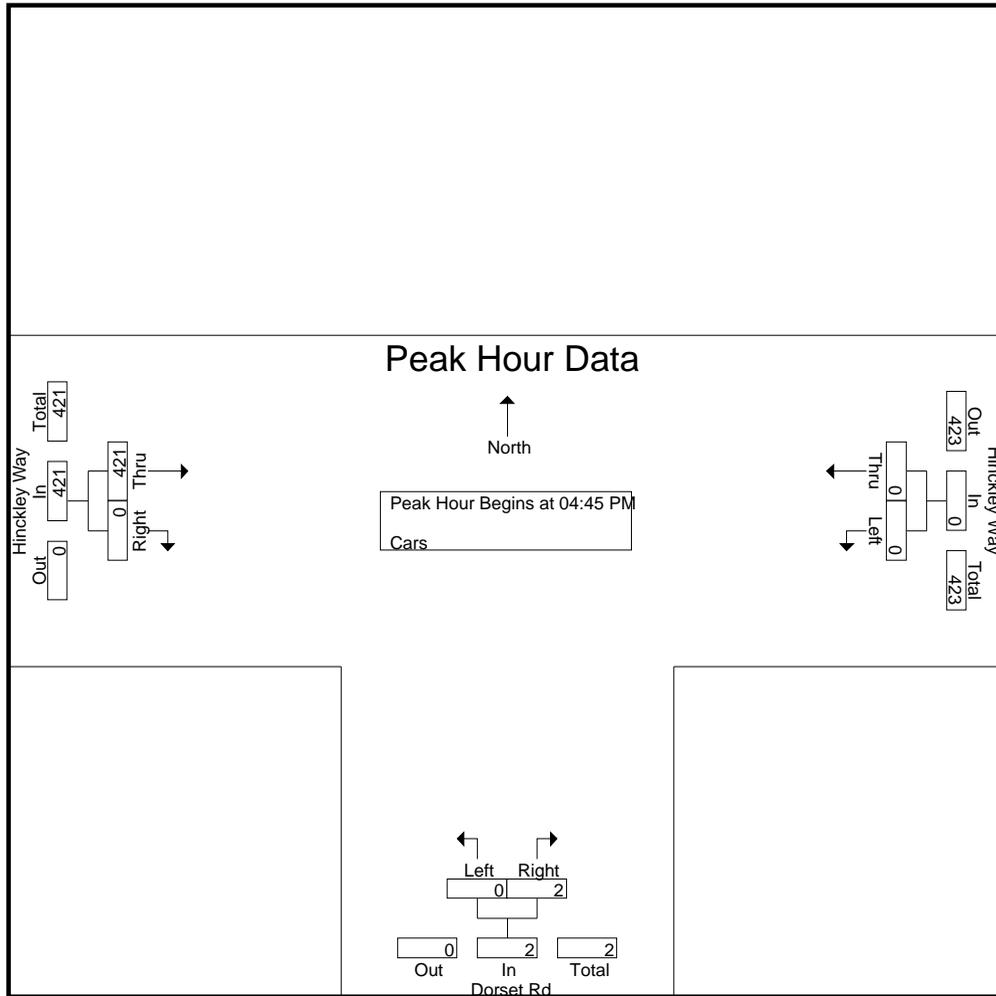
File Name : 89650010
Site Code : 89650010
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Hinckley Way From East | | Dorset Rd From South | | Hinckley Way From West | | Int. Total |
|-------------|------------------------|------|----------------------|-------|------------------------|-------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 80 | 1 | 81 |
| 02:15 PM | 0 | 0 | 0 | 1 | 77 | 0 | 78 |
| 02:30 PM | 0 | 0 | 0 | 1 | 101 | 0 | 102 |
| 02:45 PM | 0 | 0 | 0 | 1 | 92 | 0 | 93 |
| Total | 0 | 0 | 0 | 3 | 350 | 1 | 354 |
| 03:00 PM | 0 | 0 | 0 | 0 | 89 | 0 | 89 |
| 03:15 PM | 0 | 0 | 0 | 1 | 112 | 0 | 113 |
| 03:30 PM | 0 | 0 | 0 | 1 | 90 | 0 | 91 |
| 03:45 PM | 0 | 0 | 0 | 0 | 80 | 0 | 80 |
| Total | 0 | 0 | 0 | 2 | 371 | 0 | 373 |
| 04:00 PM | 0 | 0 | 0 | 1 | 89 | 0 | 90 |
| 04:15 PM | 0 | 0 | 0 | 1 | 78 | 1 | 80 |
| 04:30 PM | 0 | 0 | 0 | 1 | 94 | 1 | 96 |
| 04:45 PM | 0 | 0 | 0 | 1 | 90 | 0 | 91 |
| Total | 0 | 0 | 0 | 4 | 351 | 2 | 357 |
| 05:00 PM | 0 | 0 | 0 | 1 | 102 | 0 | 103 |
| 05:15 PM | 0 | 0 | 0 | 0 | 117 | 0 | 117 |
| 05:30 PM | 0 | 0 | 0 | 0 | 112 | 0 | 112 |
| 05:45 PM | 0 | 0 | 0 | 0 | 73 | 0 | 73 |
| Total | 0 | 0 | 0 | 1 | 404 | 0 | 405 |
| Grand Total | 0 | 0 | 0 | 10 | 1476 | 3 | 1489 |
| Apprch % | 0 | 0 | 0 | 100 | 99.8 | 0.2 | |
| Total % | 0 | 0 | 0 | 0.7 | 99.1 | 0.2 | |

| Start Time | Hinckley Way From East | | | Dorset Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|------------------------|------|------------|----------------------|-------|------------|------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 90 | 0 | 90 | 91 |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 102 | 0 | 102 | 103 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 117 | 117 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 112 | 112 |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 2 | 421 | 0 | 421 | 423 |
| % App. Total | 0 | 0 | | 0 | 100 | | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .500 | .500 | .900 | .000 | .900 | .904 |

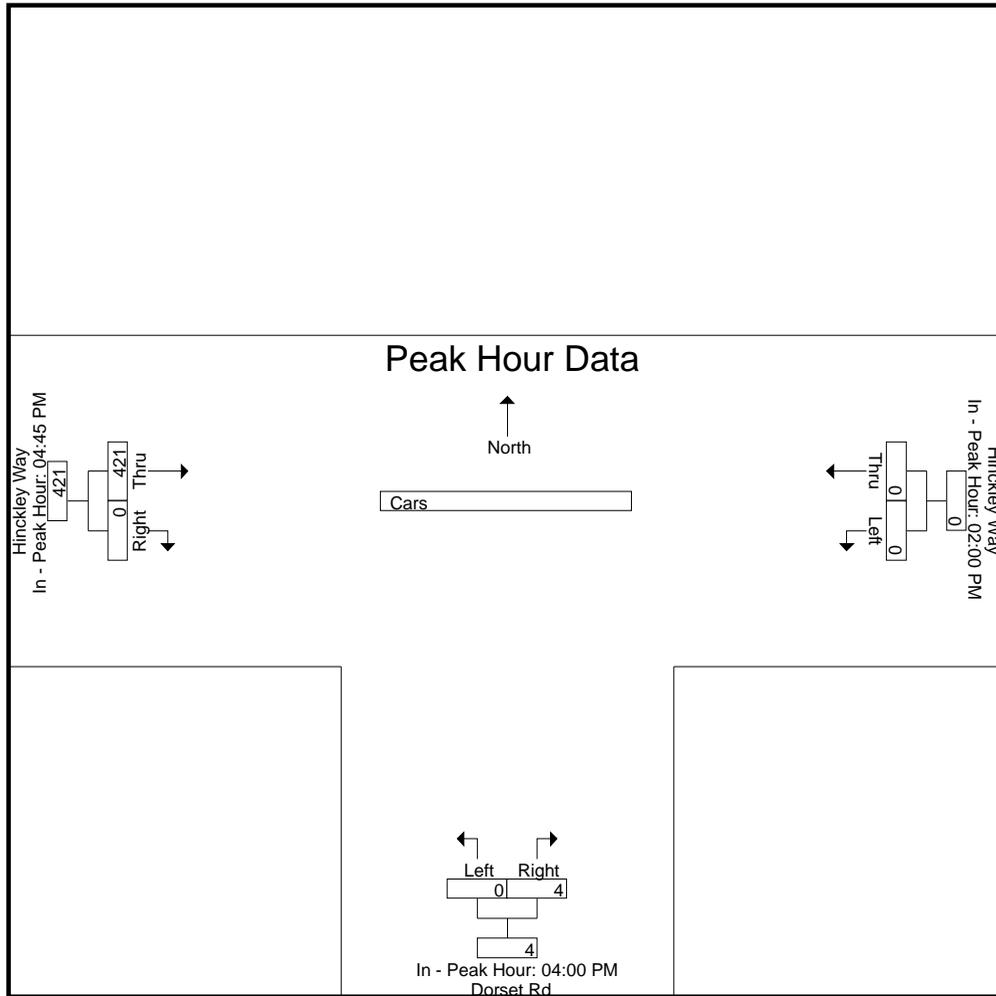
N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 04:00 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|-------|-------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 90 | 0 | 90 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 102 | 0 | 102 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 117 | 0 | 117 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 112 | 0 | 112 |
| Total Volume | 0 | 0 | 0 | 0 | 4 | 4 | 421 | 0 | 421 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 0 | 100 |
| PHF | .000 | .000 | .000 | .000 | 1.000 | 1.000 | .900 | .000 | .900 |

N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

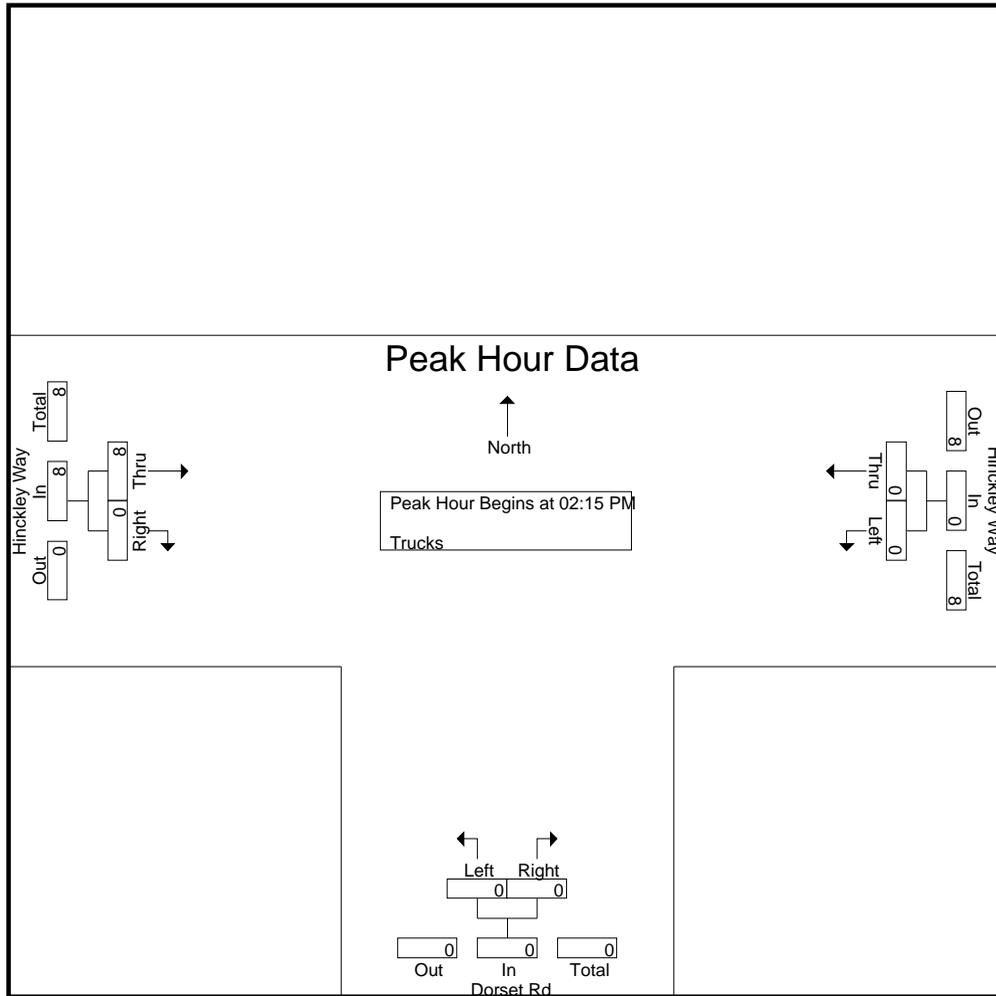
File Name : 89650010
Site Code : 89650010
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Hinckley Way From East | | Dorset Rd From South | | Hinckley Way From West | | Int. Total |
|-------------|------------------------|------|----------------------|-------|------------------------|-------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 02:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| 03:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| Apprch % | 0 | 0 | 0 | 0 | 100 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 100 | 0 | |

| Start Time | Hinckley Way From East | | | Dorset Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|------------------------|------|------------|----------------------|-------|------------|------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 8 |
| % App. Total | 0 | 0 | | 0 | 0 | | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .500 |

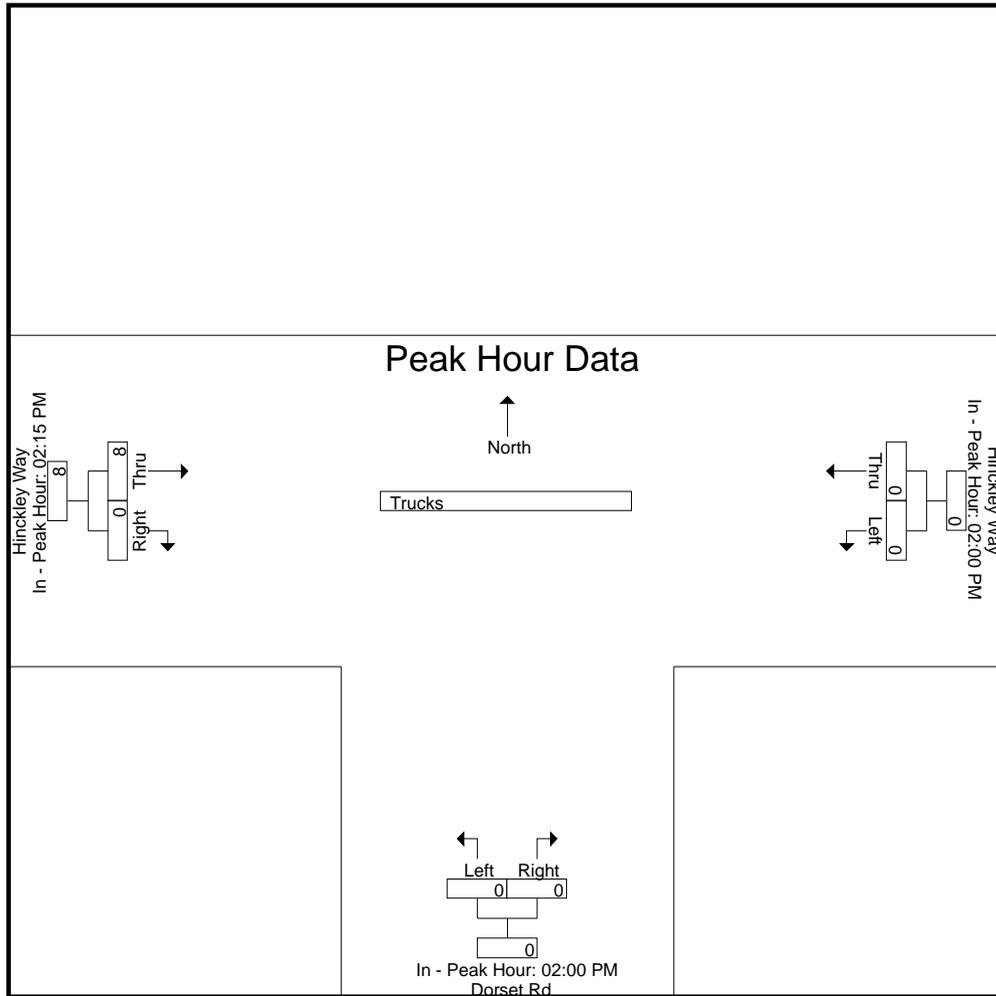
N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



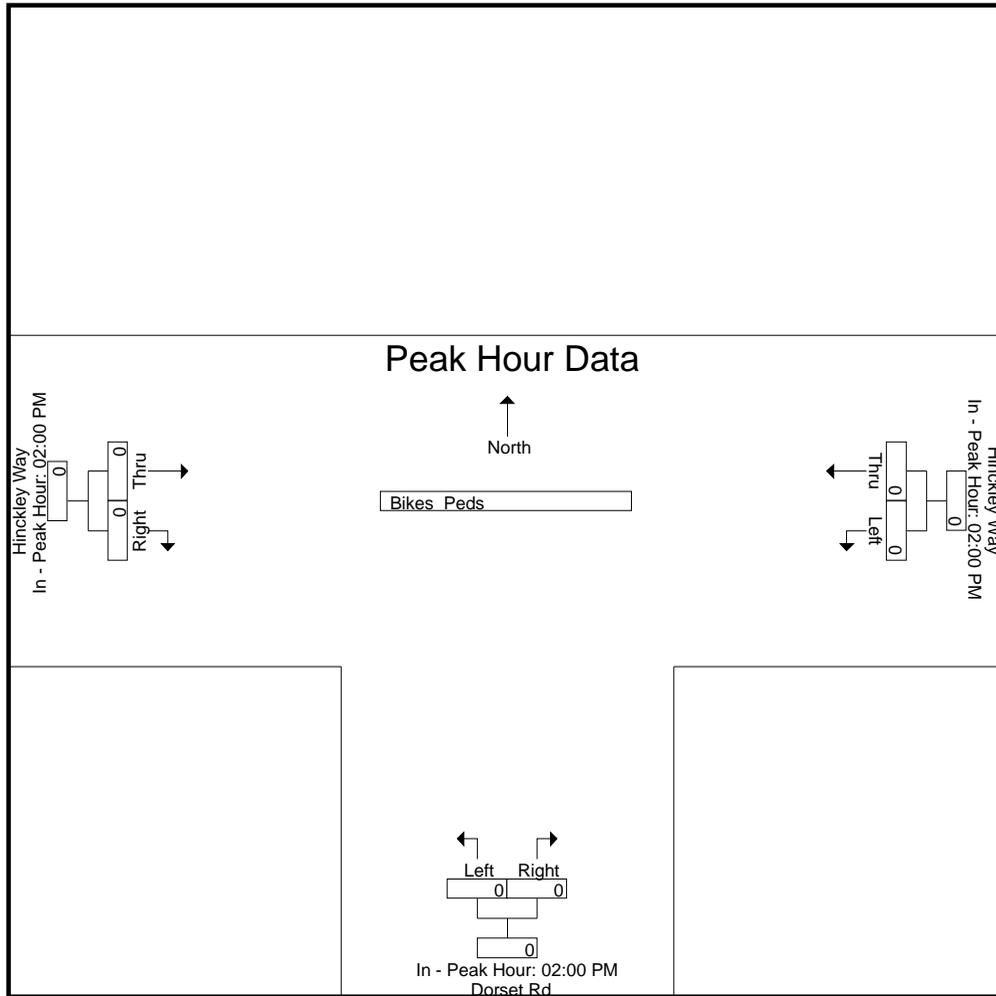
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 02:00 PM | | | 02:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| % App. Total | 0 | 0 | | 0 | 0 | | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 |

N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



N/S Street : Dorset Avenue
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Ross Road
 E/W Street : Hinckley Way
 City/State : Belmont, MA
 Weather : Clear

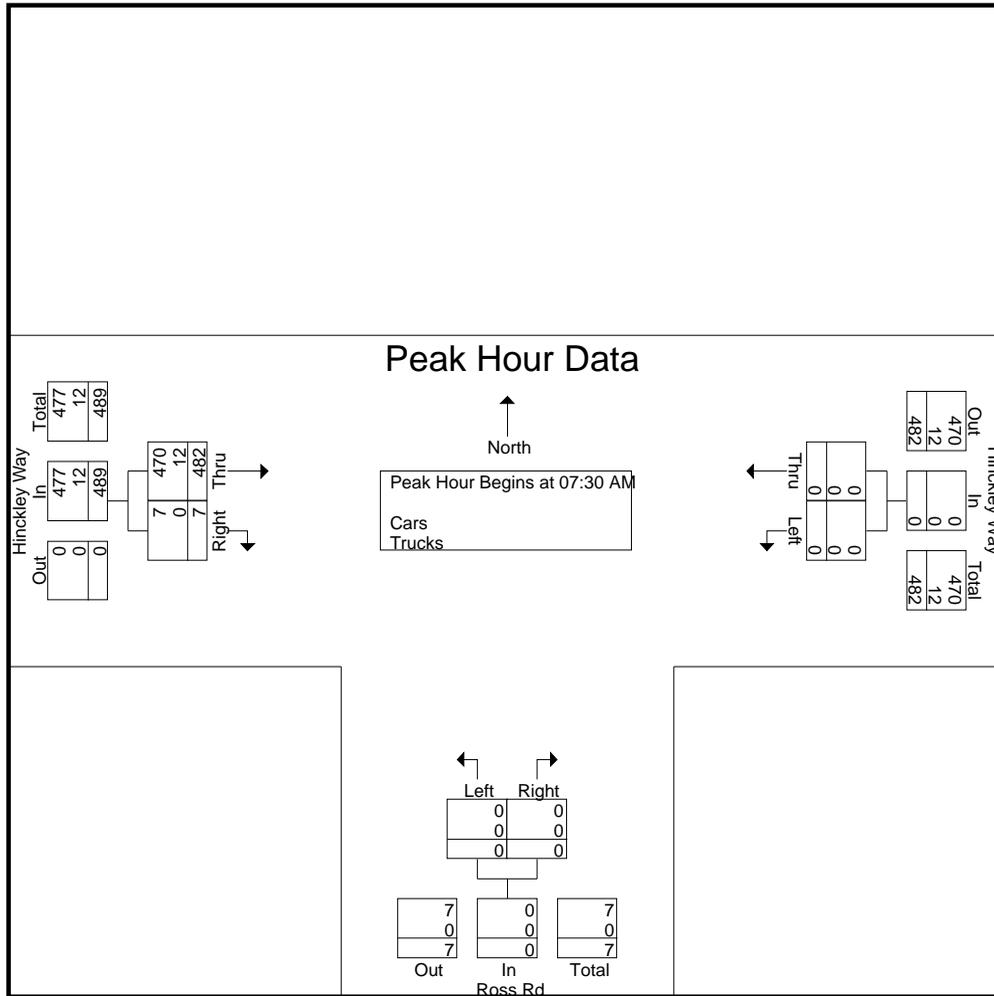
File Name : 89650011
 Site Code : 89650011
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Hinckley Way From East | | Ross Rd From South | | Hinckley Way From West | | Int. Total |
|--------------------|------------------------|----------|--------------------|----------|------------------------|-----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 1 | 66 | 1 | 68 |
| 07:15 AM | 0 | 0 | 0 | 1 | 71 | 1 | 73 |
| 07:30 AM | 0 | 0 | 0 | 0 | 95 | 0 | 95 |
| 07:45 AM | 0 | 0 | 0 | 0 | 138 | 1 | 139 |
| Total | 0 | 0 | 0 | 2 | 370 | 3 | 375 |
| 08:00 AM | 0 | 0 | 0 | 0 | 122 | 3 | 125 |
| 08:15 AM | 0 | 0 | 0 | 0 | 127 | 3 | 130 |
| 08:30 AM | 0 | 0 | 0 | 0 | 90 | 0 | 90 |
| 08:45 AM | 0 | 0 | 0 | 1 | 79 | 1 | 81 |
| Total | 0 | 0 | 0 | 1 | 418 | 7 | 426 |
| Grand Total | 0 | 0 | 0 | 3 | 788 | 10 | 801 |
| Apprch % | 0 | 0 | 0 | 100 | 98.7 | 1.3 | |
| Total % | 0 | 0 | 0 | 0.4 | 98.4 | 1.2 | |
| Cars | 0 | 0 | 0 | 3 | 768 | 10 | 781 |
| % Cars | 0 | 0 | 0 | 100 | 97.5 | 100 | 97.5 |
| Trucks | 0 | 0 | 0 | 0 | 20 | 0 | 20 |
| % Trucks | 0 | 0 | 0 | 0 | 2.5 | 0 | 2.5 |

| Start Time | Hinckley Way From East | | | Ross Rd From South | | | Hinckley Way From West | | | Int. Total |
|---|------------------------|----------|------------|--------------------|----------|------------|------------------------|----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 95 | 95 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 1 | 139 | 139 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 3 | 125 | 125 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 3 | 130 | 130 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 7 | 489 | 489 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 98.6 | 1.4 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .873 | .583 | .879 | .879 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 470 | 7 | 477 | 477 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.5 | 100 | 97.5 | 97.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 12 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 2.5 | 2.5 |

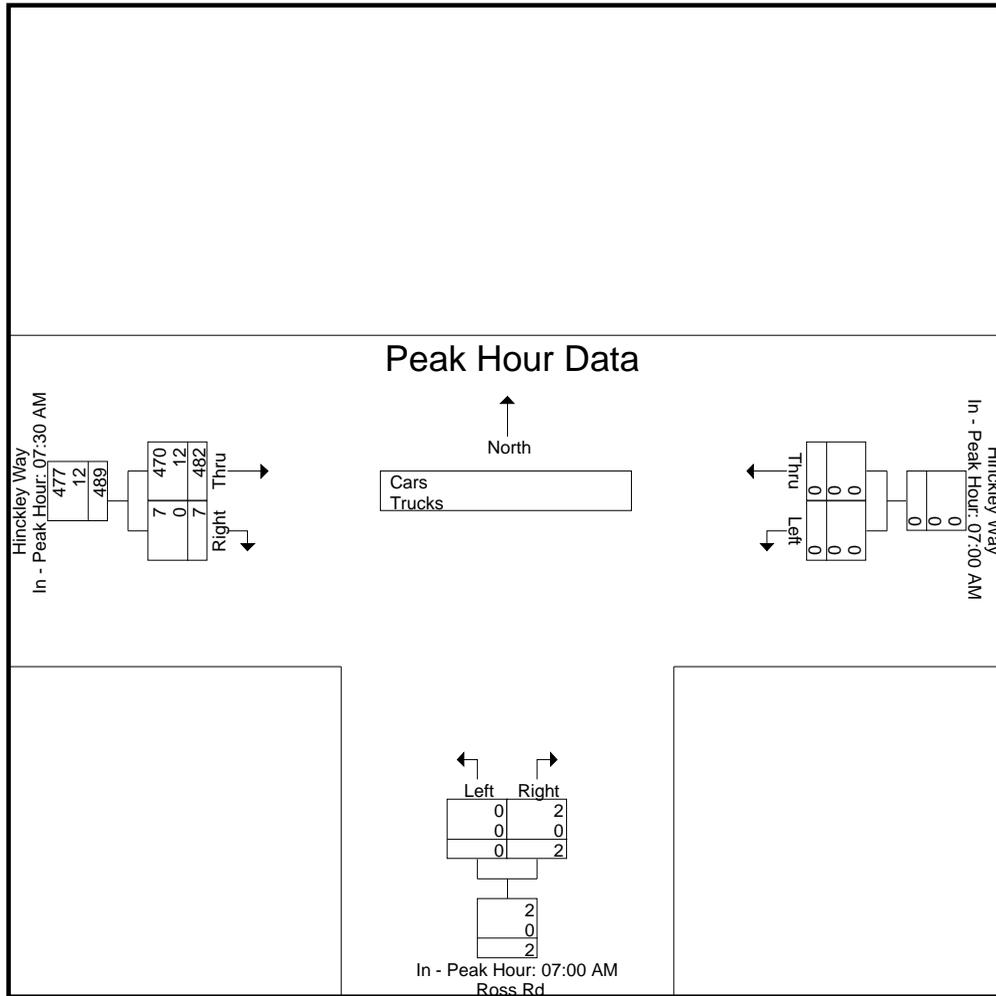
N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:30 AM | | | 08:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 95 | 0 | 95 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 138 | 1 | 139 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 3 | 125 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 3 | 130 |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 2 | 482 | 7 | 489 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 98.6 | 1.4 | 100 |
| PHF | .000 | .000 | .000 | .000 | .500 | .500 | .873 | .583 | .879 |
| Cars | 0 | 0 | 0 | 0 | 2 | 2 | 470 | 7 | 477 |
| % Cars | 0 | 0 | 0 | 0 | 100 | 100 | 97.5 | 100 | 97.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 2.5 |

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

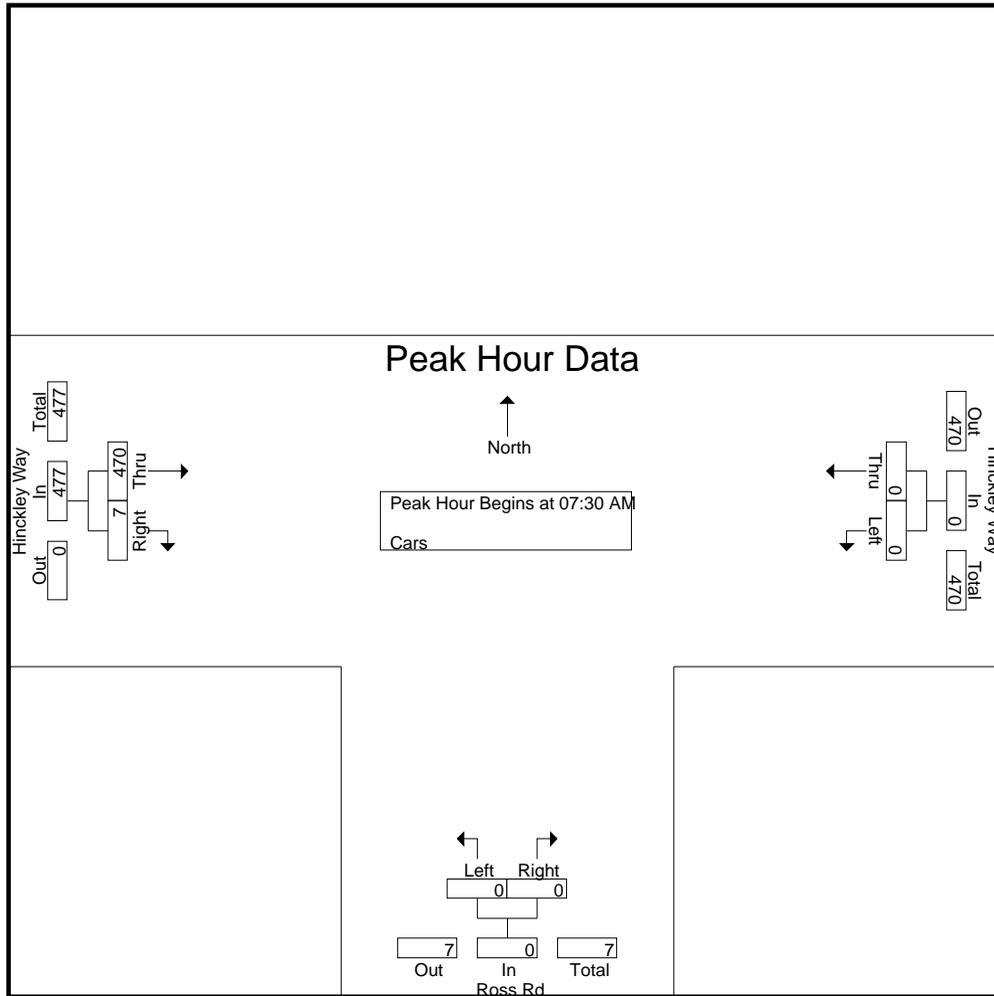
File Name : 89650011
Site Code : 89650011
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Hinckley Way From East | | Ross Rd From South | | Hinckley Way From West | | Int. Total |
|-------------|---------------------------|------|-----------------------|-------|---------------------------|-------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 1 | 65 | 1 | 67 |
| 07:15 AM | 0 | 0 | 0 | 1 | 67 | 1 | 69 |
| 07:30 AM | 0 | 0 | 0 | 0 | 91 | 0 | 91 |
| 07:45 AM | 0 | 0 | 0 | 0 | 132 | 1 | 133 |
| Total | 0 | 0 | 0 | 2 | 355 | 3 | 360 |
| 08:00 AM | 0 | 0 | 0 | 0 | 122 | 3 | 125 |
| 08:15 AM | 0 | 0 | 0 | 0 | 125 | 3 | 128 |
| 08:30 AM | 0 | 0 | 0 | 0 | 89 | 0 | 89 |
| 08:45 AM | 0 | 0 | 0 | 1 | 77 | 1 | 79 |
| Total | 0 | 0 | 0 | 1 | 413 | 7 | 421 |
| Grand Total | 0 | 0 | 0 | 3 | 768 | 10 | 781 |
| Apprch % | 0 | 0 | 0 | 100 | 98.7 | 1.3 | |
| Total % | 0 | 0 | 0 | 0.4 | 98.3 | 1.3 | |

| Start Time | Hinckley Way From East | | | Ross Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|---------------------------|------|------------|-----------------------|-------|------------|---------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 91 | 91 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 1 | 133 | 133 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 3 | 125 | 125 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 3 | 128 | 128 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 470 | 7 | 477 | 477 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 98.5 | 1.5 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .890 | .583 | .897 | .897 |

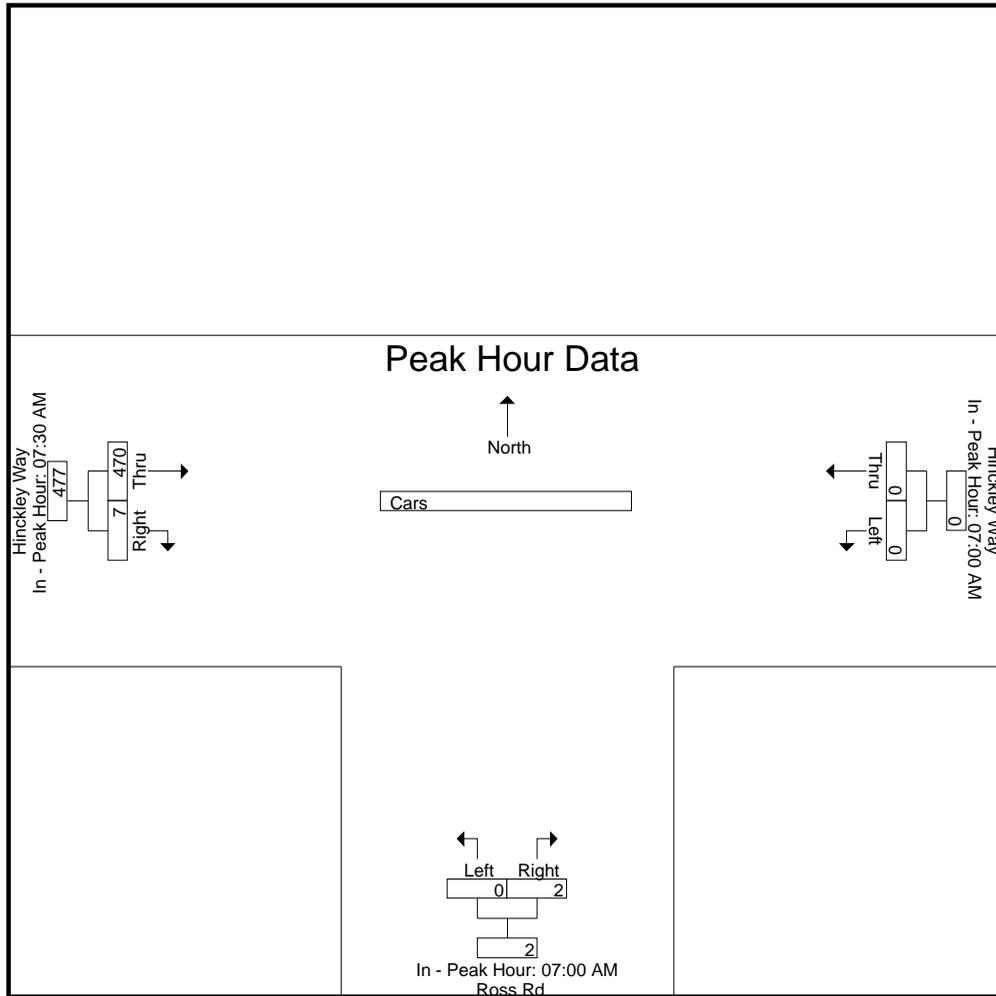
N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:30 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 91 | 0 | 91 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 132 | 1 | 133 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 3 | 125 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 3 | 128 |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 2 | 470 | 7 | 477 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | | 98.5 | 1.5 | |
| PHF | .000 | .000 | .000 | .000 | .500 | .500 | .890 | .583 | .897 |

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650011
Site Code : 89650011
Start Date : 5/18/2021
Page No : 7

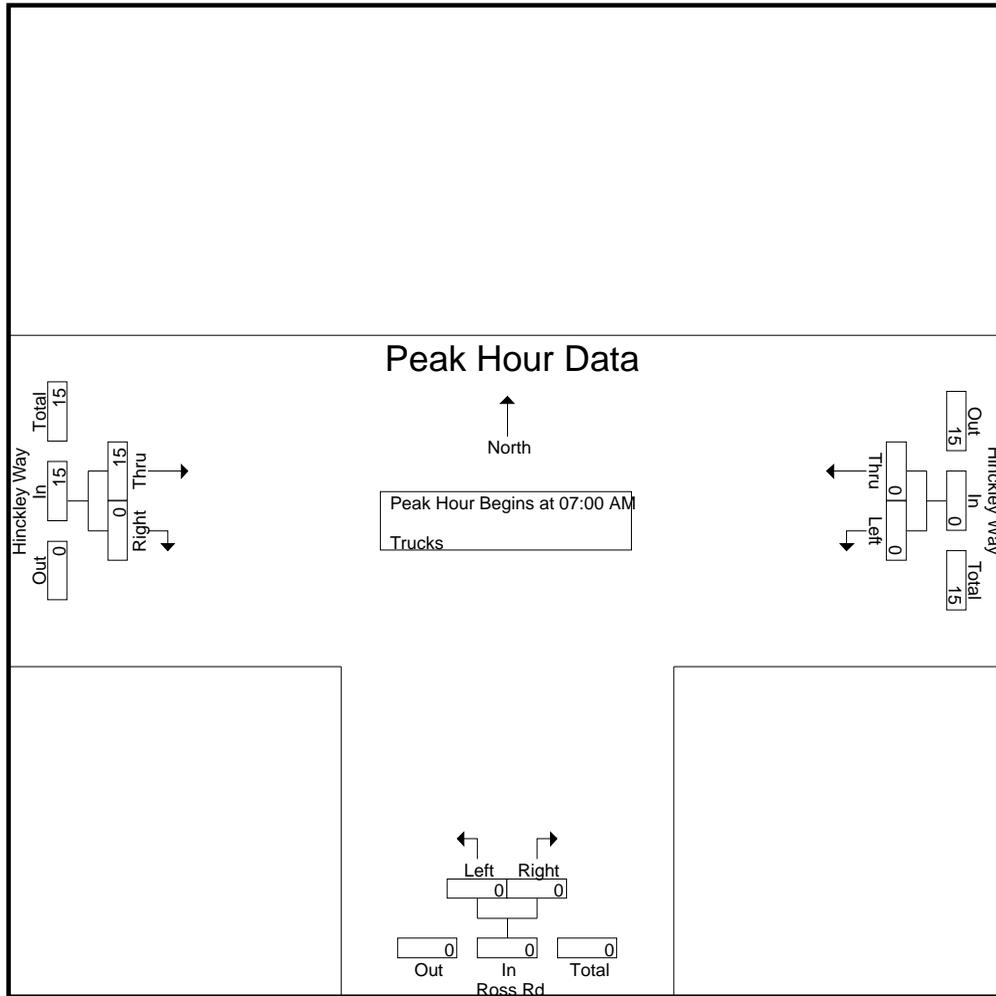
N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

Groups Printed- Trucks

| Start Time | Hinckley Way From East | | Ross Rd From South | | Hinckley Way From West | | Int. Total |
|--------------------|---------------------------|----------|-----------------------|----------|---------------------------|----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 15 | 0 | 15 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| Grand Total | 0 | 0 | 0 | 0 | 20 | 0 | 20 |
| Apprch % | 0 | 0 | 0 | 0 | 100 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 100 | 0 | |

| Start Time | Hinckley Way From East | | | Ross Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|---------------------------|------|------------|-----------------------|-------|------------|---------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 6 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 15 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .625 |

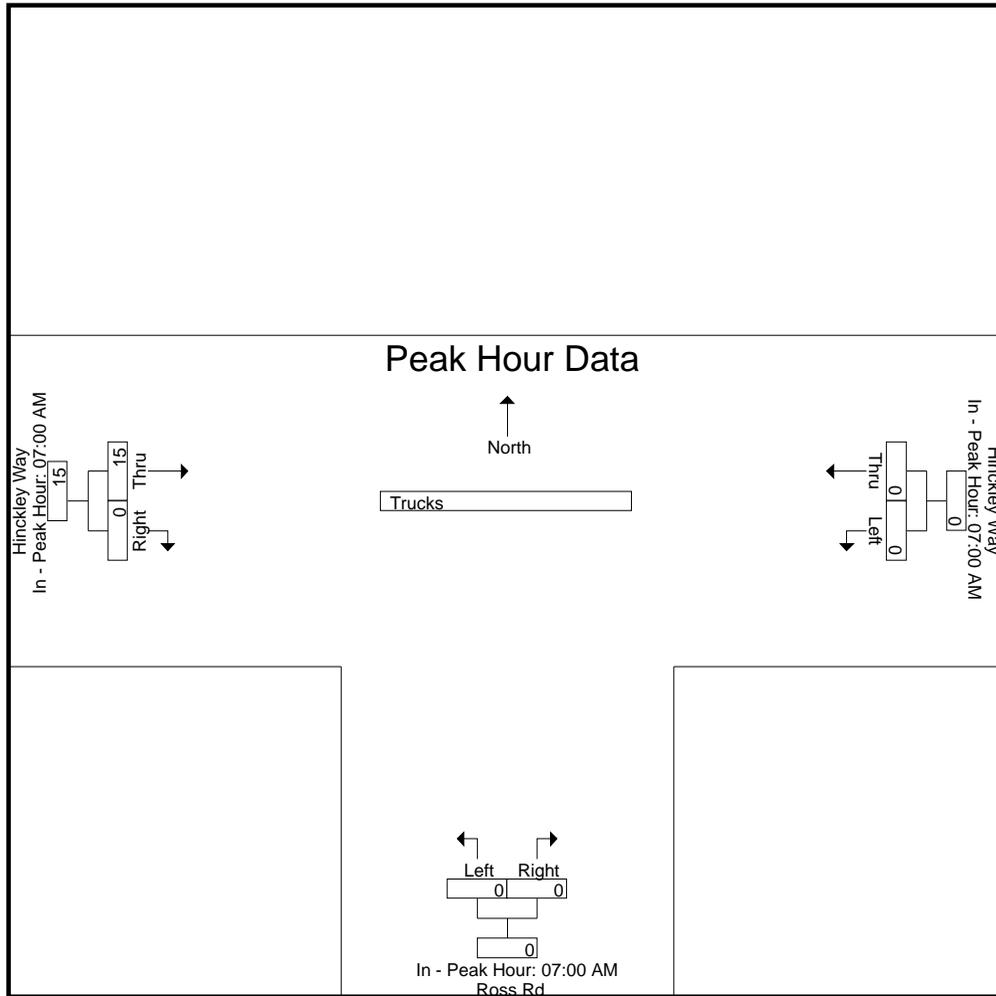
N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



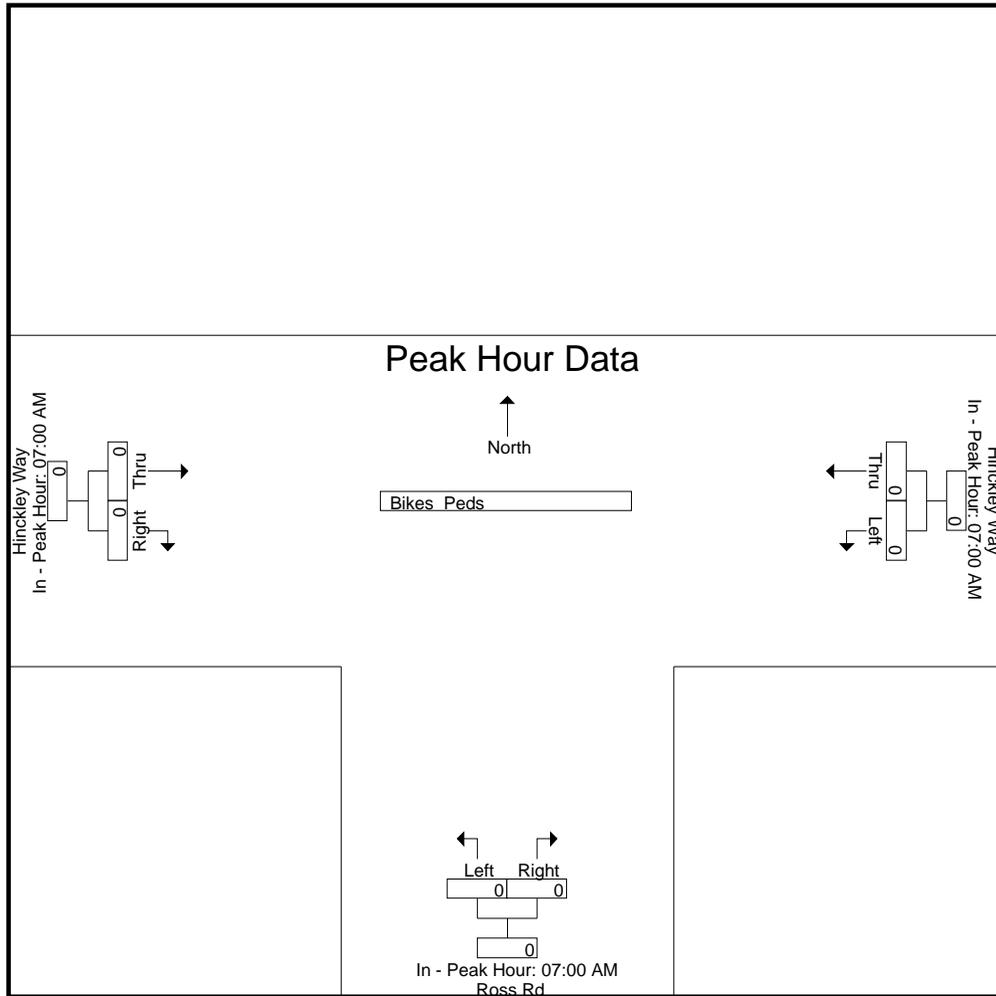
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|----------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 |

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

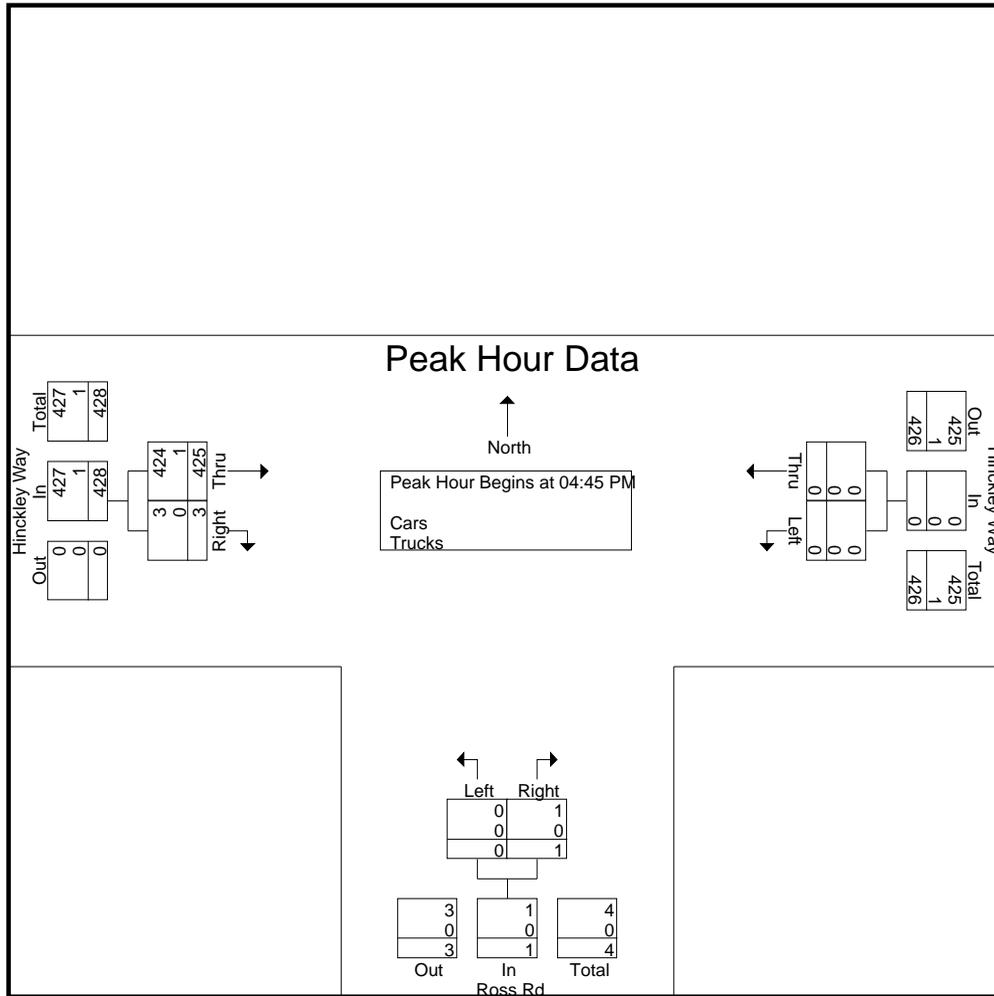
File Name : 89650011
Site Code : 89650011
Start Date : 5/18/2021
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Hinckley Way From East | | Ross Rd From South | | Hinckley Way From West | | Int. Total |
|--------------------|------------------------|----------|--------------------|----------|------------------------|-----------|-------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 81 | 0 | 81 |
| 02:15 PM | 0 | 0 | 0 | 1 | 78 | 0 | 79 |
| 02:30 PM | 0 | 0 | 0 | 0 | 103 | 2 | 105 |
| 02:45 PM | 0 | 0 | 0 | 0 | 93 | 1 | 94 |
| Total | 0 | 0 | 0 | 1 | 355 | 3 | 359 |
| 03:00 PM | 0 | 0 | 0 | 0 | 91 | 0 | 91 |
| 03:15 PM | 0 | 0 | 0 | 0 | 111 | 1 | 112 |
| 03:30 PM | 0 | 0 | 0 | 1 | 90 | 2 | 93 |
| 03:45 PM | 0 | 0 | 0 | 0 | 83 | 0 | 83 |
| Total | 0 | 0 | 0 | 1 | 375 | 3 | 379 |
| 04:00 PM | 0 | 0 | 0 | 1 | 88 | 2 | 91 |
| 04:15 PM | 0 | 0 | 0 | 0 | 78 | 1 | 79 |
| 04:30 PM | 0 | 0 | 0 | 1 | 95 | 0 | 96 |
| 04:45 PM | 0 | 0 | 0 | 1 | 92 | 1 | 94 |
| Total | 0 | 0 | 0 | 3 | 353 | 4 | 360 |
| 05:00 PM | 0 | 0 | 0 | 0 | 104 | 0 | 104 |
| 05:15 PM | 0 | 0 | 0 | 0 | 121 | 0 | 121 |
| 05:30 PM | 0 | 0 | 0 | 0 | 108 | 2 | 110 |
| 05:45 PM | 0 | 0 | 0 | 0 | 72 | 1 | 73 |
| Total | 0 | 0 | 0 | 0 | 405 | 3 | 408 |
| Grand Total | 0 | 0 | 0 | 5 | 1488 | 13 | 1506 |
| Apprch % | 0 | 0 | 0 | 100 | 99.1 | 0.9 | |
| Total % | 0 | 0 | 0 | 0.3 | 98.8 | 0.9 | |
| Cars | 0 | 0 | 0 | 5 | 1474 | 13 | 1492 |
| % Cars | 0 | 0 | 0 | 100 | 99.1 | 100 | 99.1 |
| Trucks | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| % Trucks | 0 | 0 | 0 | 0 | 0.9 | 0 | 0.9 |

| Start Time | Hinckley Way From East | | | Ross Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|------------------------|----------|------------|--------------------|------------|------------|------------------------|------------|-------------|-------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 92 | 1 | 93 | 94 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 104 | 104 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 121 | 121 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 2 | 110 | 110 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 425 | 3 | 428 | 429 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 100 | 99.3 | 0.7 | 99.8 | 99.8 |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .878 | .375 | .884 | .886 |
| Cars | 0 | 0 | 0 | 0 | 1 | 1 | 424 | 3 | 427 | 428 |
| % Cars | 0 | 0 | 0 | 0 | 100 | 100 | 99.8 | 100 | 99.8 | 99.8 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0.2 | 0.2 |

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 04:00 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 92 | 1 | 93 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 104 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 121 | 0 | 121 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 108 | 2 | 110 |
| Total Volume | 0 | 0 | 0 | 0 | 3 | 3 | 425 | 3 | 428 |
| % App. Total | 0 | 0 | | 0 | 100 | | 99.3 | 0.7 | |
| PHF | .000 | .000 | .000 | .000 | .750 | .750 | .878 | .375 | .884 |
| Cars | 0 | 0 | 0 | 0 | 3 | 3 | 424 | 3 | 427 |
| % Cars | 0 | 0 | | 0 | 100 | 100 | 99.8 | 100 | 99.8 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| % Trucks | 0 | 0 | | 0 | 0 | 0 | 0.2 | 0 | 0.2 |

Accurate Counts
978-664-2565

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

File Name : 89650011
Site Code : 89650011
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

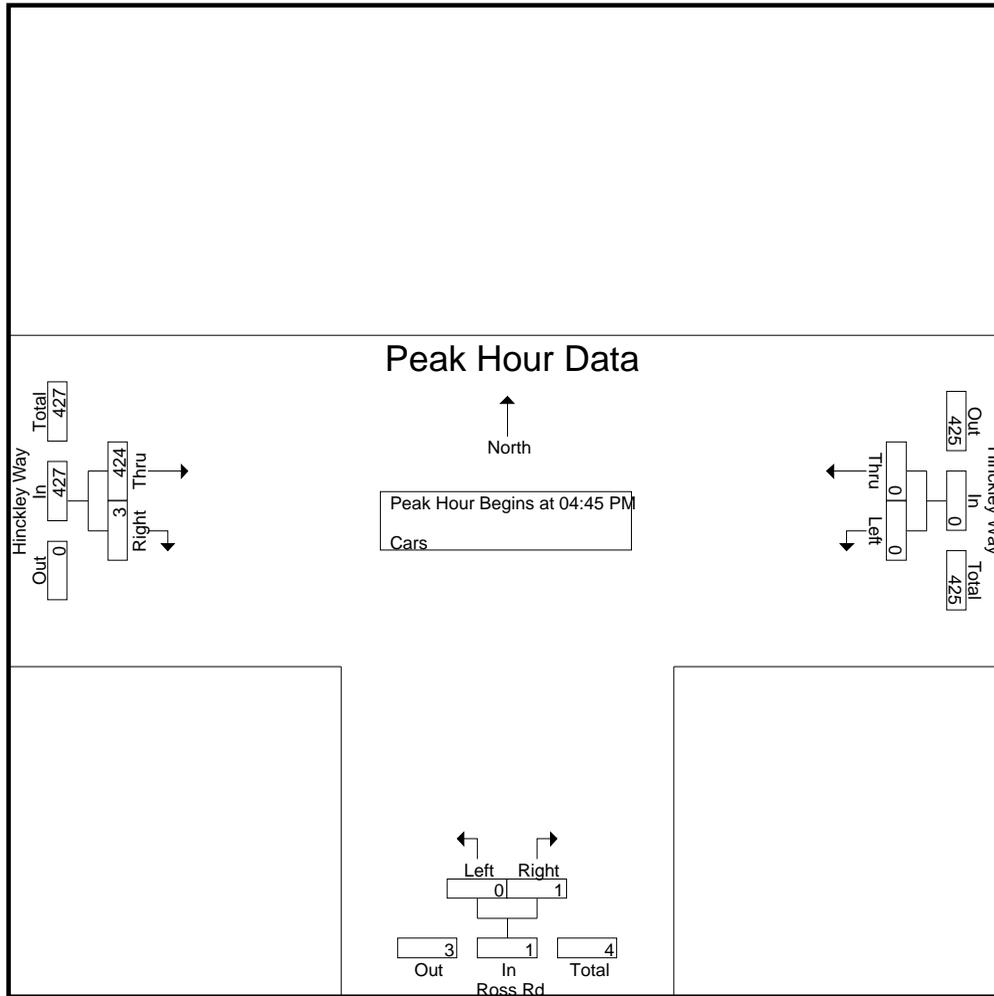
| Start Time | Hinckley Way From East | | Ross Rd From South | | Hinckley Way From West | | Int. Total |
|-------------|---------------------------|------|-----------------------|-------|---------------------------|-------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 80 | 0 | 80 |
| 02:15 PM | 0 | 0 | 0 | 1 | 77 | 0 | 78 |
| 02:30 PM | 0 | 0 | 0 | 0 | 99 | 2 | 101 |
| 02:45 PM | 0 | 0 | 0 | 0 | 92 | 1 | 93 |
| Total | 0 | 0 | 0 | 1 | 348 | 3 | 352 |
| 03:00 PM | 0 | 0 | 0 | 0 | 89 | 0 | 89 |
| 03:15 PM | 0 | 0 | 0 | 0 | 111 | 1 | 112 |
| 03:30 PM | 0 | 0 | 0 | 1 | 90 | 2 | 93 |
| 03:45 PM | 0 | 0 | 0 | 0 | 80 | 0 | 80 |
| Total | 0 | 0 | 0 | 1 | 370 | 3 | 374 |
| 04:00 PM | 0 | 0 | 0 | 1 | 87 | 2 | 90 |
| 04:15 PM | 0 | 0 | 0 | 0 | 78 | 1 | 79 |
| 04:30 PM | 0 | 0 | 0 | 1 | 95 | 0 | 96 |
| 04:45 PM | 0 | 0 | 0 | 1 | 92 | 1 | 94 |
| Total | 0 | 0 | 0 | 3 | 352 | 4 | 359 |
| 05:00 PM | 0 | 0 | 0 | 0 | 104 | 0 | 104 |
| 05:15 PM | 0 | 0 | 0 | 0 | 120 | 0 | 120 |
| 05:30 PM | 0 | 0 | 0 | 0 | 108 | 2 | 110 |
| 05:45 PM | 0 | 0 | 0 | 0 | 72 | 1 | 73 |
| Total | 0 | 0 | 0 | 0 | 404 | 3 | 407 |
| Grand Total | 0 | 0 | 0 | 5 | 1474 | 13 | 1492 |
| Apprch % | 0 | 0 | 0 | 100 | 99.1 | 0.9 | |
| Total % | 0 | 0 | 0 | 0.3 | 98.8 | 0.9 | |

| Start Time | Hinckley Way From East | | | Ross Rd From South | | | Hinckley Way From West | | | Int. Total |
|--------------|---------------------------|------|------------|-----------------------|-------|------------|---------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 92 | 1 | 93 | 94 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 104 | 104 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 120 | 120 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 2 | 110 | 110 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 1 | 424 | 3 | 427 | 428 |
| % App. Total | 0 | 0 | | 0 | 100 | | 99.3 | 0.7 | | |
| PHF | .000 | .000 | .000 | .000 | .250 | .250 | .883 | .375 | .890 | .892 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

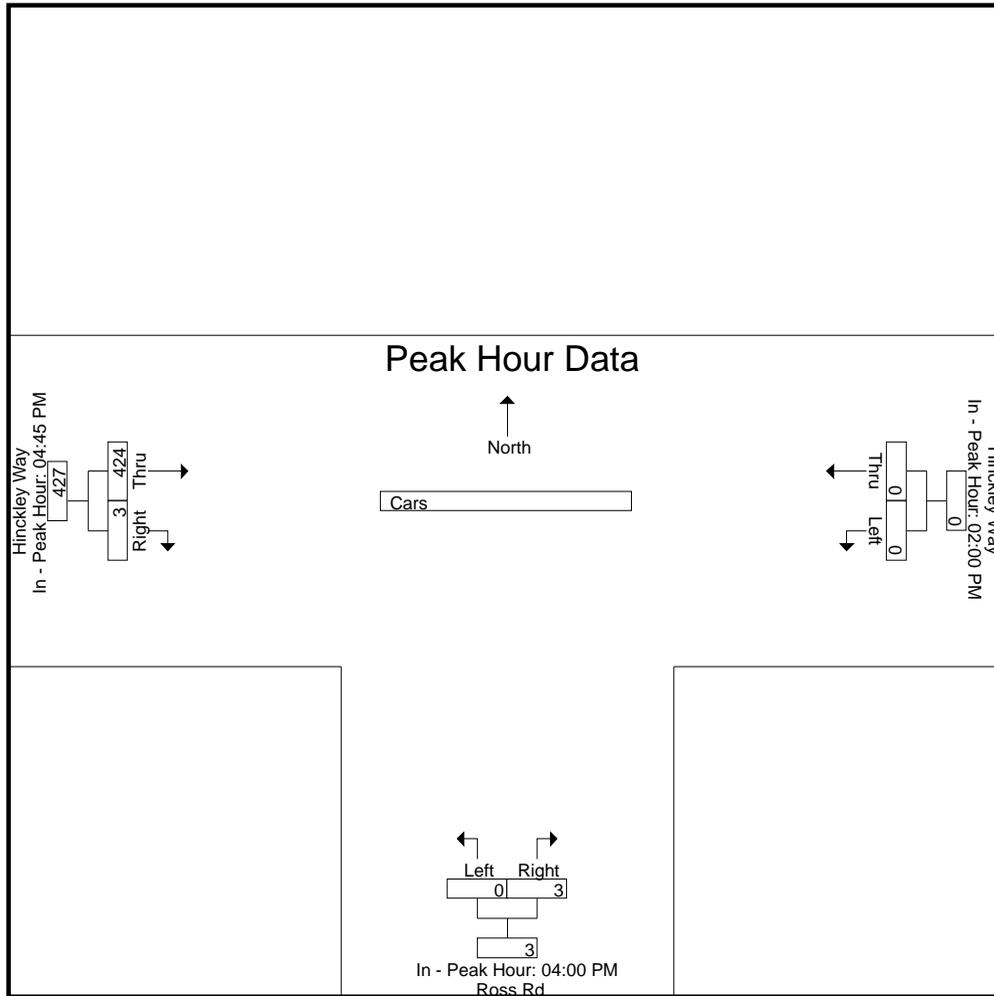
N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 04:00 PM | | | 04:45 PM | | |
|--------------|----------|------|------|----------|------|------|------------|------|------------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 92 | 1 | 93 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 0 | 104 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 120 | 0 | 120 |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 108 | 2 | 110 |
| Total Volume | 0 | 0 | 0 | 0 | 3 | 3 | 424 | 3 | 427 |
| % App. Total | 0 | 0 | | 0 | 100 | | 99.3 | 0.7 | |
| PHF | .000 | .000 | .000 | .000 | .750 | .750 | .883 | .375 | .890 |

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

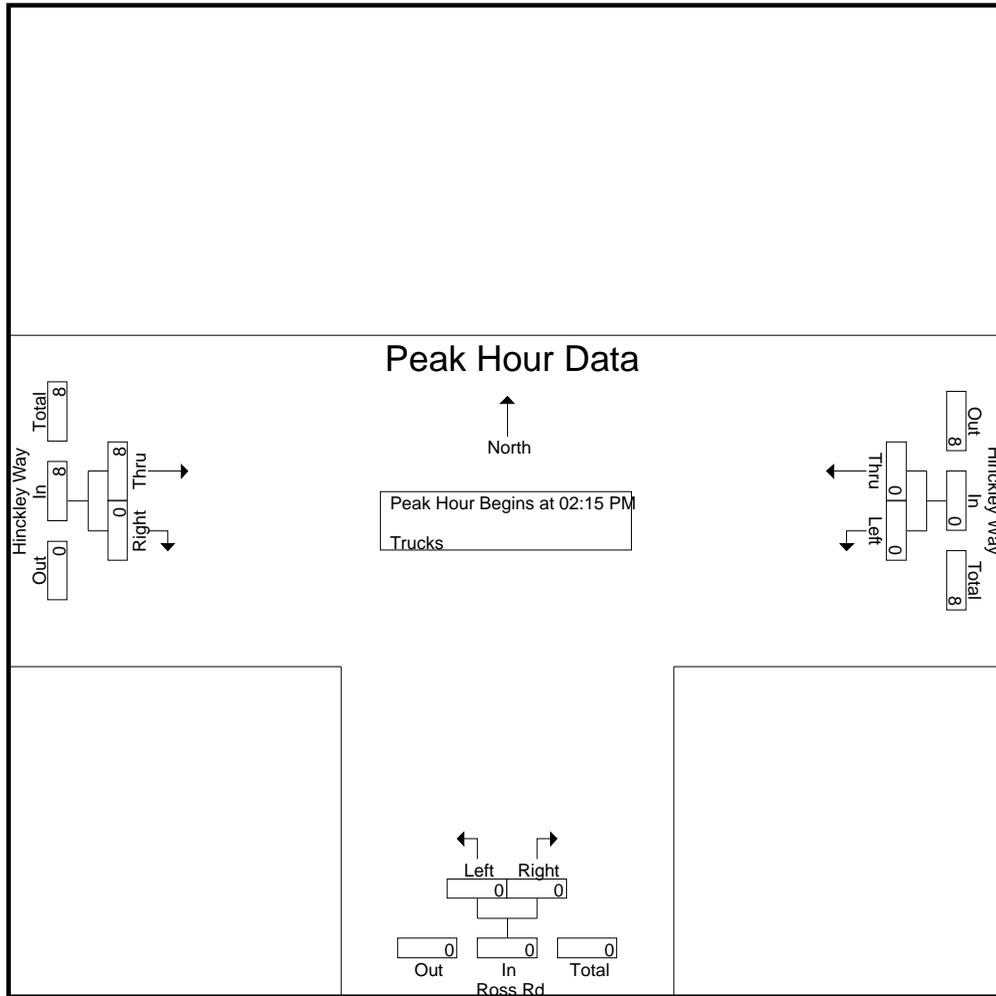
File Name : 89650011
Site Code : 89650011
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Hinckley Way From East | | Ross Rd From South | | Hinckley Way From West | | Int. Total |
|-------------|------------------------|------|--------------------|-------|------------------------|-------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 02:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| 03:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| Apprch % | 0 | 0 | 0 | 0 | 100 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 100 | 0 | |

| Start Time | Hinckley Way From East | | | Ross Rd From South | | | Hinckley Way From West | | | Int. Total |
|--|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 8 |
| % App. Total | 0 | 0 | | 0 | 0 | | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .500 |

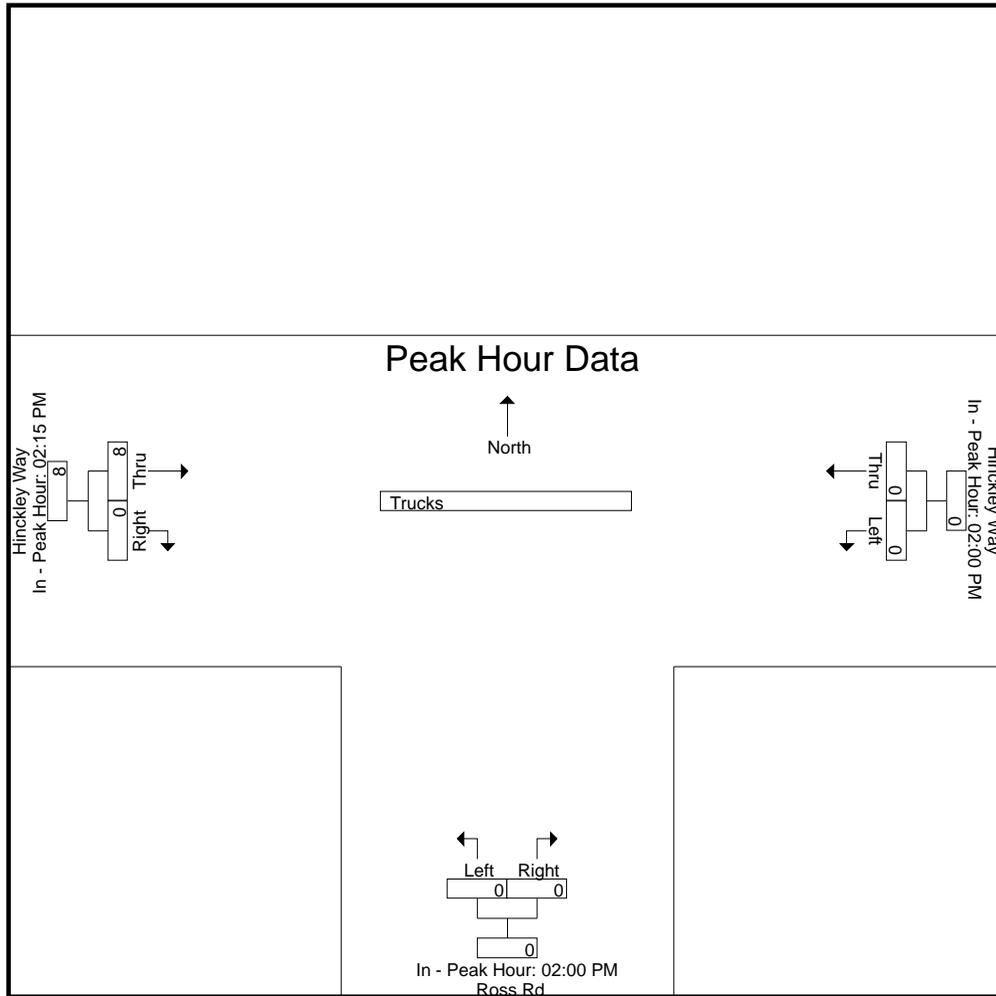
N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | 02:00 PM | | | 02:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| % App. Total | 0 | 0 | | 0 | 0 | | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 |

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear

File Name : 89650011
Site Code : 89650011
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

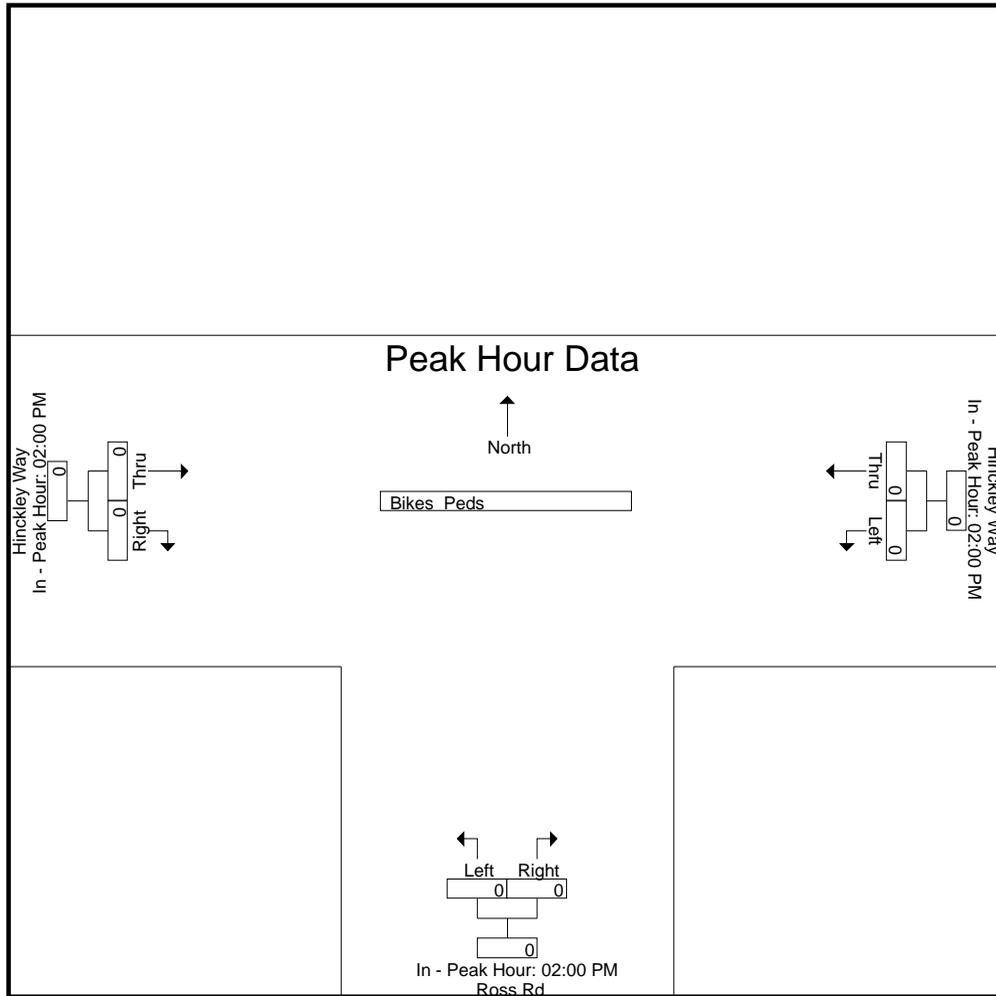
| Start Time | Hinckley Way From East | | | Ross Rd From South | | | Hinckley Way From West | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|------|--------------------|-------|------|------------------------|-------|------|--------------|--------------|------------|
| | Left | Thru | Peds | Left | Right | Peds | Thru | Right | Peds | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 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 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 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 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 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 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Apprch % | 0 | 0 | | 0 | 0 | | 0 | 0 | | | | |
| Total % | | | | | | | | | | 100 | 0 | |

| Start Time | Hinckley Way From East | | | Ross Rd From South | | | Hinckley Way From West | | | Int. Total |
|--------------|------------------------|------|------------|--------------------|-------|------------|------------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 0 | 0 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

N/S Street : Ross Road
E/W Street : Hinckley Way
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Belmont Hill School Dwy
 E/W Street : Marsh Street
 City/State : Belmont, MA
 Weather : Clear

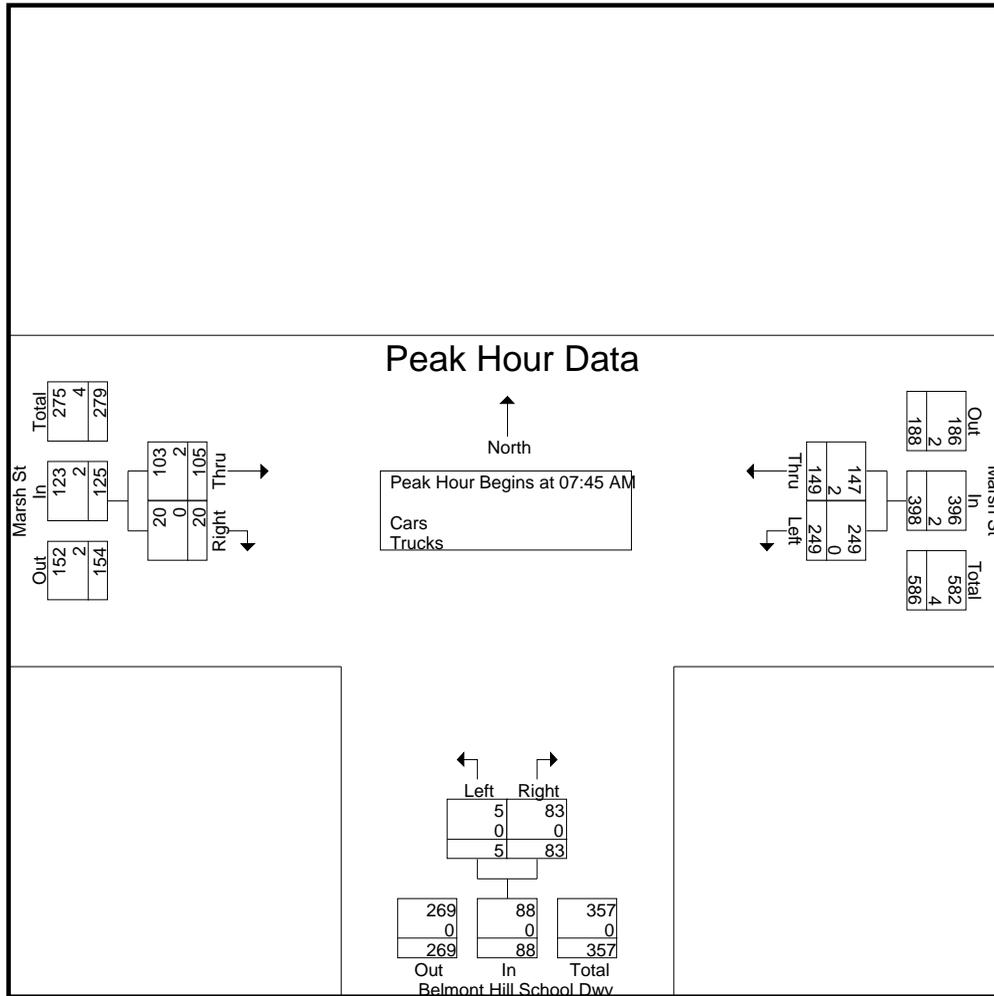
File Name : 89650012
 Site Code : 89650012
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Marsh St From East | | Belmont Hill School Dwy From South | | | Marsh St From West | | Int. Total |
|--------------------|-----------------------|------------|---------------------------------------|-----------|------------|-----------------------|------------|------------|
| | Left | Thru | Left | Right | Thru | Right | | |
| 07:00 AM | 6 | 18 | 0 | 6 | 12 | 1 | 43 | |
| 07:15 AM | 8 | 19 | 0 | 1 | 19 | 1 | 48 | |
| 07:30 AM | 23 | 29 | 1 | 5 | 26 | 1 | 85 | |
| 07:45 AM | 46 | 43 | 1 | 17 | 25 | 4 | 136 | |
| Total | 83 | 109 | 2 | 29 | 82 | 7 | 312 | |
| 08:00 AM | 67 | 43 | 1 | 30 | 26 | 8 | 175 | |
| 08:15 AM | 99 | 37 | 3 | 32 | 28 | 7 | 206 | |
| 08:30 AM | 37 | 26 | 0 | 4 | 26 | 1 | 94 | |
| 08:45 AM | 8 | 26 | 0 | 1 | 21 | 0 | 56 | |
| Total | 211 | 132 | 4 | 67 | 101 | 16 | 531 | |
| Grand Total | 294 | 241 | 6 | 96 | 183 | 23 | 843 | |
| Apprch % | 55 | 45 | 5.9 | 94.1 | 88.8 | 11.2 | | |
| Total % | 34.9 | 28.6 | 0.7 | 11.4 | 21.7 | 2.7 | | |
| Cars | 294 | 235 | 6 | 96 | 177 | 23 | 831 | |
| % Cars | 100 | 97.5 | 100 | 100 | 96.7 | 100 | 98.6 | |
| Trucks | 0 | 6 | 0 | 0 | 6 | 0 | 12 | |
| % Trucks | 0 | 2.5 | 0 | 0 | 3.3 | 0 | 1.4 | |

| Start Time | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--|-----------------------|-----------|------------|---------------------------------------|-----------|------------|-----------------------|----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | |
| 07:45 AM | 46 | 43 | 89 | 1 | 17 | 18 | 25 | 4 | 29 | 136 |
| 08:00 AM | 67 | 43 | 110 | 1 | 30 | 31 | 26 | 8 | 34 | 175 |
| 08:15 AM | 99 | 37 | 136 | 3 | 32 | 35 | 28 | 7 | 35 | 206 |
| 08:30 AM | 37 | 26 | 63 | 0 | 4 | 4 | 26 | 1 | 27 | 94 |
| Total Volume | 249 | 149 | 398 | 5 | 83 | 88 | 105 | 20 | 125 | 611 |
| % App. Total | 62.6 | 37.4 | | 5.7 | 94.3 | | 84 | 16 | | |
| PHF | .629 | .866 | .732 | .417 | .648 | .629 | .938 | .625 | .893 | .742 |
| Cars | 249 | 147 | 396 | 5 | 83 | 88 | 103 | 20 | 123 | 607 |
| % Cars | 100 | 98.7 | 99.5 | 100 | 100 | 100 | 98.1 | 100 | 98.4 | 99.3 |
| Trucks | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| % Trucks | 0 | 1.3 | 0.5 | 0 | 0 | 0 | 1.9 | 0 | 1.6 | 0.7 |

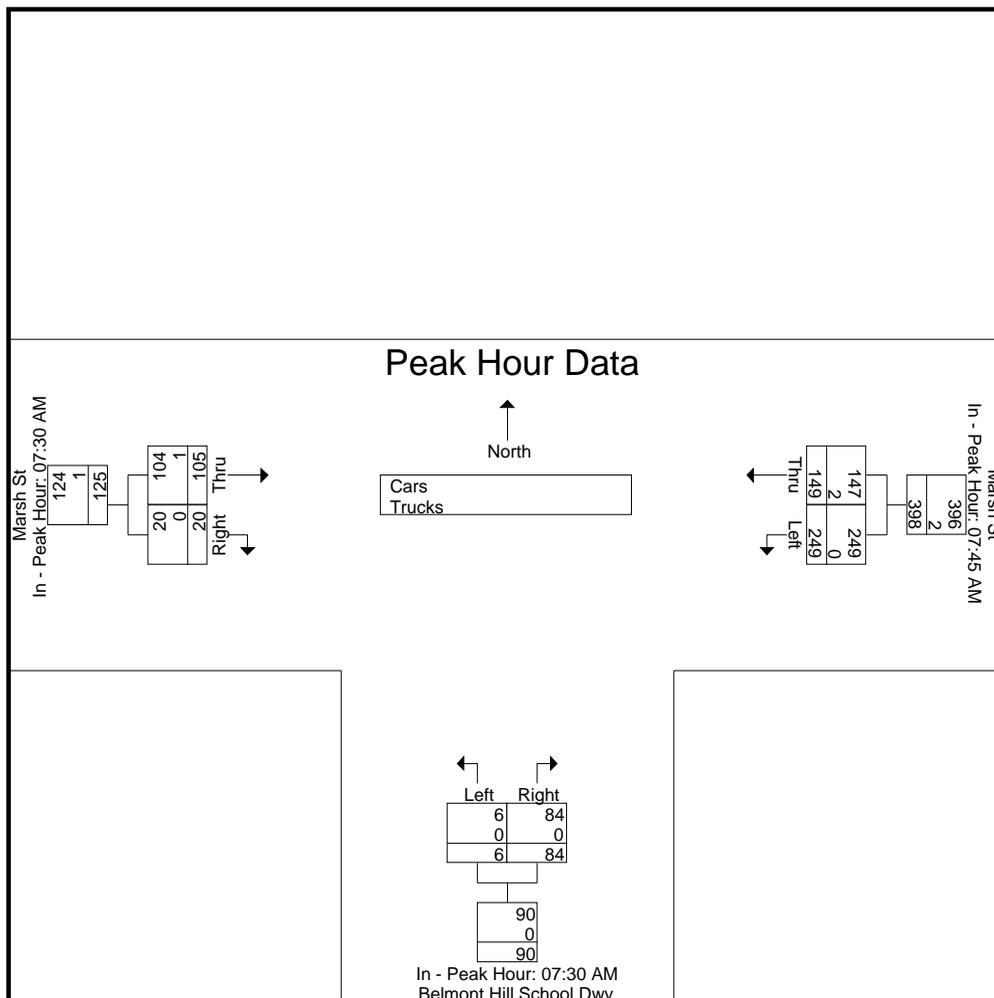
N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | 07:30 AM | | | 07:30 AM | | |
|--------------|-----------|-----------|------------|----------|-----------|-----------|-----------|----------|-----------|
| +0 mins. | 46 | 43 | 89 | 1 | 5 | 6 | 26 | 1 | 27 |
| +15 mins. | 67 | 43 | 110 | 1 | 17 | 18 | 25 | 4 | 29 |
| +30 mins. | 99 | 37 | 136 | 1 | 30 | 31 | 26 | 8 | 34 |
| +45 mins. | 37 | 26 | 63 | 3 | 32 | 35 | 28 | 7 | 35 |
| Total Volume | 249 | 149 | 398 | 6 | 84 | 90 | 105 | 20 | 125 |
| % App. Total | 62.6 | 37.4 | | 6.7 | 93.3 | | 84 | 16 | |
| PHF | .629 | .866 | .732 | .500 | .656 | .643 | .938 | .625 | .893 |
| Cars | 249 | 147 | 396 | 6 | 84 | 90 | 104 | 20 | 124 |
| % Cars | 100 | 98.7 | 99.5 | 100 | 100 | 100 | 99 | 100 | 99.2 |
| Trucks | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| % Trucks | 0 | 1.3 | 0.5 | 0 | 0 | 0 | 1 | 0 | 0.8 |

N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Belmont Hill School Dwy
 E/W Street : Marsh Street
 City/State : Belmont, MA
 Weather : Clear

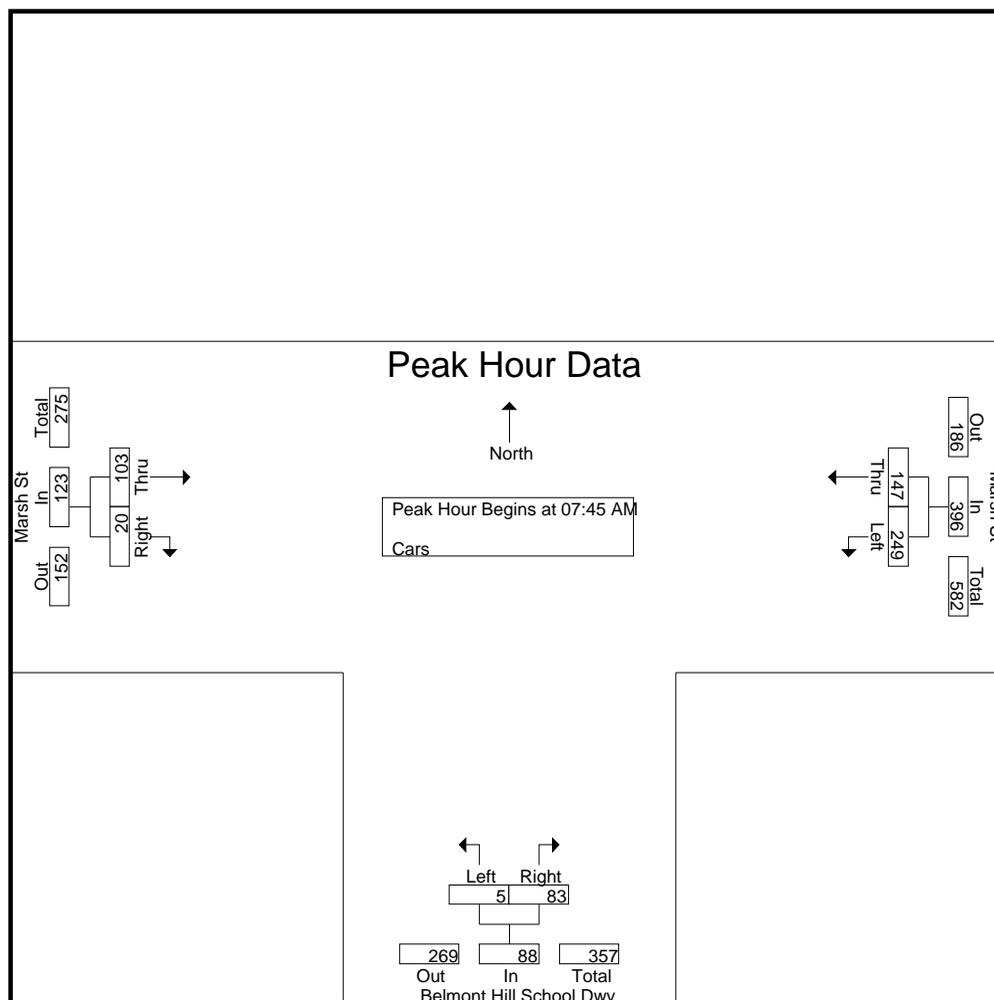
File Name : 89650012
 Site Code : 89650012
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Marsh St From East | | Belmont Hill School Dwy From South | | Marsh St From West | | Int. Total |
|--------------------|-----------------------|------------|---------------------------------------|-----------|-----------------------|-----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 6 | 15 | 0 | 6 | 9 | 1 | 37 |
| 07:15 AM | 8 | 18 | 0 | 1 | 19 | 1 | 47 |
| 07:30 AM | 23 | 29 | 1 | 5 | 26 | 1 | 85 |
| 07:45 AM | 46 | 43 | 1 | 17 | 25 | 4 | 136 |
| Total | 83 | 105 | 2 | 29 | 79 | 7 | 305 |
| 08:00 AM | 67 | 41 | 1 | 30 | 26 | 8 | 173 |
| 08:15 AM | 99 | 37 | 3 | 32 | 27 | 7 | 205 |
| 08:30 AM | 37 | 26 | 0 | 4 | 25 | 1 | 93 |
| 08:45 AM | 8 | 26 | 0 | 1 | 20 | 0 | 55 |
| Total | 211 | 130 | 4 | 67 | 98 | 16 | 526 |
| Grand Total | 294 | 235 | 6 | 96 | 177 | 23 | 831 |
| Apprch % | 55.6 | 44.4 | 5.9 | 94.1 | 88.5 | 11.5 | |
| Total % | 35.4 | 28.3 | 0.7 | 11.6 | 21.3 | 2.8 | |

| Start Time | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--|-----------------------|-----------|------------|---------------------------------------|-----------|------------|-----------------------|----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | |
| 07:45 AM | 46 | 43 | 89 | 1 | 17 | 18 | 25 | 4 | 29 | 136 |
| 08:00 AM | 67 | 41 | 108 | 1 | 30 | 31 | 26 | 8 | 34 | 173 |
| 08:15 AM | 99 | 37 | 136 | 3 | 32 | 35 | 27 | 7 | 34 | 205 |
| 08:30 AM | 37 | 26 | 63 | 0 | 4 | 4 | 25 | 1 | 26 | 93 |
| Total Volume | 249 | 147 | 396 | 5 | 83 | 88 | 103 | 20 | 123 | 607 |
| % App. Total | 62.9 | 37.1 | | 5.7 | 94.3 | | 83.7 | 16.3 | | |
| PHF | .629 | .855 | .728 | .417 | .648 | .629 | .954 | .625 | .904 | .740 |

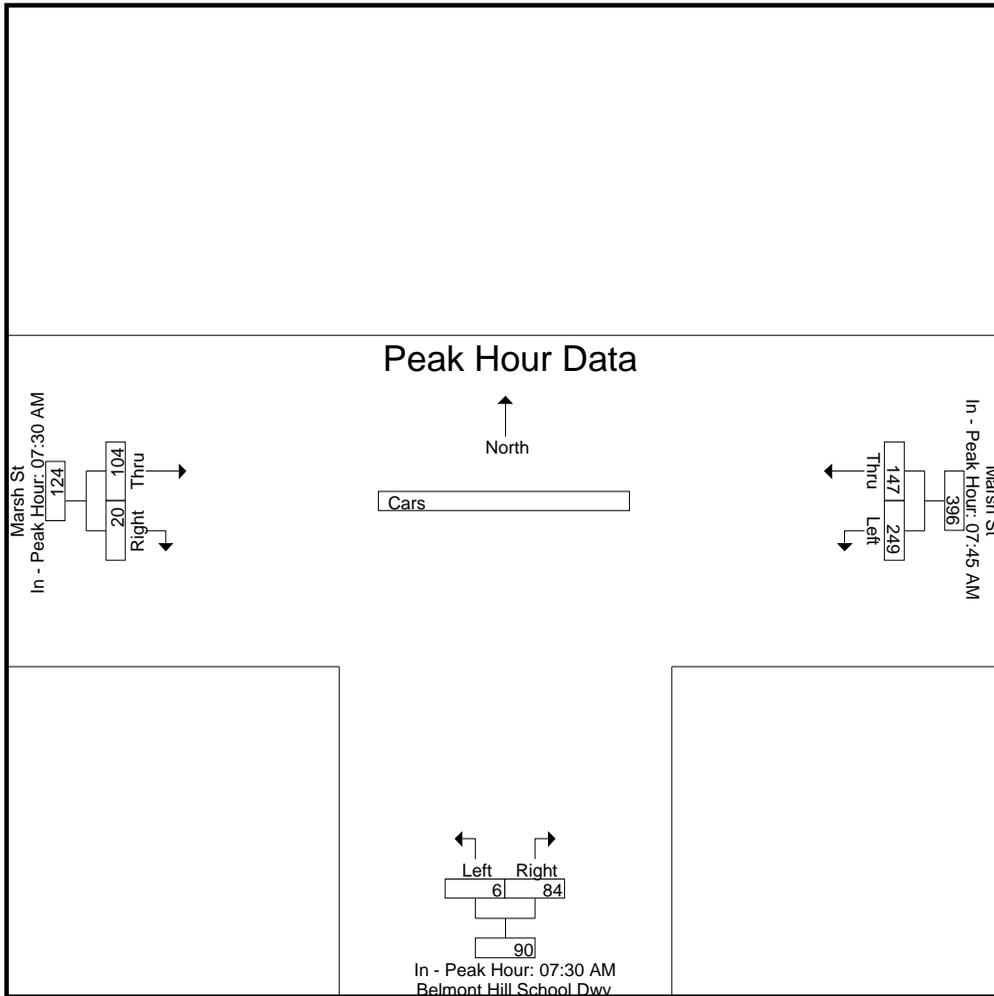
N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | 07:30 AM | | | 07:30 AM | | |
|--------------|-----------|-----------|------------|----------|-----------|-----------|-----------|----------|-----------|
| +0 mins. | 46 | 43 | 89 | 1 | 5 | 6 | 26 | 1 | 27 |
| +15 mins. | 67 | 41 | 108 | 1 | 17 | 18 | 25 | 4 | 29 |
| +30 mins. | 99 | 37 | 136 | 1 | 30 | 31 | 26 | 8 | 34 |
| +45 mins. | 37 | 26 | 63 | 3 | 32 | 35 | 27 | 7 | 34 |
| Total Volume | 249 | 147 | 396 | 6 | 84 | 90 | 104 | 20 | 124 |
| % App. Total | 62.9 | 37.1 | | 6.7 | 93.3 | | 83.9 | 16.1 | |
| PHF | .629 | .855 | .728 | .500 | .656 | .643 | .963 | .625 | .912 |

N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

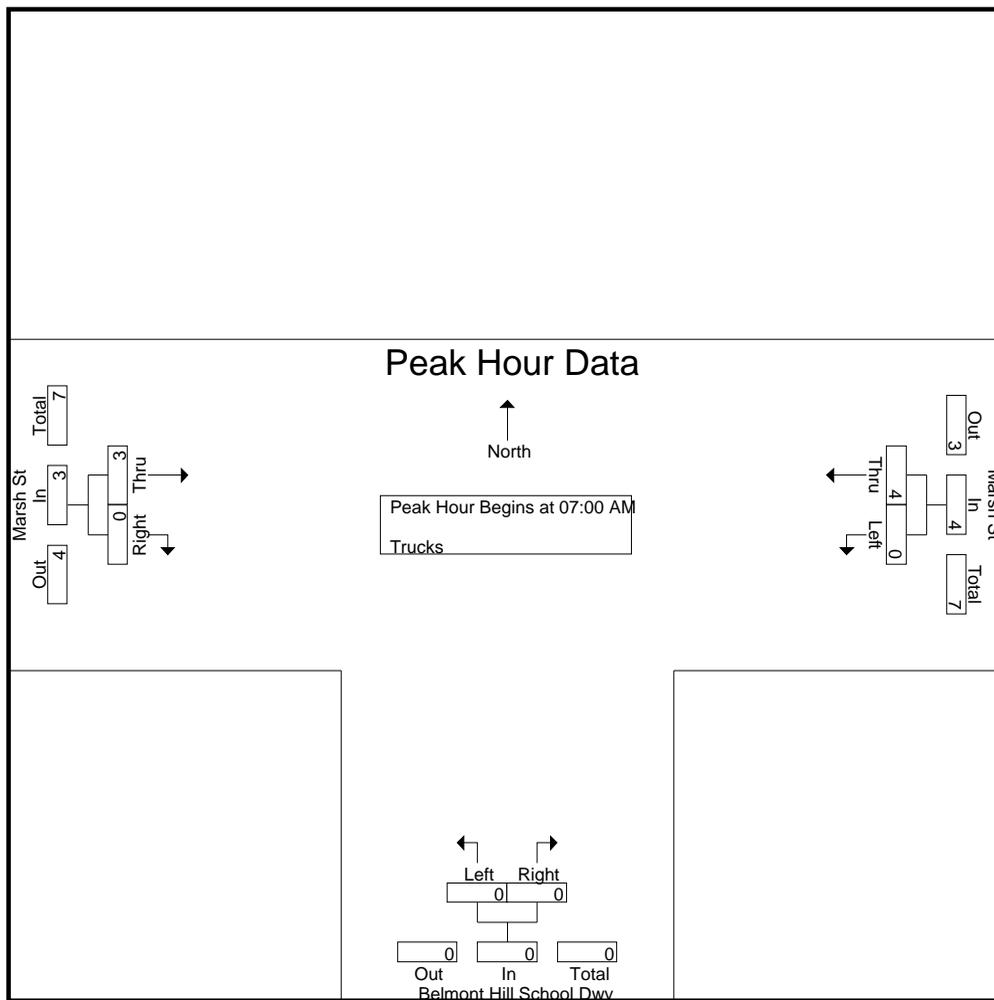
File Name : 89650012
Site Code : 89650012
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Marsh St From East | | Belmont Hill School Dwy From South | | Marsh St From West | | Int. Total |
|--------------------|-----------------------|----------|---------------------------------------|----------|-----------------------|----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 07:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 6 |
| 07:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 4 | 0 | 0 | 3 | 0 | 7 |
| 08:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 3 | 0 | 5 |
| Grand Total | 0 | 6 | 0 | 0 | 6 | 0 | 12 |
| Apprch % | 0 | 100 | 0 | 0 | 100 | 0 | |
| Total % | 0 | 50 | 0 | 0 | 50 | 0 | |

| Start Time | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--|-----------------------|----------|------------|---------------------------------------|-------|------------|-----------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| 07:15 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 4 | 0 | 0 | 0 | 3 | 0 | 3 | 7 |
| % App. Total | 0 | 100 | | 0 | 0 | | 100 | 0 | | |
| PHF | .000 | .333 | .333 | .000 | .000 | .000 | .250 | .000 | .250 | .292 |

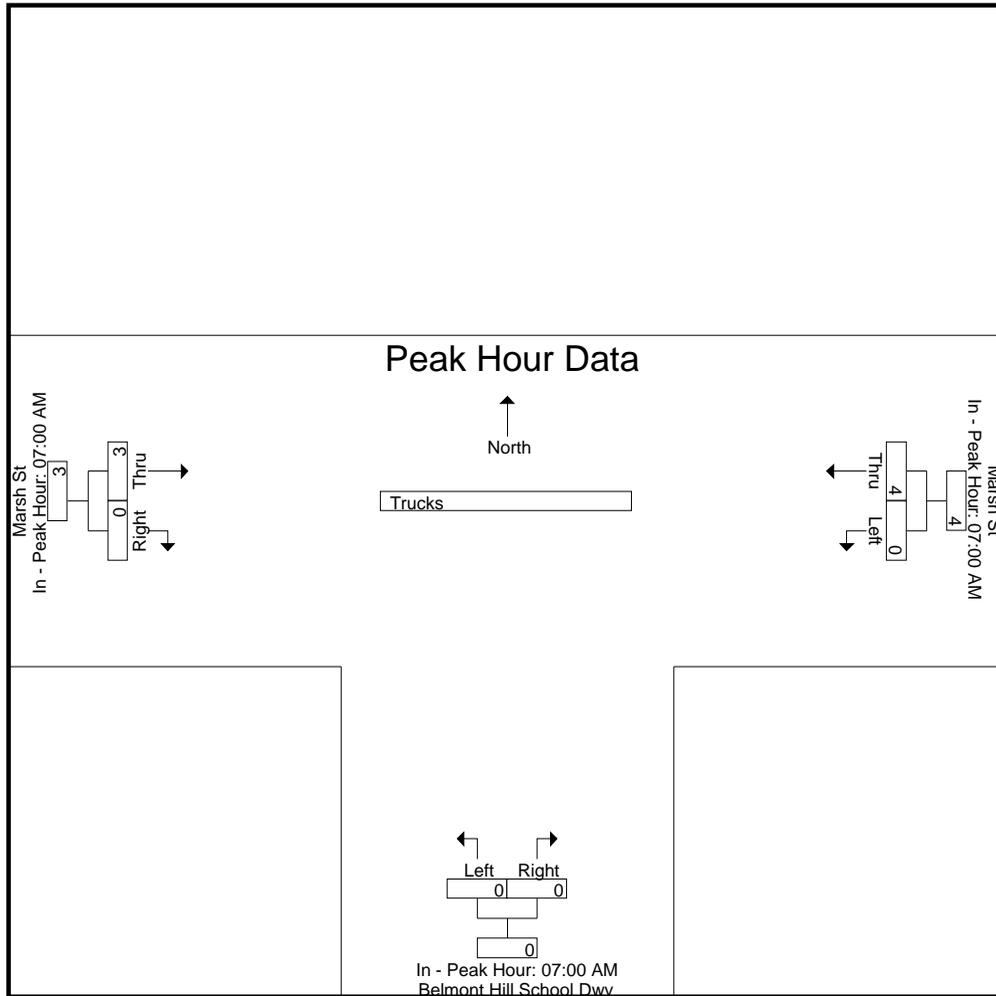
N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|----------|----------|----------|------|------|----------|------|----------|
| +0 mins. | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 0 | 3 |
| +15 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 4 | 0 | 0 | 0 | 3 | 0 | 3 |
| % App. Total | 0 | 100 | | 0 | 0 | | 100 | 0 | |
| PHF | .000 | .333 | .333 | .000 | .000 | .000 | .250 | .000 | .250 |

N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

File Name : 89650012
Site Code : 89650012
Start Date : 5/18/2021
Page No : 10

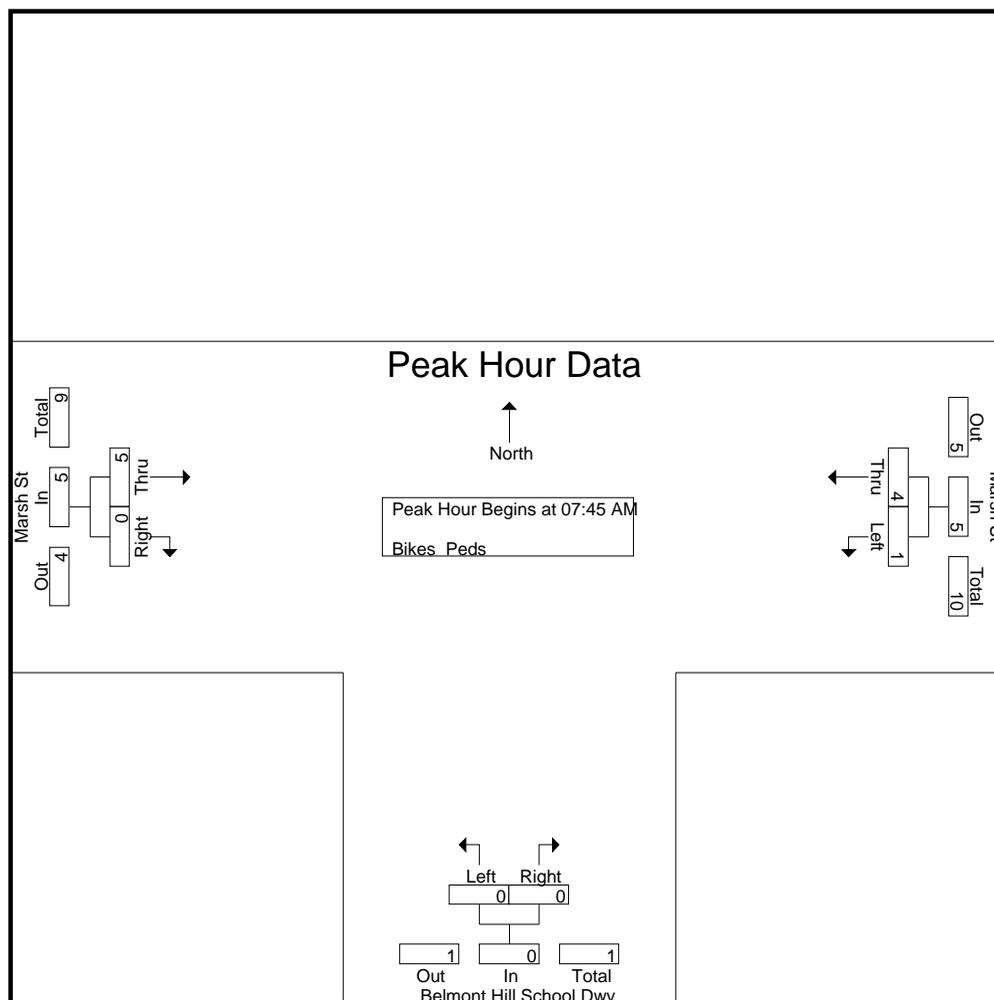
N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

Groups Printed- Bikes Peds

| Start Time | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|-----------------------|----------|----------|---------------------------------------|----------|----------|-----------------------|----------|----------|--------------|--------------|------------|
| | Left | Thru | Peds | Left | Right | Peds | Thru | Right | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| 07:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 AM | 1 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 6 | 7 |
| Total | 1 | 3 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 1 | 9 | 10 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 3 |
| 08:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 4 | 5 |
| Grand Total | 1 | 5 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 2 | 13 | 15 |
| Apprch % | 16.7 | 83.3 | | 0 | 0 | | 100 | 0 | | | | |
| Total % | 7.7 | 38.5 | | 0 | 0 | | 53.8 | 0 | | 13.3 | 86.7 | |

| Start Time | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--|-----------------------|------|------------|---------------------------------------|-------|------------|-----------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | |
| 07:45 AM | 1 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 08:30 AM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 1 | 4 | 5 | 0 | 0 | 0 | 5 | 0 | 5 | 10 |
| % App. Total | 20 | 80 | | 0 | 0 | | 100 | 0 | | |
| PHF | .250 | .500 | .417 | .000 | .000 | .000 | .417 | .000 | .417 | .417 |

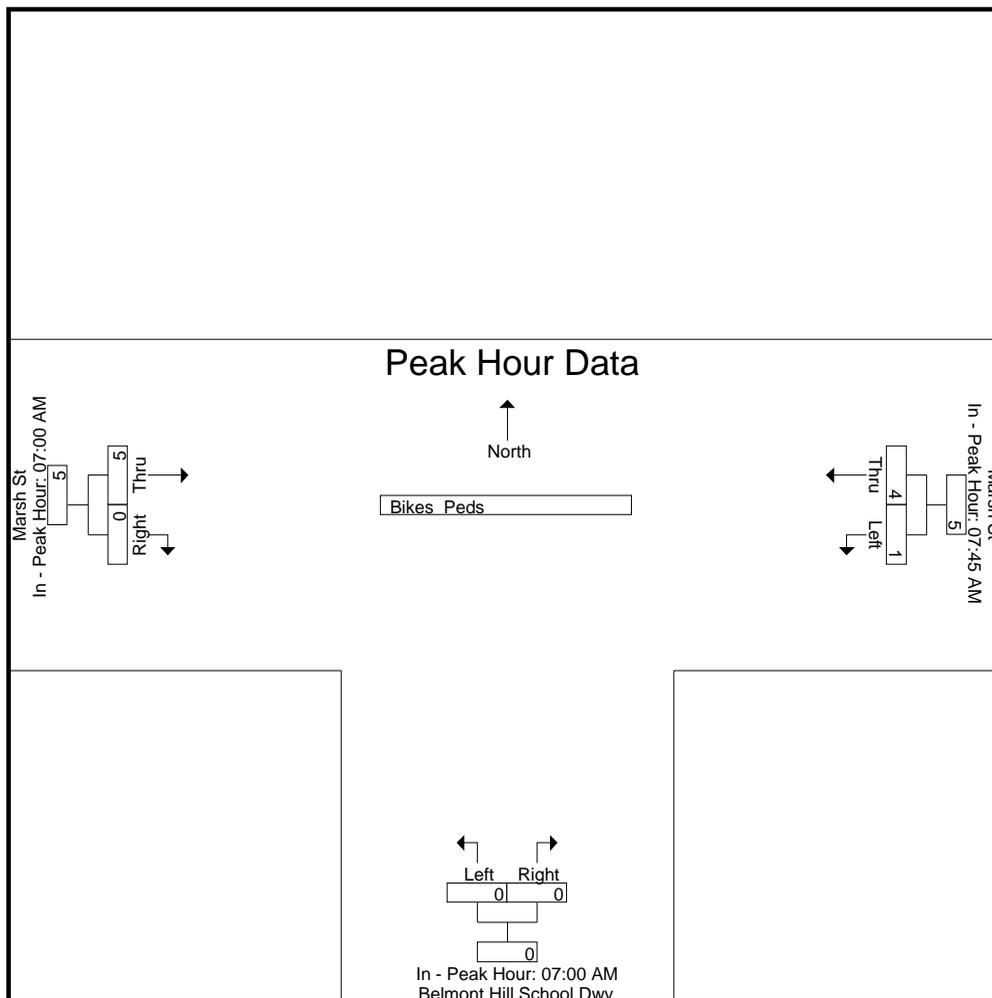
N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:45 AM | | | 07:00 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 3 |
| Total Volume | 1 | 4 | 5 | 0 | 0 | 0 | 5 | 0 | 5 |
| % App. Total | 20 | 80 | | 0 | 0 | | 100 | 0 | |
| PHF | .250 | .500 | .417 | .000 | .000 | .000 | .417 | .000 | .417 |

N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Belmont Hill School Dwy
 E/W Street : Marsh Street
 City/State : Belmont, MA
 Weather : Clear

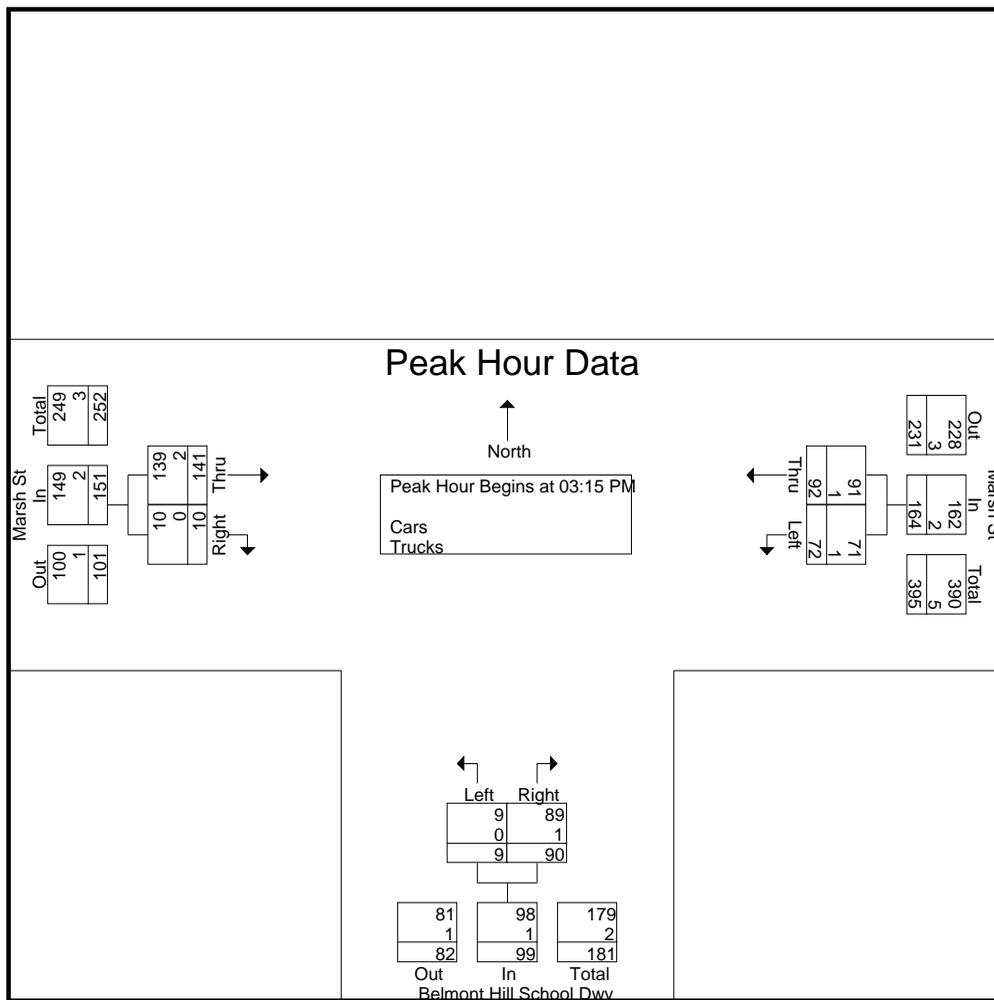
File Name : 89650012
 Site Code : 89650012
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Marsh St From East | | Belmont Hill School Dwy From South | | | Marsh St From West | | Int. Total |
|--------------------|--------------------|------------|------------------------------------|------------|------------|--------------------|-------------|------------|
| | Left | Thru | Left | Right | Thru | Right | | |
| 02:00 PM | 6 | 25 | 0 | 15 | 24 | 2 | 72 | |
| 02:15 PM | 5 | 23 | 0 | 11 | 21 | 2 | 62 | |
| 02:30 PM | 1 | 28 | 1 | 16 | 36 | 0 | 82 | |
| 02:45 PM | 8 | 28 | 2 | 16 | 25 | 0 | 79 | |
| Total | 20 | 104 | 3 | 58 | 106 | 4 | 295 | |
| 03:00 PM | 11 | 23 | 0 | 22 | 23 | 0 | 79 | |
| 03:15 PM | 29 | 33 | 0 | 16 | 35 | 3 | 116 | |
| 03:30 PM | 21 | 21 | 7 | 38 | 41 | 6 | 134 | |
| 03:45 PM | 12 | 12 | 1 | 20 | 35 | 1 | 81 | |
| Total | 73 | 89 | 8 | 96 | 134 | 10 | 410 | |
| 04:00 PM | 10 | 26 | 1 | 16 | 30 | 0 | 83 | |
| 04:15 PM | 7 | 27 | 1 | 4 | 32 | 0 | 71 | |
| 04:30 PM | 2 | 18 | 0 | 6 | 34 | 1 | 61 | |
| 04:45 PM | 1 | 19 | 0 | 7 | 38 | 0 | 65 | |
| Total | 20 | 90 | 2 | 33 | 134 | 1 | 280 | |
| 05:00 PM | 4 | 16 | 0 | 2 | 31 | 0 | 53 | |
| 05:15 PM | 2 | 19 | 0 | 13 | 38 | 1 | 73 | |
| 05:30 PM | 7 | 27 | 2 | 6 | 27 | 2 | 71 | |
| 05:45 PM | 16 | 24 | 1 | 4 | 29 | 1 | 75 | |
| Total | 29 | 86 | 3 | 25 | 125 | 4 | 272 | |
| Grand Total | 142 | 369 | 16 | 212 | 499 | 19 | 1257 | |
| Apprch % | 27.8 | 72.2 | 7 | 93 | 96.3 | 3.7 | | |
| Total % | 11.3 | 29.4 | 1.3 | 16.9 | 39.7 | 1.5 | | |
| Cars | 139 | 364 | 16 | 207 | 494 | 19 | 1239 | |
| % Cars | 97.9 | 98.6 | 100 | 97.6 | 99 | 100 | 98.6 | |
| Trucks | 3 | 5 | 0 | 5 | 5 | 0 | 18 | |
| % Trucks | 2.1 | 1.4 | 0 | 2.4 | 1 | 0 | 1.4 | |

| Start Time | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--|--------------------|-----------|------------|------------------------------------|-----------|------------|--------------------|-----------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 29 | 33 | 62 | 0 | 16 | 16 | 35 | 3 | 38 | 116 |
| 03:30 PM | 21 | 21 | 42 | 7 | 38 | 45 | 41 | 6 | 47 | 134 |
| 03:45 PM | 12 | 12 | 24 | 1 | 20 | 21 | 35 | 1 | 36 | 81 |
| 04:00 PM | 10 | 26 | 36 | 1 | 16 | 17 | 30 | 0 | 30 | 83 |
| Total Volume | 72 | 92 | 164 | 9 | 90 | 99 | 141 | 10 | 151 | 414 |
| % App. Total | 43.9 | 56.1 | | 9.1 | 90.9 | | 93.4 | 6.6 | | |
| PHF | .621 | .697 | .661 | .321 | .592 | .550 | .860 | .417 | .803 | .772 |
| Cars | 71 | 91 | 162 | 9 | 89 | 98 | 139 | 10 | 149 | 409 |
| % Cars | 98.6 | 98.9 | 98.8 | 100 | 98.9 | 99.0 | 98.6 | 100 | 98.7 | 98.8 |
| Trucks | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 5 |
| % Trucks | 1.4 | 1.1 | 1.2 | 0 | 1.1 | 1.0 | 1.4 | 0 | 1.3 | 1.2 |

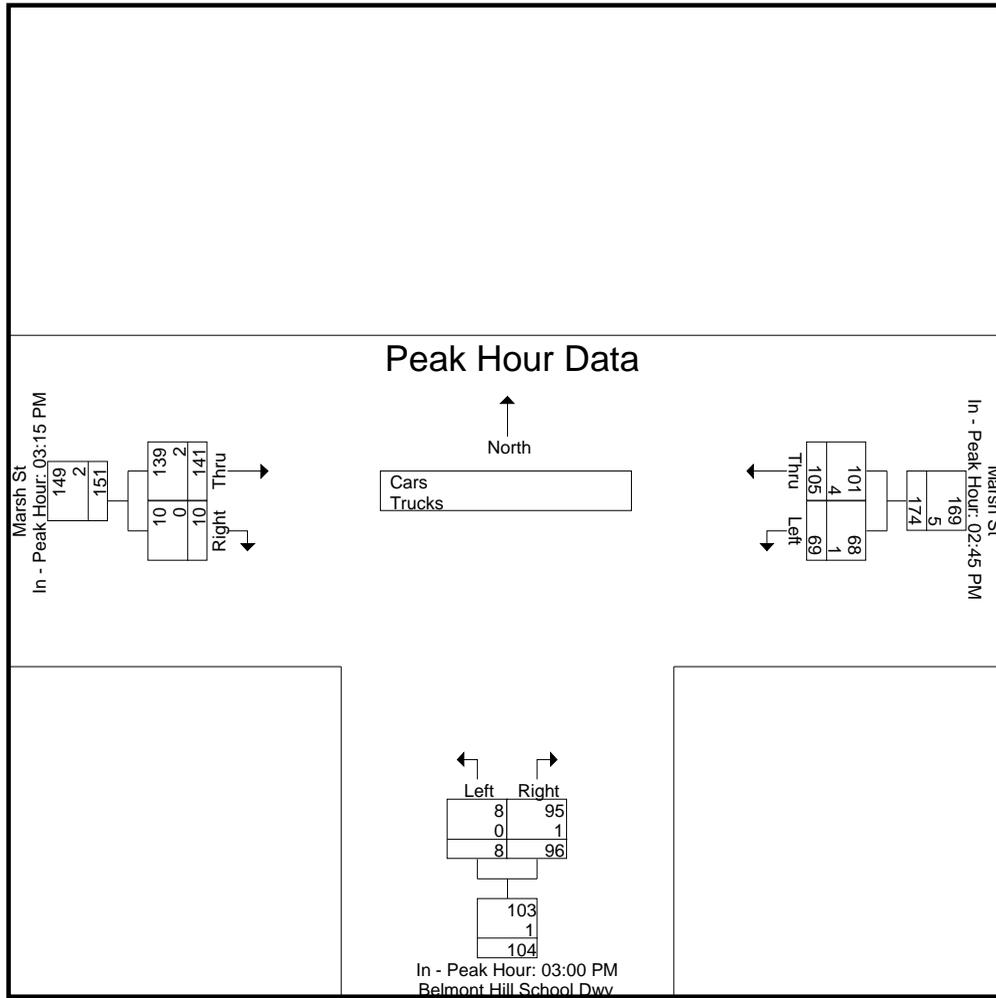
N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | 03:00 PM | | | 03:15 PM | | |
|--------------|-----------|-----------|-----------|----------|-----------|-----------|-----------|----------|-----------|
| +0 mins. | 8 | 28 | 36 | 0 | 22 | 22 | 35 | 3 | 38 |
| +15 mins. | 11 | 23 | 34 | 0 | 16 | 16 | 41 | 6 | 47 |
| +30 mins. | 29 | 33 | 62 | 7 | 38 | 45 | 35 | 1 | 36 |
| +45 mins. | 21 | 21 | 42 | 1 | 20 | 21 | 30 | 0 | 30 |
| Total Volume | 69 | 105 | 174 | 8 | 96 | 104 | 141 | 10 | 151 |
| % App. Total | 39.7 | 60.3 | | 7.7 | 92.3 | | 93.4 | 6.6 | |
| PHF | .595 | .795 | .702 | .286 | .632 | .578 | .860 | .417 | .803 |
| Cars | 68 | 101 | 169 | 8 | 95 | 103 | 139 | 10 | 149 |
| % Cars | 98.6 | 96.2 | 97.1 | 100 | 99 | 99 | 98.6 | 100 | 98.7 |
| Trucks | 1 | 4 | 5 | 0 | 1 | 1 | 2 | 0 | 2 |
| % Trucks | 1.4 | 3.8 | 2.9 | 0 | 1 | 1 | 1.4 | 0 | 1.3 |

N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Belmont Hill School Dwy
 E/W Street : Marsh Street
 City/State : Belmont, MA
 Weather : Clear

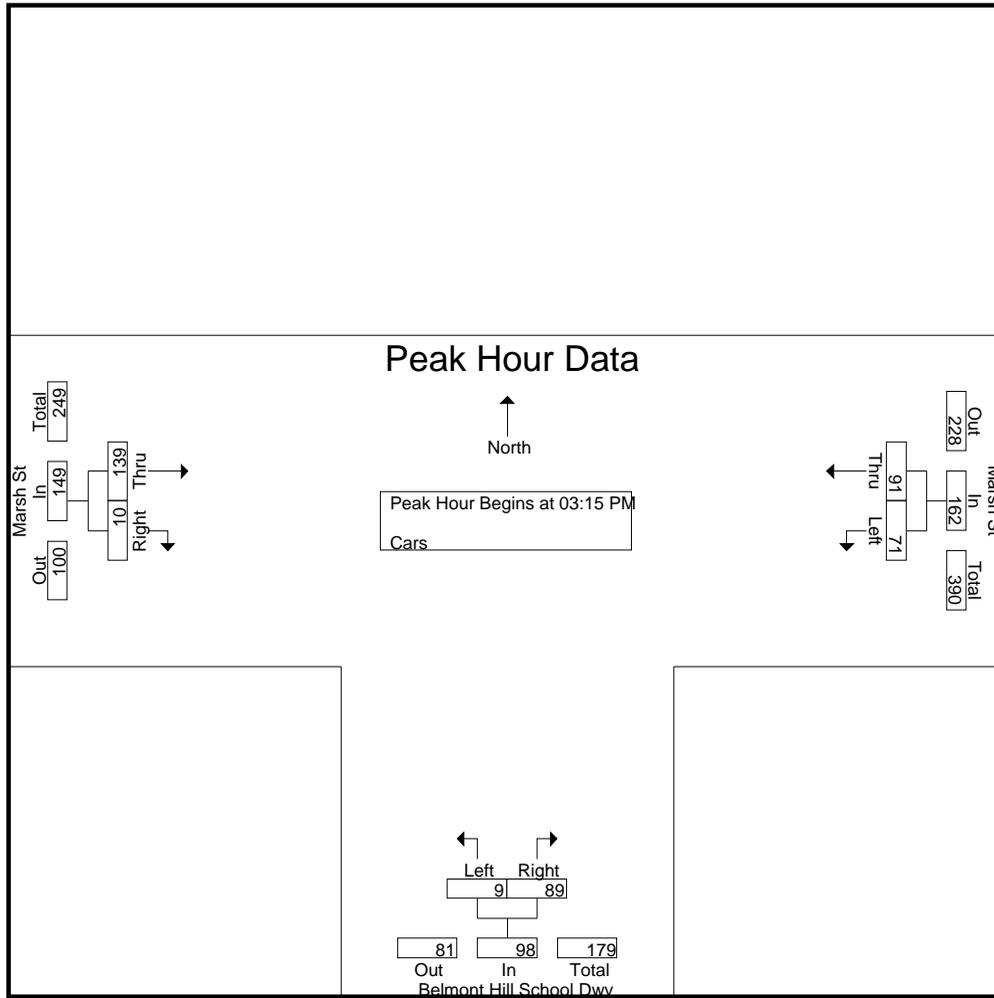
File Name : 89650012
 Site Code : 89650012
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Marsh St From East | | Belmont Hill School Dwy From South | | Marsh St From West | | Int. Total |
|--------------------|-----------------------|------------|---------------------------------------|------------|-----------------------|-----------|-------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 6 | 24 | 0 | 14 | 24 | 2 | 70 |
| 02:15 PM | 5 | 23 | 0 | 9 | 21 | 2 | 60 |
| 02:30 PM | 1 | 28 | 1 | 16 | 35 | 0 | 81 |
| 02:45 PM | 8 | 25 | 2 | 16 | 24 | 0 | 75 |
| Total | 20 | 100 | 3 | 55 | 104 | 4 | 286 |
| 03:00 PM | 11 | 23 | 0 | 22 | 23 | 0 | 79 |
| 03:15 PM | 29 | 32 | 0 | 16 | 34 | 3 | 114 |
| 03:30 PM | 20 | 21 | 7 | 37 | 41 | 6 | 132 |
| 03:45 PM | 12 | 12 | 1 | 20 | 34 | 1 | 80 |
| Total | 72 | 88 | 8 | 95 | 132 | 10 | 405 |
| 04:00 PM | 10 | 26 | 1 | 16 | 30 | 0 | 83 |
| 04:15 PM | 6 | 27 | 1 | 4 | 32 | 0 | 70 |
| 04:30 PM | 2 | 18 | 0 | 6 | 34 | 1 | 61 |
| 04:45 PM | 1 | 19 | 0 | 7 | 38 | 0 | 65 |
| Total | 19 | 90 | 2 | 33 | 134 | 1 | 279 |
| 05:00 PM | 4 | 16 | 0 | 2 | 31 | 0 | 53 |
| 05:15 PM | 1 | 19 | 0 | 13 | 37 | 1 | 71 |
| 05:30 PM | 7 | 27 | 2 | 5 | 27 | 2 | 70 |
| 05:45 PM | 16 | 24 | 1 | 4 | 29 | 1 | 75 |
| Total | 28 | 86 | 3 | 24 | 124 | 4 | 269 |
| Grand Total | 139 | 364 | 16 | 207 | 494 | 19 | 1239 |
| Apprch % | 27.6 | 72.4 | 7.2 | 92.8 | 96.3 | 3.7 | |
| Total % | 11.2 | 29.4 | 1.3 | 16.7 | 39.9 | 1.5 | |

| Start Time | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--|-----------------------|-----------|------------|---------------------------------------|-------|------------|-----------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 29 | 32 | 61 | 0 | 16 | 16 | 34 | 3 | 37 | 114 |
| 03:30 PM | 20 | 21 | 41 | 7 | 37 | 44 | 41 | 6 | 47 | 132 |
| 03:45 PM | 12 | 12 | 24 | 1 | 20 | 21 | 34 | 1 | 35 | 80 |
| 04:00 PM | 10 | 26 | 36 | 1 | 16 | 17 | 30 | 0 | 30 | 83 |
| Total Volume | 71 | 91 | 162 | 9 | 89 | 98 | 139 | 10 | 149 | 409 |
| % App. Total | 43.8 | 56.2 | | 9.2 | 90.8 | | 93.3 | 6.7 | | |
| PHF | .612 | .711 | .664 | .321 | .601 | .557 | .848 | .417 | .793 | .775 |

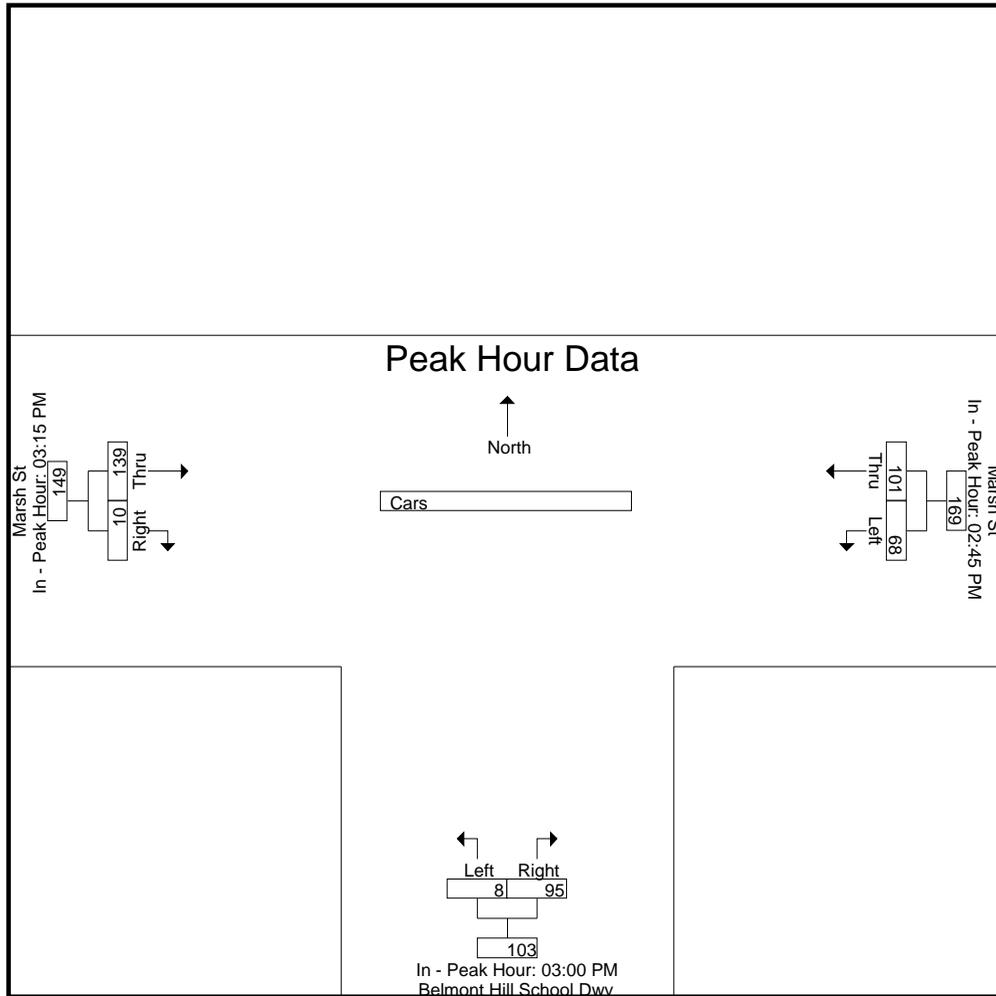
N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | 03:00 PM | | | 03:15 PM | | |
|--------------|-----------|-----------|-----------|----------|-----------|-----------|-----------|----------|-----------|
| +0 mins. | 8 | 25 | 33 | 0 | 22 | 22 | 34 | 3 | 37 |
| +15 mins. | 11 | 23 | 34 | 0 | 16 | 16 | 41 | 6 | 47 |
| +30 mins. | 29 | 32 | 61 | 7 | 37 | 44 | 34 | 1 | 35 |
| +45 mins. | 20 | 21 | 41 | 1 | 20 | 21 | 30 | 0 | 30 |
| Total Volume | 68 | 101 | 169 | 8 | 95 | 103 | 139 | 10 | 149 |
| % App. Total | 40.2 | 59.8 | | 7.8 | 92.2 | | 93.3 | 6.7 | |
| PHF | .586 | .789 | .693 | .286 | .642 | .585 | .848 | .417 | .793 |

N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Belmont Hill School Dwy
 E/W Street : Marsh Street
 City/State : Belmont, MA
 Weather : Clear

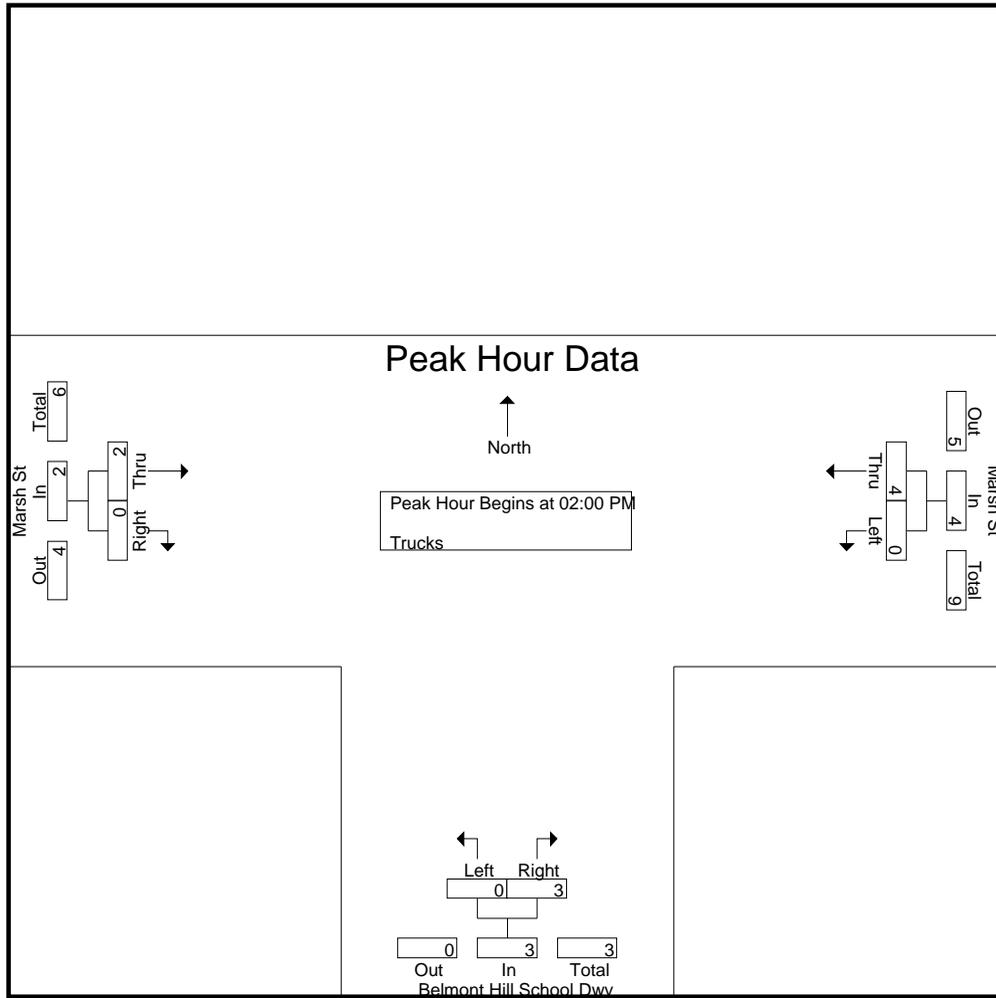
File Name : 89650012
 Site Code : 89650012
 Start Date : 5/18/2021
 Page No : 7

Groups Printed- Trucks

| Start Time | Marsh St From East | | Belmont Hill School Dwy From South | | Marsh St From West | | Int. Total |
|--------------------|-----------------------|----------|---------------------------------------|----------|-----------------------|----------|------------|
| | Left | Thru | Left | Right | Thru | Right | |
| 02:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 02:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 02:45 PM | 0 | 3 | 0 | 0 | 1 | 0 | 4 |
| Total | 0 | 4 | 0 | 3 | 2 | 0 | 9 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 03:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 1 | 1 | 0 | 1 | 2 | 0 | 5 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 05:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 1 | 1 | 0 | 3 |
| Grand Total | 3 | 5 | 0 | 5 | 5 | 0 | 18 |
| Aprch % | 37.5 | 62.5 | 0 | 100 | 100 | 0 | |
| Total % | 16.7 | 27.8 | 0 | 27.8 | 27.8 | 0 | |

| Start Time | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--|-----------------------|-------------|-------------|---------------------------------------|-------------|-------------|-----------------------|-------------|-------------|-------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | |
| 02:00 PM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 02:15 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 02:45 PM | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| Total Volume | 0 | 4 | 4 | 0 | 3 | 3 | 2 | 0 | 2 | 9 |
| % App. Total | 0 | 100 | | 0 | 100 | | 100 | 0 | | |
| PHF | .000 | .333 | .333 | .000 | .375 | .375 | .500 | .000 | .500 | .563 |

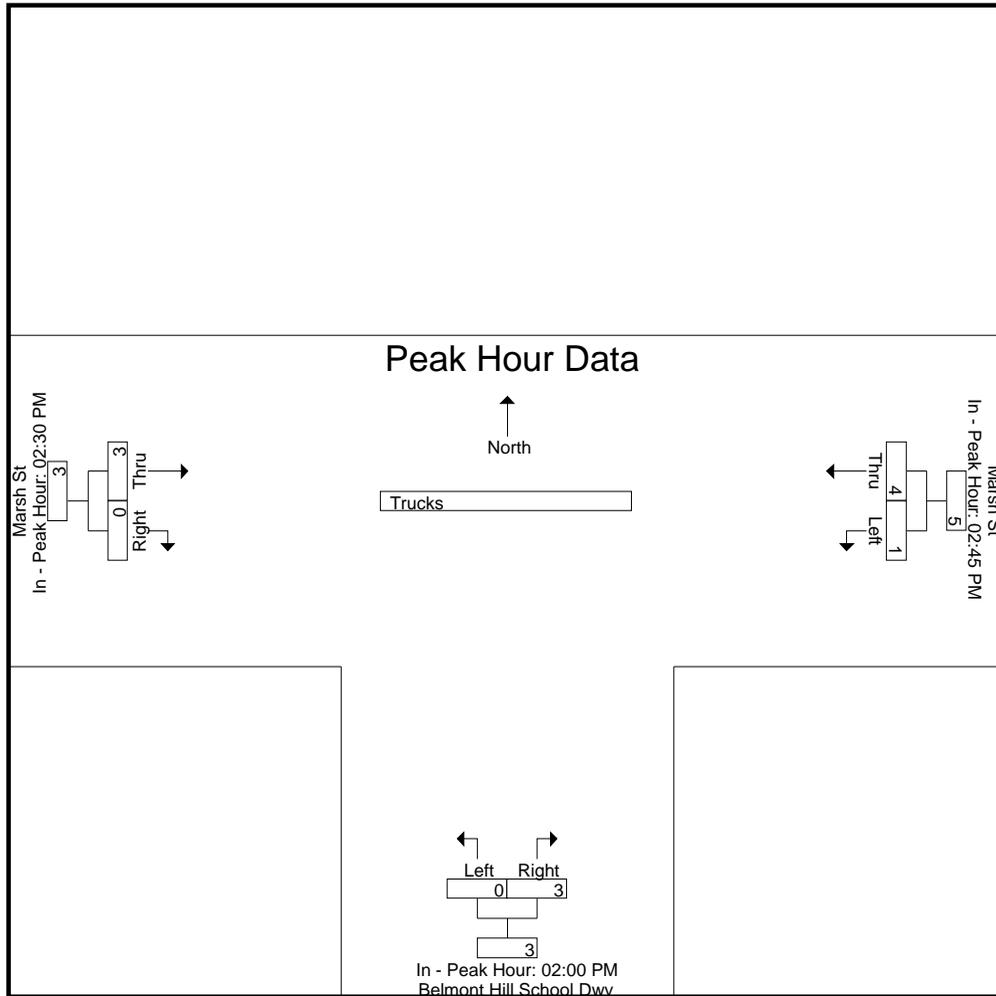
N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:45 PM | | | 02:00 PM | | | 02:30 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 3 | 3 | 0 | 1 | 1 | 1 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 |
| +30 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 1 | 4 | 5 | 0 | 3 | 3 | 3 | 0 | 3 |
| % App. Total | 20 | 80 | | 0 | 100 | | 100 | 0 | |
| PHF | .250 | .333 | .417 | .000 | .375 | .375 | .750 | .000 | .750 |

N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

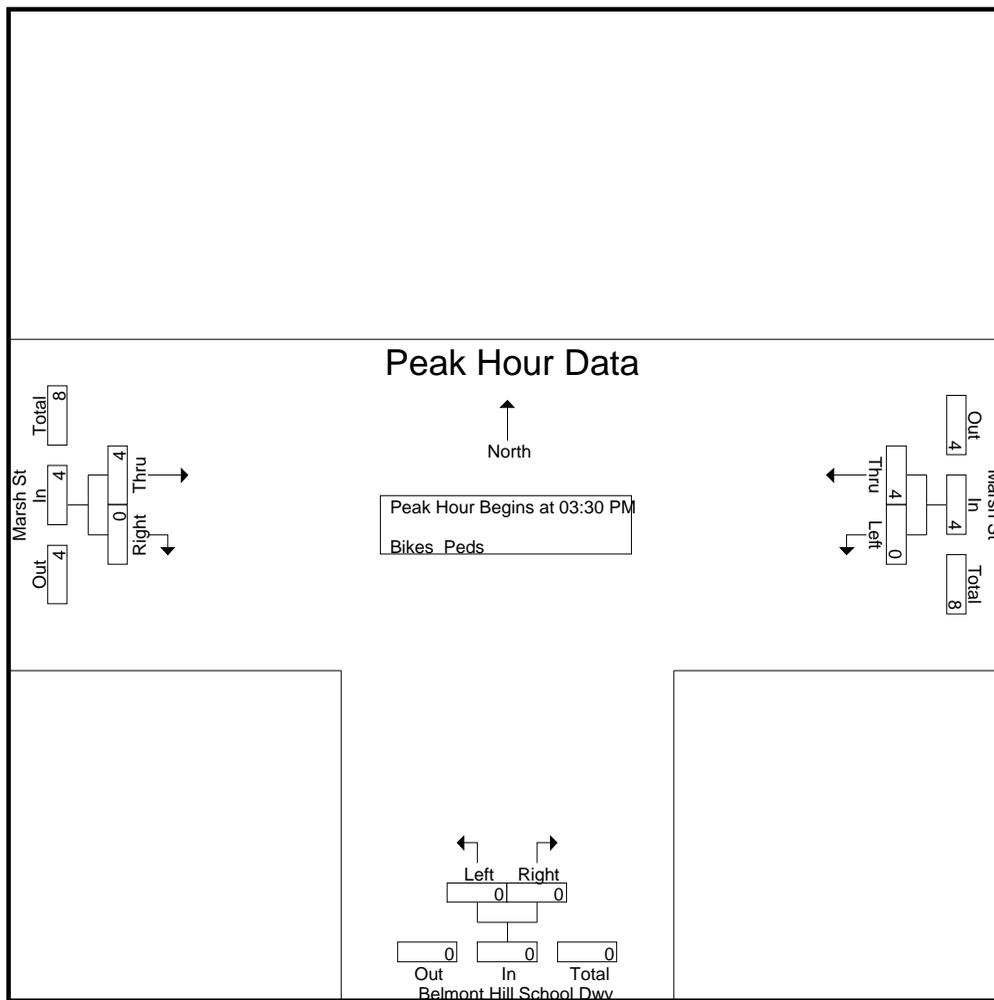
File Name : 89650012
Site Code : 89650012
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|-----------------------|-----------|-----------|---------------------------------------|----------|-----------|-----------------------|----------|----------|--------------|--------------|------------|
| | Left | Thru | Peds | Left | Right | Peds | Thru | Right | Peds | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 5 |
| 02:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 3 |
| 02:30 PM | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 7 | 0 | 7 |
| 02:45 PM | 0 | 1 | 10 | 0 | 0 | 3 | 0 | 0 | 0 | 13 | 1 | 14 |
| Total | 0 | 2 | 14 | 0 | 0 | 6 | 1 | 0 | 6 | 26 | 3 | 29 |
| 03:00 PM | 0 | 2 | 5 | 0 | 0 | 4 | 1 | 0 | 0 | 9 | 3 | 12 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 2 | 5 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 4 | 6 | 0 | 0 | 5 | 3 | 0 | 1 | 12 | 7 | 19 |
| 04:00 PM | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 5 |
| 04:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 0 | 2 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 4 | 9 |
| 05:00 PM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 3 | 5 |
| 05:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 4 |
| Total | 0 | 2 | 0 | 1 | 0 | 5 | 4 | 0 | 0 | 5 | 7 | 12 |
| Grand Total | 0 | 10 | 23 | 1 | 0 | 18 | 10 | 0 | 7 | 48 | 21 | 69 |
| Apprch % | 0 | 100 | | 100 | 0 | | 100 | 0 | | | | |
| Total % | 0 | 47.6 | | 4.8 | 0 | | 47.6 | 0 | | 69.6 | 30.4 | |

| Start Time | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--|-----------------------|------|------------|---------------------------------------|-------|------------|-----------------------|-------|------------|------------|
| | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | |
| 03:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 03:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 04:15 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 4 | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| % App. Total | 0 | 100 | | 0 | 0 | | 100 | 0 | | |
| PHF | .000 | 1.00 | 1.00 | .000 | .000 | .000 | .500 | .000 | .500 | .667 |

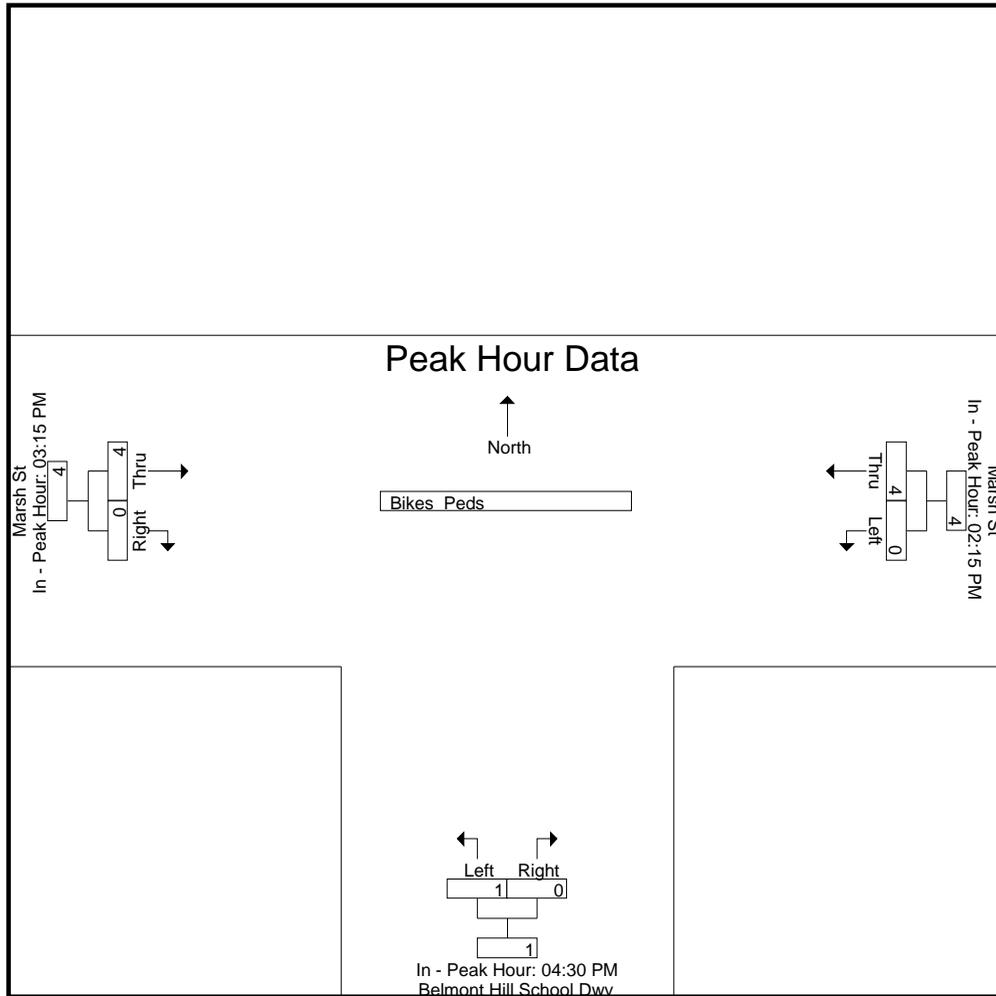
N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:15 PM | | | 04:30 PM | | | 03:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 2 | 2 | 1 | 0 | 1 | 2 | 0 | 2 |
| Total Volume | 0 | 4 | 4 | 1 | 0 | 1 | 4 | 0 | 4 |
| % App. Total | 0 | 100 | | 100 | 0 | | 100 | 0 | |
| PHF | .000 | .500 | .500 | .250 | .000 | .250 | .500 | .000 | .500 |

N/S Street : Belmont Hill School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

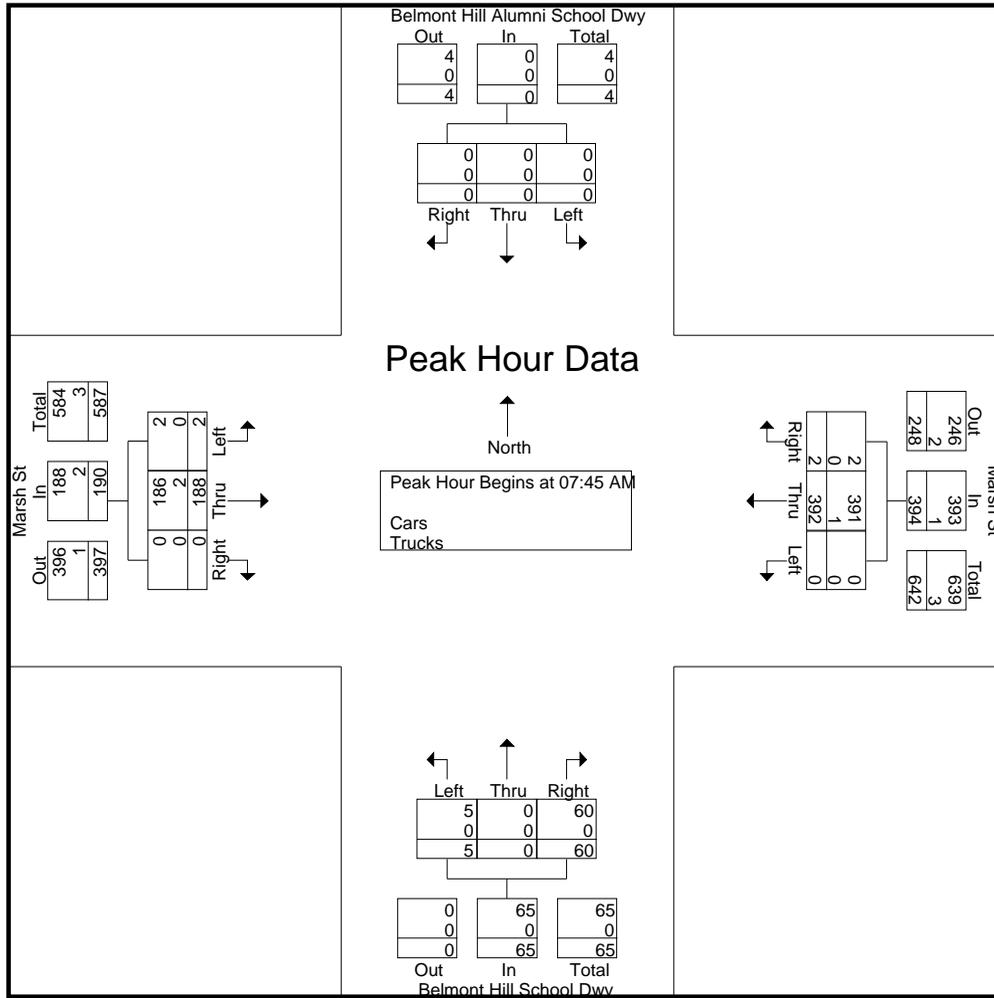
File Name : 89650013
Site Code : 89650013
Start Date : 5/18/2021
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Belmont Hill Alumni School Dwy From North | | | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--------------------|---|----------|----------|--------------------|------------|----------|------------------------------------|----------|-----------|--------------------|------------|----------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 0 | 1 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 17 | 0 | 43 |
| 07:15 AM | 0 | 1 | 0 | 0 | 27 | 2 | 0 | 1 | 1 | 0 | 20 | 0 | 52 |
| 07:30 AM | 0 | 2 | 0 | 0 | 50 | 0 | 2 | 0 | 1 | 1 | 28 | 0 | 84 |
| 07:45 AM | 0 | 0 | 0 | 0 | 88 | 0 | 1 | 0 | 8 | 1 | 40 | 0 | 138 |
| Total | 0 | 3 | 1 | 0 | 188 | 3 | 3 | 1 | 10 | 3 | 105 | 0 | 317 |
| 08:00 AM | 0 | 0 | 0 | 0 | 108 | 0 | 1 | 0 | 23 | 0 | 58 | 0 | 190 |
| 08:15 AM | 0 | 0 | 0 | 0 | 135 | 1 | 1 | 0 | 22 | 0 | 60 | 0 | 219 |
| 08:30 AM | 0 | 0 | 0 | 0 | 61 | 1 | 2 | 0 | 7 | 1 | 30 | 0 | 102 |
| 08:45 AM | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 56 |
| Total | 0 | 0 | 0 | 0 | 338 | 2 | 4 | 0 | 52 | 1 | 170 | 0 | 567 |
| Grand Total | 0 | 3 | 1 | 0 | 526 | 5 | 7 | 1 | 62 | 4 | 275 | 0 | 884 |
| Apprch % | 0 | 75 | 25 | 0 | 99.1 | 0.9 | 10 | 1.4 | 88.6 | 1.4 | 98.6 | 0 | |
| Total % | 0 | 0.3 | 0.1 | 0 | 59.5 | 0.6 | 0.8 | 0.1 | 7 | 0.5 | 31.1 | 0 | |
| Cars | 0 | 3 | 1 | 0 | 522 | 5 | 7 | 1 | 62 | 4 | 270 | 0 | 875 |
| % Cars | 0 | 100 | 100 | 0 | 99.2 | 100 | 100 | 100 | 100 | 100 | 98.2 | 0 | 99 |
| Trucks | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 |
| % Trucks | 0 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0 | 1 |

| Start Time | Belmont Hill Alumni School Dwy From North | | | | Marsh St From East | | | | Belmont Hill School Dwy From South | | | | Marsh St From West | | | | Int. Total |
|--|---|------|-------|------------|--------------------|------|-------|------------|------------------------------------|------|-------|------------|--------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 88 | 1 | 0 | 8 | 9 | 1 | 40 | 0 | 41 | 138 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 108 | 0 | 108 | 1 | 0 | 23 | 24 | 0 | 58 | 0 | 58 | 190 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 135 | 1 | 136 | 1 | 0 | 22 | 23 | 0 | 60 | 0 | 60 | 219 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 61 | 1 | 62 | 2 | 0 | 7 | 9 | 1 | 30 | 0 | 31 | 102 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 392 | 2 | 394 | 5 | 0 | 60 | 65 | 2 | 188 | 0 | 190 | 649 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 99.5 | 0.5 | | 7.7 | 0 | 92.3 | | 1.1 | 98.9 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .726 | .500 | .724 | .625 | .000 | .652 | .677 | .500 | .783 | .000 | .792 | .741 |
| Cars | 0 | 0 | 0 | 0 | 0 | 391 | 2 | 393 | 5 | 0 | 60 | 65 | 2 | 186 | 0 | 188 | 646 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 99.7 | 100 | 99.7 | 100 | 0 | 100 | 100 | 100 | 98.9 | 0 | 98.9 | 99.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 1.1 | 0.5 |

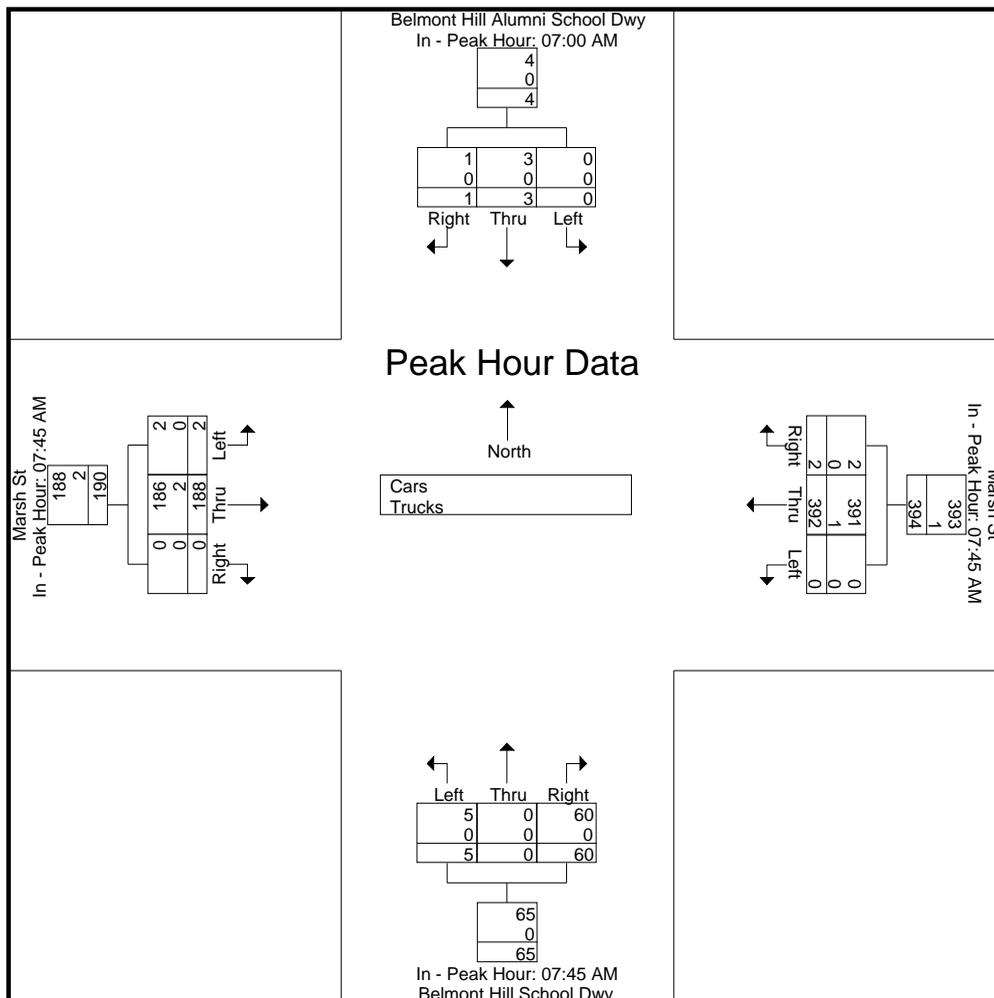
N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 1 | 1 | 0 | 88 | 0 | 88 | 1 | 0 | 8 | 9 | 1 | 40 | 0 | 41 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 108 | 0 | 108 | 1 | 0 | 23 | 24 | 0 | 58 | 0 | 58 |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 135 | 1 | 136 | 1 | 0 | 22 | 23 | 0 | 60 | 0 | 60 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 61 | 1 | 62 | 2 | 0 | 7 | 9 | 1 | 30 | 0 | 31 |
| Total Volume | 0 | 3 | 1 | 4 | 0 | 392 | 2 | 394 | 5 | 0 | 60 | 65 | 2 | 188 | 0 | 190 |
| % App. Total | 0 | 75 | 25 | | 0 | 99.5 | 0.5 | | 7.7 | 0 | 92.3 | | 1.1 | 98.9 | 0 | |
| PHF | .000 | .375 | .250 | .500 | .000 | .726 | .500 | .724 | .625 | .000 | .652 | .677 | .500 | .783 | .000 | .792 |
| Cars | 0 | 3 | 1 | 4 | 0 | 391 | 2 | 393 | 5 | 0 | 60 | 65 | 2 | 186 | 0 | 188 |
| % Cars | 0 | 100 | 100 | 100 | 0 | 99.7 | 100 | 99.7 | 100 | 0 | 100 | 100 | 100 | 98.9 | 0 | 98.9 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 1.1 |

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : School Dwy / Alumni School Dwy
 E/W Street : Marsh Street
 City/State : Belmont, MA
 Weather : Clear

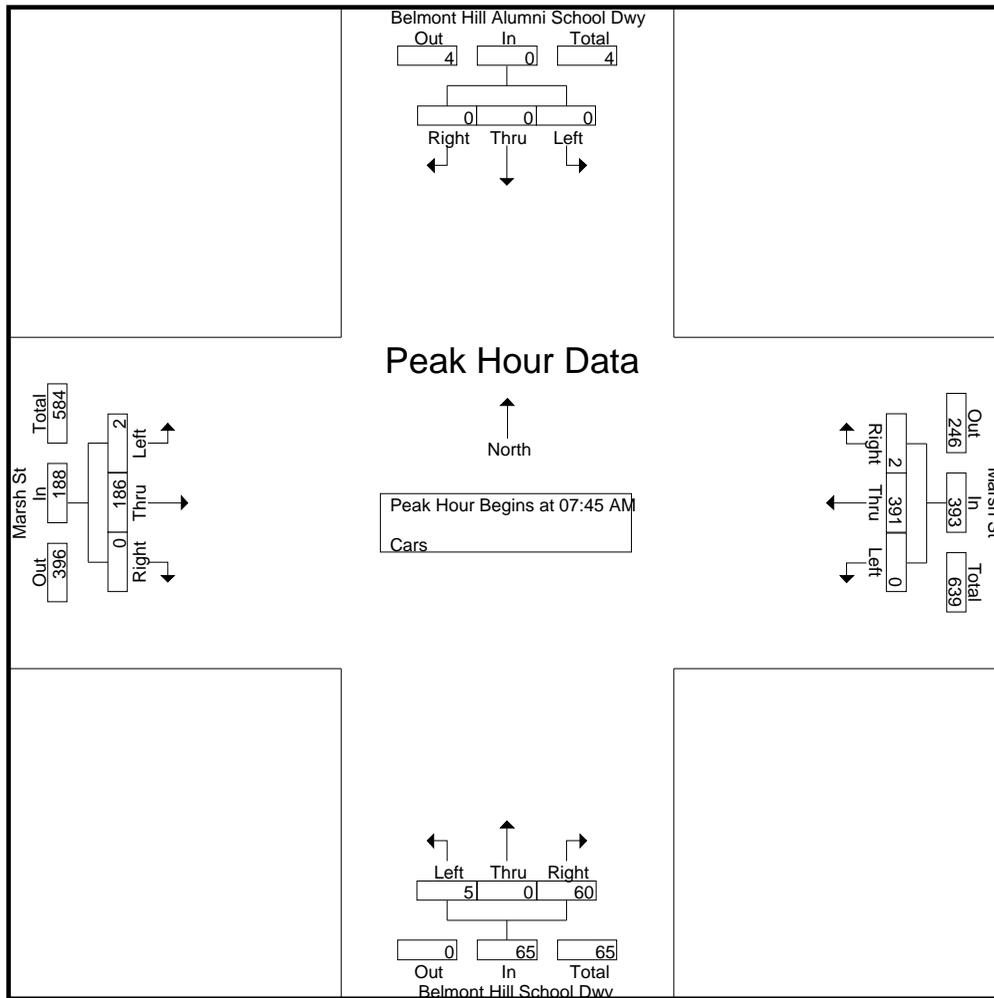
File Name : 89650013
 Site Code : 89650013
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Belmont Hill Alumni School Dwy From North | | | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|-------------|---|------|-------|--------------------|------|-------|------------------------------------|------|-------|--------------------|------|-------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 0 | 1 | 0 | 21 | 1 | 0 | 0 | 0 | 1 | 14 | 0 | 38 |
| 07:15 AM | 0 | 1 | 0 | 0 | 26 | 2 | 0 | 1 | 1 | 0 | 20 | 0 | 51 |
| 07:30 AM | 0 | 2 | 0 | 0 | 50 | 0 | 2 | 0 | 1 | 1 | 28 | 0 | 84 |
| 07:45 AM | 0 | 0 | 0 | 0 | 88 | 0 | 1 | 0 | 8 | 1 | 40 | 0 | 138 |
| Total | 0 | 3 | 1 | 0 | 185 | 3 | 3 | 1 | 10 | 3 | 102 | 0 | 311 |
| 08:00 AM | 0 | 0 | 0 | 0 | 107 | 0 | 1 | 0 | 23 | 0 | 58 | 0 | 189 |
| 08:15 AM | 0 | 0 | 0 | 0 | 135 | 1 | 1 | 0 | 22 | 0 | 59 | 0 | 218 |
| 08:30 AM | 0 | 0 | 0 | 0 | 61 | 1 | 2 | 0 | 7 | 1 | 29 | 0 | 101 |
| 08:45 AM | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 56 |
| Total | 0 | 0 | 0 | 0 | 337 | 2 | 4 | 0 | 52 | 1 | 168 | 0 | 564 |
| Grand Total | 0 | 3 | 1 | 0 | 522 | 5 | 7 | 1 | 62 | 4 | 270 | 0 | 875 |
| Apprch % | 0 | 75 | 25 | 0 | 99.1 | 0.9 | 10 | 1.4 | 88.6 | 1.5 | 98.5 | 0 | |
| Total % | 0 | 0.3 | 0.1 | 0 | 59.7 | 0.6 | 0.8 | 0.1 | 7.1 | 0.5 | 30.9 | 0 | |

| Start Time | Belmont Hill Alumni School Dwy From North | | | | Marsh St From East | | | | Belmont Hill School Dwy From South | | | | Marsh St From West | | | | Int. Total |
|--|---|------|-------|------------|--------------------|------|-------|------------|------------------------------------|------|-------|------------|--------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 88 | 1 | 0 | 8 | 9 | 1 | 40 | 0 | 41 | 138 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 107 | 1 | 0 | 23 | 24 | 0 | 58 | 0 | 58 | 189 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 135 | 1 | 136 | 1 | 0 | 22 | 23 | 0 | 59 | 0 | 59 | 218 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 61 | 1 | 62 | 2 | 0 | 7 | 9 | 1 | 29 | 0 | 30 | 101 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 391 | 2 | 393 | 5 | 0 | 60 | 65 | 2 | 186 | 0 | 188 | 646 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 99.5 | 0.5 | | 7.7 | 0 | 92.3 | | 1.1 | 98.9 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .724 | .500 | .722 | .625 | .000 | .652 | .677 | .500 | .788 | .000 | .797 | .741 |

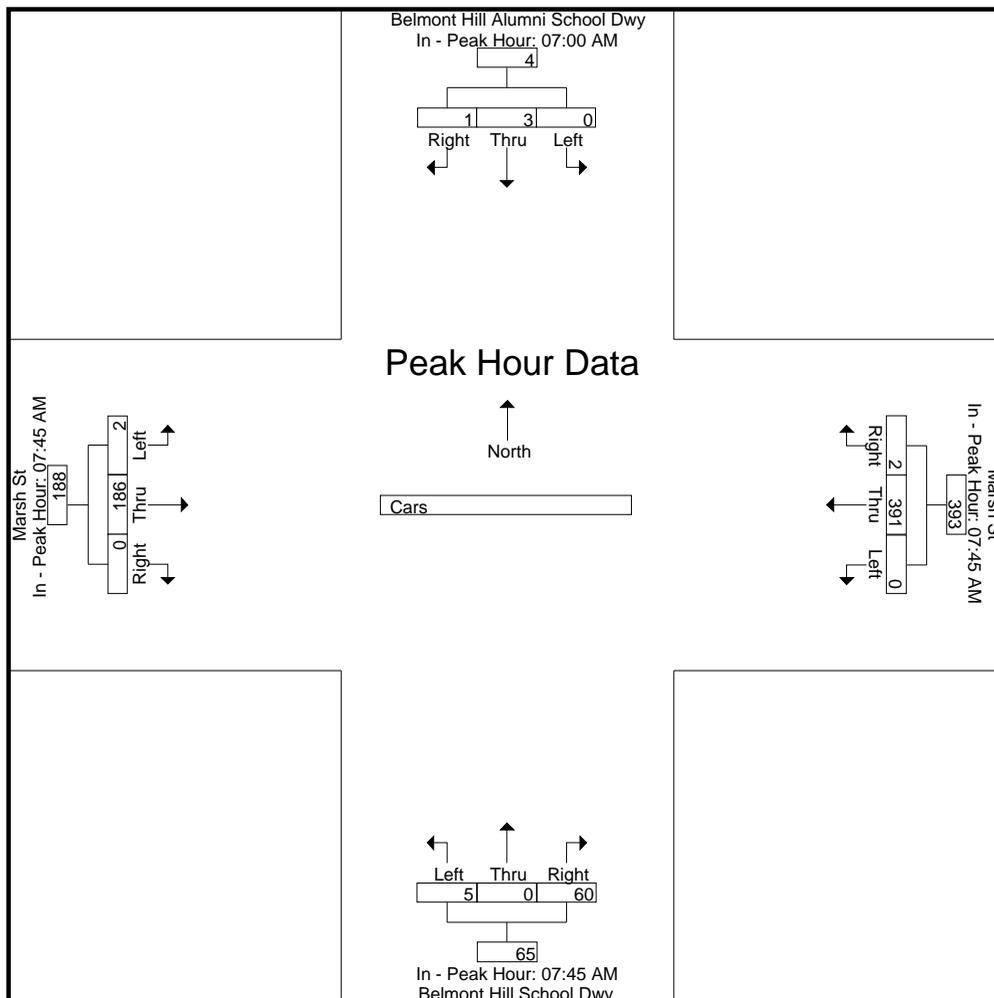
N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 1 | 1 | 0 | 88 | 0 | 88 | 1 | 0 | 8 | 9 | 1 | 40 | 0 | 41 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 107 | 0 | 107 | 1 | 0 | 23 | 24 | 0 | 58 | 0 | 58 |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 135 | 1 | 136 | 1 | 0 | 22 | 23 | 0 | 59 | 0 | 59 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 61 | 1 | 62 | 2 | 0 | 7 | 9 | 1 | 29 | 0 | 30 |
| Total Volume | 0 | 3 | 1 | 4 | 0 | 391 | 2 | 393 | 5 | 0 | 60 | 65 | 2 | 186 | 0 | 188 |
| % App. Total | 0 | 75 | 25 | | 0 | 99.5 | 0.5 | | 7.7 | 0 | 92.3 | | 1.1 | 98.9 | 0 | |
| PHF | .000 | .375 | .250 | .500 | .000 | .724 | .500 | .722 | .625 | .000 | .652 | .677 | .500 | .788 | .000 | .797 |

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

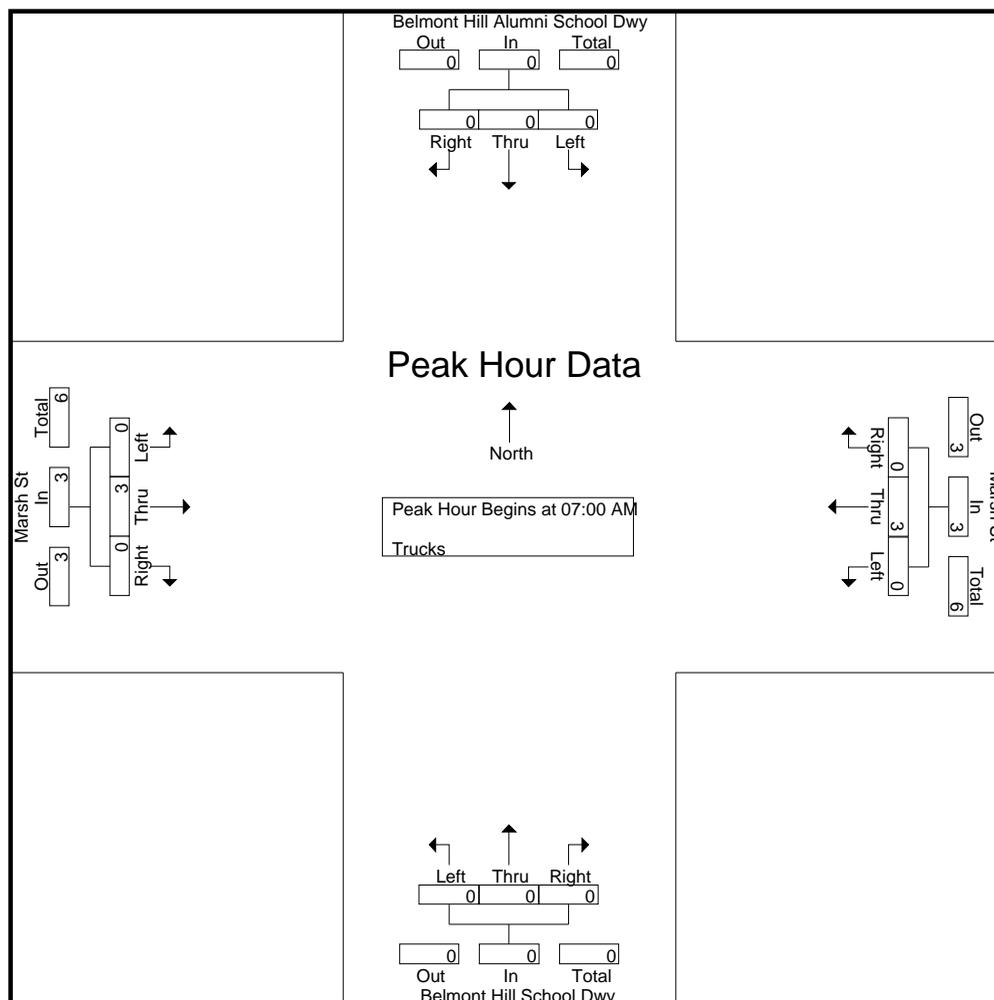
File Name : 89650013
Site Code : 89650013
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Belmont Hill Alumni School Dwy From North | | | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|-------------|---|------|-------|--------------------|------|-------|------------------------------------|------|-------|--------------------|------|-------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 |
| 07:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| Grand Total | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 |
| Apprch % | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 44.4 | 0 | 0 | 0 | 0 | 0 | 55.6 | 0 | |

| Start Time | Belmont Hill Alumni School Dwy From North | | | | Marsh St From East | | | | Belmont Hill School Dwy From South | | | | Marsh St From West | | | | Int. Total | |
|--|---|------|-------|------------|--------------------|------|-------|------------|------------------------------------|------|-------|------------|--------------------|------|-------|------------|------------|---|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 5 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 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 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .375 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .300 | |

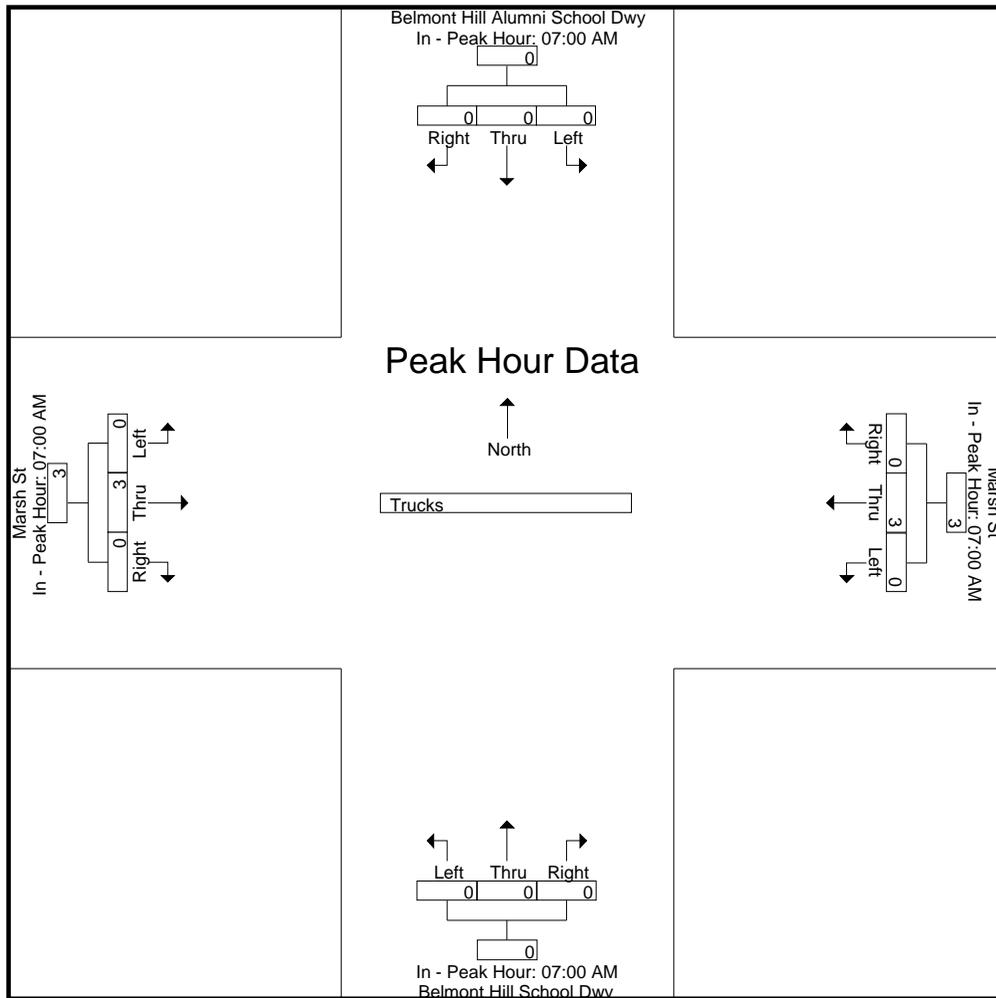
N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|----------|------|----------|----------|------|------|------|----------|----------|------|----------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 375 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 250 |
| PHF | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .375 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 |

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

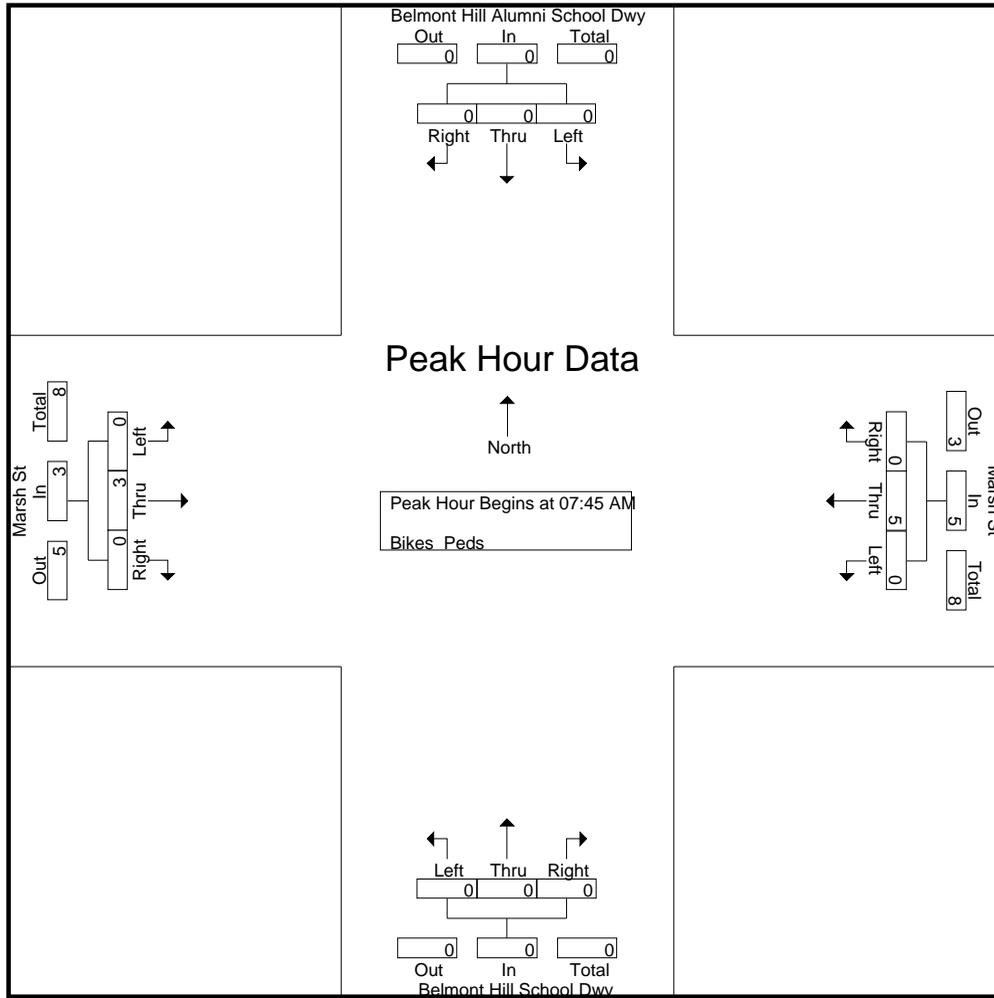
File Name : 89650013
Site Code : 89650013
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Belmont Hill Alumni School Dwy From North | | | | Marsh St From East | | | | Belmont Hill School Dwy From South | | | | Marsh St From West | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|-------|------|--------------------|------|-------|------|------------------------------------|------|-------|------|--------------------|------|-------|------|--------------|--------------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 2 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 1 | 5 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 4 | 7 |
| Total | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 2 | 10 | 7 | 17 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 | 2 | 5 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 6 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| Total | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 8 | 4 | 12 |
| Grand Total | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 7 | 18 | 11 | 29 |
| Apprch % | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | | | |
| Total % | 0 | 0 | 0 | | 0 | 54.5 | 0 | | 0 | 0 | 0 | | 0 | 45.5 | 0 | | 62.1 | 37.9 | |

| Start Time | Belmont Hill Alumni School Dwy From North | | | | Marsh St From East | | | | Belmont Hill School Dwy From South | | | | Marsh St From West | | | | Int. Total |
|--|---|------|-------|------------|--------------------|------|-------|------------|------------------------------------|------|-------|------------|--------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 8 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .417 | .000 | .417 | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .375 | .500 |

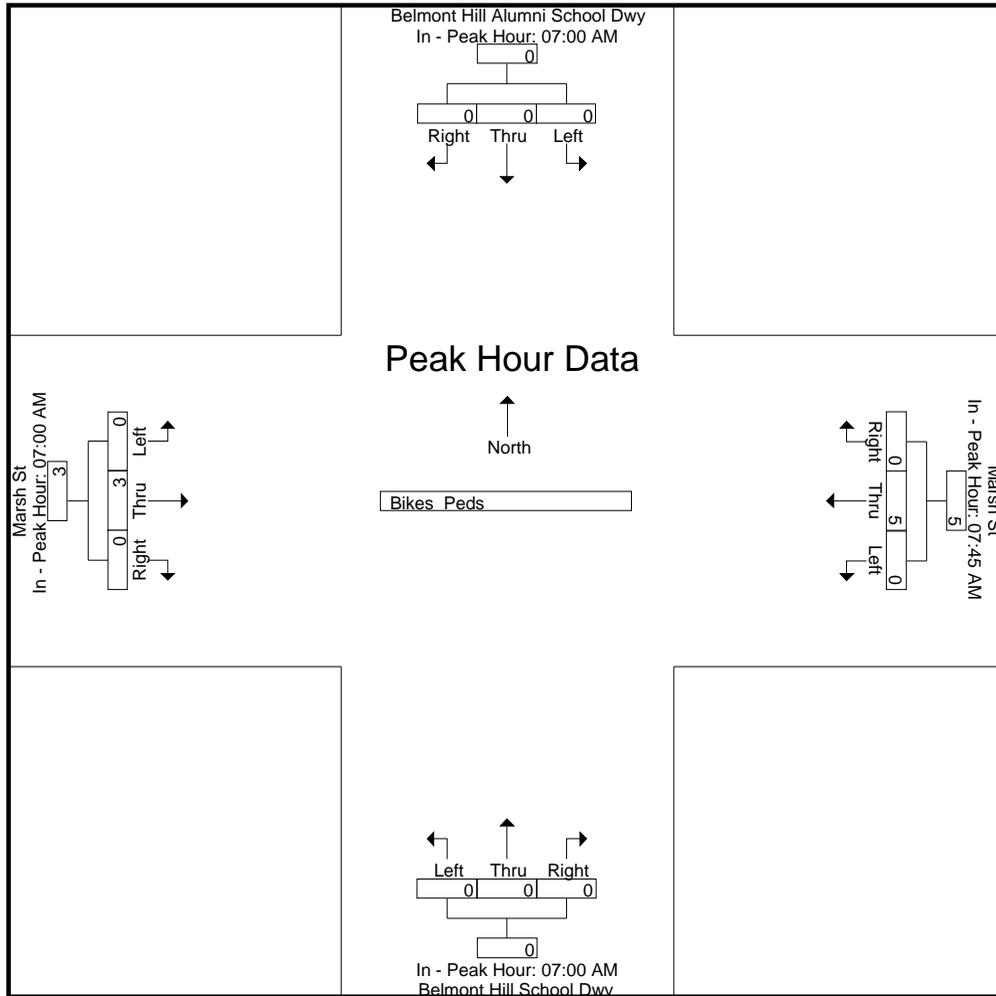
N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | | 07:45 AM | | | | 07:00 AM | | | | 07:00 AM | | | |
|--------------|----------|------|------|------|----------|----------|------|----------|----------|------|------|------|----------|----------|------|----------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 |
| PHF | .000 | .000 | .000 | .000 | .000 | .417 | .000 | .417 | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .375 |

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

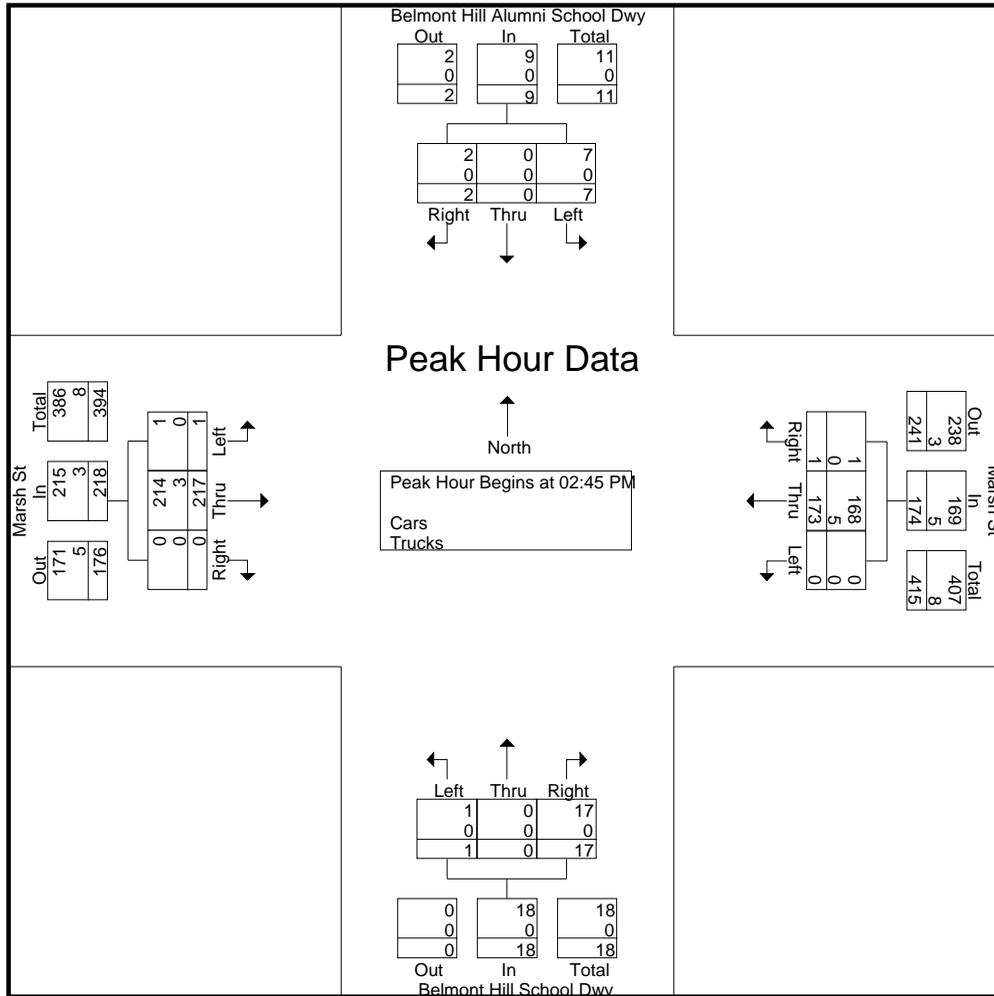
File Name : 89650013
Site Code : 89650013
Start Date : 5/18/2021
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Belmont Hill Alumni School Dwy From North | | | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--------------------|---|----------|----------|--------------------|------------|----------|------------------------------------|----------|-----------|--------------------|------------|----------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 0 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | 3 | 1 | 37 | 0 | 72 |
| 02:15 PM | 1 | 0 | 0 | 0 | 26 | 1 | 1 | 0 | 3 | 0 | 33 | 0 | 65 |
| 02:30 PM | 2 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 4 | 2 | 45 | 0 | 83 |
| 02:45 PM | 1 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 3 | 0 | 44 | 0 | 84 |
| Total | 4 | 0 | 1 | 0 | 122 | 1 | 1 | 0 | 13 | 3 | 159 | 0 | 304 |
| 03:00 PM | 3 | 0 | 0 | 0 | 34 | 0 | 1 | 0 | 6 | 1 | 43 | 0 | 88 |
| 03:15 PM | 3 | 0 | 2 | 0 | 62 | 1 | 0 | 0 | 5 | 0 | 51 | 0 | 124 |
| 03:30 PM | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 3 | 0 | 79 | 0 | 123 |
| 03:45 PM | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 2 | 0 | 53 | 0 | 79 |
| Total | 6 | 0 | 2 | 0 | 161 | 1 | 1 | 0 | 16 | 1 | 226 | 0 | 414 |
| 04:00 PM | 3 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 3 | 0 | 48 | 0 | 89 |
| 04:15 PM | 1 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 69 |
| 04:30 PM | 7 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 4 | 0 | 41 | 0 | 73 |
| 04:45 PM | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 5 | 1 | 44 | 0 | 70 |
| Total | 11 | 0 | 0 | 0 | 109 | 0 | 0 | 0 | 12 | 1 | 168 | 0 | 301 |
| 05:00 PM | 2 | 0 | 0 | 0 | 19 | 1 | 1 | 0 | 1 | 0 | 32 | 0 | 56 |
| 05:15 PM | 1 | 0 | 1 | 0 | 20 | 0 | 0 | 0 | 3 | 1 | 50 | 0 | 76 |
| 05:30 PM | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 1 | 0 | 33 | 0 | 67 |
| 05:45 PM | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 1 | 0 | 34 | 0 | 76 |
| Total | 3 | 0 | 1 | 0 | 113 | 1 | 1 | 0 | 6 | 1 | 149 | 0 | 275 |
| Grand Total | 24 | 0 | 4 | 0 | 505 | 3 | 3 | 0 | 47 | 6 | 702 | 0 | 1294 |
| Apprch % | 85.7 | 0 | 14.3 | 0 | 99.4 | 0.6 | 6 | 0 | 94 | 0.8 | 99.2 | 0 | |
| Total % | 1.9 | 0 | 0.3 | 0 | 39 | 0.2 | 0.2 | 0 | 3.6 | 0.5 | 54.3 | 0 | |
| Cars | 24 | 0 | 4 | 0 | 497 | 3 | 3 | 0 | 47 | 6 | 694 | 0 | 1278 |
| % Cars | 100 | 0 | 100 | 0 | 98.4 | 100 | 100 | 0 | 100 | 100 | 98.9 | 0 | 98.8 |
| Trucks | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 16 |
| % Trucks | 0 | 0 | 0 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 1.2 |

| Start Time | Belmont Hill Alumni School Dwy From North | | | | Marsh St From East | | | | Belmont Hill School Dwy From South | | | | Marsh St From West | | | | Int. Total |
|--|---|----------|-------------|------------|--------------------|------------|------------|------------|------------------------------------|------------|-------------|------------|--------------------|-------------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | |
| 02:45 PM | 1 | 0 | 0 | 1 | 0 | 36 | 0 | 36 | 0 | 0 | 3 | 3 | 0 | 44 | 0 | 44 | 84 |
| 03:00 PM | 3 | 0 | 0 | 3 | 0 | 34 | 0 | 34 | 1 | 0 | 6 | 7 | 1 | 43 | 0 | 44 | 88 |
| 03:15 PM | 3 | 0 | 2 | 5 | 0 | 62 | 1 | 63 | 0 | 0 | 5 | 5 | 0 | 51 | 0 | 51 | 124 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 41 | 0 | 0 | 3 | 3 | 0 | 79 | 0 | 79 | 123 |
| Total Volume | 7 | 0 | 2 | 9 | 0 | 173 | 1 | 174 | 1 | 0 | 17 | 18 | 1 | 217 | 0 | 218 | 419 |
| % App. Total | 77.8 | 0 | 22.2 | 0 | 99.4 | 0.6 | 5.6 | 0 | 94.4 | 0.5 | 99.5 | 0 | 0.5 | 99.5 | 0 | 0 | 0 |
| PHF | .583 | .000 | .250 | .450 | .000 | .698 | .250 | .690 | .250 | .000 | .708 | .643 | .250 | .687 | .000 | .690 | .845 |
| Cars | 7 | 0 | 2 | 9 | 0 | 168 | 1 | 169 | 1 | 0 | 17 | 18 | 1 | 214 | 0 | 215 | 411 |
| % Cars | 100 | 0 | 100 | 100 | 0 | 97.1 | 100 | 97.1 | 100 | 0 | 100 | 100 | 100 | 98.6 | 0 | 98.6 | 98.1 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 8 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 2.9 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 1.4 | 0 | 1.4 | 1.9 |

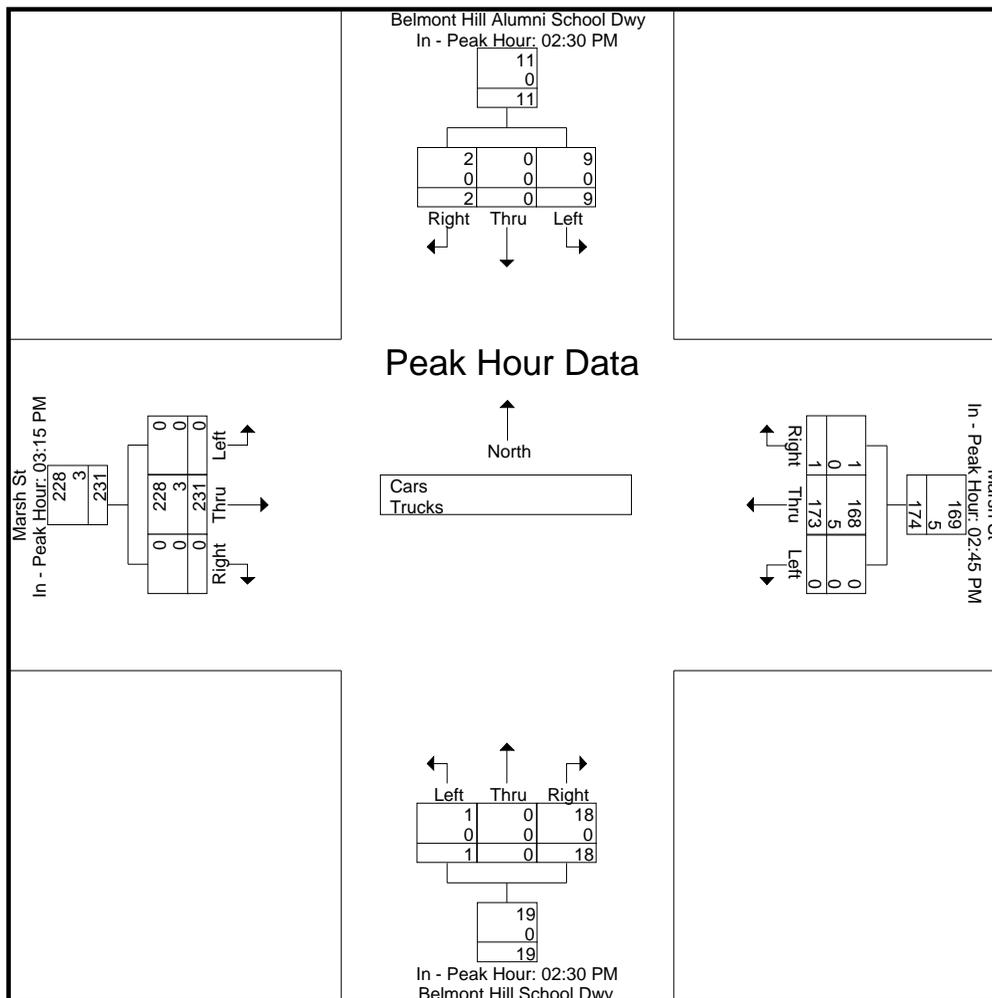
N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:30 PM | | | | 02:45 PM | | | | 02:30 PM | | | | 03:15 PM | | | |
|--------------|----------|------|----------|----------|----------|-----------|----------|-----------|----------|------|----------|----------|----------|-----------|------|-----------|
| +0 mins. | 2 | 0 | 0 | 2 | 0 | 36 | 0 | 36 | 0 | 0 | 4 | 4 | 0 | 51 | 0 | 51 |
| +15 mins. | 1 | 0 | 0 | 1 | 0 | 34 | 0 | 34 | 0 | 0 | 3 | 3 | 0 | 79 | 0 | 79 |
| +30 mins. | 3 | 0 | 0 | 3 | 0 | 62 | 1 | 63 | 1 | 0 | 6 | 7 | 0 | 53 | 0 | 53 |
| +45 mins. | 3 | 0 | 2 | 5 | 0 | 41 | 0 | 41 | 0 | 0 | 5 | 5 | 0 | 48 | 0 | 48 |
| Total Volume | 9 | 0 | 2 | 11 | 0 | 173 | 1 | 174 | 1 | 0 | 18 | 19 | 0 | 231 | 0 | 231 |
| % App. Total | 81.8 | 0 | 18.2 | | 0 | 99.4 | 0.6 | | 5.3 | 0 | 94.7 | | 0 | 100 | 0 | |
| PHF | .750 | .000 | .250 | .550 | .000 | .698 | .250 | .690 | .250 | .000 | .750 | .679 | .000 | .731 | .000 | .731 |
| Cars | 9 | 0 | 2 | 11 | 0 | 168 | 1 | 169 | 1 | 0 | 18 | 19 | 0 | 228 | 0 | 228 |
| % Cars | 100 | 0 | 100 | 100 | 0 | 97.1 | 100 | 97.1 | 100 | 0 | 100 | 100 | 0 | 98.7 | 0 | 98.7 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 2.9 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 1.3 | 0 | 1.3 |

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : School Dwy / Alumni School Dwy
 E/W Street : Marsh Street
 City/State : Belmont, MA
 Weather : Clear

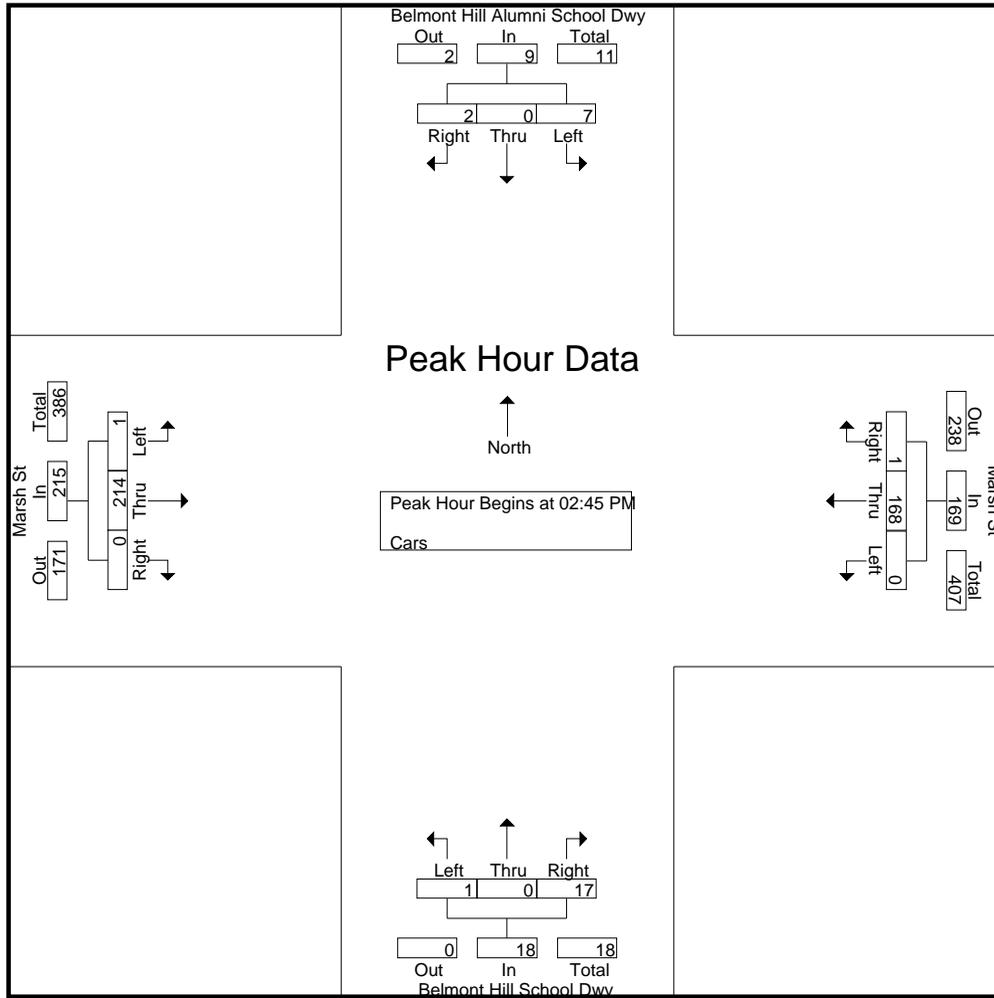
File Name : 89650013
 Site Code : 89650013
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Belmont Hill Alumni School Dwy From North | | | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--------------------|---|----------|----------|--------------------|------------|----------|------------------------------------|----------|-----------|--------------------|------------|----------|-------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 0 | 0 | 1 | 0 | 29 | 0 | 0 | 0 | 3 | 1 | 36 | 0 | 70 |
| 02:15 PM | 1 | 0 | 0 | 0 | 26 | 1 | 1 | 0 | 3 | 0 | 31 | 0 | 63 |
| 02:30 PM | 2 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 4 | 2 | 45 | 0 | 83 |
| 02:45 PM | 1 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 3 | 0 | 43 | 0 | 80 |
| Total | 4 | 0 | 1 | 0 | 118 | 1 | 1 | 0 | 13 | 3 | 155 | 0 | 296 |
| 03:00 PM | 3 | 0 | 0 | 0 | 34 | 0 | 1 | 0 | 6 | 1 | 43 | 0 | 88 |
| 03:15 PM | 3 | 0 | 2 | 0 | 61 | 1 | 0 | 0 | 5 | 0 | 50 | 0 | 122 |
| 03:30 PM | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 3 | 0 | 78 | 0 | 121 |
| 03:45 PM | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 2 | 0 | 52 | 0 | 78 |
| Total | 6 | 0 | 2 | 0 | 159 | 1 | 1 | 0 | 16 | 1 | 223 | 0 | 409 |
| 04:00 PM | 3 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 3 | 0 | 48 | 0 | 89 |
| 04:15 PM | 1 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 68 |
| 04:30 PM | 7 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 4 | 0 | 41 | 0 | 73 |
| 04:45 PM | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 5 | 1 | 44 | 0 | 70 |
| Total | 11 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 12 | 1 | 168 | 0 | 300 |
| 05:00 PM | 2 | 0 | 0 | 0 | 19 | 1 | 1 | 0 | 1 | 0 | 32 | 0 | 56 |
| 05:15 PM | 1 | 0 | 1 | 0 | 19 | 0 | 0 | 0 | 3 | 1 | 50 | 0 | 75 |
| 05:30 PM | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 1 | 0 | 32 | 0 | 66 |
| 05:45 PM | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 1 | 0 | 34 | 0 | 76 |
| Total | 3 | 0 | 1 | 0 | 112 | 1 | 1 | 0 | 6 | 1 | 148 | 0 | 273 |
| Grand Total | 24 | 0 | 4 | 0 | 497 | 3 | 3 | 0 | 47 | 6 | 694 | 0 | 1278 |
| Apprch % | 85.7 | 0 | 14.3 | 0 | 99.4 | 0.6 | 6 | 0 | 94 | 0.9 | 99.1 | 0 | |
| Total % | 1.9 | 0 | 0.3 | 0 | 38.9 | 0.2 | 0.2 | 0 | 3.7 | 0.5 | 54.3 | 0 | |

| Start Time | Belmont Hill Alumni School Dwy From North | | | | Marsh St From East | | | | Belmont Hill School Dwy From South | | | | Marsh St From West | | | | Int. Total |
|--|---|----------|-------------|------------|--------------------|------------|------------|-------------|------------------------------------|-------------|-----------|------------|--------------------|-------------|----------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | |
| 02:45 PM | 1 | 0 | 0 | 1 | 0 | 33 | 0 | 33 | 0 | 0 | 3 | 3 | 0 | 43 | 0 | 43 | 80 |
| 03:00 PM | 3 | 0 | 0 | 3 | 0 | 34 | 0 | 34 | 1 | 0 | 6 | 7 | 1 | 43 | 0 | 44 | 88 |
| 03:15 PM | 3 | 0 | 2 | 5 | 0 | 61 | 1 | 62 | 0 | 0 | 5 | 5 | 0 | 50 | 0 | 50 | 122 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 40 | 0 | 0 | 3 | 3 | 0 | 78 | 0 | 78 | 121 |
| Total Volume | 7 | 0 | 2 | 9 | 0 | 168 | 1 | 169 | 1 | 0 | 17 | 18 | 1 | 214 | 0 | 215 | 411 |
| % App. Total | 77.8 | 0 | 22.2 | 0 | 99.4 | 0.6 | 5.6 | 94.4 | 0.5 | 99.5 | 0 | 0 | 0.5 | 99.5 | 0 | 0 | 0 |
| PHF | .583 | .000 | .250 | .450 | .000 | .689 | .250 | .681 | .250 | .000 | .708 | .643 | .250 | .686 | .000 | .689 | .842 |

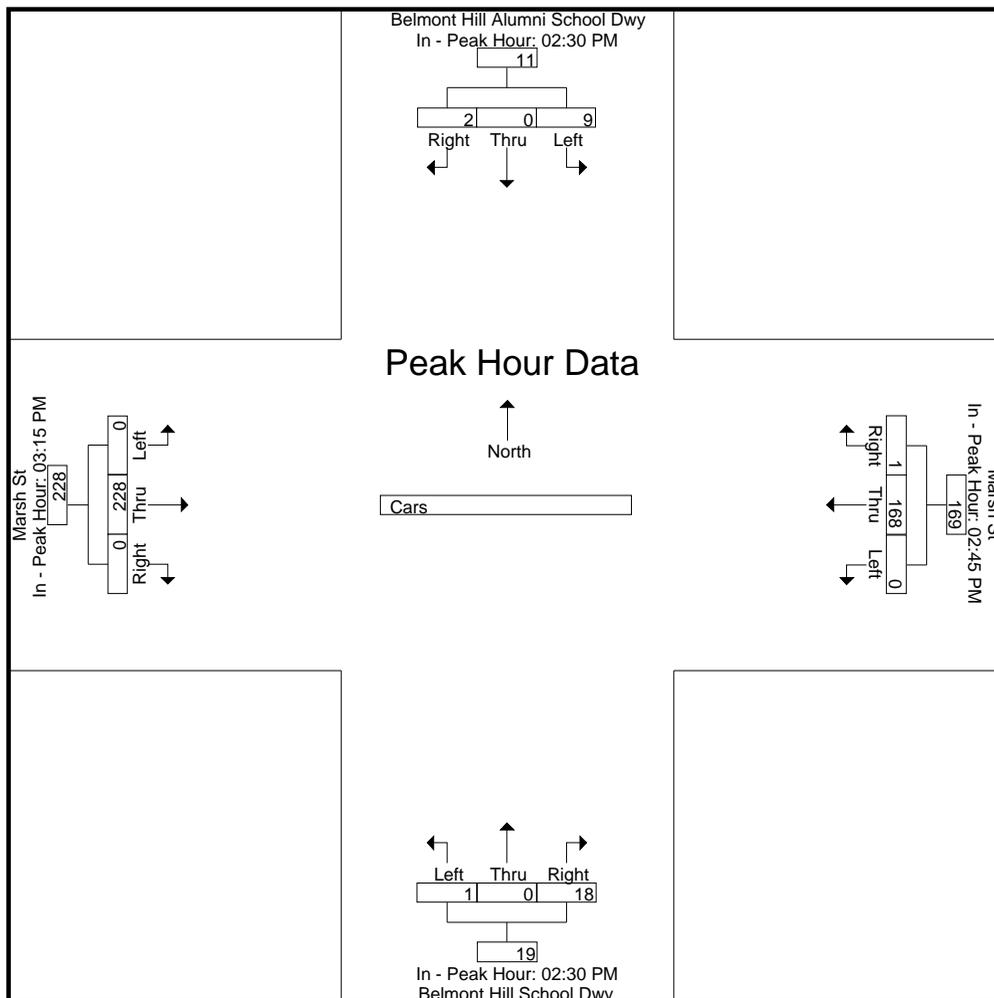
N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:30 PM | | | | 02:45 PM | | | | 02:30 PM | | | | 03:15 PM | | | |
|--------------|----------|------|----------|----------|----------|-----------|----------|-----------|----------|------|----------|----------|----------|-----------|------|-----------|
| +0 mins. | 2 | 0 | 0 | 2 | 0 | 33 | 0 | 33 | 0 | 0 | 4 | 4 | 0 | 50 | 0 | 50 |
| +15 mins. | 1 | 0 | 0 | 1 | 0 | 34 | 0 | 34 | 0 | 0 | 3 | 3 | 0 | 78 | 0 | 78 |
| +30 mins. | 3 | 0 | 0 | 3 | 0 | 61 | 1 | 62 | 1 | 0 | 6 | 7 | 0 | 52 | 0 | 52 |
| +45 mins. | 3 | 0 | 2 | 5 | 0 | 40 | 0 | 40 | 0 | 0 | 5 | 5 | 0 | 48 | 0 | 48 |
| Total Volume | 9 | 0 | 2 | 11 | 0 | 168 | 1 | 169 | 1 | 0 | 18 | 19 | 0 | 228 | 0 | 228 |
| % App. Total | 81.8 | 0 | 18.2 | | 0 | 99.4 | 0.6 | | 5.3 | 0 | 94.7 | | 0 | 100 | 0 | |
| PHF | .750 | .000 | .250 | .550 | .000 | .689 | .250 | .681 | .250 | .000 | .750 | .679 | .000 | .731 | .000 | .731 |

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : School Dwy / Alumni School Dwy
 E/W Street : Marsh Street
 City/State : Belmont, MA
 Weather : Clear

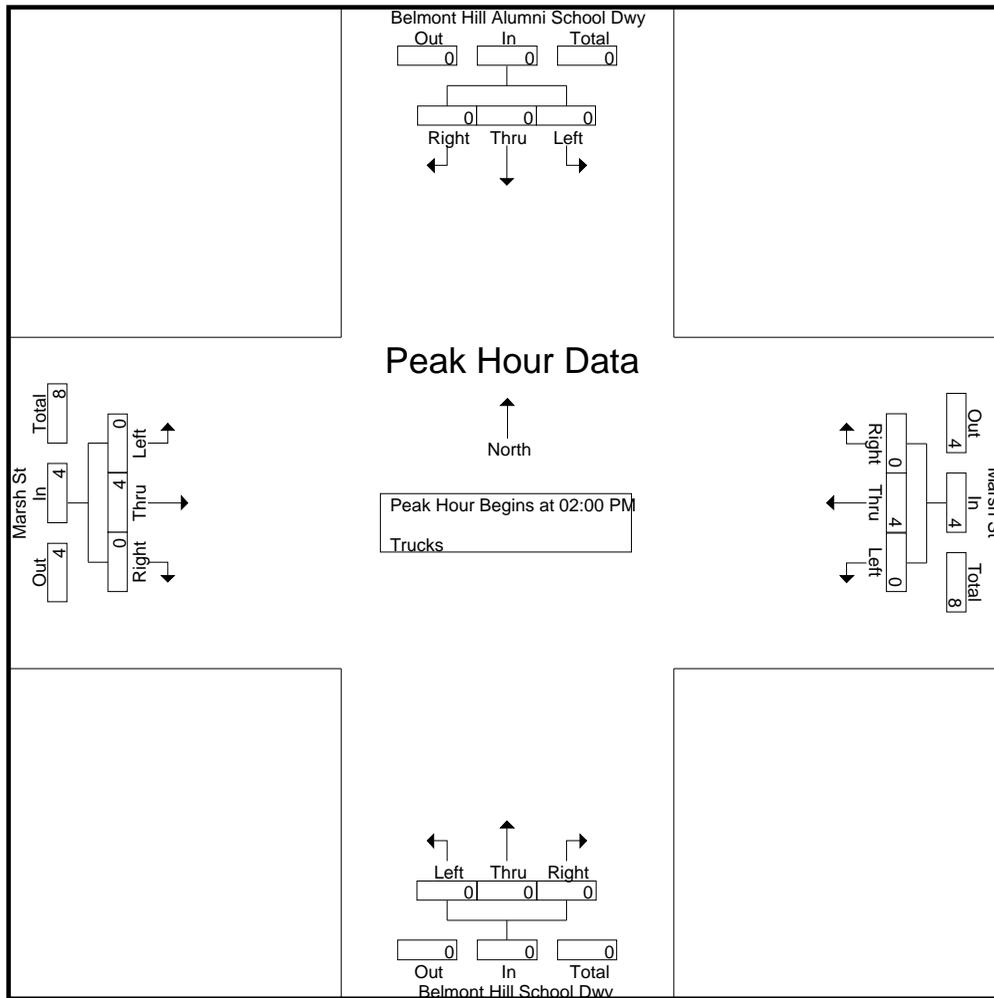
File Name : 89650013
 Site Code : 89650013
 Start Date : 5/18/2021
 Page No : 7

Groups Printed- Trucks

| Start Time | Belmont Hill Alumni School Dwy From North | | | Marsh St From East | | | Belmont Hill School Dwy From South | | | Marsh St From West | | | Int. Total |
|--------------------|---|------|-------|--------------------|------|-------|------------------------------------|------|-------|--------------------|------|-------|------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 02:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| Grand Total | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 16 |
| Apprch % | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | |

| Start Time | Belmont Hill Alumni School Dwy From North | | | | Marsh St From East | | | | Belmont Hill School Dwy From South | | | | Marsh St From West | | | | Int. Total | |
|--|---|------|-------|------------|--------------------|------|-------|------------|------------------------------------|------|-------|------------|--------------------|------|-------|------------|------------|------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | | | | | | | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .333 | .000 | .333 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .500 |

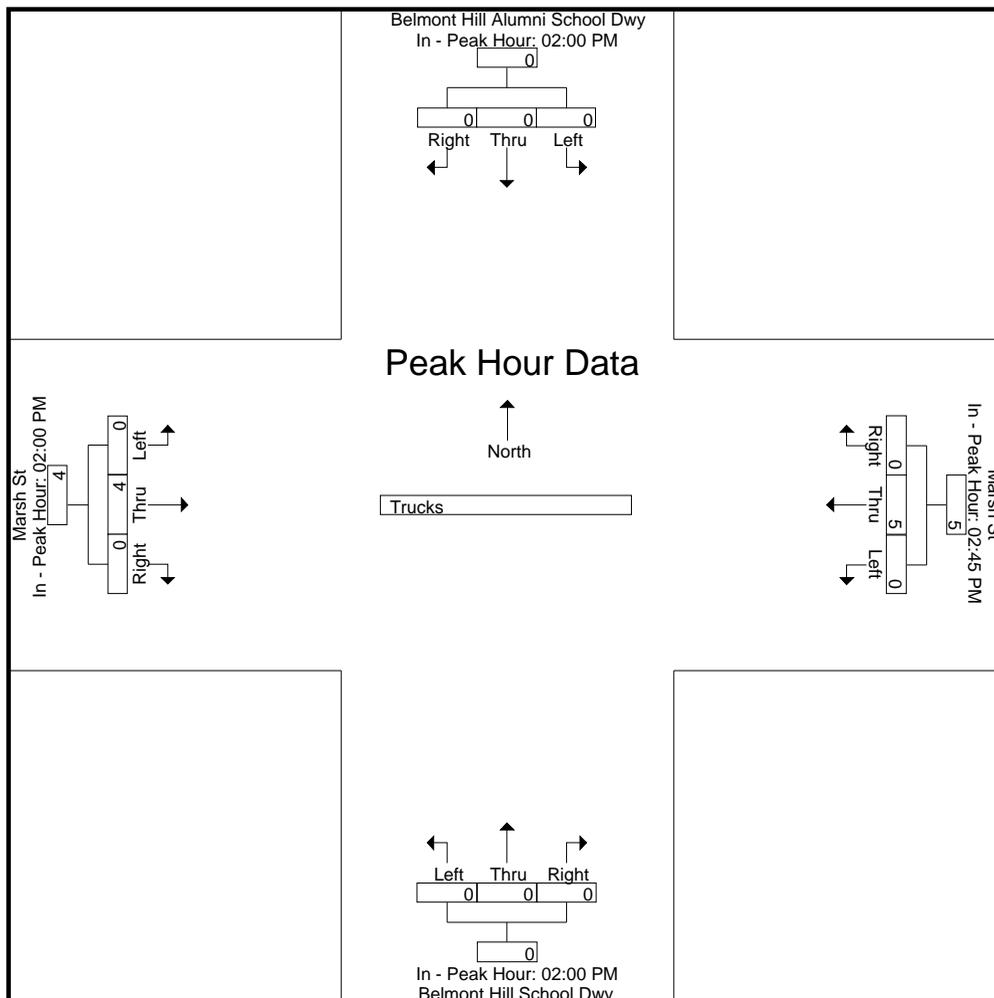
N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | | 02:45 PM | | | | 02:00 PM | | | | 02:00 PM | | | |
|--------------|----------|------|------|------|----------|----------|------|----------|----------|------|------|------|----------|----------|------|----------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 |
| PHF | .000 | .000 | .000 | .000 | .000 | .417 | .000 | .417 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 |

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear

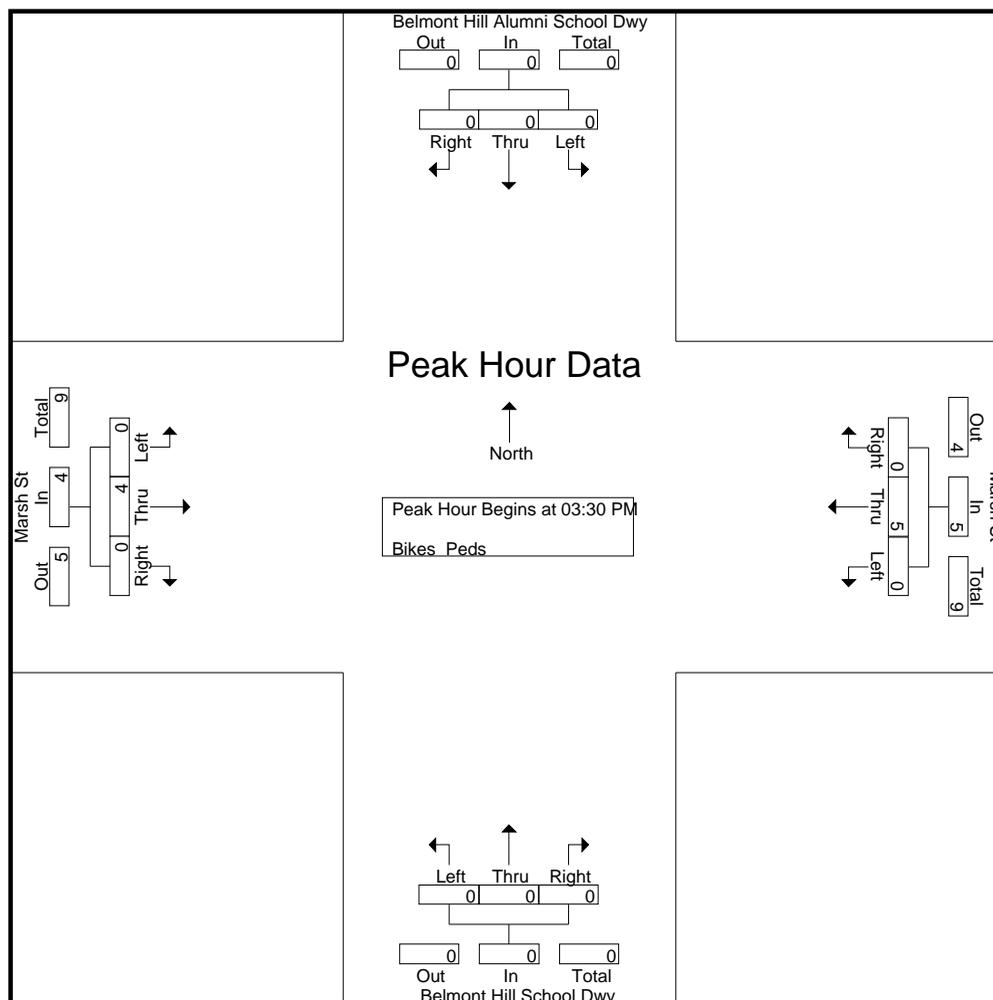
File Name : 89650013
Site Code : 89650013
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Belmont Hill Alumni School Dwy From North | | | | Marsh St From East | | | | Belmont Hill School Dwy From South | | | | Marsh St From West | | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---|------|-------|------|--------------------|------|-------|------|------------------------------------|------|-------|------|--------------------|------|-------|------|--------------|--------------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 5 | 0 | 5 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 2 | 5 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 15 | 1 | 16 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 15 | 1 | 16 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 35 | 38 | 4 | 42 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 11 | 1 | 12 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 5 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 2 | 4 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 17 | 18 | 5 | 23 |
| 04:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 4 | 3 | 7 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 04:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 7 | 5 | 12 |
| 05:00 PM | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 9 | 3 | 12 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 3 | 6 |
| Total | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 2 | 14 | 6 | 20 |
| Grand Total | 0 | 0 | 0 | 7 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 10 | 0 | 11 | 0 | 56 | 77 | 20 | 97 |
| Apprch % | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | | | |
| Total % | 0 | 0 | 0 | | 0 | 45 | 0 | | 0 | 0 | 0 | | 0 | 55 | 0 | | 79.4 | 20.6 | |

| Start Time | Belmont Hill Alumni School Dwy From North | | | | Marsh St From East | | | | Belmont Hill School Dwy From South | | | | Marsh St From West | | | | Int. Total |
|--|---|------|-------|------------|--------------------|------|-------|------------|------------------------------------|------|-------|------------|--------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 9 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .750 |

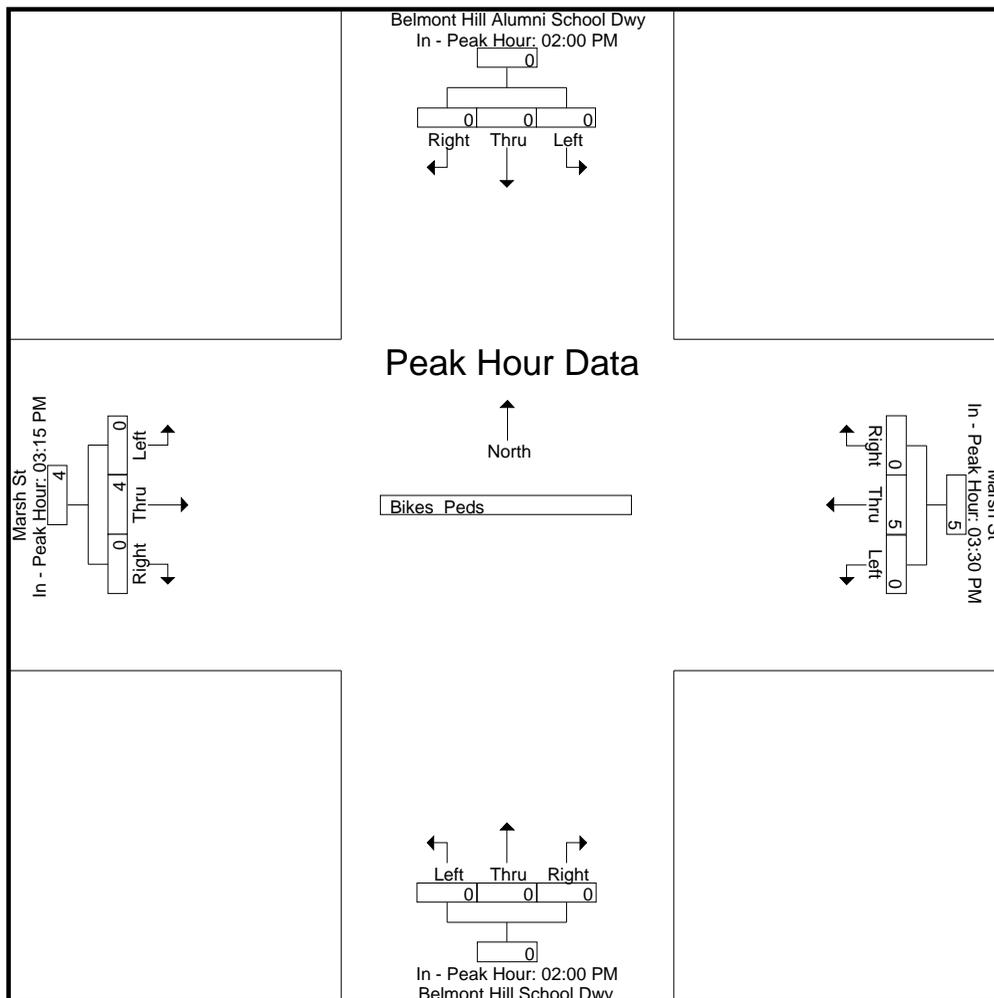
N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 02:00 PM | | | | 03:30 PM | | | | 02:00 PM | | | | 03:15 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 |

N/S Street : School Dwy / Alumni School Dwy
E/W Street : Marsh Street
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Prospect Street
 E/W Street : Belmont Hill School Dwy
 City/State : Belmont, MA
 Weather : Clear

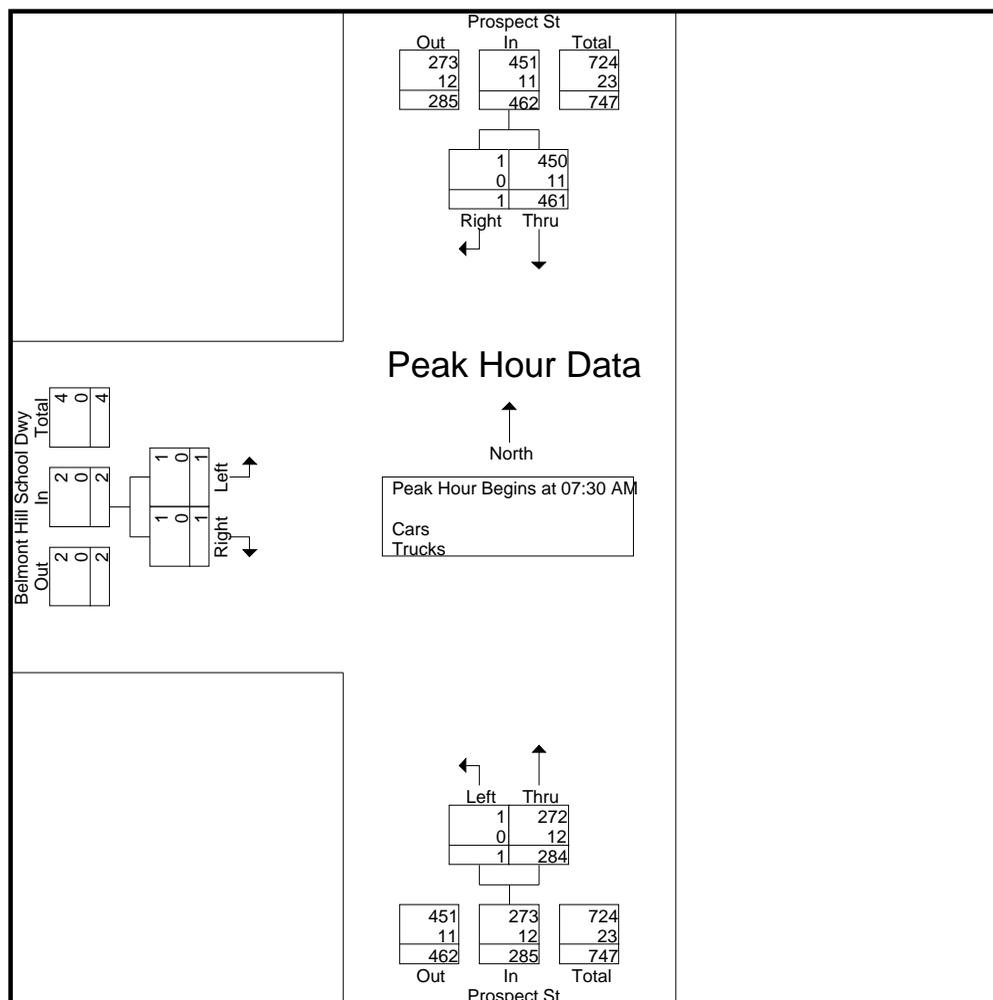
File Name : 89650014
 Site Code : 89650014
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Prospect St From North | | Prospect St From South | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|------------------------|----------|------------------------|------------|-----------------------------------|----------|-------------|------------|
| | Thru | Right | Left | Thru | Left | Right | | |
| 07:00 AM | 73 | 0 | 0 | 29 | 0 | 0 | 102 | |
| 07:15 AM | 85 | 0 | 0 | 40 | 0 | 0 | 125 | |
| 07:30 AM | 118 | 1 | 0 | 61 | 0 | 0 | 180 | |
| 07:45 AM | 123 | 0 | 0 | 71 | 1 | 0 | 195 | |
| Total | 399 | 1 | 0 | 201 | 1 | 0 | 602 | |
| 08:00 AM | 108 | 0 | 0 | 82 | 0 | 0 | 190 | |
| 08:15 AM | 112 | 0 | 1 | 70 | 0 | 1 | 184 | |
| 08:30 AM | 102 | 0 | 0 | 65 | 0 | 0 | 167 | |
| 08:45 AM | 88 | 1 | 0 | 53 | 0 | 0 | 142 | |
| Total | 410 | 1 | 1 | 270 | 0 | 1 | 683 | |
| Grand Total | 809 | 2 | 1 | 471 | 1 | 1 | 1285 | |
| Apprch % | 99.8 | 0.2 | 0.2 | 99.8 | 50 | 50 | | |
| Total % | 63 | 0.2 | 0.1 | 36.7 | 0.1 | 0.1 | | |
| Cars | 790 | 2 | 1 | 456 | 1 | 1 | 1251 | |
| % Cars | 97.7 | 100 | 100 | 96.8 | 100 | 100 | 97.4 | |
| Trucks | 19 | 0 | 0 | 15 | 0 | 0 | 34 | |
| % Trucks | 2.3 | 0 | 0 | 3.2 | 0 | 0 | 2.6 | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|------------------------|----------|------------|------------------------|------------|------------|-----------------------------------|----------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 118 | 1 | 119 | 0 | 61 | 61 | 0 | 0 | 0 | 180 |
| 07:45 AM | 123 | 0 | 123 | 0 | 71 | 71 | 1 | 0 | 1 | 195 |
| 08:00 AM | 108 | 0 | 108 | 0 | 82 | 82 | 0 | 0 | 0 | 190 |
| 08:15 AM | 112 | 0 | 112 | 1 | 70 | 71 | 0 | 1 | 1 | 184 |
| Total Volume | 461 | 1 | 462 | 1 | 284 | 285 | 1 | 1 | 2 | 749 |
| % App. Total | 99.8 | 0.2 | | 0.4 | 99.6 | | 50 | 50 | | |
| PHF | .937 | .250 | .939 | .250 | .866 | .869 | .250 | .250 | .500 | .960 |
| Cars | 450 | 1 | 451 | 1 | 272 | 273 | 1 | 1 | 2 | 726 |
| % Cars | 97.6 | 100 | 97.6 | 100 | 95.8 | 95.8 | 100 | 100 | 100 | 96.9 |
| Trucks | 11 | 0 | 11 | 0 | 12 | 12 | 0 | 0 | 0 | 23 |
| % Trucks | 2.4 | 0 | 2.4 | 0 | 4.2 | 4.2 | 0 | 0 | 0 | 3.1 |

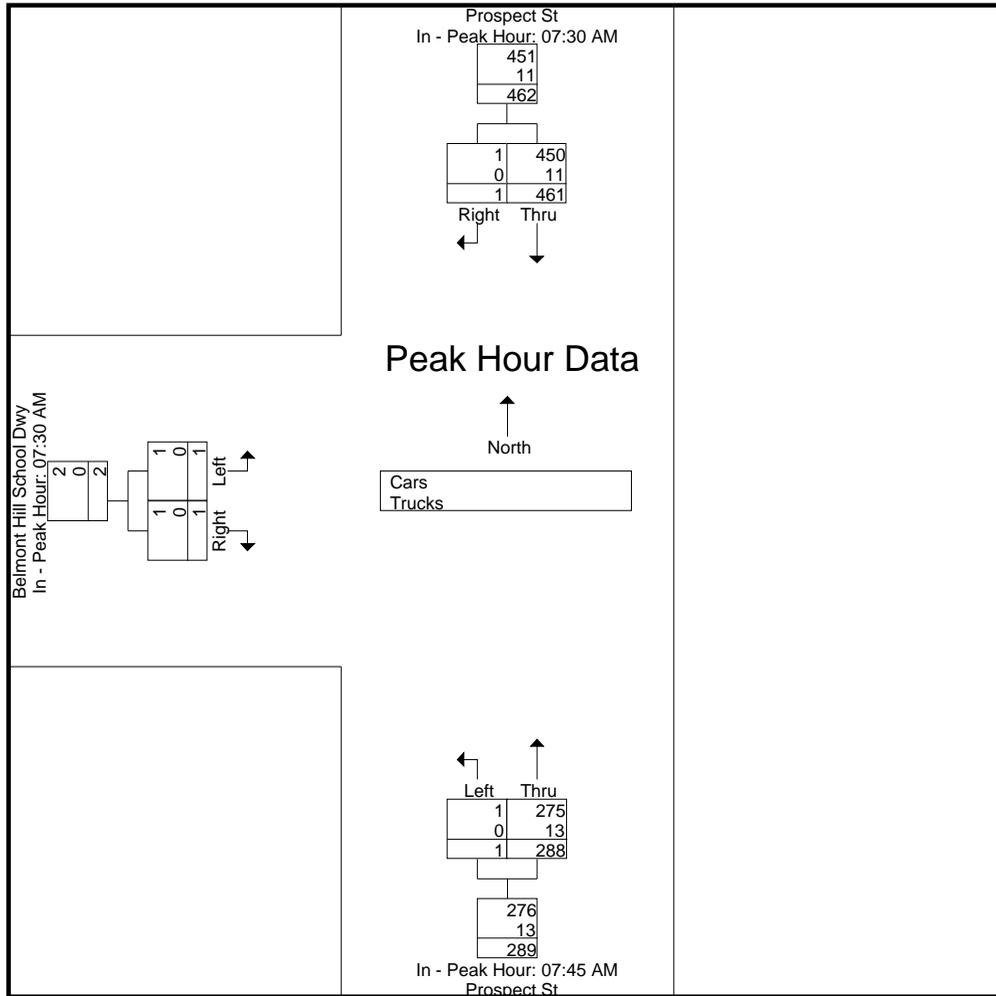
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:30 AM | | |
|--------------|------------|------|------------|----------|-----------|-----------|----------|------|------|
| +0 mins. | 118 | 1 | 119 | 0 | 71 | 71 | 0 | 0 | 0 |
| +15 mins. | 123 | 0 | 123 | 0 | 82 | 82 | 1 | 0 | 1 |
| +30 mins. | 108 | 0 | 108 | 1 | 70 | 71 | 0 | 0 | 0 |
| +45 mins. | 112 | 0 | 112 | 0 | 65 | 65 | 0 | 1 | 1 |
| Total Volume | 461 | 1 | 462 | 1 | 288 | 289 | 1 | 1 | 2 |
| % App. Total | 99.8 | 0.2 | | 0.3 | 99.7 | | 50 | 50 | |
| PHF | .937 | .250 | .939 | .250 | .878 | .881 | .250 | .250 | .500 |
| Cars | 450 | 1 | 451 | 1 | 275 | 276 | 1 | 1 | 2 |
| % Cars | 97.6 | 100 | 97.6 | 100 | 95.5 | 95.5 | 100 | 100 | 100 |
| Trucks | 11 | 0 | 11 | 0 | 13 | 13 | 0 | 0 | 0 |
| % Trucks | 2.4 | 0 | 2.4 | 0 | 4.5 | 4.5 | 0 | 0 | 0 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear

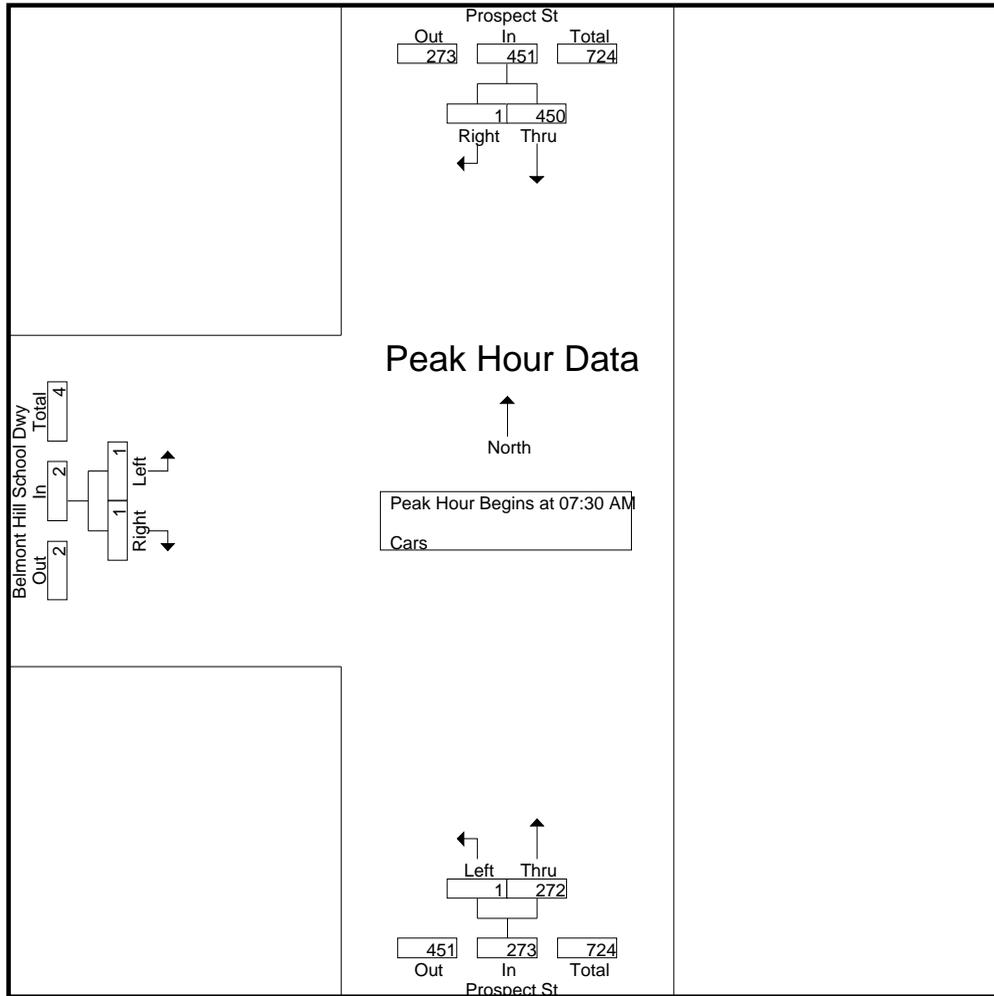
File Name : 89650014
Site Code : 89650014
Start Date : 5/18/2021
Page No : 4

Groups Printed- Cars

| Start Time | Prospect St From North | | Prospect St From South | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|---------------------------|----------|---------------------------|------------|--------------------------------------|----------|-------------|------------|
| | Thru | Right | Left | Thru | Left | Right | | |
| 07:00 AM | 71 | 0 | 0 | 28 | 0 | 0 | 99 | |
| 07:15 AM | 83 | 0 | 0 | 40 | 0 | 0 | 123 | |
| 07:30 AM | 115 | 1 | 0 | 60 | 0 | 0 | 176 | |
| 07:45 AM | 117 | 0 | 0 | 65 | 1 | 0 | 183 | |
| Total | 386 | 1 | 0 | 193 | 1 | 0 | 581 | |
| 08:00 AM | 107 | 0 | 0 | 77 | 0 | 0 | 184 | |
| 08:15 AM | 111 | 0 | 1 | 70 | 0 | 1 | 183 | |
| 08:30 AM | 99 | 0 | 0 | 63 | 0 | 0 | 162 | |
| 08:45 AM | 87 | 1 | 0 | 53 | 0 | 0 | 141 | |
| Total | 404 | 1 | 1 | 263 | 0 | 1 | 670 | |
| Grand Total | 790 | 2 | 1 | 456 | 1 | 1 | 1251 | |
| Apprch % | 99.7 | 0.3 | 0.2 | 99.8 | 50 | 50 | | |
| Total % | 63.1 | 0.2 | 0.1 | 36.5 | 0.1 | 0.1 | | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|---------------------------|-------|------------|---------------------------|------|------------|--------------------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 115 | 1 | 116 | 0 | 60 | 60 | 0 | 0 | 0 | 176 |
| 07:45 AM | 117 | 0 | 117 | 0 | 65 | 65 | 1 | 0 | 1 | 183 |
| 08:00 AM | 107 | 0 | 107 | 0 | 77 | 77 | 0 | 0 | 0 | 184 |
| 08:15 AM | 111 | 0 | 111 | 1 | 70 | 71 | 0 | 1 | 1 | 183 |
| Total Volume | 450 | 1 | 451 | 1 | 272 | 273 | 1 | 1 | 2 | 726 |
| % App. Total | 99.8 | 0.2 | | 0.4 | 99.6 | | 50 | 50 | | |
| PHF | .962 | .250 | .964 | .250 | .883 | .886 | .250 | .250 | .500 | .986 |

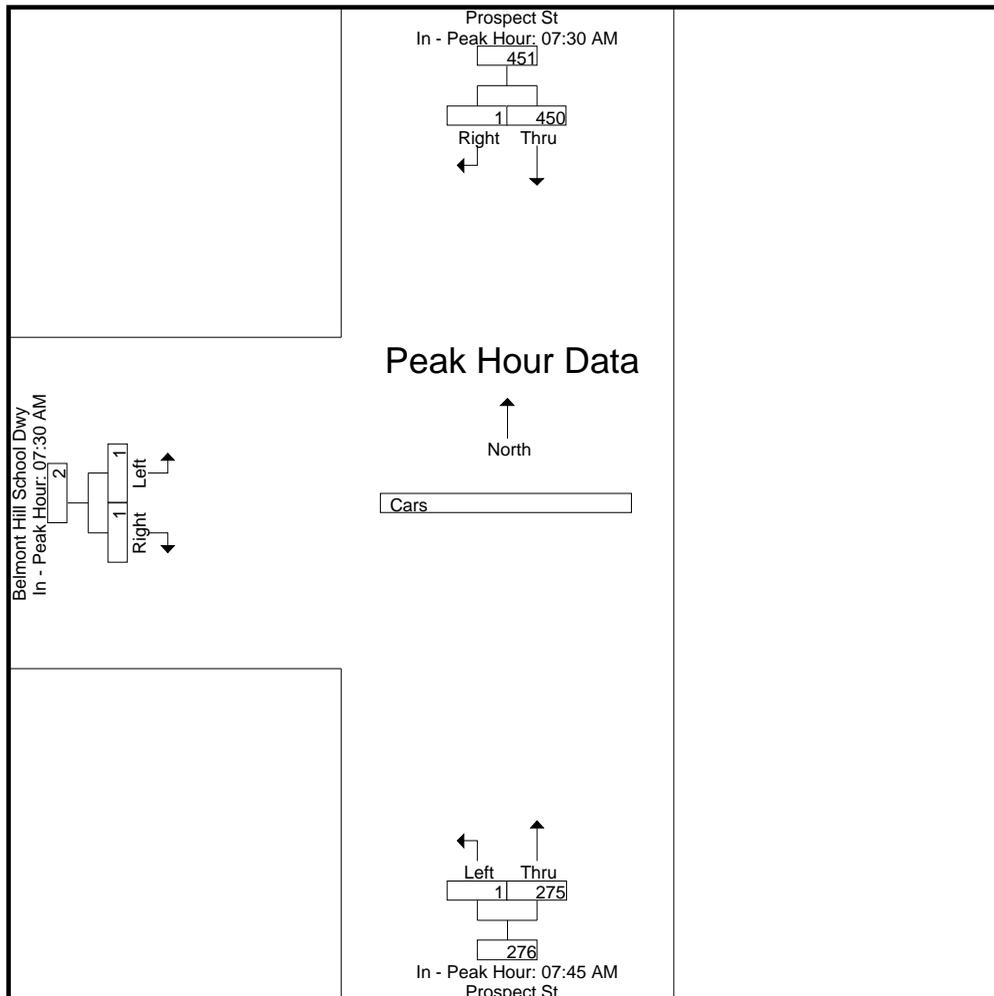
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:30 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 115 | 1 | 116 | 0 | 65 | 65 | 0 | 0 | 0 |
| +15 mins. | 117 | 0 | 117 | 0 | 77 | 77 | 1 | 0 | 1 |
| +30 mins. | 107 | 0 | 107 | 1 | 70 | 71 | 0 | 0 | 0 |
| +45 mins. | 111 | 0 | 111 | 0 | 63 | 63 | 0 | 1 | 1 |
| Total Volume | 450 | 1 | 451 | 1 | 275 | 276 | 1 | 1 | 2 |
| % App. Total | 99.8 | 0.2 | | 0.4 | 99.6 | | 50 | 50 | |
| PHF | .962 | .250 | .964 | .250 | .893 | .896 | .250 | .250 | .500 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear

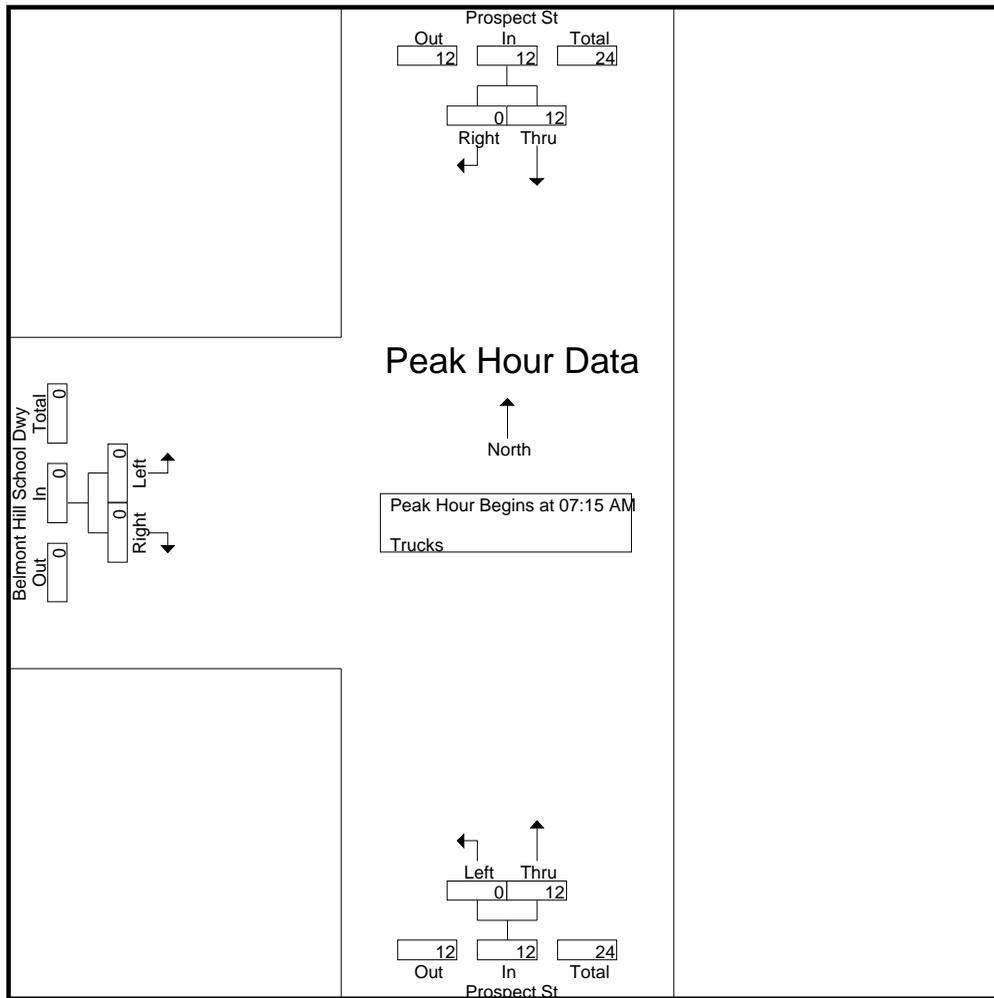
File Name : 89650014
Site Code : 89650014
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Prospect St From North | | Prospect St From South | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|---------------------------|----------|---------------------------|-----------|--------------------------------------|----------|-----------|------------|
| | Thru | Right | Left | Thru | Left | Right | | |
| 07:00 AM | 2 | 0 | 0 | 1 | 0 | 0 | 3 | |
| 07:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 07:30 AM | 3 | 0 | 0 | 1 | 0 | 0 | 4 | |
| 07:45 AM | 6 | 0 | 0 | 6 | 0 | 0 | 12 | |
| Total | 13 | 0 | 0 | 8 | 0 | 0 | 21 | |
| 08:00 AM | 1 | 0 | 0 | 5 | 0 | 0 | 6 | |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 08:30 AM | 3 | 0 | 0 | 2 | 0 | 0 | 5 | |
| 08:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Total | 6 | 0 | 0 | 7 | 0 | 0 | 13 | |
| Grand Total | 19 | 0 | 0 | 15 | 0 | 0 | 34 | |
| Apprch % | 100 | 0 | 0 | 100 | 0 | 0 | | |
| Total % | 55.9 | 0 | 0 | 44.1 | 0 | 0 | | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|---------------------------|----------|------------|---------------------------|----------|------------|--------------------------------------|----------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | |
| 07:15 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 07:45 AM | 6 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 | 12 |
| 08:00 AM | 1 | 0 | 1 | 0 | 5 | 5 | 0 | 0 | 0 | 6 |
| Total Volume | 12 | 0 | 12 | 0 | 12 | 12 | 0 | 0 | 0 | 24 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .500 | .000 | .500 | .000 | .500 | .500 | .000 | .000 | .000 | .500 |

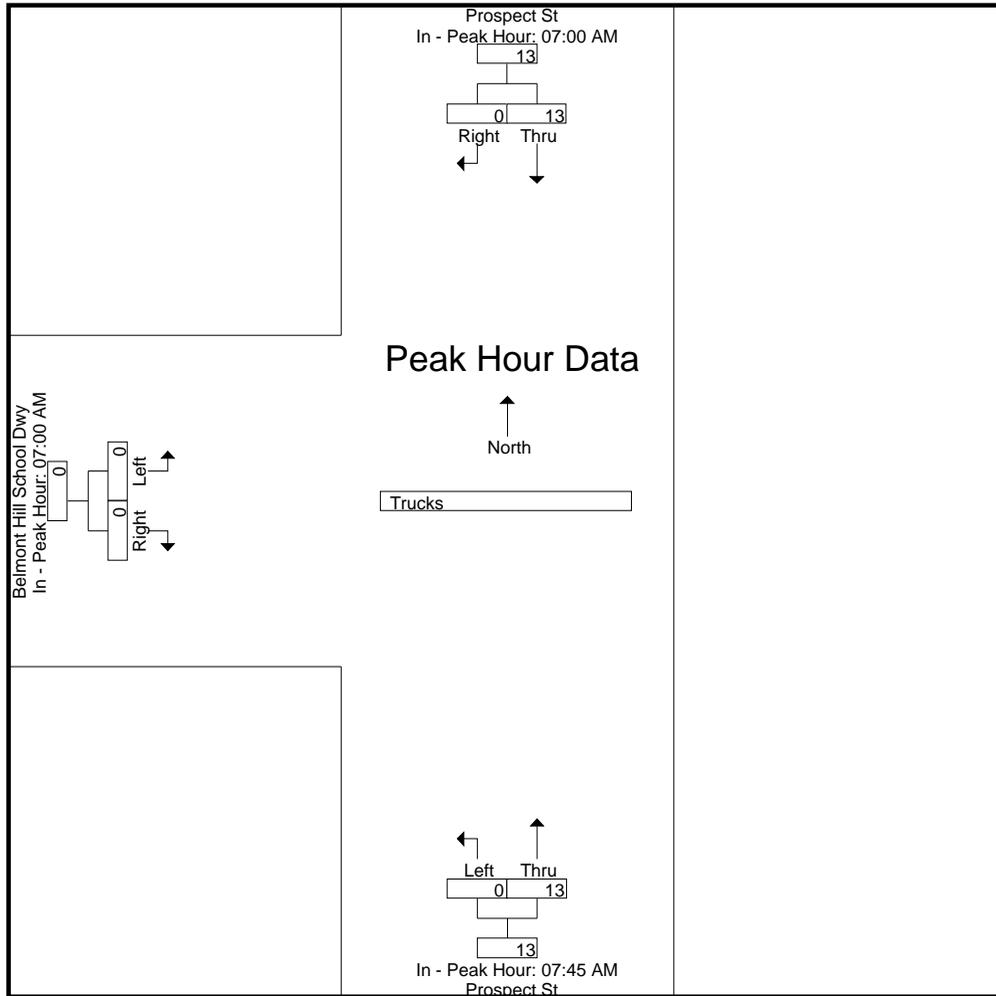
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:00 AM | | | 07:45 AM | | | 07:00 AM | | |
|--------------|----------|------|----------|----------|----------|----------|----------|------|------|
| +0 mins. | 2 | 0 | 2 | 0 | 6 | 6 | 0 | 0 | 0 |
| +15 mins. | 2 | 0 | 2 | 0 | 5 | 5 | 0 | 0 | 0 |
| +30 mins. | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 6 | 0 | 6 | 0 | 2 | 2 | 0 | 0 | 0 |
| Total Volume | 13 | 0 | 13 | 0 | 13 | 13 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .542 | .000 | .542 | .000 | .542 | .542 | .000 | .000 | .000 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear

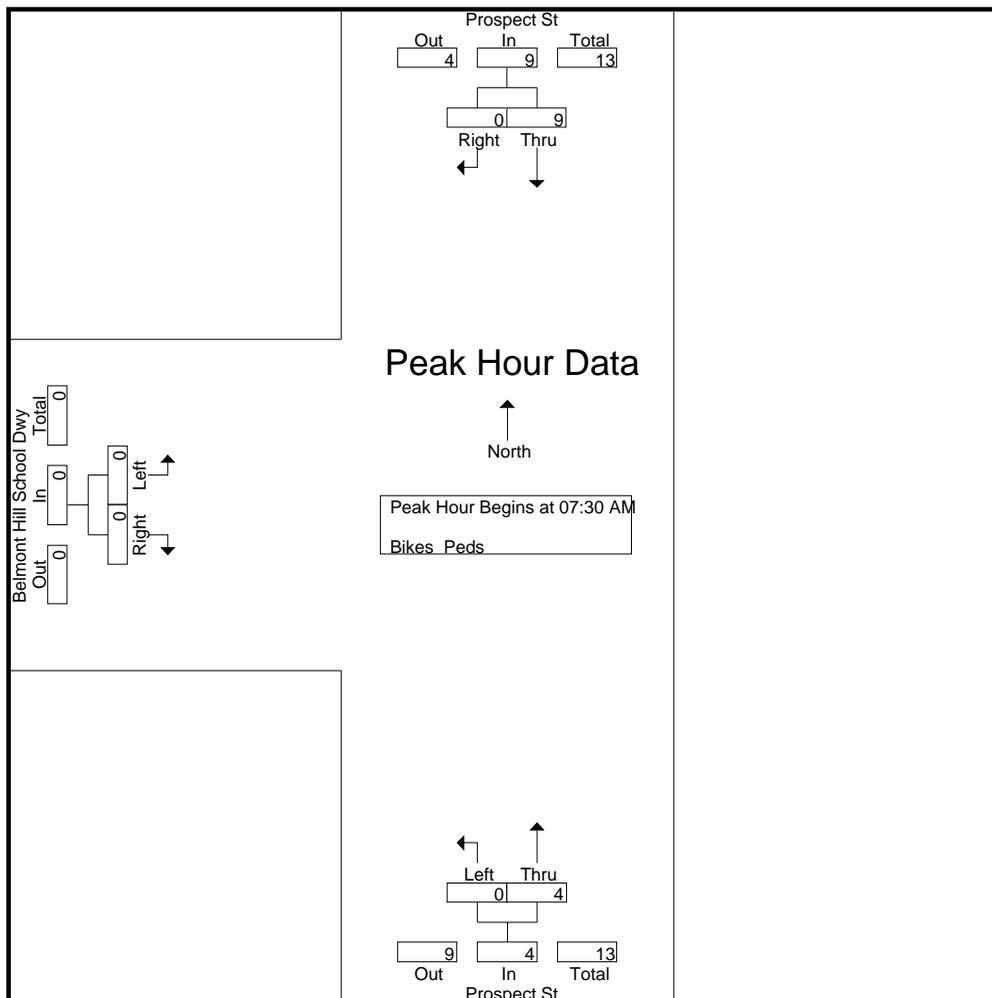
File Name : 89650014
Site Code : 89650014
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------------|----------|----------|---------------------------|----------|----------|--------------------------------------|----------|----------|--------------|--------------|------------|
| | Thru | Right | Peds | Left | Thru | Peds | Left | Right | Peds | | | |
| 07:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 |
| 07:15 AM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 |
| 07:30 AM | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 5 |
| 07:45 AM | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 3 | 6 |
| Total | 7 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 9 | 9 | 18 |
| 08:00 AM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 08:15 AM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | 5 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 8 | 10 |
| Grand Total | 12 | 0 | 9 | 0 | 5 | 0 | 0 | 0 | 2 | 11 | 17 | 28 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | | | |
| Total % | 70.6 | 0 | | 0 | 29.4 | | 0 | 0 | | 39.3 | 60.7 | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|---------------------------|----------|------------|---------------------------|------------|------------|--------------------------------------|----------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 07:45 AM | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 08:00 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| 08:15 AM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 9 | 0 | 9 | 0 | 4 | 4 | 0 | 0 | 0 | 13 |
| % App. Total | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 |
| PHF | .563 | .000 | .563 | .000 | .500 | .500 | .000 | .000 | .000 | .813 |

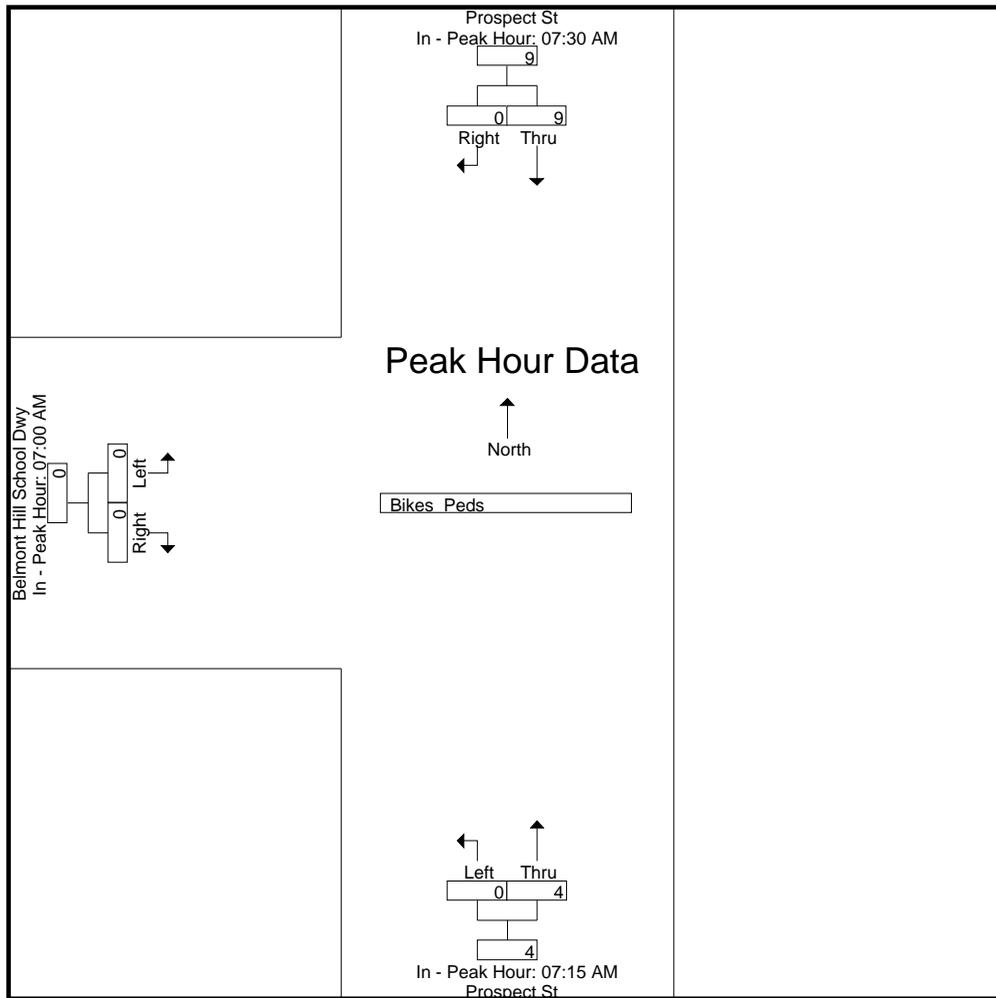
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:15 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 4 | 0 | 4 | 0 | 2 | 2 | 0 | 0 | 0 |
| Total Volume | 9 | 0 | 9 | 0 | 4 | 4 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .563 | .000 | .563 | .000 | .500 | .500 | .000 | .000 | .000 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Prospect Street
 E/W Street : Belmont Hill School Dwy
 City/State : Belmont, MA
 Weather : Clear

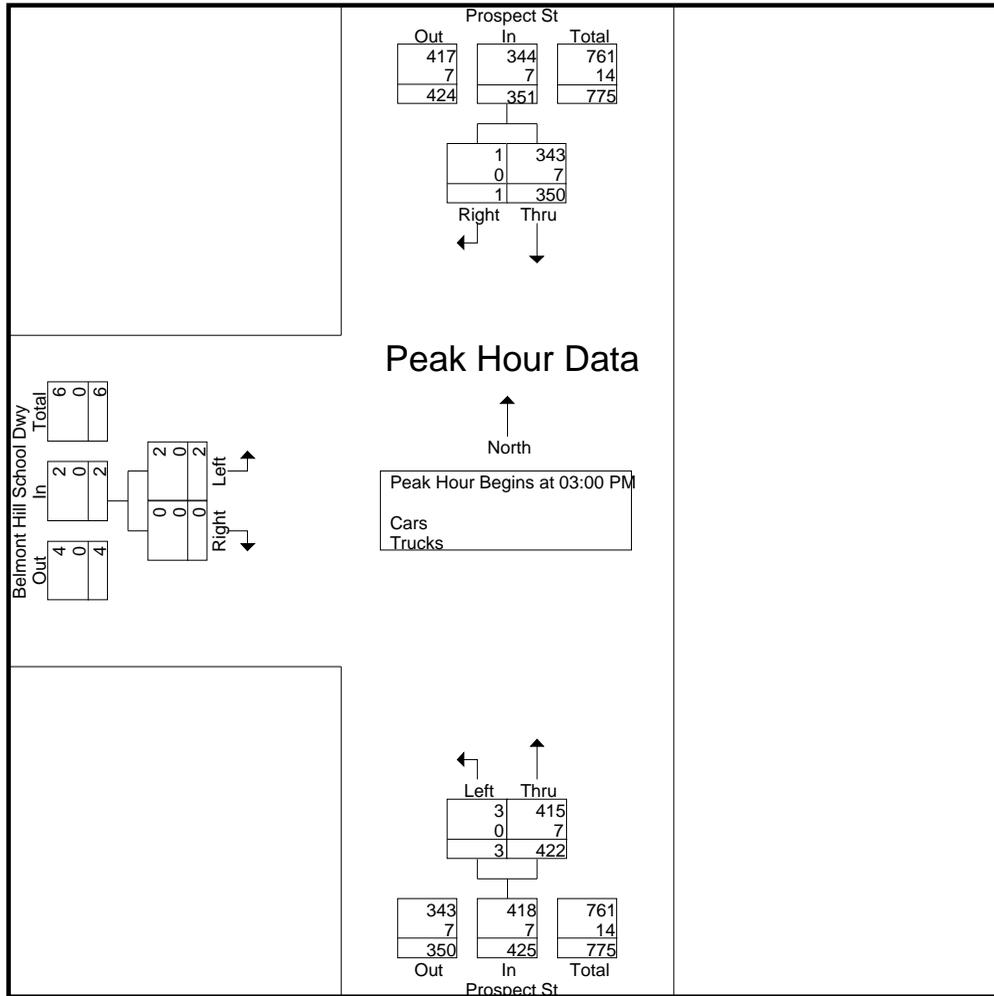
File Name : 89650014
 Site Code : 89650014
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Prospect St From North | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|------------------------|----------|------------------------|-------------|----------|-----------------------------------|-------------|--|------------|
| | Thru | Right | Left | Thru | Left | Right | | | |
| 02:00 PM | 76 | 0 | 0 | 55 | 0 | 1 | 132 | | |
| 02:15 PM | 90 | 0 | 0 | 77 | 0 | 0 | 167 | | |
| 02:30 PM | 81 | 0 | 0 | 72 | 0 | 0 | 153 | | |
| 02:45 PM | 81 | 0 | 0 | 77 | 0 | 0 | 158 | | |
| Total | 328 | 0 | 0 | 281 | 0 | 1 | 610 | | |
| 03:00 PM | 89 | 0 | 1 | 121 | 1 | 0 | 212 | | |
| 03:15 PM | 87 | 1 | 1 | 105 | 1 | 0 | 195 | | |
| 03:30 PM | 79 | 0 | 0 | 109 | 0 | 0 | 188 | | |
| 03:45 PM | 95 | 0 | 1 | 87 | 0 | 0 | 183 | | |
| Total | 350 | 1 | 3 | 422 | 2 | 0 | 778 | | |
| 04:00 PM | 63 | 0 | 0 | 117 | 0 | 0 | 180 | | |
| 04:15 PM | 75 | 0 | 0 | 81 | 0 | 0 | 156 | | |
| 04:30 PM | 69 | 0 | 0 | 89 | 0 | 0 | 158 | | |
| 04:45 PM | 76 | 0 | 0 | 99 | 0 | 0 | 175 | | |
| Total | 283 | 0 | 0 | 386 | 0 | 0 | 669 | | |
| 05:00 PM | 96 | 0 | 0 | 115 | 0 | 0 | 211 | | |
| 05:15 PM | 89 | 1 | 0 | 92 | 1 | 1 | 184 | | |
| 05:30 PM | 92 | 0 | 0 | 98 | 0 | 0 | 190 | | |
| 05:45 PM | 66 | 0 | 0 | 91 | 0 | 1 | 158 | | |
| Total | 343 | 1 | 0 | 396 | 1 | 2 | 743 | | |
| Grand Total | 1304 | 2 | 3 | 1485 | 3 | 3 | 2800 | | |
| Apprch % | 99.8 | 0.2 | 0.2 | 99.8 | 50 | 50 | | | |
| Total % | 46.6 | 0.1 | 0.1 | 53 | 0.1 | 0.1 | | | |
| Cars | 1288 | 2 | 3 | 1468 | 3 | 2 | 2766 | | |
| % Cars | 98.8 | 100 | 100 | 98.9 | 100 | 66.7 | 98.8 | | |
| Trucks | 16 | 0 | 0 | 17 | 0 | 1 | 34 | | |
| % Trucks | 1.2 | 0 | 0 | 1.1 | 0 | 33.3 | 1.2 | | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|------------------------|----------|------------|------------------------|------------|------------|-----------------------------------|----------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 89 | 0 | 89 | 1 | 121 | 122 | 1 | 0 | 1 | 212 |
| 03:15 PM | 87 | 1 | 88 | 1 | 105 | 106 | 1 | 0 | 1 | 195 |
| 03:30 PM | 79 | 0 | 79 | 0 | 109 | 109 | 0 | 0 | 0 | 188 |
| 03:45 PM | 95 | 0 | 95 | 1 | 87 | 88 | 0 | 0 | 0 | 183 |
| Total Volume | 350 | 1 | 351 | 3 | 422 | 425 | 2 | 0 | 2 | 778 |
| % App. Total | 99.7 | 0.3 | | 0.7 | 99.3 | | 100 | 0 | | |
| PHF | .921 | .250 | .924 | .750 | .872 | .871 | .500 | .000 | .500 | .917 |
| Cars | 343 | 1 | 344 | 3 | 415 | 418 | 2 | 0 | 2 | 764 |
| % Cars | 98.0 | 100 | 98.0 | 100 | 98.3 | 98.4 | 100 | 0 | 100 | 98.2 |
| Trucks | 7 | 0 | 7 | 0 | 7 | 7 | 0 | 0 | 0 | 14 |
| % Trucks | 2.0 | 0 | 2.0 | 0 | 1.7 | 1.6 | 0 | 0 | 0 | 1.8 |

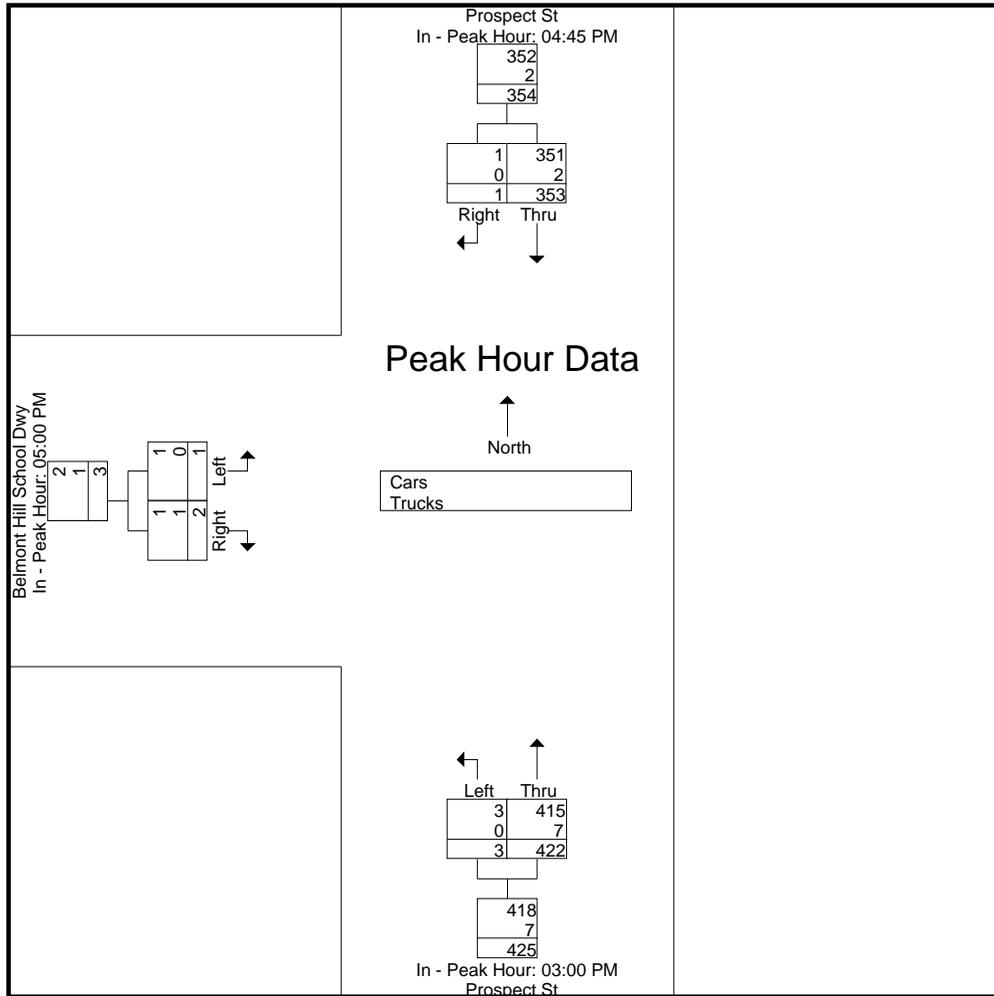
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 03:00 PM | | | 05:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 76 | 0 | 76 | 1 | 121 | 122 | 0 | 0 | 0 |
| +15 mins. | 96 | 0 | 96 | 1 | 105 | 106 | 1 | 1 | 2 |
| +30 mins. | 89 | 1 | 90 | 0 | 109 | 109 | 0 | 0 | 0 |
| +45 mins. | 92 | 0 | 92 | 1 | 87 | 88 | 0 | 1 | 1 |
| Total Volume | 353 | 1 | 354 | 3 | 422 | 425 | 1 | 2 | 3 |
| % App. Total | 99.7 | 0.3 | | 0.7 | 99.3 | | 33.3 | 66.7 | |
| PHF | .919 | .250 | .922 | .750 | .872 | .871 | .250 | .500 | .375 |
| Cars | 351 | 1 | 352 | 3 | 415 | 418 | 1 | 1 | 2 |
| % Cars | 99.4 | 100 | 99.4 | 100 | 98.3 | 98.4 | 100 | 50 | 66.7 |
| Trucks | 2 | 0 | 2 | 0 | 7 | 7 | 0 | 1 | 1 |
| % Trucks | 0.6 | 0 | 0.6 | 0 | 1.7 | 1.6 | 0 | 50 | 33.3 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Prospect Street
 E/W Street : Belmont Hill School Dwy
 City/State : Belmont, MA
 Weather : Clear

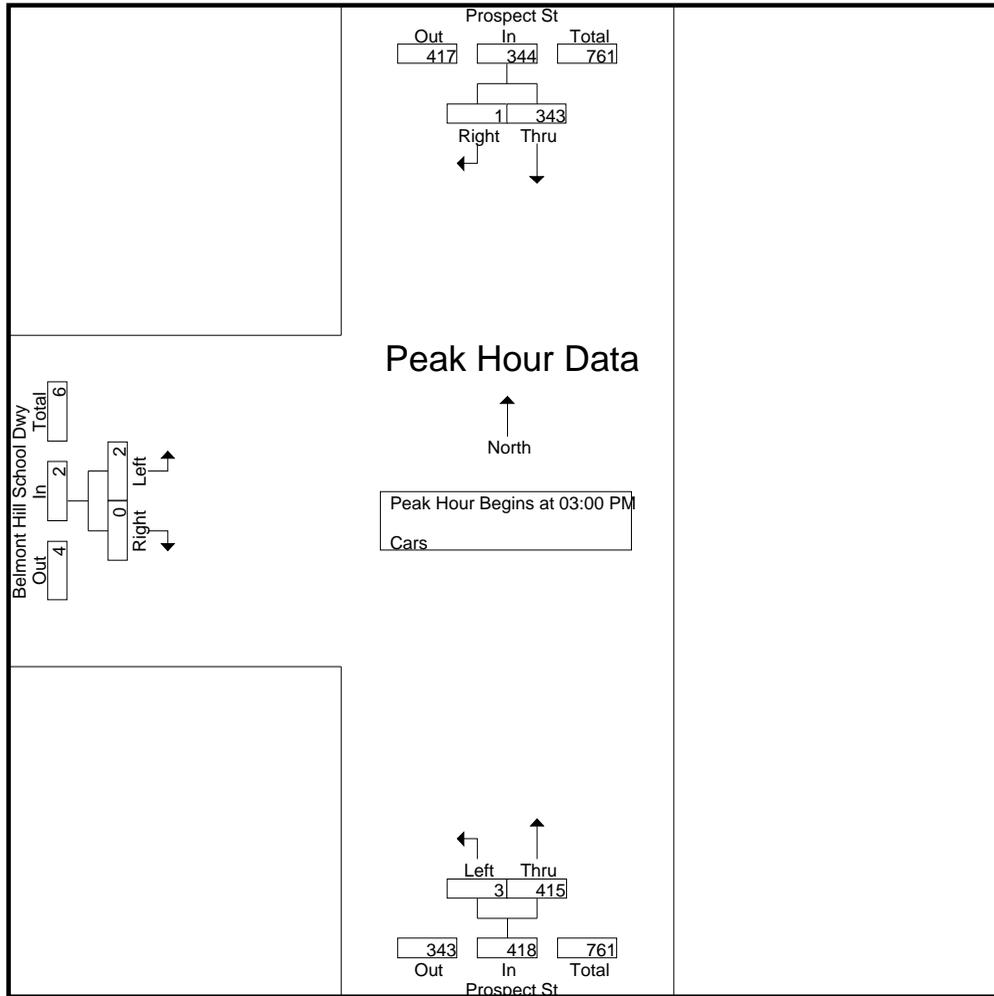
File Name : 89650014
 Site Code : 89650014
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Prospect St From North | | Prospect St From South | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|------------------------|----------|------------------------|-------------|-----------------------------------|----------|-------------|------------|
| | Thru | Right | Left | Thru | Left | Right | | |
| 02:00 PM | 74 | 0 | 0 | 53 | 0 | 1 | 128 | |
| 02:15 PM | 88 | 0 | 0 | 77 | 0 | 0 | 165 | |
| 02:30 PM | 79 | 0 | 0 | 72 | 0 | 0 | 151 | |
| 02:45 PM | 81 | 0 | 0 | 75 | 0 | 0 | 156 | |
| Total | 322 | 0 | 0 | 277 | 0 | 1 | 600 | |
| 03:00 PM | 89 | 0 | 1 | 120 | 1 | 0 | 211 | |
| 03:15 PM | 85 | 1 | 1 | 102 | 1 | 0 | 190 | |
| 03:30 PM | 79 | 0 | 0 | 107 | 0 | 0 | 186 | |
| 03:45 PM | 90 | 0 | 1 | 86 | 0 | 0 | 177 | |
| Total | 343 | 1 | 3 | 415 | 2 | 0 | 764 | |
| 04:00 PM | 63 | 0 | 0 | 113 | 0 | 0 | 176 | |
| 04:15 PM | 75 | 0 | 0 | 80 | 0 | 0 | 155 | |
| 04:30 PM | 68 | 0 | 0 | 89 | 0 | 0 | 157 | |
| 04:45 PM | 76 | 0 | 0 | 98 | 0 | 0 | 174 | |
| Total | 282 | 0 | 0 | 380 | 0 | 0 | 662 | |
| 05:00 PM | 96 | 0 | 0 | 115 | 0 | 0 | 211 | |
| 05:15 PM | 88 | 1 | 0 | 92 | 1 | 1 | 183 | |
| 05:30 PM | 91 | 0 | 0 | 98 | 0 | 0 | 189 | |
| 05:45 PM | 66 | 0 | 0 | 91 | 0 | 0 | 157 | |
| Total | 341 | 1 | 0 | 396 | 1 | 1 | 740 | |
| Grand Total | 1288 | 2 | 3 | 1468 | 3 | 2 | 2766 | |
| Apprch % | 99.8 | 0.2 | 0.2 | 99.8 | 60 | 40 | | |
| Total % | 46.6 | 0.1 | 0.1 | 53.1 | 0.1 | 0.1 | | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|------------------------|-------|------------|------------------------|------|------------|-----------------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 89 | 0 | 89 | 1 | 120 | 121 | 1 | 0 | 1 | 211 |
| 03:15 PM | 85 | 1 | 86 | 1 | 102 | 103 | 1 | 0 | 1 | 190 |
| 03:30 PM | 79 | 0 | 79 | 0 | 107 | 107 | 0 | 0 | 0 | 186 |
| 03:45 PM | 90 | 0 | 90 | 1 | 86 | 87 | 0 | 0 | 0 | 177 |
| Total Volume | 343 | 1 | 344 | 3 | 415 | 418 | 2 | 0 | 2 | 764 |
| % App. Total | 99.7 | 0.3 | | 0.7 | 99.3 | | 100 | 0 | | |
| PHF | .953 | .250 | .956 | .750 | .865 | .864 | .500 | .000 | .500 | .905 |

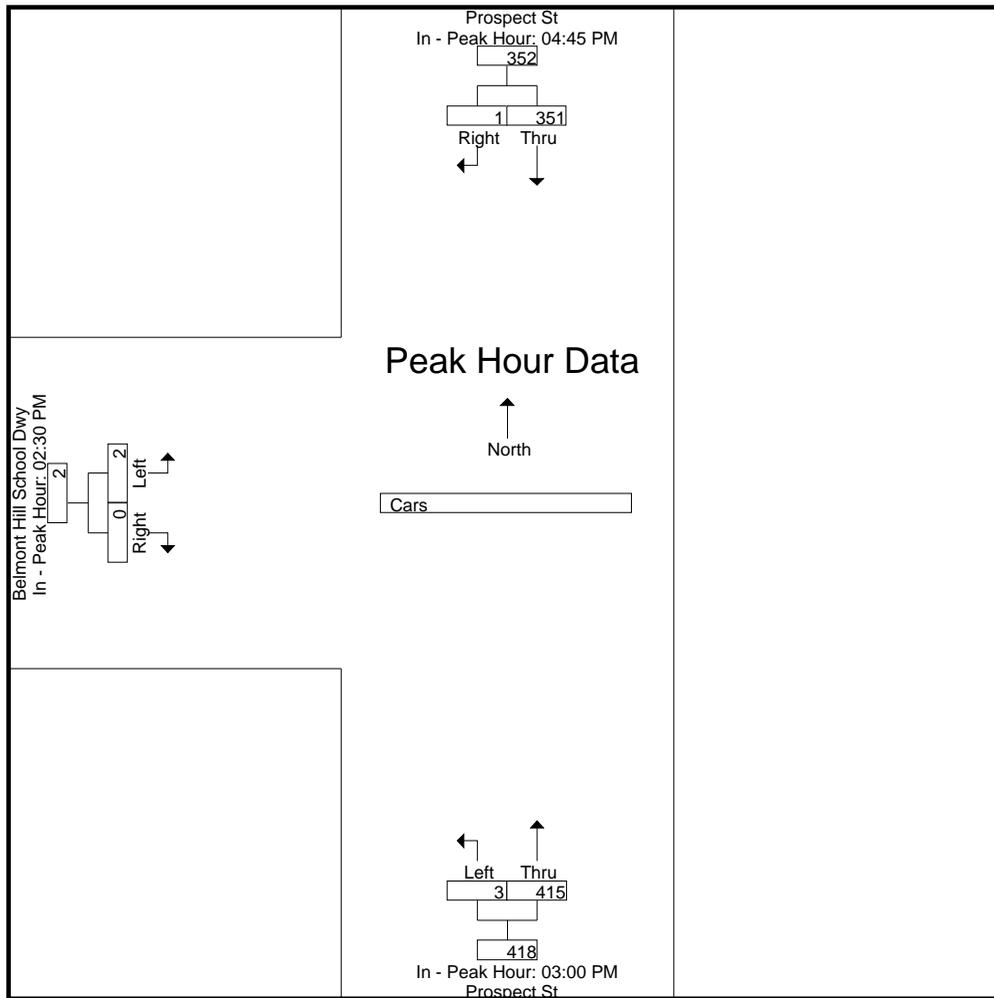
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 03:00 PM | | | 02:30 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 76 | 0 | 76 | 1 | 120 | 121 | 0 | 0 | 0 |
| +15 mins. | 96 | 0 | 96 | 1 | 102 | 103 | 0 | 0 | 0 |
| +30 mins. | 88 | 1 | 89 | 0 | 107 | 107 | 1 | 0 | 1 |
| +45 mins. | 91 | 0 | 91 | 1 | 86 | 87 | 1 | 0 | 1 |
| Total Volume | 351 | 1 | 352 | 3 | 415 | 418 | 2 | 0 | 2 |
| % App. Total | 99.7 | 0.3 | | 0.7 | 99.3 | | 100 | 0 | |
| PHF | .914 | .250 | .917 | .750 | .865 | .864 | .500 | .000 | .500 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear

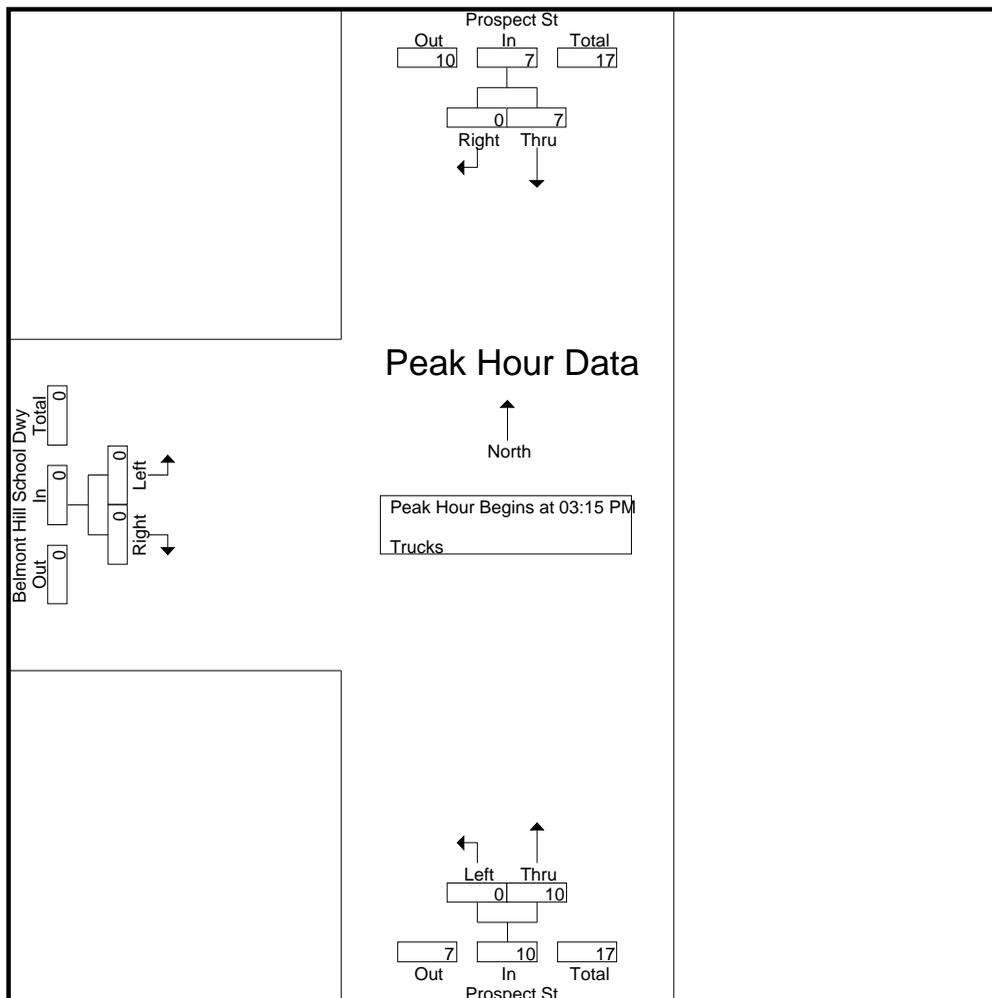
File Name : 89650014
Site Code : 89650014
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Prospect St From North | | Prospect St From South | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|------------------------|----------|------------------------|-----------|-----------------------------------|----------|-----------|------------|
| | Thru | Right | Left | Thru | Left | Right | | |
| 02:00 PM | 2 | 0 | 0 | 2 | 0 | 0 | 4 | |
| 02:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 02:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 02:45 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 | |
| Total | 6 | 0 | 0 | 4 | 0 | 0 | 10 | |
| 03:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 03:15 PM | 2 | 0 | 0 | 3 | 0 | 0 | 5 | |
| 03:30 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 | |
| 03:45 PM | 5 | 0 | 0 | 1 | 0 | 0 | 6 | |
| Total | 7 | 0 | 0 | 7 | 0 | 0 | 14 | |
| 04:00 PM | 0 | 0 | 0 | 4 | 0 | 0 | 4 | |
| 04:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 04:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 04:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| Total | 1 | 0 | 0 | 6 | 0 | 0 | 7 | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 05:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 05:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| Total | 2 | 0 | 0 | 0 | 0 | 1 | 3 | |
| Grand Total | 16 | 0 | 0 | 17 | 0 | 1 | 34 | |
| Apprch % | 100 | 0 | 0 | 100 | 0 | 100 | | |
| Total % | 47.1 | 0 | 0 | 50 | 0 | 2.9 | | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|------------------------|-------|------------|------------------------|------|------------|-----------------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 2 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 5 |
| 03:30 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 |
| 03:45 PM | 5 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 6 |
| 04:00 PM | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 |
| Total Volume | 7 | 0 | 7 | 0 | 10 | 10 | 0 | 0 | 0 | 17 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .350 | .000 | .350 | .000 | .625 | .625 | .000 | .000 | .000 | .708 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:15 PM | | | 05:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 |
| +15 mins. | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 5 | 0 | 5 | 0 | 4 | 4 | 0 | 1 | 1 |
| Total Volume | 7 | 0 | 7 | 0 | 10 | 10 | 0 | 1 | 1 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 100 | |
| PHF | .350 | .000 | .350 | .000 | .625 | .625 | .000 | .250 | .250 |

Accurate Counts

978-664-2565

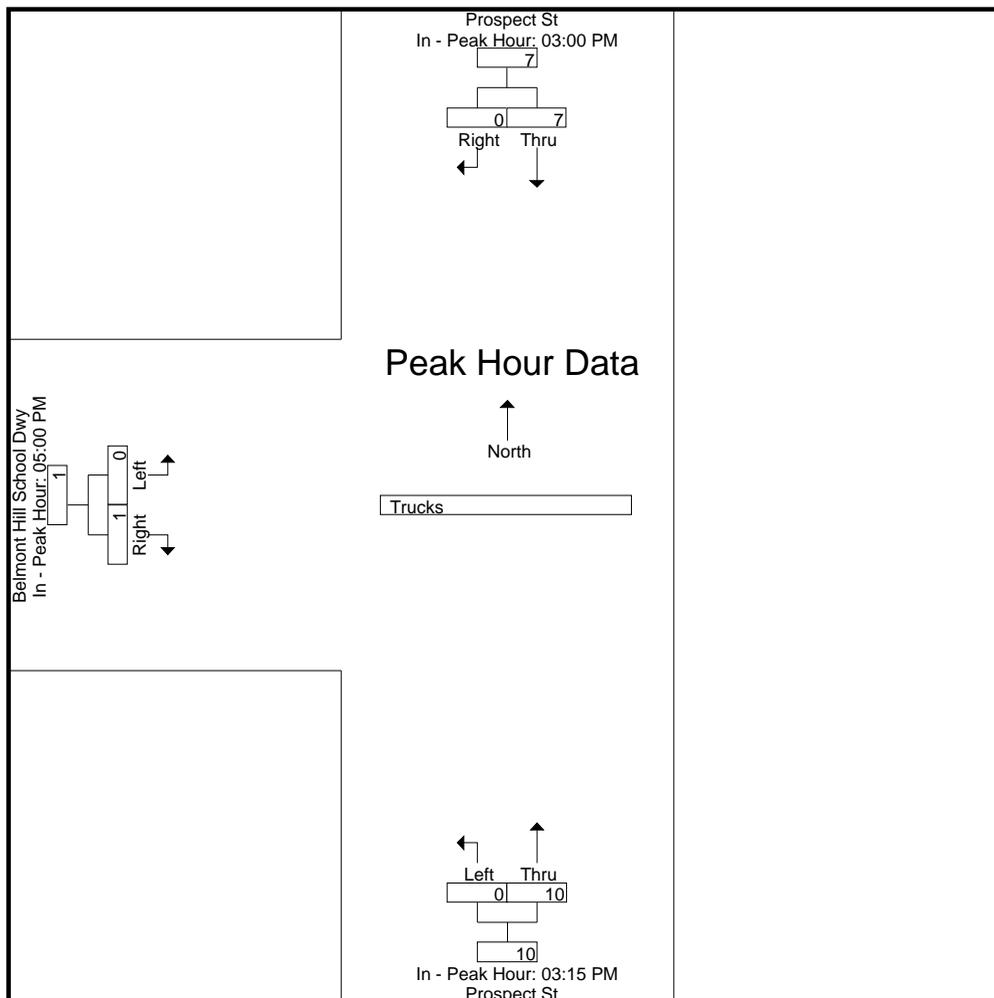
File Name : 89650014

Site Code : 89650014

Start Date : 5/18/2021

Page No : 9

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear

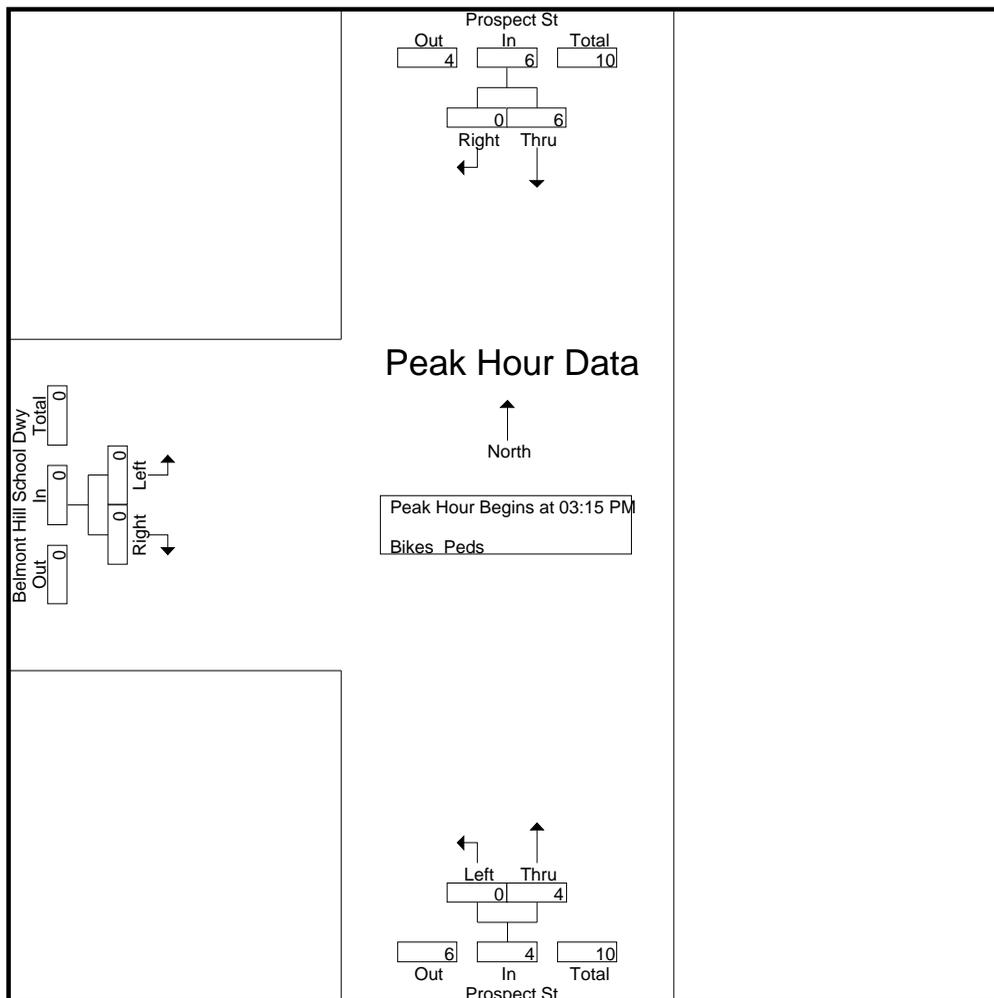
File Name : 89650014
Site Code : 89650014
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|------------------------|----------|-----------|------------------------|-----------|----------|-----------------------------------|----------|-----------|--------------|--------------|------------|
| | Thru | Right | Peds | Left | Thru | Peds | Left | Right | Peds | | | |
| 02:00 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| 02:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| 02:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 02:45 PM | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 5 | 2 | 7 |
| Total | 4 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 3 | 10 | 6 | 16 |
| 03:00 PM | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| 03:15 PM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 03:30 PM | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 4 |
| 03:45 PM | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 4 |
| Total | 4 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 2 | 6 | 9 | 15 |
| 04:00 PM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 8 |
| 04:15 PM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 4 | 2 | 6 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 |
| 04:45 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 13 | 0 | 13 |
| Total | 3 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 18 | 24 | 5 | 29 |
| 05:00 PM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 05:15 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 05:30 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 7 | 1 | 8 |
| 05:45 PM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 3 | 5 |
| Total | 6 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 8 | 10 | 10 | 20 |
| Grand Total | 17 | 0 | 18 | 0 | 13 | 1 | 0 | 0 | 31 | 50 | 30 | 80 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | | | |
| Total % | 56.7 | 0 | | 0 | 43.3 | | 0 | 0 | | 62.5 | 37.5 | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|------------------------|-------|------------|------------------------|------|------------|-----------------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 3 |
| 03:30 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 03:45 PM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 04:00 PM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 6 | 0 | 6 | 0 | 4 | 4 | 0 | 0 | 0 | 10 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .500 | .000 | .500 | .000 | .500 | .500 | .000 | .000 | .000 | .833 |

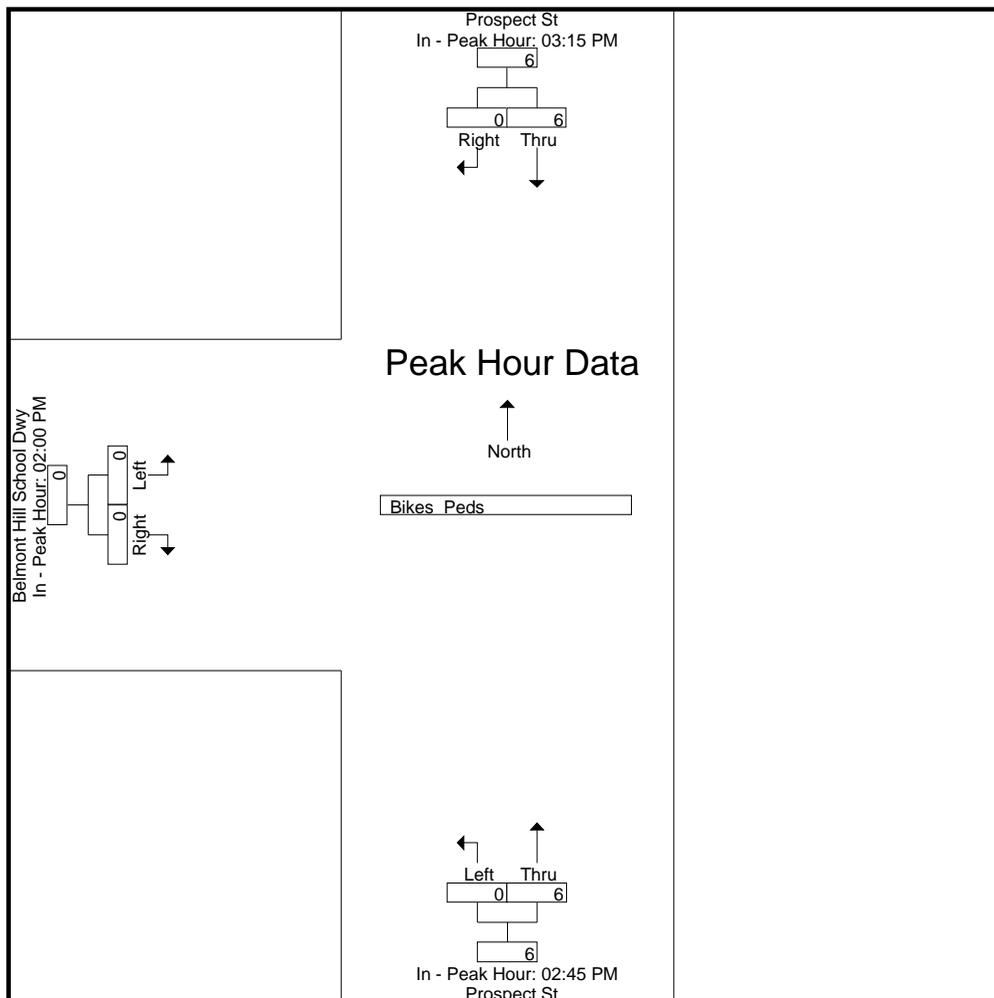
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:15 PM | | | 02:45 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 |
| +45 mins. | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| Total Volume | 6 | 0 | 6 | 0 | 6 | 6 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .500 | .000 | .500 | .000 | .750 | .750 | .000 | .000 | .000 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Prospect Street
 E/W Street : Belmont Hill School Dwy
 City/State : Belmont, MA
 Weather : Clear

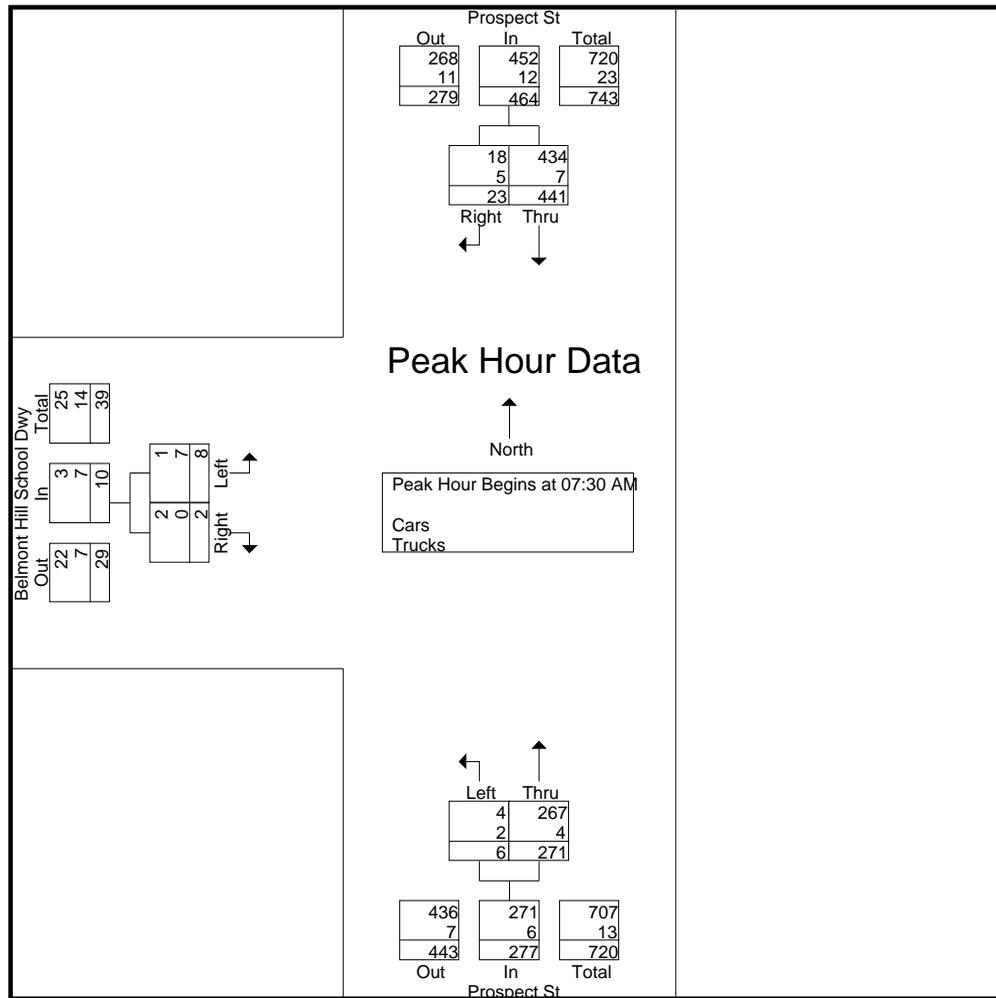
File Name : 89650015
 Site Code : 89650015
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Prospect St From North | | Prospect St From South | | Belmont Hill School Dwy From West | | Int. Total |
|--------------------|------------------------|-----------|------------------------|------------|-----------------------------------|----------|-------------|
| | Thru | Right | Left | Thru | Left | Right | |
| 07:00 AM | 67 | 4 | 0 | 27 | 3 | 0 | 101 |
| 07:15 AM | 82 | 2 | 1 | 38 | 0 | 0 | 123 |
| 07:30 AM | 119 | 4 | 1 | 57 | 0 | 0 | 181 |
| 07:45 AM | 110 | 9 | 1 | 68 | 5 | 1 | 194 |
| Total | 378 | 19 | 3 | 190 | 8 | 1 | 599 |
| 08:00 AM | 107 | 5 | 2 | 77 | 3 | 0 | 194 |
| 08:15 AM | 105 | 5 | 2 | 69 | 0 | 1 | 182 |
| 08:30 AM | 100 | 0 | 2 | 64 | 1 | 0 | 167 |
| 08:45 AM | 90 | 0 | 1 | 52 | 3 | 0 | 146 |
| Total | 402 | 10 | 7 | 262 | 7 | 1 | 689 |
| Grand Total | 780 | 29 | 10 | 452 | 15 | 2 | 1288 |
| Apprch % | 96.4 | 3.6 | 2.2 | 97.8 | 88.2 | 11.8 | |
| Total % | 60.6 | 2.3 | 0.8 | 35.1 | 1.2 | 0.2 | |
| Cars | 768 | 24 | 8 | 445 | 8 | 2 | 1255 |
| % Cars | 98.5 | 82.8 | 80 | 98.5 | 53.3 | 100 | 97.4 |
| Trucks | 12 | 5 | 2 | 7 | 7 | 0 | 33 |
| % Trucks | 1.5 | 17.2 | 20 | 1.5 | 46.7 | 0 | 2.6 |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|---|------------------------|-----------|------------|------------------------|------------|------------|-----------------------------------|----------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 119 | 4 | 123 | 1 | 57 | 58 | 0 | 0 | 0 | 181 |
| 07:45 AM | 110 | 9 | 119 | 1 | 68 | 69 | 5 | 1 | 6 | 194 |
| 08:00 AM | 107 | 5 | 112 | 2 | 77 | 79 | 3 | 0 | 3 | 194 |
| 08:15 AM | 105 | 5 | 110 | 2 | 69 | 71 | 0 | 1 | 1 | 182 |
| Total Volume | 441 | 23 | 464 | 6 | 271 | 277 | 8 | 2 | 10 | 751 |
| % App. Total | 95 | 5 | | 2.2 | 97.8 | | 80 | 20 | | |
| PHF | .926 | .639 | .943 | .750 | .880 | .877 | .400 | .500 | .417 | .968 |
| Cars | 434 | 18 | 452 | 4 | 267 | 271 | 1 | 2 | 3 | 726 |
| % Cars | 98.4 | 78.3 | 97.4 | 66.7 | 98.5 | 97.8 | 12.5 | 100 | 30.0 | 96.7 |
| Trucks | 7 | 5 | 12 | 2 | 4 | 6 | 7 | 0 | 7 | 25 |
| % Trucks | 1.6 | 21.7 | 2.6 | 33.3 | 1.5 | 2.2 | 87.5 | 0 | 70.0 | 3.3 |

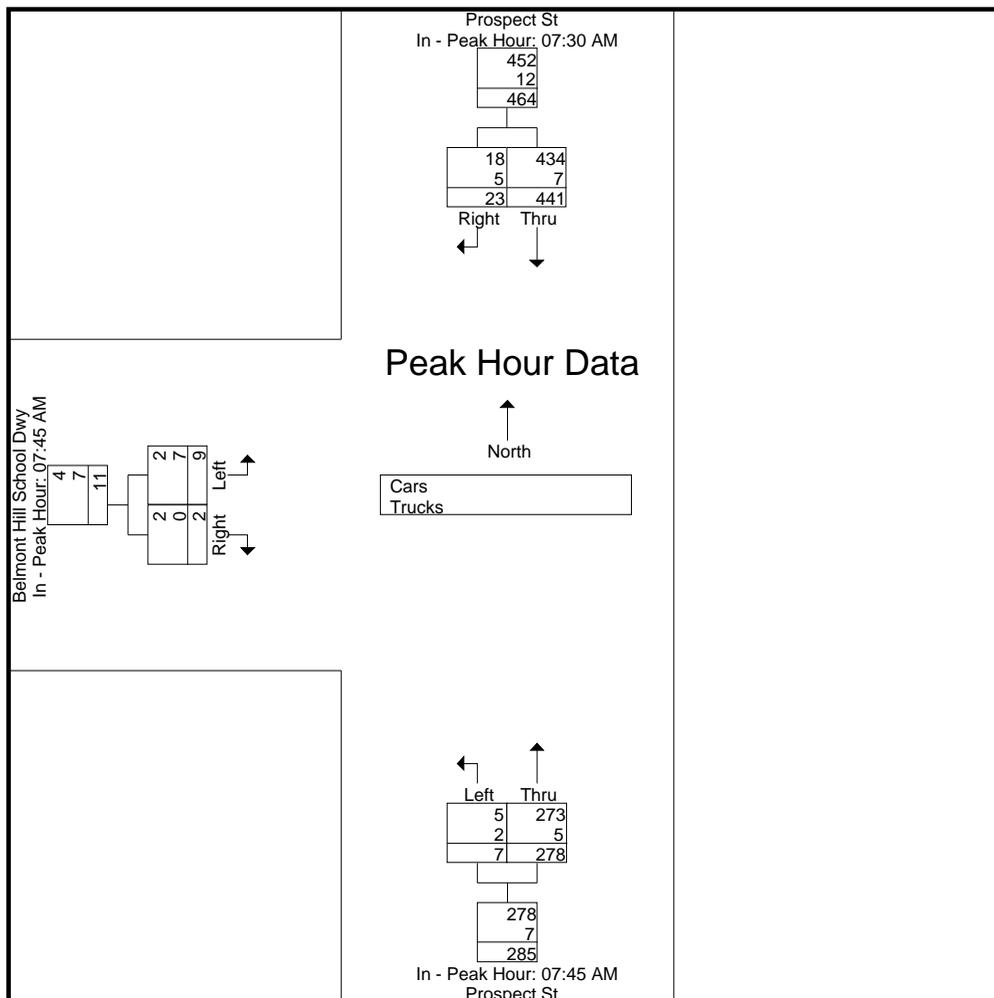
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:45 AM | | |
|--------------|------------|----------|------------|----------|-----------|-----------|----------|----------|----------|
| +0 mins. | 119 | 4 | 123 | 1 | 68 | 69 | 5 | 1 | 6 |
| +15 mins. | 110 | 9 | 119 | 2 | 77 | 79 | 3 | 0 | 3 |
| +30 mins. | 107 | 5 | 112 | 2 | 69 | 71 | 0 | 1 | 1 |
| +45 mins. | 105 | 5 | 110 | 2 | 64 | 66 | 1 | 0 | 1 |
| Total Volume | 441 | 23 | 464 | 7 | 278 | 285 | 9 | 2 | 11 |
| % App. Total | 95 | 5 | | 2.5 | 97.5 | | 81.8 | 18.2 | |
| PHF | .926 | .639 | .943 | .875 | .903 | .902 | .450 | .500 | .458 |
| Cars | 434 | 18 | 452 | 5 | 273 | 278 | 2 | 2 | 4 |
| % Cars | 98.4 | 78.3 | 97.4 | 71.4 | 98.2 | 97.5 | 22.2 | 100 | 36.4 |
| Trucks | 7 | 5 | 12 | 2 | 5 | 7 | 7 | 0 | 7 |
| % Trucks | 1.6 | 21.7 | 2.6 | 28.6 | 1.8 | 2.5 | 77.8 | 0 | 63.6 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Prospect Street
 E/W Street : Belmont Hill School Dwy
 City/State : Belmont, MA
 Weather : Clear

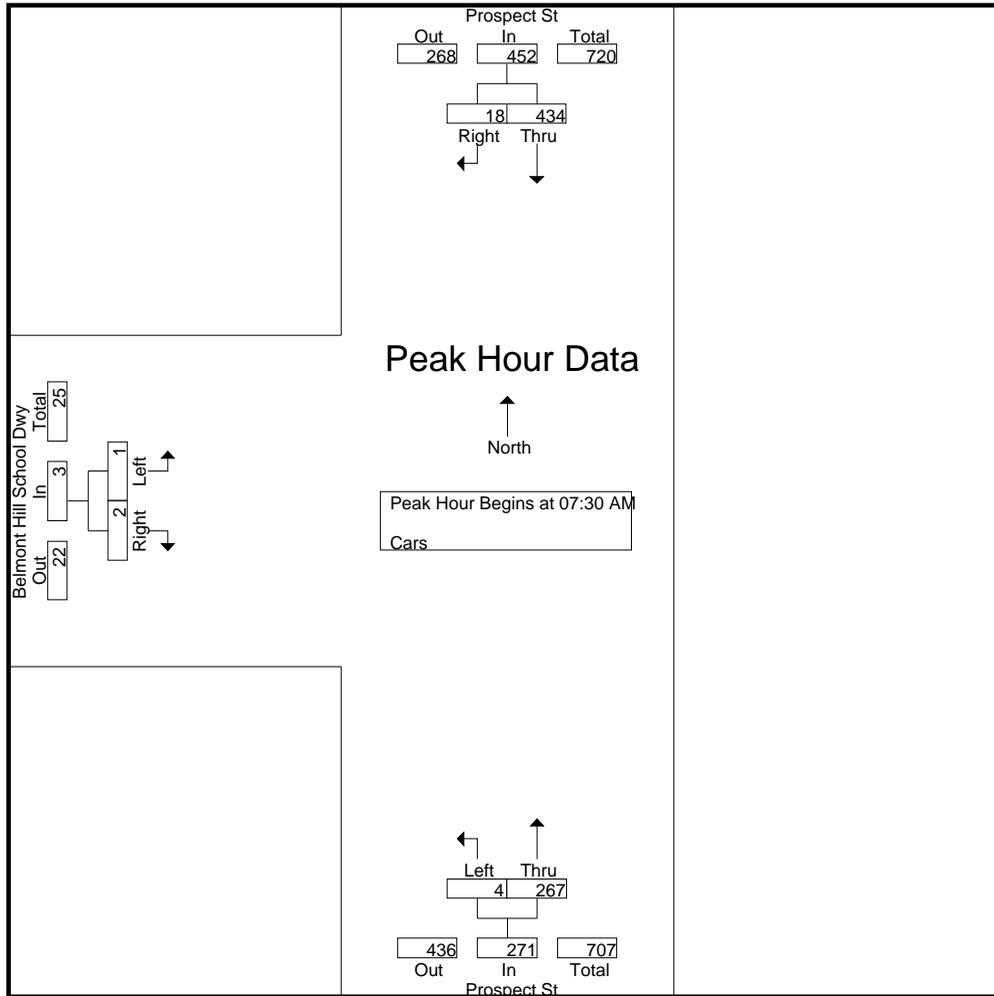
File Name : 89650015
 Site Code : 89650015
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Prospect St From North | | Prospect St From South | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|------------------------|-----------|------------------------|------------|-----------------------------------|----------|-------------|------------|
| | Thru | Right | Left | Thru | Left | Right | | |
| 07:00 AM | 65 | 4 | 0 | 26 | 3 | 0 | 98 | |
| 07:15 AM | 82 | 2 | 1 | 38 | 0 | 0 | 123 | |
| 07:30 AM | 117 | 3 | 1 | 56 | 0 | 0 | 177 | |
| 07:45 AM | 108 | 5 | 0 | 68 | 0 | 1 | 182 | |
| Total | 372 | 14 | 2 | 188 | 3 | 1 | 580 | |
| 08:00 AM | 106 | 5 | 1 | 74 | 1 | 0 | 187 | |
| 08:15 AM | 103 | 5 | 2 | 69 | 0 | 1 | 180 | |
| 08:30 AM | 97 | 0 | 2 | 62 | 1 | 0 | 162 | |
| 08:45 AM | 90 | 0 | 1 | 52 | 3 | 0 | 146 | |
| Total | 396 | 10 | 6 | 257 | 5 | 1 | 675 | |
| Grand Total | 768 | 24 | 8 | 445 | 8 | 2 | 1255 | |
| Apprch % | 97 | 3 | 1.8 | 98.2 | 80 | 20 | | |
| Total % | 61.2 | 1.9 | 0.6 | 35.5 | 0.6 | 0.2 | | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|------------------------|----------|------------|------------------------|-----------|------------|-----------------------------------|----------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 117 | 3 | 120 | 1 | 56 | 57 | 0 | 0 | 0 | 177 |
| 07:45 AM | 108 | 5 | 113 | 0 | 68 | 68 | 0 | 1 | 1 | 182 |
| 08:00 AM | 106 | 5 | 111 | 1 | 74 | 75 | 1 | 0 | 1 | 187 |
| 08:15 AM | 103 | 5 | 108 | 2 | 69 | 71 | 0 | 1 | 1 | 180 |
| Total Volume | 434 | 18 | 452 | 4 | 267 | 271 | 1 | 2 | 3 | 726 |
| % App. Total | 96 | 4 | | 1.5 | 98.5 | | 33.3 | 66.7 | | |
| PHF | .927 | .900 | .942 | .500 | .902 | .903 | .250 | .500 | .750 | .971 |

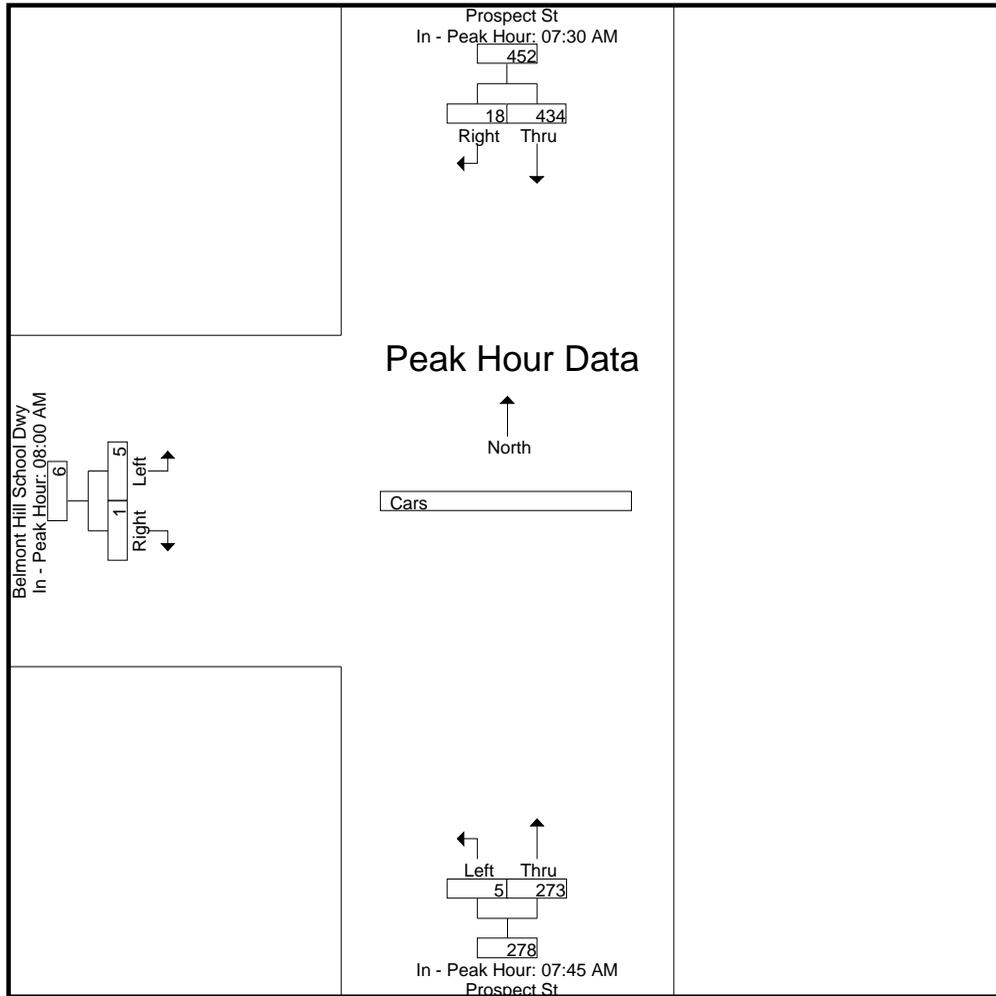
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 08:00 AM | | |
|--------------|------------|----------|------------|----------|-----------|-----------|----------|----------|----------|
| +0 mins. | 117 | 3 | 120 | 0 | 68 | 68 | 1 | 0 | 1 |
| +15 mins. | 108 | 5 | 113 | 1 | 74 | 75 | 0 | 1 | 1 |
| +30 mins. | 106 | 5 | 111 | 2 | 69 | 71 | 1 | 0 | 1 |
| +45 mins. | 103 | 5 | 108 | 2 | 62 | 64 | 3 | 0 | 3 |
| Total Volume | 434 | 18 | 452 | 5 | 273 | 278 | 5 | 1 | 6 |
| % App. Total | 96 | 4 | | 1.8 | 98.2 | | 83.3 | 16.7 | |
| PHF | .927 | .900 | .942 | .625 | .922 | .927 | .417 | .250 | .500 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear

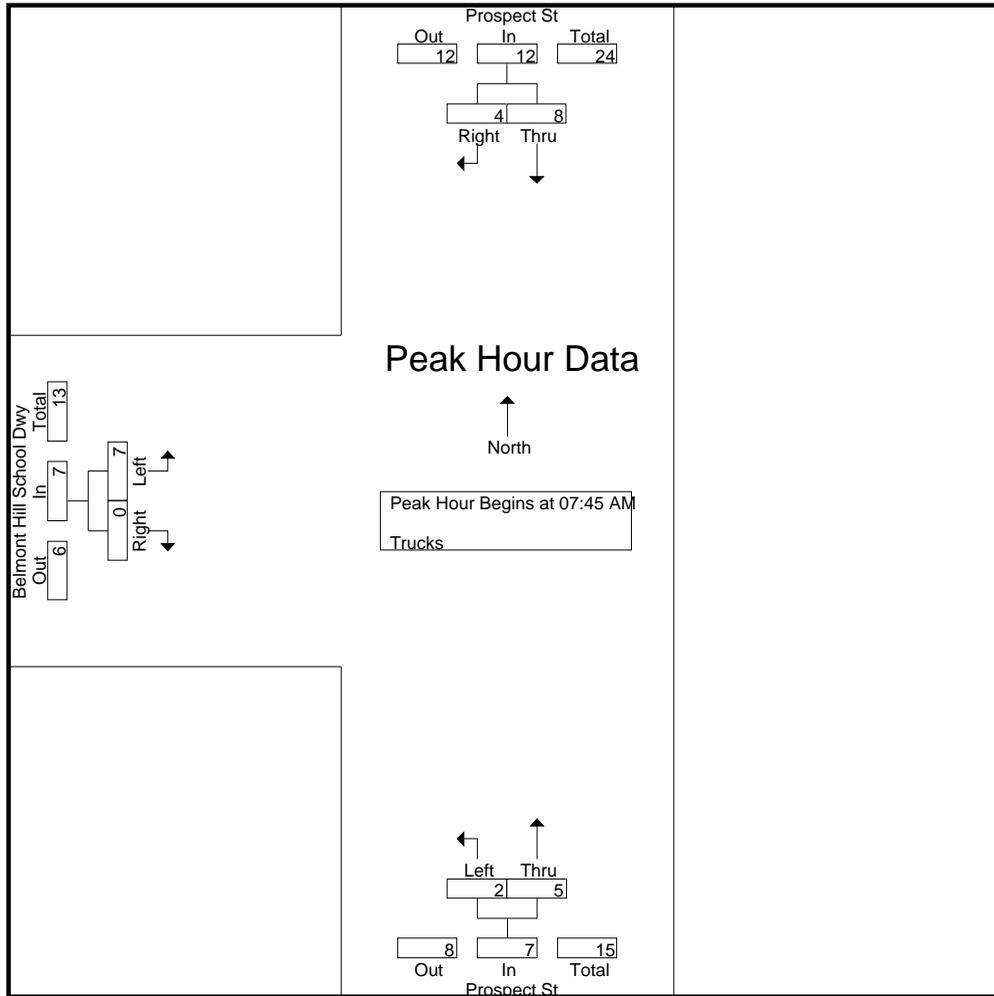
File Name : 89650015
Site Code : 89650015
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Prospect St From North | | Prospect St From South | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|---------------------------|----------|---------------------------|----------|--------------------------------------|----------|-----------|------------|
| | Thru | Right | Left | Thru | Left | Right | | |
| 07:00 AM | 2 | 0 | 0 | 1 | 0 | 0 | 3 | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07:30 AM | 2 | 1 | 0 | 1 | 0 | 0 | 4 | |
| 07:45 AM | 2 | 4 | 1 | 0 | 5 | 0 | 12 | |
| Total | 6 | 5 | 1 | 2 | 5 | 0 | 19 | |
| 08:00 AM | 1 | 0 | 1 | 3 | 2 | 0 | 7 | |
| 08:15 AM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 08:30 AM | 3 | 0 | 0 | 2 | 0 | 0 | 5 | |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 6 | 0 | 1 | 5 | 2 | 0 | 14 | |
| Grand Total | 12 | 5 | 2 | 7 | 7 | 0 | 33 | |
| Apprch % | 70.6 | 29.4 | 22.2 | 77.8 | 100 | 0 | | |
| Total % | 36.4 | 15.2 | 6.1 | 21.2 | 21.2 | 0 | | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|---------------------------|-------|------------|---------------------------|------|------------|--------------------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | |
| 07:45 AM | 2 | 4 | 6 | 1 | 0 | 1 | 5 | 0 | 5 | 12 |
| 08:00 AM | 1 | 0 | 1 | 1 | 3 | 4 | 2 | 0 | 2 | 7 |
| 08:15 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 AM | 3 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 5 |
| Total Volume | 8 | 4 | 12 | 2 | 5 | 7 | 7 | 0 | 7 | 26 |
| % App. Total | 66.7 | 33.3 | | 28.6 | 71.4 | | 100 | 0 | | |
| PHF | .667 | .250 | .500 | .500 | .417 | .438 | .350 | .000 | .350 | .542 |

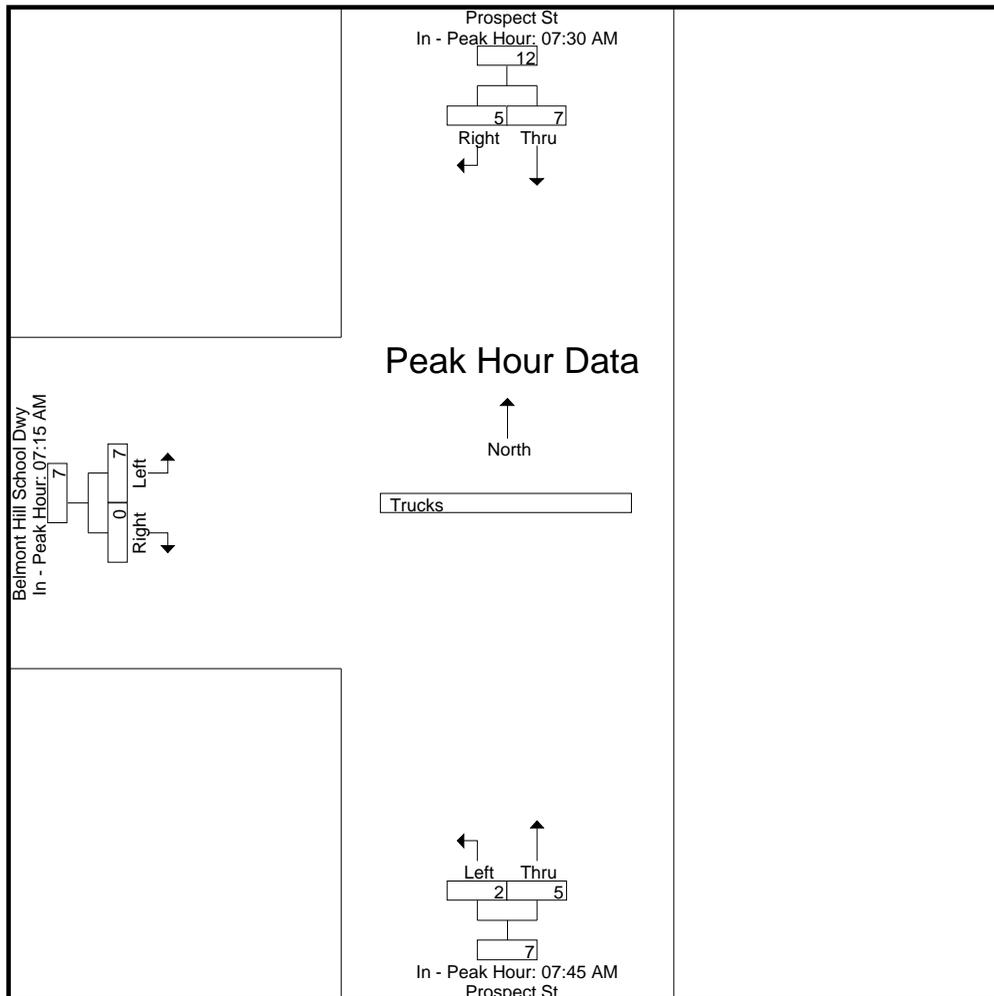
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:45 AM | | | 07:15 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 2 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 |
| +15 mins. | 2 | 4 | 6 | 1 | 3 | 4 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 5 |
| +45 mins. | 2 | 0 | 2 | 0 | 2 | 2 | 2 | 0 | 2 |
| Total Volume | 7 | 5 | 12 | 2 | 5 | 7 | 7 | 0 | 7 |
| % App. Total | 58.3 | 41.7 | | 28.6 | 71.4 | | 100 | 0 | |
| PHF | .875 | .313 | .500 | .500 | .417 | .438 | .350 | .000 | .350 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Prospect Street
 E/W Street : Belmont Hill School Dwy
 City/State : Belmont, MA
 Weather : Clear

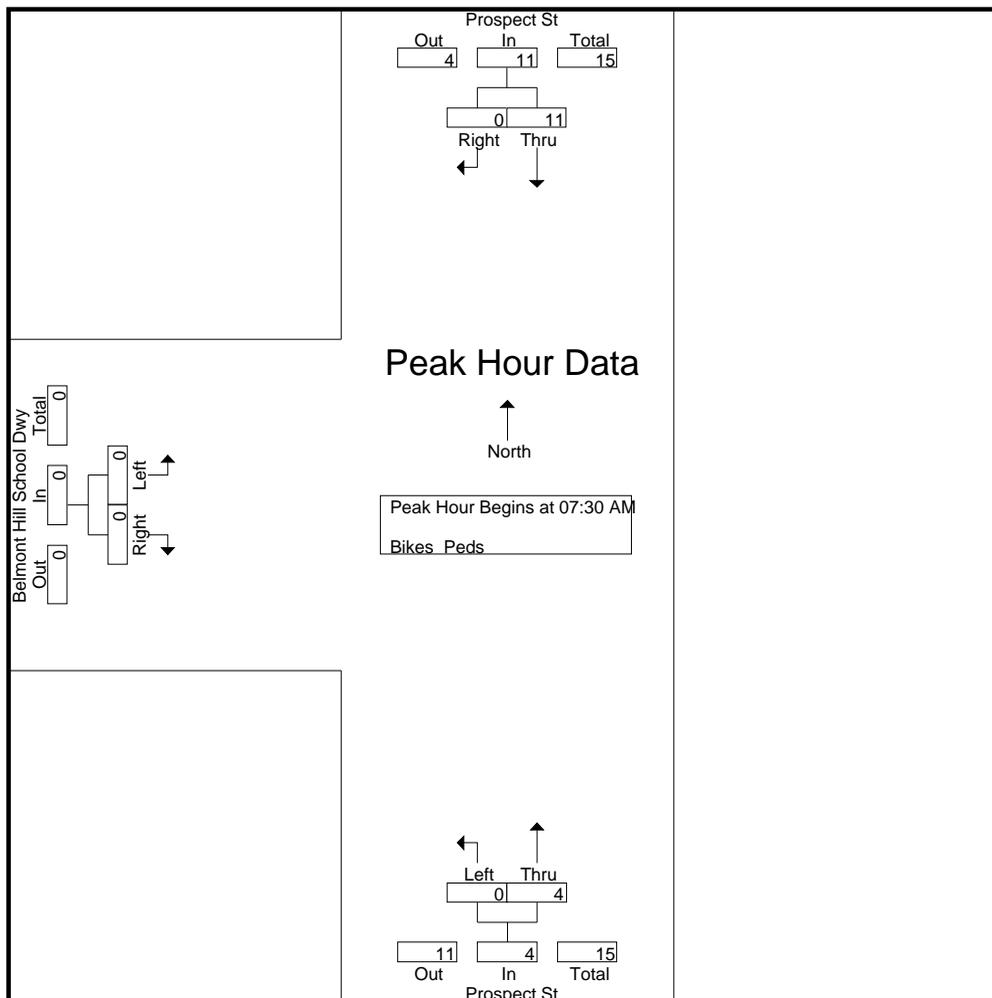
File Name : 89650015
 Site Code : 89650015
 Start Date : 5/18/2021
 Page No : 10

Groups Printed- Bikes Peds

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|------------------------|----------|----------|------------------------|----------|----------|-----------------------------------|----------|----------|--------------|--------------|------------|
| | Thru | Right | Peds | Left | Thru | Peds | Left | Right | Peds | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| 07:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 3 |
| 07:30 AM | 4 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 4 | 5 | 9 |
| 07:45 AM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 4 | 5 |
| Total | 7 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 5 | 8 | 10 | 18 |
| 08:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| 08:15 AM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 |
| Total | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 4 | 7 | 11 |
| Grand Total | 12 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 9 | 12 | 17 | 29 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | | | |
| Total % | 70.6 | 0 | | 0 | 29.4 | | 0 | 0 | | 41.4 | 58.6 | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|------------------------|----------|------------|------------------------|------------|------------|-----------------------------------|----------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 4 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 5 |
| 07:45 AM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 08:00 AM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 08:15 AM | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 11 | 0 | 11 | 0 | 4 | 4 | 0 | 0 | 0 | 15 |
| % App. Total | 100 | 0 | 100 | 0 | 100 | 100 | 0 | 0 | 0 | 100 |
| PHF | .688 | .000 | .688 | .000 | .500 | .500 | .000 | .000 | .000 | .750 |

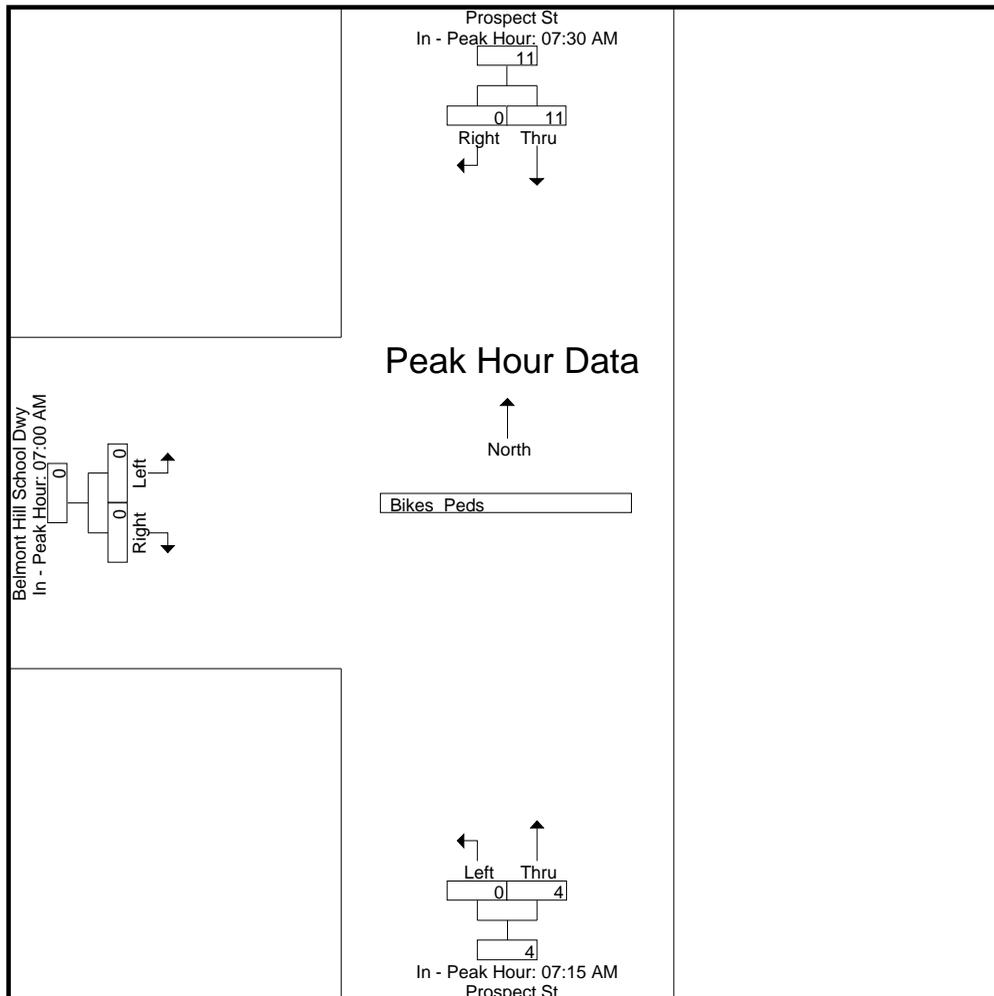
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:15 AM | | | 07:00 AM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 |
| +45 mins. | 4 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 |
| Total Volume | 11 | 0 | 11 | 0 | 4 | 4 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .688 | .000 | .688 | .000 | .500 | .500 | .000 | .000 | .000 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Prospect Street
 E/W Street : Belmont Hill School Dwy
 City/State : Belmont, MA
 Weather : Clear

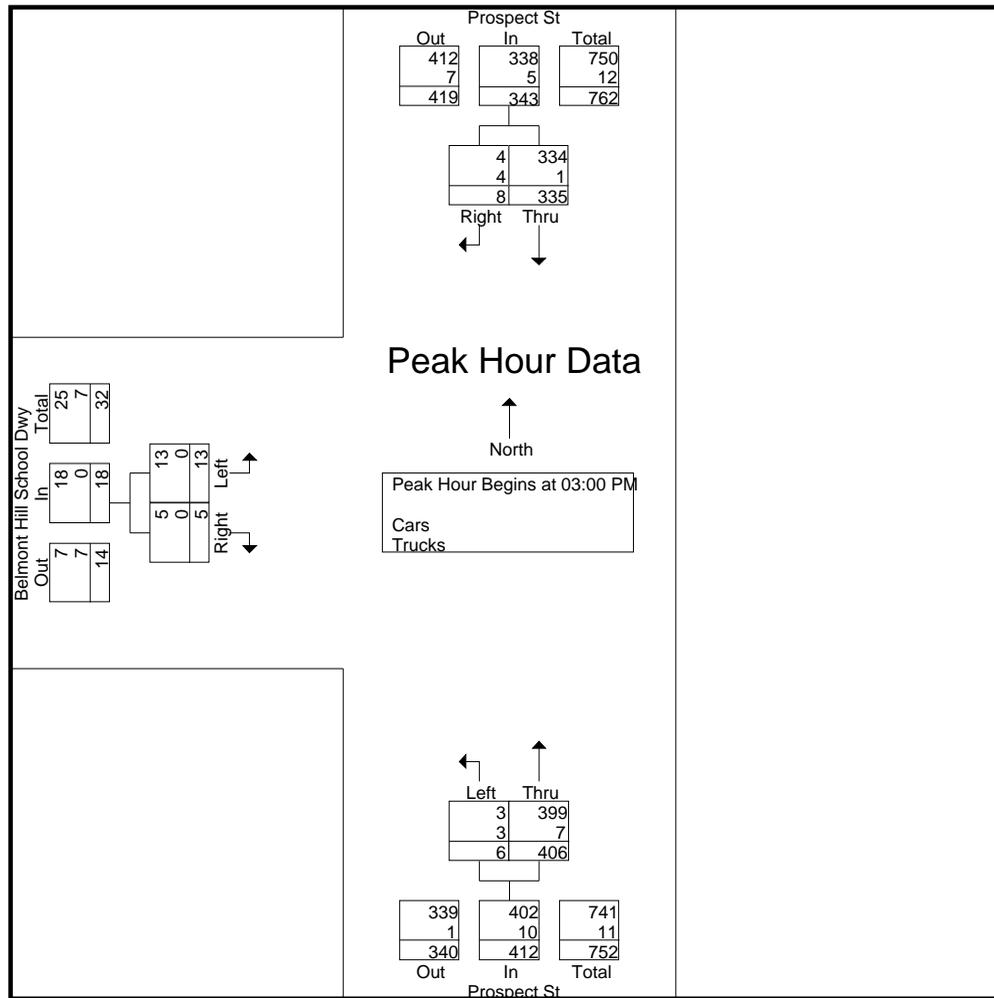
File Name : 89650015
 Site Code : 89650015
 Start Date : 5/18/2021
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Prospect St From North | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|------------------------|-----------|------------------------|-------------|-----------|-----------------------------------|-------------|--|------------|
| | Thru | Right | Left | Thru | Left | Right | | | |
| 02:00 PM | 71 | 3 | 0 | 58 | 3 | 1 | 136 | | |
| 02:15 PM | 88 | 1 | 0 | 68 | 4 | 1 | 162 | | |
| 02:30 PM | 78 | 4 | 1 | 74 | 2 | 1 | 160 | | |
| 02:45 PM | 81 | 0 | 0 | 73 | 3 | 0 | 157 | | |
| Total | 318 | 8 | 1 | 273 | 12 | 3 | 615 | | |
| 03:00 PM | 83 | 3 | 1 | 116 | 4 | 3 | 210 | | |
| 03:15 PM | 85 | 0 | 0 | 100 | 6 | 0 | 191 | | |
| 03:30 PM | 79 | 1 | 2 | 105 | 1 | 1 | 189 | | |
| 03:45 PM | 88 | 4 | 3 | 85 | 2 | 1 | 183 | | |
| Total | 335 | 8 | 6 | 406 | 13 | 5 | 773 | | |
| 04:00 PM | 61 | 1 | 0 | 111 | 5 | 3 | 181 | | |
| 04:15 PM | 73 | 0 | 1 | 77 | 1 | 0 | 152 | | |
| 04:30 PM | 71 | 0 | 0 | 93 | 0 | 0 | 164 | | |
| 04:45 PM | 70 | 0 | 1 | 100 | 0 | 0 | 171 | | |
| Total | 275 | 1 | 2 | 381 | 6 | 3 | 668 | | |
| 05:00 PM | 100 | 0 | 0 | 114 | 0 | 1 | 215 | | |
| 05:15 PM | 85 | 1 | 0 | 90 | 0 | 1 | 177 | | |
| 05:30 PM | 91 | 0 | 1 | 101 | 1 | 1 | 195 | | |
| 05:45 PM | 67 | 1 | 0 | 93 | 0 | 0 | 161 | | |
| Total | 343 | 2 | 1 | 398 | 1 | 3 | 748 | | |
| Grand Total | 1271 | 19 | 10 | 1458 | 32 | 14 | 2804 | | |
| Apprch % | 98.5 | 1.5 | 0.7 | 99.3 | 69.6 | 30.4 | | | |
| Total % | 45.3 | 0.7 | 0.4 | 52 | 1.1 | 0.5 | | | |
| Cars | 1265 | 15 | 7 | 1448 | 28 | 11 | 2774 | | |
| % Cars | 99.5 | 78.9 | 70 | 99.3 | 87.5 | 78.6 | 98.9 | | |
| Trucks | 6 | 4 | 3 | 10 | 4 | 3 | 30 | | |
| % Trucks | 0.5 | 21.1 | 30 | 0.7 | 12.5 | 21.4 | 1.1 | | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|------------------------|----------|------------|------------------------|------------|------------|-----------------------------------|----------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 83 | 3 | 86 | 1 | 116 | 117 | 4 | 3 | 7 | 210 |
| 03:15 PM | 85 | 0 | 85 | 0 | 100 | 100 | 6 | 0 | 6 | 191 |
| 03:30 PM | 79 | 1 | 80 | 2 | 105 | 107 | 1 | 1 | 2 | 189 |
| 03:45 PM | 88 | 4 | 92 | 3 | 85 | 88 | 2 | 1 | 3 | 183 |
| Total Volume | 335 | 8 | 343 | 6 | 406 | 412 | 13 | 5 | 18 | 773 |
| % App. Total | 97.7 | 2.3 | | 1.5 | 98.5 | | 72.2 | 27.8 | | |
| PHF | .952 | .500 | .932 | .500 | .875 | .880 | .542 | .417 | .643 | .920 |
| Cars | 334 | 4 | 338 | 3 | 399 | 402 | 13 | 5 | 18 | 758 |
| % Cars | 99.7 | 50.0 | 98.5 | 50.0 | 98.3 | 97.6 | 100 | 100 | 100 | 98.1 |
| Trucks | 1 | 4 | 5 | 3 | 7 | 10 | 0 | 0 | 0 | 15 |
| % Trucks | 0.3 | 50.0 | 1.5 | 50.0 | 1.7 | 2.4 | 0 | 0 | 0 | 1.9 |

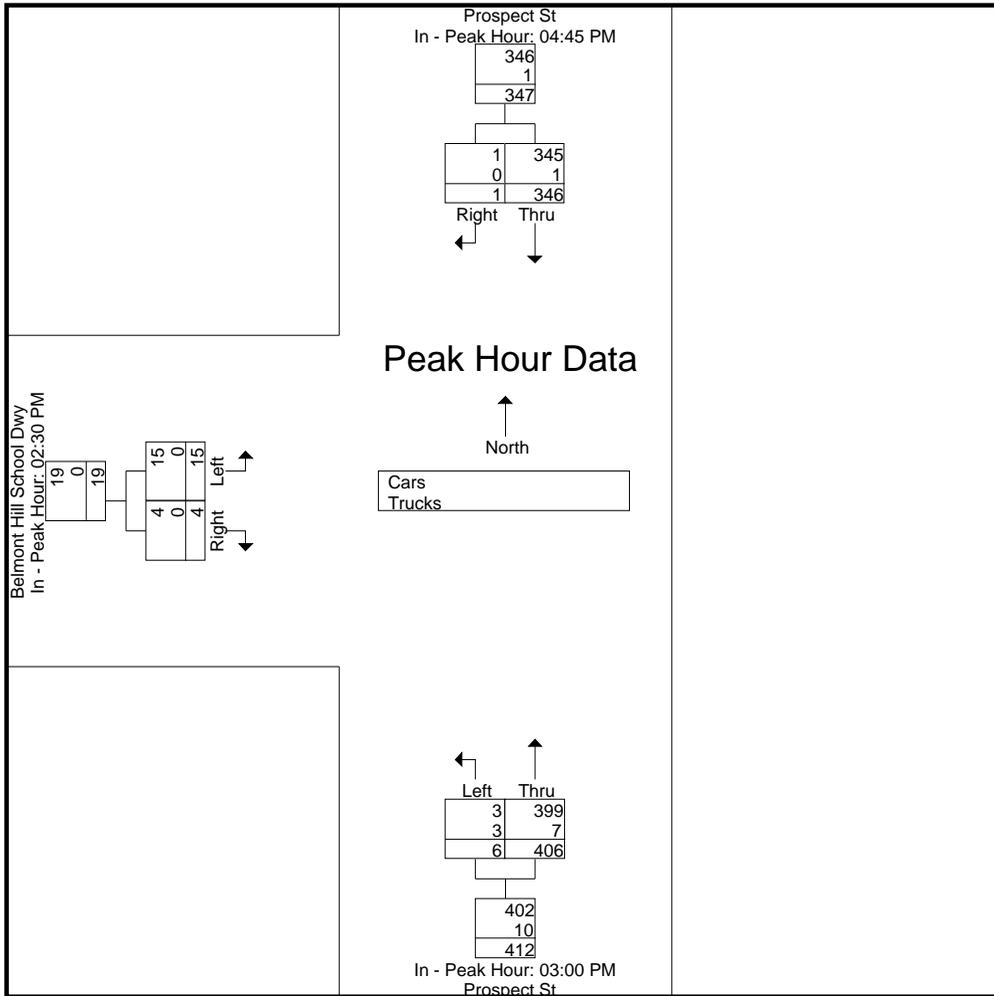
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 03:00 PM | | | 02:30 PM | | |
|--------------|------------|----------|------------|----------|------------|------------|----------|----------|----------|
| +0 mins. | 70 | 0 | 70 | 1 | 116 | 117 | 2 | 1 | 3 |
| +15 mins. | 100 | 0 | 100 | 0 | 100 | 100 | 3 | 0 | 3 |
| +30 mins. | 85 | 1 | 86 | 2 | 105 | 107 | 4 | 3 | 7 |
| +45 mins. | 91 | 0 | 91 | 3 | 85 | 88 | 6 | 0 | 6 |
| Total Volume | 346 | 1 | 347 | 6 | 406 | 412 | 15 | 4 | 19 |
| % App. Total | 99.7 | 0.3 | | 1.5 | 98.5 | | 78.9 | 21.1 | |
| PHF | .865 | .250 | .868 | .500 | .875 | .880 | .625 | .333 | .679 |
| Cars | 345 | 1 | 346 | 3 | 399 | 402 | 15 | 4 | 19 |
| % Cars | 99.7 | 100 | 99.7 | 50 | 98.3 | 97.6 | 100 | 100 | 100 |
| Trucks | 1 | 0 | 1 | 3 | 7 | 10 | 0 | 0 | 0 |
| % Trucks | 0.3 | 0 | 0.3 | 50 | 1.7 | 2.4 | 0 | 0 | 0 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : Prospect Street
 E/W Street : Belmont Hill School Dwy
 City/State : Belmont, MA
 Weather : Clear

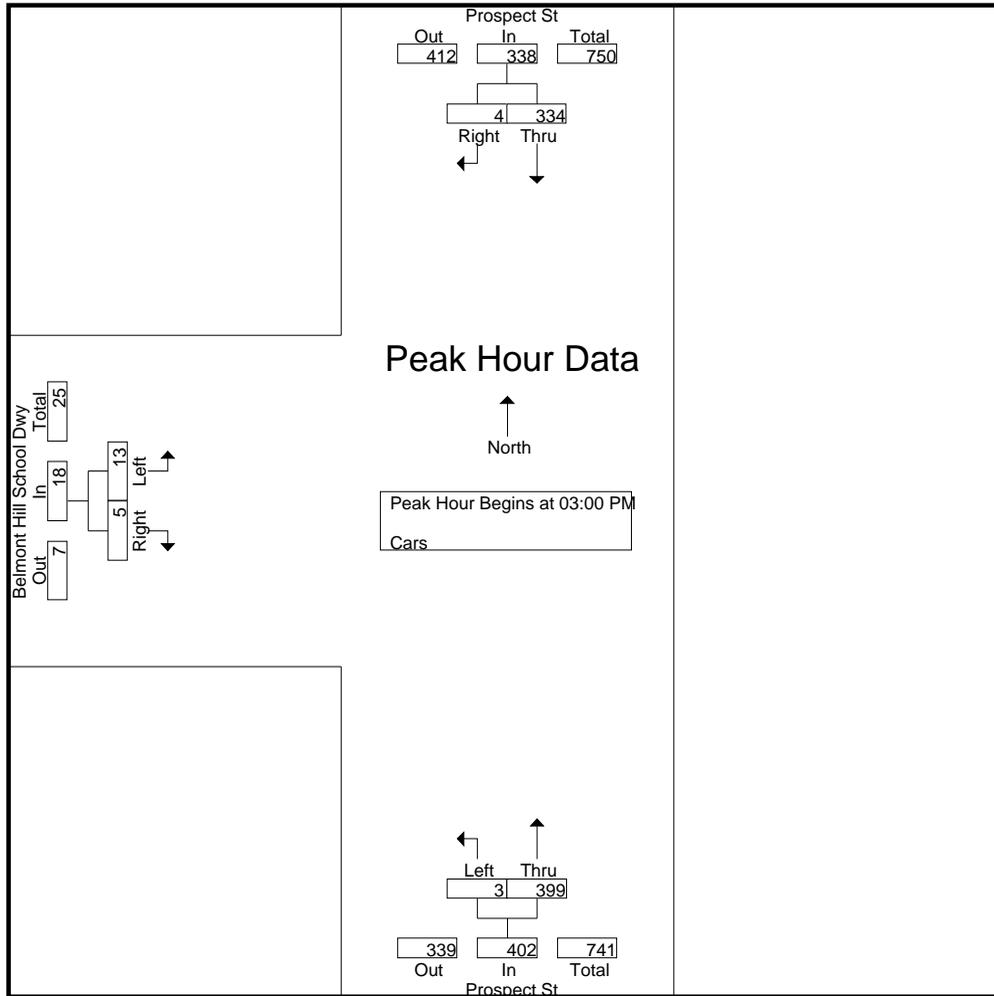
File Name : 89650015
 Site Code : 89650015
 Start Date : 5/18/2021
 Page No : 4

Groups Printed- Cars

| Start Time | Prospect St From North | | Prospect St From South | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|------------------------|-----------|------------------------|-------------|-----------------------------------|-----------|-------------|------------|
| | Thru | Right | Left | Thru | Left | Right | | |
| 02:00 PM | 70 | 3 | 0 | 58 | 3 | 1 | 135 | |
| 02:15 PM | 86 | 1 | 0 | 68 | 4 | 1 | 160 | |
| 02:30 PM | 77 | 4 | 1 | 74 | 2 | 1 | 159 | |
| 02:45 PM | 81 | 0 | 0 | 71 | 3 | 0 | 155 | |
| Total | 314 | 8 | 1 | 271 | 12 | 3 | 609 | |
| 03:00 PM | 83 | 3 | 1 | 115 | 4 | 3 | 209 | |
| 03:15 PM | 84 | 0 | 0 | 97 | 6 | 0 | 187 | |
| 03:30 PM | 79 | 1 | 1 | 103 | 1 | 1 | 186 | |
| 03:45 PM | 88 | 0 | 1 | 84 | 2 | 1 | 176 | |
| Total | 334 | 4 | 3 | 399 | 13 | 5 | 758 | |
| 04:00 PM | 61 | 1 | 0 | 111 | 1 | 0 | 174 | |
| 04:15 PM | 73 | 0 | 1 | 76 | 1 | 0 | 151 | |
| 04:30 PM | 71 | 0 | 0 | 93 | 0 | 0 | 164 | |
| 04:45 PM | 70 | 0 | 1 | 100 | 0 | 0 | 171 | |
| Total | 275 | 1 | 2 | 380 | 2 | 0 | 660 | |
| 05:00 PM | 100 | 0 | 0 | 114 | 0 | 1 | 215 | |
| 05:15 PM | 85 | 1 | 0 | 90 | 0 | 1 | 177 | |
| 05:30 PM | 90 | 0 | 1 | 101 | 1 | 1 | 194 | |
| 05:45 PM | 67 | 1 | 0 | 93 | 0 | 0 | 161 | |
| Total | 342 | 2 | 1 | 398 | 1 | 3 | 747 | |
| Grand Total | 1265 | 15 | 7 | 1448 | 28 | 11 | 2774 | |
| Apprch % | 98.8 | 1.2 | 0.5 | 99.5 | 71.8 | 28.2 | | |
| Total % | 45.6 | 0.5 | 0.3 | 52.2 | 1 | 0.4 | | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|------------------------|----------|------------|------------------------|------------|------------|-----------------------------------|----------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | |
| 03:00 PM | 83 | 3 | 86 | 1 | 115 | 116 | 4 | 3 | 7 | 209 |
| 03:15 PM | 84 | 0 | 84 | 0 | 97 | 97 | 6 | 0 | 6 | 187 |
| 03:30 PM | 79 | 1 | 80 | 1 | 103 | 104 | 1 | 1 | 2 | 186 |
| 03:45 PM | 88 | 0 | 88 | 1 | 84 | 85 | 2 | 1 | 3 | 176 |
| Total Volume | 334 | 4 | 338 | 3 | 399 | 402 | 13 | 5 | 18 | 758 |
| % App. Total | 98.8 | 1.2 | | 0.7 | 99.3 | | 72.2 | 27.8 | | |
| PHF | .949 | .333 | .960 | .750 | .867 | .866 | .542 | .417 | .643 | .907 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



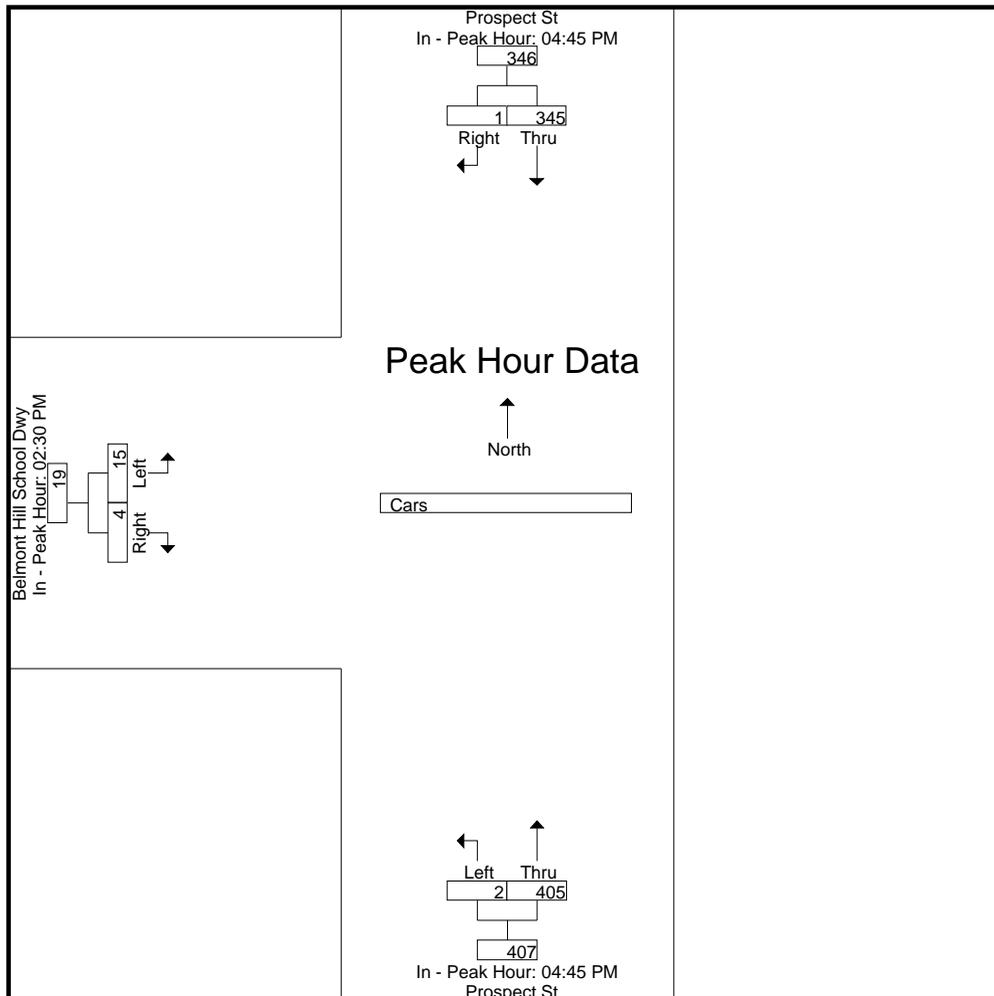
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 02:30 PM | | |
|--------------|------------|------|------------|----------|------------|------------|----------|------|------|
| +0 mins. | 70 | 0 | 70 | 1 | 100 | 101 | 2 | 1 | 3 |
| +15 mins. | 100 | 0 | 100 | 0 | 114 | 114 | 3 | 0 | 3 |
| +30 mins. | 85 | 1 | 86 | 0 | 90 | 90 | 4 | 3 | 7 |
| +45 mins. | 90 | 0 | 90 | 1 | 101 | 102 | 6 | 0 | 6 |
| Total Volume | 345 | 1 | 346 | 2 | 405 | 407 | 15 | 4 | 19 |
| % App. Total | 99.7 | 0.3 | | 0.5 | 99.5 | | 78.9 | 21.1 | |
| PHF | .863 | .250 | .865 | .500 | .888 | .893 | .625 | .333 | .679 |

Accurate Counts
978-664-2565

File Name : 89650015
Site Code : 89650015
Start Date : 5/18/2021
Page No : 6

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear

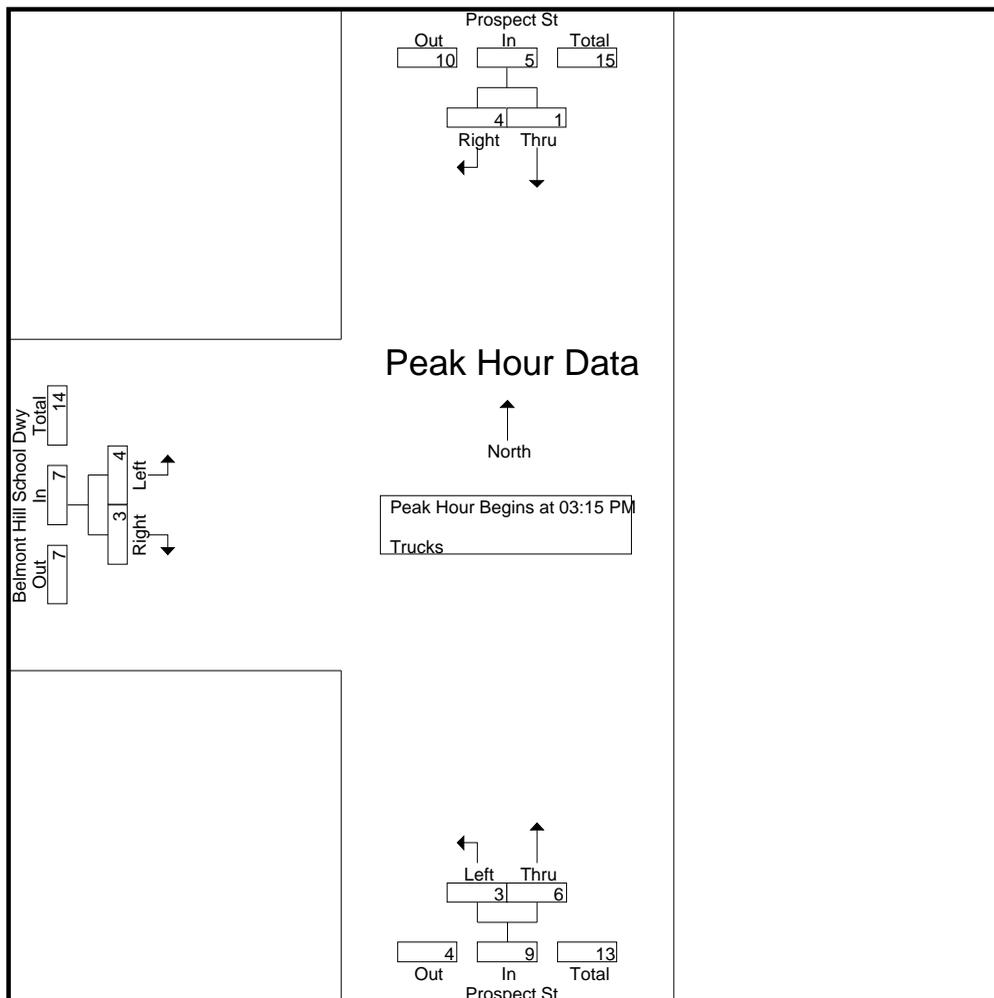
File Name : 89650015
Site Code : 89650015
Start Date : 5/18/2021
Page No : 7

Groups Printed- Trucks

| Start Time | Prospect St From North | | Prospect St From South | | Belmont Hill School Dwy From West | | | Int. Total |
|--------------------|---------------------------|----------|---------------------------|-----------|--------------------------------------|----------|-----------|------------|
| | Thru | Right | Left | Thru | Left | Right | | |
| 02:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 02:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 02:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 02:45 PM | 0 | 0 | 0 | 2 | 0 | 0 | 2 | |
| Total | 4 | 0 | 0 | 2 | 0 | 0 | 6 | |
| 03:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 03:15 PM | 1 | 0 | 0 | 3 | 0 | 0 | 4 | |
| 03:30 PM | 0 | 0 | 1 | 2 | 0 | 0 | 3 | |
| 03:45 PM | 0 | 4 | 2 | 1 | 0 | 0 | 7 | |
| Total | 1 | 4 | 3 | 7 | 0 | 0 | 15 | |
| 04:00 PM | 0 | 0 | 0 | 0 | 4 | 3 | 7 | |
| 04:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 1 | 4 | 3 | 8 | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 05:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Grand Total | 6 | 4 | 3 | 10 | 4 | 3 | 30 | |
| Apprch % | 60 | 40 | 23.1 | 76.9 | 57.1 | 42.9 | | |
| Total % | 20 | 13.3 | 10 | 33.3 | 13.3 | 10 | | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|---------------------------|-------|------------|---------------------------|------|------------|--------------------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | |
| 03:15 PM | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 4 |
| 03:30 PM | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 3 |
| 03:45 PM | 0 | 4 | 4 | 2 | 1 | 3 | 0 | 0 | 0 | 7 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 7 |
| Total Volume | 1 | 4 | 5 | 3 | 6 | 9 | 4 | 3 | 7 | 21 |
| % App. Total | 20 | 80 | | 33.3 | 66.7 | | 57.1 | 42.9 | | |
| PHF | .250 | .250 | .313 | .375 | .500 | .750 | .250 | .250 | .250 | .750 |

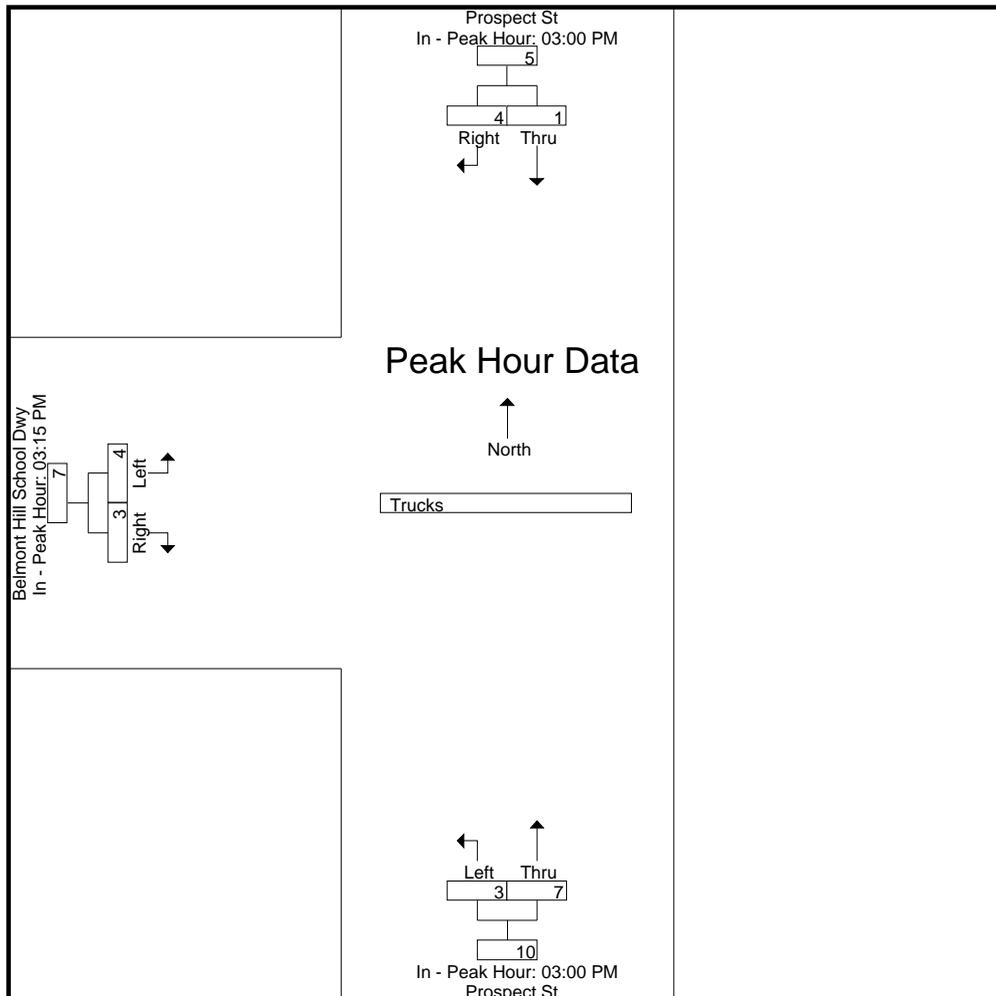
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:00 PM | | | 03:00 PM | | | 03:15 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 |
| +45 mins. | 0 | 4 | 4 | 2 | 1 | 3 | 4 | 3 | 7 |
| Total Volume | 1 | 4 | 5 | 3 | 7 | 10 | 4 | 3 | 7 |
| % App. Total | 20 | 80 | | 30 | 70 | | 57.1 | 42.9 | |
| PHF | .250 | .250 | .313 | .375 | .583 | .833 | .250 | .250 | .250 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear

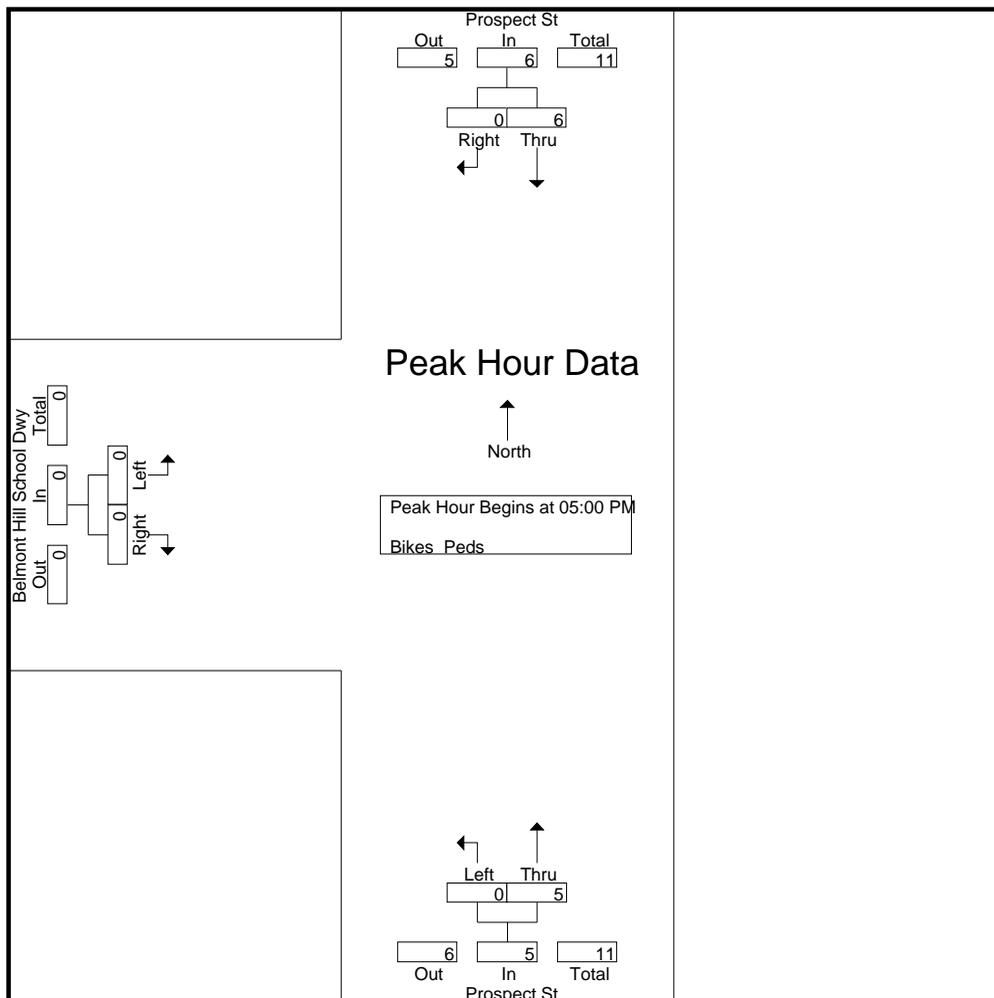
File Name : 89650015
Site Code : 89650015
Start Date : 5/18/2021
Page No : 10

Groups Printed- Bikes Peds

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|---------------------------|----------|----------|---------------------------|-----------|----------|--------------------------------------|----------|-----------|--------------|--------------|------------|
| | Thru | Right | Peds | Left | Thru | Peds | Left | Right | Peds | | | |
| 02:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 4 |
| 02:15 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 5 | 9 |
| 03:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 03:15 PM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 3 | 4 |
| 03:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 3 | 2 | 5 |
| 03:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 3 |
| Total | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 5 | 9 | 14 |
| 04:00 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 6 |
| 04:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 5 | 2 | 7 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 0 | 17 |
| Total | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 29 | 29 | 5 | 34 |
| 05:00 PM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 4 | 6 |
| 05:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 11 | 12 | 1 | 13 |
| 05:45 PM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 5 | 4 | 9 |
| Total | 6 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 18 | 19 | 11 | 30 |
| Grand Total | 18 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 56 | 57 | 30 | 87 |
| Apprch % | 100 | 0 | | 0 | 100 | | 0 | 0 | | | | |
| Total % | 60 | 0 | | 0 | 40 | | 0 | 0 | | 65.5 | 34.5 | |

| Start Time | Prospect St From North | | | Prospect St From South | | | Belmont Hill School Dwy From West | | | Int. Total |
|--|---------------------------|-------|------------|---------------------------|------|------------|--------------------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | |
| 05:00 PM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 05:15 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 05:45 PM | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| Total Volume | 6 | 0 | 6 | 0 | 5 | 5 | 0 | 0 | 0 | 11 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | | |
| PHF | .750 | .000 | .750 | .000 | .625 | .625 | .000 | .000 | .000 | .688 |

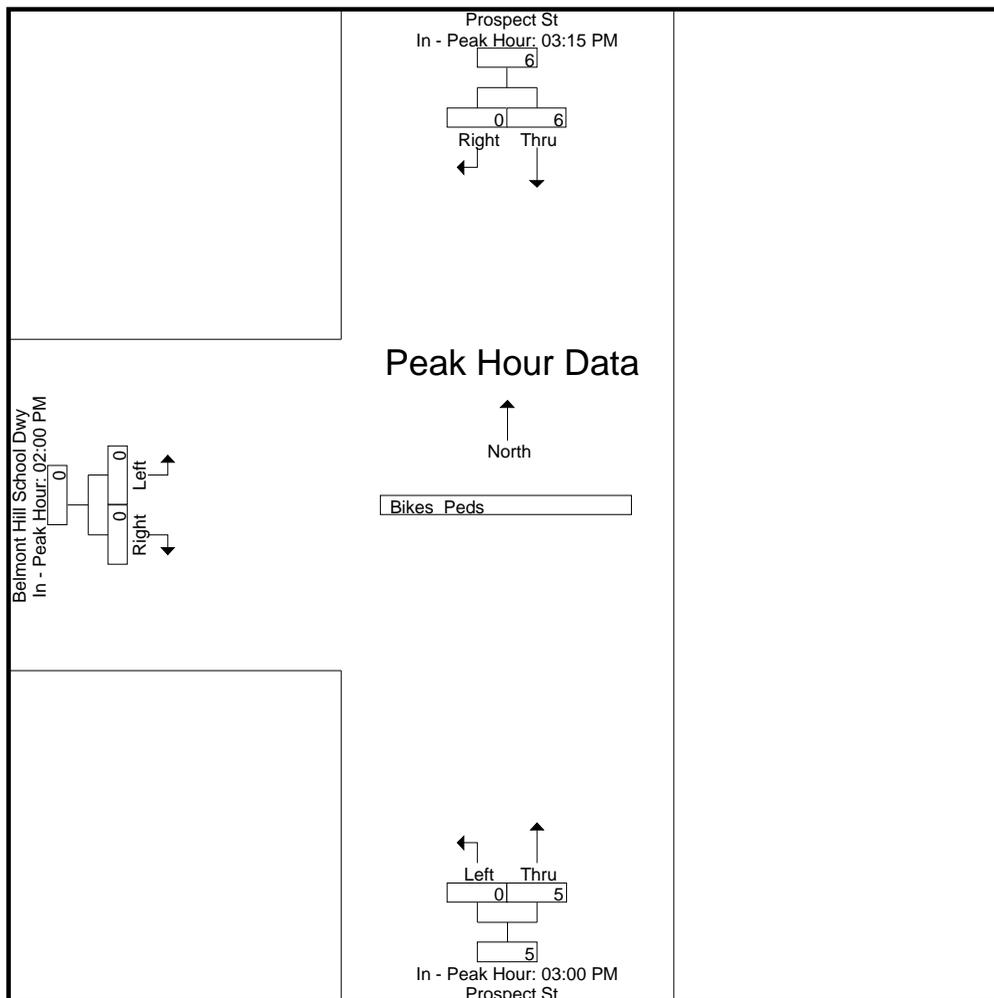
N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 03:15 PM | | | 03:00 PM | | | 02:00 PM | | |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 |
| +30 mins. | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| +45 mins. | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 |
| Total Volume | 6 | 0 | 6 | 0 | 5 | 5 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 0 | |
| PHF | .500 | .000 | .500 | .000 | .625 | .625 | .000 | .000 | .000 |

N/S Street : Prospect Street
E/W Street : Belmont Hill School Dwy
City/State : Belmont, MA
Weather : Clear



SEASONAL ADJUSTMENT DATA



Massachusetts Highway Department

4013: Monthly Hourly Volume for May 2019

Location ID: 4013
County: Middlesex
Functional Class: 3
Location: CAMBRIDGE TURNPIKE
Seasonal Factor Group: U3
Daily Factor Group:
Axle Factor Group: U3
Growth Factor Group:

| | 0:00 | 1:00 | 2:00 | 3:00 | 4:00 | 5:00 | 6:00 | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 | 22:00 | 23:00 | TOTAL | QC Status | |
|----|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|--|
| 1 | 261 | 123 | 68 | 84 | 283 | 1829 | 4052 | 5047 | 3926 | 3495 | 2931 | 2617 | 2616 | 2685 | 3400 | 3932 | 4268 | 4213 | 3754 | 2714 | 1786 | 1352 | 948 | 569 | 56953 | Accepted | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 500 | 216 | 150 | 118 | 106 | 247 | 699 | 1145 | 1679 | 2192 | 2758 | 2938 | 3313 | 3254 | 3328 | 3198 | 3130 | 3009 | 2451 | 1708 | 1505 | 1212 | 1175 | 924 | 40955 | Accepted | |
| 5 | 431 | 218 | 161 | 119 | 312 | 1749 | 3421 | 3691 | 3649 | 3298 | 2714 | 2581 | 2961 | 2689 | 2618 | 3032 | 3308 | 3435 | 2797 | 1752 | 1304 | 983 | 647 | 390 | 48260 | Accepted | |
| 6 | 228 | 103 | 87 | 83 | 317 | 2014 | 3931 | 4952 | 4563 | 3914 | 3036 | 2461 | 2501 | 2626 | 3358 | 3956 | 4267 | 4345 | 3681 | 2426 | 1474 | 1174 | 886 | 443 | 56826 | Accepted | |
| 7 | 177 | 112 | 72 | 97 | 320 | 1987 | 4136 | 4886 | 4715 | 4029 | 3020 | 2480 | 2585 | 2646 | 3497 | 4112 | 4346 | 4412 | 3575 | 2665 | 1827 | 1437 | 815 | 482 | 58430 | Accepted | |
| 8 | 293 | 99 | 85 | 89 | 337 | 1856 | 4268 | 4930 | 4688 | 3927 | 3037 | 2688 | 2655 | 2741 | 3531 | 4121 | 4419 | 4559 | 4165 | 2920 | 1983 | 1448 | 1089 | 632 | 60560 | Accepted | |
| 9 | 299 | 151 | 81 | 101 | 310 | 1823 | 3986 | 4886 | 4407 | 3494 | 2863 | 2916 | 2875 | 2949 | 3641 | 4171 | 4308 | 4370 | 4037 | 2668 | 1978 | 1629 | 1215 | 849 | 60007 | Accepted | |
| 10 | 405 | 190 | 89 | 96 | 166 | 636 | 1517 | 2476 | 2725 | 2773 | 3016 | 3254 | 3478 | 3491 | 4137 | 4412 | 4334 | 4218 | 3666 | 2530 | 1839 | 1515 | 1425 | 1075 | 53463 | Accepted | |
| 11 | 513 | 246 | 166 | 123 | 116 | 328 | 1020 | 1292 | 1916 | 2568 | 3266 | 3665 | 3835 | 3920 | 3585 | 3396 | 3330 | 3266 | 2859 | 2370 | 1875 | 1515 | 1228 | 831 | 47229 | Accepted | |
| 12 | 451 | 237 | 150 | 110 | 287 | 1754 | 3299 | 3548 | 3669 | 3571 | 3012 | 2958 | 2873 | 2812 | 2830 | 3219 | 3440 | 3520 | 2979 | 1988 | 1379 | 962 | 633 | 426 | 50107 | Accepted | |
| 13 | 188 | 94 | 90 | 78 | 284 | 2064 | 4152 | 4819 | 4540 | 3989 | 3016 | 2386 | 2510 | 2573 | 3377 | 3933 | 4203 | 4354 | 3742 | 2615 | 1435 | 1206 | 730 | 474 | 56852 | Accepted | |
| 14 | 216 | 106 | 73 | 62 | 303 | 2058 | 4138 | 4860 | 4716 | 4024 | 2998 | 2622 | 2740 | 2769 | 3456 | 4076 | 4513 | 4441 | 4032 | 2718 | 1667 | 1469 | 1035 | 659 | 59751 | Accepted | |
| 15 | 318 | 160 | 112 | 90 | 332 | 2015 | 4114 | 5067 | 4731 | 4177 | 3183 | 2845 | 2823 | 2859 | 3559 | 3983 | 4453 | 4416 | 4025 | 2820 | 2050 | 1522 | 1101 | 837 | 61592 | Accepted | |
| 16 | 370 | 151 | 116 | 83 | 306 | 1951 | 3915 | 4618 | 4391 | 3790 | 2967 | 2663 | 2665 | 2910 | 3537 | 4304 | 4418 | 4296 | 3740 | 2738 | 1901 | 1600 | 1163 | 732 | 59325 | Accepted | |
| 17 | 368 | 233 | 103 | 93 | 163 | 735 | 1476 | 2466 | 2817 | 2596 | 2755 | 3170 | 3383 | 3597 | 3783 | 4085 | 4122 | 4051 | 3642 | 2444 | 1729 | 1524 | 1427 | 1068 | 51830 | Accepted | |
| 18 | 479 | 273 | 126 | 81 | 138 | 368 | 999 | 1568 | 2345 | 2751 | 3326 | 3623 | 3581 | 3912 | 3683 | 3680 | 3362 | 3251 | 2750 | 2177 | 1830 | 1424 | 1255 | 986 | 47968 | Accepted | |
| 19 | 524 | 223 | 164 | 128 | 291 | 1789 | 3588 | 4010 | 3997 | 3816 | 2941 | 2552 | 2936 | 2872 | 3210 | 3383 | 3568 | 3683 | 3134 | 1928 | 1529 | 1121 | 787 | 517 | 52691 | Accepted | |
| 20 | 276 | 109 | 96 | 97 | 326 | 2047 | 4133 | 5071 | 4620 | 4095 | 3053 | 2507 | 2625 | 2747 | 3338 | 3950 | 4287 | 4236 | 3728 | 2495 | 1625 | 1282 | 755 | 487 | 57985 | Accepted | |
| 21 | 264 | 143 | 95 | 73 | 313 | 2076 | 4109 | 4977 | 4761 | 4038 | 3258 | 2621 | 2792 | 2826 | 3624 | 4030 | 4349 | 4502 | 3895 | 2580 | 1816 | 1316 | 959 | 495 | 59912 | Accepted | |
| 22 | 237 | 138 | 69 | 77 | 340 | 2007 | 4184 | 5106 | 4656 | 3923 | 3041 | 2773 | 2824 | 2792 | 3627 | 4210 | 4426 | 4569 | 4126 | 2716 | 1872 | 1536 | 1023 | 601 | 60873 | Accepted | |
| 23 | 291 | 132 | 91 | 81 | 274 | 1883 | 3819 | 4589 | 3999 | 3282 | 2785 | 2699 | 3030 | 3063 | 3947 | 4418 | 4179 | 3874 | 3473 | 2626 | 1835 | 1583 | 1178 | 702 | 57833 | Accepted | |
| 24 | 400 | 182 | 110 | 89 | 165 | 590 | 1409 | 2243 | 2465 | 2420 | 2732 | 2874 | 3117 | 3532 | 3648 | 3733 | 3367 | 3164 | 2751 | 2041 | 1558 | 1262 | 1052 | 850 | 45754 | Accepted | |
| 25 | 406 | 210 | 134 | 105 | 112 | 264 | 685 | 1230 | 1684 | 2459 | 2763 | 3150 | 3069 | 3043 | 2826 | 2823 | 2675 | 2532 | 2180 | 1835 | 1646 | 1395 | 1272 | 709 | 39207 | Accepted | |
| 26 | 417 | 206 | 141 | 93 | 82 | 247 | 585 | 887 | 1307 | 1759 | 2261 | 2782 | 2966 | 3136 | 3093 | 2841 | 2797 | 2604 | 2232 | 1893 | 1506 | 1191 | 838 | 567 | 36431 | Accepted | |
| 27 | 350 | 148 | 80 | 81 | 292 | 1774 | 3501 | 3603 | 3746 | 3561 | 2948 | 2507 | 2489 | 2494 | 2477 | 2760 | 3053 | 3164 | 2621 | 1789 | 1397 | 1017 | 588 | 546 | 46986 | Accepted | |
| 28 | 276 | 110 | 49 | 56 | 324 | 2082 | 4216 | 4917 | 4656 | 3842 | 3090 | 2660 | 2620 | 2891 | 3334 | 3831 | 4333 | 4332 | 3644 | 2684 | 1702 | 1281 | 843 | 568 | 58341 | Accepted | |
| 29 | 290 | 154 | 85 | 83 | 311 | 2024 | 4257 | 4972 | 4694 | 3932 | 3075 | 2707 | 2621 | 2905 | 3602 | 4163 | 4105 | 4240 | 3852 | 2573 | 1897 | 1553 | 1005 | 666 | 59766 | Accepted | |
| 30 | 453 | 179 | 95 | 113 | 305 | 1917 | 3877 | 4693 | 4528 | 3634 | 2829 | 2920 | 3037 | 3057 | 3661 | 4218 | 4276 | 4257 | 3657 | 2689 | 2032 | 1513 | 1102 | 721 | 59763 | Accepted | |
| 31 | 394 | 184 | 123 | 99 | 154 | 753 | 1559 | 2582 | 2784 | 2799 | 2850 | 3028 | 3323 | 3554 | 3914 | 3834 | 3777 | 3798 | 3334 | 2603 | 1718 | 1523 | 1301 | 898 | 50886 | Accepted | |

Average Monthly = 53673.66

Average Yearly = 51388

Seasonal Adjustment factor = 0.957

COVID ADJUSTMENT DATA



PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Oftei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 6:00 AM | 0 | 23 | 31 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 0 | 0 | 14 | 17 | 0 | 5 | 0 | 22 | 90 |
| 6:15 AM | 0 | 39 | 41 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 14 | 41 | 2 | 6 | 0 | 49 | 143 |
| 6:30 AM | 0 | 67 | 51 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 5 | 28 | 0 | 0 | 33 | 68 | 2 | 13 | 0 | 83 | 234 |
| 6:45 AM | 0 | 95 | 79 | 1 | 175 | 0 | 0 | 0 | 0 | 0 | 3 | 46 | 0 | 0 | 49 | 75 | 3 | 32 | 0 | 110 | 334 |
| Total | 0 | 224 | 202 | 1 | 427 | 0 | 0 | 0 | 0 | 0 | 11 | 99 | 0 | 0 | 110 | 201 | 7 | 56 | 0 | 264 | 801 |
| 7:00 AM | 0 | 138 | 72 | 0 | 210 | 0 | 0 | 0 | 0 | 0 | 4 | 59 | 0 | 0 | 63 | 69 | 7 | 35 | 0 | 111 | 384 |
| 7:15 AM | 0 | 142 | 97 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 5 | 71 | 0 | 0 | 76 | 74 | 9 | 42 | 0 | 125 | 440 |
| 7:30 AM | 0 | 164 | 75 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 6 | 117 | 0 | 0 | 123 | 82 | 28 | 46 | 0 | 156 | 518 |
| 7:45 AM | 0 | 155 | 69 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 5 | 106 | 0 | 0 | 111 | 72 | 10 | 39 | 0 | 121 | 456 |
| Total | 0 | 599 | 313 | 0 | 912 | 0 | 0 | 0 | 0 | 0 | 20 | 353 | 0 | 0 | 373 | 297 | 54 | 162 | 0 | 513 | 1798 |
| 8:00 AM | 0 | 142 | 97 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 8 | 88 | 0 | 0 | 96 | 50 | 13 | 36 | 0 | 99 | 434 |
| 8:15 AM | 0 | 124 | 90 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 4 | 93 | 0 | 0 | 97 | 29 | 17 | 30 | 0 | 76 | 387 |
| 8:30 AM | 0 | 113 | 76 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 3 | 113 | 0 | 0 | 116 | 48 | 7 | 25 | 0 | 80 | 385 |
| 8:45 AM | 0 | 124 | 86 | 0 | 210 | 0 | 0 | 0 | 0 | 0 | 8 | 85 | 0 | 0 | 93 | 47 | 5 | 37 | 0 | 89 | 392 |
| Total | 0 | 503 | 349 | 0 | 852 | 0 | 0 | 0 | 0 | 0 | 23 | 379 | 0 | 0 | 402 | 174 | 42 | 128 | 0 | 344 | 1598 |
| 9:00 AM | 0 | 84 | 94 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 4 | 44 | 0 | 0 | 48 | 29 | 3 | 37 | 0 | 69 | 295 |
| 9:15 AM | 0 | 64 | 78 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 3 | 43 | 0 | 0 | 46 | 10 | 6 | 34 | 0 | 50 | 238 |
| 9:30 AM | 0 | 68 | 61 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 9 | 23 | 0 | 0 | 32 | 24 | 9 | 28 | 0 | 61 | 222 |
| 9:45 AM | 0 | 58 | 54 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 6 | 25 | 0 | 0 | 31 | 25 | 6 | 39 | 0 | 70 | 213 |
| Total | 0 | 274 | 287 | 0 | 561 | 0 | 0 | 0 | 0 | 0 | 22 | 135 | 0 | 0 | 157 | 88 | 24 | 138 | 0 | 250 | 968 |
| 10:00 AM | 0 | 35 | 51 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | 0 | 0 | 30 | 27 | 3 | 26 | 0 | 56 | 172 |
| 10:15 AM | 0 | 36 | 57 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 4 | 26 | 0 | 0 | 30 | 29 | 8 | 23 | 0 | 60 | 183 |
| 10:30 AM | 0 | 36 | 45 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 9 | 34 | 0 | 0 | 43 | 32 | 6 | 39 | 0 | 77 | 201 |
| 10:45 AM | 0 | 29 | 37 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 3 | 35 | 0 | 0 | 38 | 29 | 4 | 38 | 0 | 71 | 175 |
| Total | 0 | 136 | 190 | 0 | 326 | 0 | 0 | 0 | 0 | 0 | 17 | 124 | 0 | 0 | 141 | 117 | 21 | 126 | 0 | 264 | 731 |
| 11:00 AM | 3 | 36 | 30 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 5 | 29 | 0 | 0 | 34 | 28 | 3 | 35 | 0 | 66 | 169 |
| 11:15 AM | 0 | 35 | 46 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 0 | 0 | 29 | 23 | 4 | 36 | 0 | 63 | 173 |
| 11:30 AM | 0 | 31 | 43 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 6 | 29 | 0 | 0 | 35 | 24 | 6 | 36 | 0 | 66 | 175 |
| 11:45 AM | 0 | 29 | 44 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 7 | 35 | 0 | 0 | 42 | 22 | 6 | 39 | 0 | 67 | 182 |
| Total | 3 | 131 | 163 | 0 | 297 | 0 | 0 | 0 | 0 | 0 | 22 | 118 | 0 | 0 | 140 | 97 | 19 | 146 | 0 | 262 | 699 |
| 12:00 PM | 0 | 37 | 49 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 5 | 53 | 0 | 0 | 58 | 20 | 2 | 47 | 0 | 69 | 213 |
| 12:15 PM | 0 | 46 | 40 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 2 | 28 | 0 | 0 | 30 | 31 | 8 | 41 | 0 | 80 | 196 |
| 12:30 PM | 0 | 33 | 41 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 5 | 32 | 0 | 0 | 37 | 12 | 7 | 40 | 0 | 59 | 170 |
| 12:45 PM | 0 | 42 | 42 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 8 | 39 | 0 | 0 | 47 | 30 | 2 | 42 | 0 | 74 | 205 |
| Total | 0 | 158 | 172 | 0 | 330 | 0 | 0 | 0 | 0 | 0 | 20 | 152 | 0 | 0 | 172 | 93 | 19 | 170 | 0 | 282 | 784 |
| 1:00 PM | 0 | 40 | 35 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 12 | 38 | 0 | 0 | 50 | 32 | 2 | 52 | 0 | 86 | 211 |
| 1:15 PM | 0 | 43 | 42 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 8 | 39 | 0 | 0 | 47 | 27 | 7 | 45 | 0 | 79 | 211 |
| 1:30 PM | 0 | 46 | 26 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 2 | 39 | 0 | 0 | 41 | 22 | 5 | 41 | 0 | 68 | 181 |
| 1:45 PM | 0 | 39 | 28 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 13 | 54 | 0 | 0 | 67 | 24 | 7 | 57 | 0 | 88 | 222 |
| Total | 0 | 168 | 131 | 0 | 299 | 0 | 0 | 0 | 0 | 0 | 35 | 170 | 0 | 0 | 205 | 105 | 21 | 195 | 0 | 321 | 825 |
| 2:00 PM | 0 | 35 | 36 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 5 | 48 | 0 | 0 | 53 | 25 | 5 | 54 | 0 | 84 | 208 |
| 2:15 PM | 0 | 39 | 31 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 11 | 58 | 0 | 0 | 69 | 30 | 7 | 53 | 0 | 90 | 229 |
| 2:30 PM | 0 | 38 | 43 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 2 | 65 | 0 | 0 | 67 | 29 | 4 | 46 | 0 | 79 | 227 |
| 2:45 PM | 0 | 45 | 51 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 8 | 66 | 0 | 0 | 74 | 49 | 3 | 65 | 0 | 117 | 287 |
| Total | 0 | 157 | 161 | 0 | 318 | 0 | 0 | 0 | 0 | 0 | 26 | 237 | 0 | 0 | 263 | 133 | 19 | 218 | 0 | 370 | 951 |
| 3:00 PM | 0 | 59 | 53 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 7 | 78 | 0 | 0 | 85 | 52 | 2 | 57 | 0 | 111 | 308 |
| 3:15 PM | 0 | 57 | 38 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 6 | 72 | 0 | 0 | 78 | 55 | 5 | 69 | 0 | 129 | 302 |
| 3:30 PM | 0 | 65 | 48 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 7 | 115 | 0 | 0 | 122 | 34 | 4 | 62 | 0 | 100 | 335 |
| 3:45 PM | 0 | 47 | 30 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 6 | 133 | 0 | 0 | 139 | 41 | 6 | 78 | 0 | 125 | 341 |
| Total | 0 | 228 | 169 | 0 | 397 | 0 | 0 | 0 | 0 | 0 | 26 | 398 | 0 | 0 | 424 | 182 | 17 | 266 | 0 | 465 | 1286 |
| 4:00 PM | 0 | 67 | 41 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 5 | 133 | 0 | 0 | 138 | 51 | 9 | 87 | 0 | 147 | 393 |
| 4:15 PM | 0 | 57 | 41 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 6 | 143 | 0 | 0 | 149 | 45 | 9 | 79 | 0 | 133 | 380 |
| 4:30 PM | 0 | 41 | 25 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 5 | 141 | 0 | 0 | 146 | 74 | 6 | 90 | 0 | 170 | 382 |
| 4:45 PM | 0 | 44 | 33 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 3 | 178 | 0 | 0 | 181 | 56 | 2 | 86 | 0 | 144 | 402 |
| Total | 0 | 209 | 140 | 0 | 349 | 0 | 0 | 0 | 0 | 0 | 19 | 595 | 0 | 0 | 614 | 226 | 26 | 342 | 0 | 594 | 1557 |
| 5:00 PM | 0 | 70 | 24 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 3 | 184 | 0 | 0 | 187 | 61 | 6 | 98 | 0 | 165 | 446 |
| 5:15 PM | 0 | 77 | 38 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 7 | 200 | 0 | 0 | 207 | 86 | 5 | 91 | 0 | 182 | 504 |
| 5:30 PM | 0 | 70 | 28 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 3 | 191 | 0 | 0 | 194 | 80 | 7 | 98 | 0 | 185 | 477 |
| 5:45 PM | 0 | 66 | 33 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 3 | 187 | 0 | 0 | 190 | 90 | 4 | 105 | 0 | 199 | 488 |
| Total | 0 | 283 | 123 | 0 | 406 | 0 | 0 | 0 | 0 | 0 | 16 | 762 | 0 | 0 | 778 | 317 | 22 | 392 | 0 | 731 | 1915 |
| Grand Total | 3 | 3070 | 2400 | 1 | 5474 | 0 | 0 | 0 | 0 | 0 | 257 | 3522 | 0 | 0 | 3779 | 2030 | 291 | 2339 | 0 | 4660 | 13913 |
| Approach % | 0.1 | 56.1 | 43.8 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 6.8 | 93.2 | 0.0 | 0.0 | | 43.6 | 6.2 | 50.2 | 0.0 | | |
| Total % | 0.0 | 22.1 | 17.3 | 0.0 | 39.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 25.3 | 0.0 | 0.0 | 27.2 | 14.6 | 2.1 | 16.8 | 0.0 | 33.5 | |
| Exiting Leg Total | | | | | 5862 | | | | | | | 2948 | | | 5100 | | | | | 3 | 13913 |
| Cars | 3 | 3023 | 2308 | 1 | 5335 | 0 | 0 | 0 | 0 | 0 | 246 | 3443 | 0 | 0 | 3689 | 1969 | 262 | 2284 | 0 | 4515 | 13539 |
| % Cars | 100.0 | 98.5 | 96.2 | 100.0 | 97.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 95.7 | 97.8 | 0.0 | 0.0 | 97.6 | 97.0 | 90.0 | 97.6 | 0.0 | 96.9 | 97.3 |
| Exiting Leg Total | | | | | 5728 | | | | | | | 2816 | | | 4992 | | | | | 3 | 13539 |
| Heavy Vehicles | 0 | 47 | 92 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 11 | 79 | 0 | 0 | 90 | 61 | 29 | 55 | 0 | 145 | 374 |
| % Heavy Vehicles | 0.0 | 1.5 | 3.8 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 | 2.2 | 0.0 | 0.0 | | | | | | | |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offel-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at: | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 0 | 142 | 97 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 5 | 71 | 0 | 0 | 76 | 74 | 9 | 42 | 0 | 125 | 440 |
| 7:30 AM | 0 | 164 | 75 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 6 | 117 | 0 | 0 | 123 | 82 | 28 | 46 | 0 | 156 | 518 |
| 7:45 AM | 0 | 155 | 69 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 5 | 106 | 0 | 0 | 111 | 72 | 10 | 39 | 0 | 121 | 456 |
| 8:00 AM | 0 | 142 | 97 | 0 | 239 | 0 | 0 | 0 | 0 | 0 | 8 | 88 | 0 | 0 | 96 | 50 | 13 | 36 | 0 | 99 | 434 |
| Total Volume | 0 | 603 | 338 | 0 | 941 | 0 | 0 | 0 | 0 | 0 | 24 | 382 | 0 | 0 | 406 | 278 | 60 | 163 | 0 | 501 | 1848 |
| % Approach Total | 0.0 | 64.1 | 35.9 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 94.1 | 0.0 | 0.0 | | 55.5 | 12.0 | 32.5 | 0.0 | | |
| PHF | 0.000 | 0.919 | 0.871 | 0.000 | 0.984 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.816 | 0.000 | 0.000 | 0.825 | 0.848 | 0.536 | 0.886 | 0.000 | 0.803 | 0.892 |
| Cars | 0 | 595 | 327 | 0 | 922 | 0 | 0 | 0 | 0 | 0 | 23 | 372 | 0 | 0 | 395 | 267 | 57 | 155 | 0 | 479 | 1796 |
| Cars % | 0.0 | 98.7 | 96.7 | 0.0 | 98.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 95.8 | 97.4 | 0.0 | 0.0 | 97.3 | 96.0 | 95.0 | 95.1 | 0.0 | 95.6 | 97.2 |
| Heavy Vehicles | 0 | 8 | 11 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 11 | 3 | 8 | 0 | 22 | 52 |
| Heavy Vehicles % | 0.0 | 1.3 | 3.3 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 2.6 | 0.0 | 0.0 | 2.7 | 4.0 | 5.0 | 4.9 | 0.0 | 4.4 | 2.8 |
| Cars Enter Leg | 0 | 595 | 327 | 0 | 922 | 0 | 0 | 0 | 0 | 0 | 23 | 372 | 0 | 0 | 395 | 267 | 57 | 155 | 0 | 479 | 1796 |
| Heavy Enter Leg | 0 | 8 | 11 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 11 | 3 | 8 | 0 | 22 | 52 |
| Total Entering Leg | 0 | 603 | 338 | 0 | 941 | 0 | 0 | 0 | 0 | 0 | 24 | 382 | 0 | 0 | 406 | 278 | 60 | 163 | 0 | 501 | 1848 |
| Cars Exiting Leg | | | | | 527 | | | | | 407 | | | | | 862 | | | | | 0 | 1796 |
| Heavy Exiting Leg | | | | | 18 | | | | | 15 | | | | | 19 | | | | | 0 | 52 |
| Total Exiting Leg | | | | | 545 | | | | | 422 | | | | | 881 | | | | | 0 | 1848 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 1:45 PM | 0 | 39 | 28 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 13 | 54 | 0 | 0 | 67 | 24 | 7 | 57 | 0 | 88 | 222 |
| 2:00 PM | 0 | 35 | 36 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 5 | 48 | 0 | 0 | 53 | 25 | 5 | 54 | 0 | 84 | 208 |
| 2:15 PM | 0 | 39 | 31 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 11 | 58 | 0 | 0 | 69 | 30 | 7 | 53 | 0 | 90 | 229 |
| 2:30 PM | 0 | 38 | 43 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 2 | 65 | 0 | 0 | 67 | 29 | 4 | 46 | 0 | 79 | 227 |
| Total Volume | 0 | 151 | 138 | 0 | 289 | 0 | 0 | 0 | 0 | 0 | 31 | 225 | 0 | 0 | 256 | 108 | 23 | 210 | 0 | 341 | 886 |
| % Approach Total | 0.0 | 52.2 | 47.8 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.1 | 87.9 | 0.0 | 0.0 | | 31.7 | 6.7 | 61.6 | 0.0 | | |
| PHF | 0.000 | 0.968 | 0.802 | 0.000 | 0.892 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.596 | 0.865 | 0.000 | 0.000 | 0.928 | 0.900 | 0.821 | 0.921 | 0.000 | 0.947 | 0.967 |
| Cars | 0 | 146 | 133 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 29 | 211 | 0 | 0 | 240 | 102 | 19 | 208 | 0 | 329 | 848 |
| Cars % | 0.0 | 96.7 | 96.4 | 0.0 | 96.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 93.5 | 93.8 | 0.0 | 0.0 | 93.8 | 94.4 | 82.6 | 99.0 | 0.0 | 96.5 | 95.7 |
| Heavy Vehicles | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 16 | 6 | 4 | 2 | 0 | 12 | 38 |
| Heavy Vehicles % | 0.0 | 3.3 | 3.6 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 6.2 | 0.0 | 0.0 | 6.3 | 5.6 | 17.4 | 1.0 | 0.0 | 3.5 | 4.3 |
| Cars Enter Leg | 0 | 146 | 133 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 29 | 211 | 0 | 0 | 240 | 102 | 19 | 208 | 0 | 329 | 848 |
| Heavy Enter Leg | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 16 | 6 | 4 | 2 | 0 | 12 | 38 |
| Total Entering Leg | 0 | 151 | 138 | 0 | 289 | 0 | 0 | 0 | 0 | 0 | 31 | 225 | 0 | 0 | 256 | 108 | 23 | 210 | 0 | 341 | 886 |
| Cars Exiting Leg | | | | | 419 | | | | | 181 | | | | | 248 | | | | | 0 | 848 |
| Heavy Exiting Leg | | | | | 16 | | | | | 11 | | | | | 11 | | | | | 0 | 38 |
| Total Exiting Leg | | | | | 435 | | | | | 192 | | | | | 259 | | | | | 0 | 886 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | 70 | 24 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 3 | 184 | 0 | 0 | 187 | 61 | 6 | 98 | 0 | 165 | 446 |
| 5:15 PM | 0 | 77 | 38 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 7 | 200 | 0 | 0 | 207 | 86 | 5 | 91 | 0 | 182 | 504 |
| 5:30 PM | 0 | 70 | 28 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 3 | 191 | 0 | 0 | 194 | 80 | 7 | 98 | 0 | 185 | 477 |
| 5:45 PM | 0 | 66 | 33 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 3 | 187 | 0 | 0 | 190 | 90 | 4 | 105 | 0 | 199 | 488 |
| Total Volume | 0 | 283 | 123 | 0 | 406 | 0 | 0 | 0 | 0 | 0 | 16 | 762 | 0 | 0 | 778 | 317 | 22 | 392 | 0 | 731 | 1915 |
| % Approach Total | 0.0 | 69.7 | 30.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 97.9 | 0.0 | 0.0 | | 43.4 | 3.0 | 53.6 | 0.0 | | |
| PHF | 0.000 | 0.919 | 0.809 | 0.000 | 0.883 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.571 | 0.953 | 0.000 | 0.000 | 0.940 | 0.881 | 0.786 | 0.933 | 0.000 | 0.918 | 0.950 |
| Cars | 0 | 280 | 115 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 16 | 754 | 0 | 0 | 770 | 315 | 19 | 392 | 0 | 726 | 1891 |
| Cars % | 0.0 | 98.9 | 93.5 | 0.0 | 97.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 99.0 | 0.0 | 0.0 | 99.0 | 99.4 | 86.4 | 100.0 | 0.0 | 99.3 | 98.7 |
| Heavy Vehicles | 0 | 3 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 2 | 3 | 0 | 0 | 5 | 24 |
| Heavy Vehicles % | 0.0 | 1.1 | 6.5 | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.6 | 13.6 | 0.0 | 0.0 | 0.7 | 1.3 |
| Cars Enter Leg | 0 | 280 | 115 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 16 | 754 | 0 | 0 | 770 | 315 | 19 | 392 | 0 | 726 | 1891 |
| Heavy Enter Leg | 0 | 3 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 2 | 3 | 0 | 0 | 5 | 24 |
| Total Entering Leg | 0 | 283 | 123 | 0 | 406 | 0 | 0 | 0 | 0 | 0 | 16 | 762 | 0 | 0 | 778 | 317 | 22 | 392 | 0 | 731 | 1915 |
| Cars Exiting Leg | | | | | 1146 | | | | | 150 | | | | | 595 | | | | | 0 | 1891 |
| Heavy Exiting Leg | | | | | 8 | | | | | 11 | | | | | 5 | | | | | 0 | 24 |
| Total Exiting Leg | | | | | 1154 | | | | | 161 | | | | | 600 | | | | | 0 | 1915 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 6:00 AM | 0 | 22 | 30 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 17 | 0 | 5 | 0 | 22 | 87 |
| 6:15 AM | 0 | 39 | 41 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 14 | 41 | 2 | 6 | 0 | 49 | 143 |
| 6:30 AM | 0 | 67 | 50 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 4 | 26 | 0 | 0 | 30 | 66 | 1 | 12 | 0 | 79 | 226 |
| 6:45 AM | 0 | 93 | 77 | 1 | 171 | 0 | 0 | 0 | 0 | 0 | 2 | 46 | 0 | 0 | 48 | 72 | 3 | 30 | 0 | 105 | 324 |
| Total | 0 | 221 | 198 | 1 | 420 | 0 | 0 | 0 | 0 | 0 | 9 | 96 | 0 | 0 | 105 | 196 | 6 | 53 | 0 | 255 | 780 |
| 7:00 AM | 0 | 132 | 69 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 4 | 58 | 0 | 0 | 62 | 68 | 6 | 33 | 0 | 107 | 370 |
| 7:15 AM | 0 | 139 | 93 | 0 | 232 | 0 | 0 | 0 | 0 | 0 | 5 | 69 | 0 | 0 | 74 | 71 | 8 | 39 | 0 | 118 | 424 |
| 7:30 AM | 0 | 161 | 74 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 6 | 113 | 0 | 0 | 119 | 78 | 27 | 46 | 0 | 151 | 505 |
| 7:45 AM | 0 | 155 | 66 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 4 | 102 | 0 | 0 | 106 | 70 | 9 | 37 | 0 | 116 | 443 |
| Total | 0 | 587 | 302 | 0 | 889 | 0 | 0 | 0 | 0 | 0 | 19 | 342 | 0 | 0 | 361 | 287 | 50 | 155 | 0 | 492 | 1742 |
| 8:00 AM | 0 | 140 | 94 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 8 | 88 | 0 | 0 | 96 | 48 | 13 | 33 | 0 | 94 | 424 |
| 8:15 AM | 0 | 122 | 86 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 3 | 93 | 0 | 0 | 96 | 27 | 17 | 28 | 0 | 72 | 376 |
| 8:30 AM | 0 | 113 | 74 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 3 | 111 | 0 | 0 | 114 | 48 | 6 | 23 | 0 | 77 | 378 |
| 8:45 AM | 0 | 123 | 84 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 8 | 84 | 0 | 0 | 92 | 47 | 5 | 34 | 0 | 86 | 385 |
| Total | 0 | 498 | 338 | 0 | 836 | 0 | 0 | 0 | 0 | 0 | 22 | 376 | 0 | 0 | 398 | 170 | 41 | 118 | 0 | 329 | 1563 |
| 9:00 AM | 0 | 83 | 90 | 0 | 173 | 0 | 0 | 0 | 0 | 0 | 4 | 44 | 0 | 0 | 48 | 27 | 1 | 36 | 0 | 64 | 285 |
| 9:15 AM | 0 | 63 | 76 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 3 | 43 | 0 | 0 | 46 | 9 | 4 | 33 | 0 | 46 | 231 |
| 9:30 AM | 0 | 66 | 58 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 9 | 22 | 0 | 0 | 31 | 24 | 7 | 26 | 0 | 57 | 212 |
| 9:45 AM | 0 | 57 | 53 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 6 | 23 | 0 | 0 | 29 | 25 | 5 | 37 | 0 | 67 | 206 |
| Total | 0 | 269 | 277 | 0 | 546 | 0 | 0 | 0 | 0 | 0 | 22 | 132 | 0 | 0 | 154 | 85 | 17 | 132 | 0 | 234 | 934 |
| 10:00 AM | 0 | 35 | 50 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 0 | 29 | 27 | 3 | 26 | 0 | 56 | 170 |
| 10:15 AM | 0 | 36 | 54 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 4 | 26 | 0 | 0 | 30 | 29 | 8 | 23 | 0 | 60 | 180 |
| 10:30 AM | 0 | 36 | 44 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 8 | 34 | 0 | 0 | 42 | 29 | 5 | 37 | 0 | 71 | 193 |
| 10:45 AM | 0 | 29 | 36 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 3 | 34 | 0 | 0 | 37 | 29 | 4 | 38 | 0 | 71 | 173 |
| Total | 0 | 136 | 184 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 16 | 122 | 0 | 0 | 138 | 114 | 20 | 124 | 0 | 258 | 716 |
| 11:00 AM | 3 | 35 | 29 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 5 | 29 | 0 | 0 | 34 | 27 | 2 | 34 | 0 | 63 | 164 |
| 11:15 AM | 0 | 34 | 44 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 0 | 0 | 28 | 22 | 4 | 35 | 0 | 61 | 167 |
| 11:30 AM | 0 | 28 | 39 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 5 | 27 | 0 | 0 | 32 | 23 | 3 | 36 | 0 | 62 | 161 |
| 11:45 AM | 0 | 29 | 41 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 7 | 35 | 0 | 0 | 42 | 21 | 5 | 37 | 0 | 63 | 175 |
| Total | 3 | 126 | 153 | 0 | 282 | 0 | 0 | 0 | 0 | 0 | 21 | 115 | 0 | 0 | 136 | 93 | 14 | 142 | 0 | 249 | 667 |
| 12:00 PM | 0 | 36 | 46 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 4 | 52 | 0 | 0 | 56 | 19 | 1 | 46 | 0 | 66 | 204 |
| 12:15 PM | 0 | 46 | 39 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 0 | 0 | 29 | 29 | 8 | 38 | 0 | 75 | 189 |
| 12:30 PM | 0 | 32 | 38 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 4 | 30 | 0 | 0 | 34 | 11 | 6 | 40 | 0 | 57 | 161 |
| 12:45 PM | 0 | 42 | 42 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 8 | 39 | 0 | 0 | 47 | 30 | 2 | 42 | 0 | 74 | 205 |
| Total | 0 | 156 | 165 | 0 | 321 | 0 | 0 | 0 | 0 | 0 | 18 | 148 | 0 | 0 | 166 | 89 | 17 | 166 | 0 | 272 | 759 |
| 1:00 PM | 0 | 40 | 34 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 12 | 36 | 0 | 0 | 48 | 28 | 2 | 50 | 0 | 80 | 202 |
| 1:15 PM | 0 | 41 | 40 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 8 | 39 | 0 | 0 | 47 | 25 | 7 | 43 | 0 | 75 | 203 |
| 1:30 PM | 0 | 45 | 25 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 0 | 0 | 40 | 20 | 5 | 39 | 0 | 64 | 174 |
| 1:45 PM | 0 | 36 | 27 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 13 | 52 | 0 | 0 | 65 | 24 | 5 | 57 | 0 | 86 | 214 |
| Total | 0 | 162 | 126 | 0 | 288 | 0 | 0 | 0 | 0 | 0 | 35 | 165 | 0 | 0 | 200 | 97 | 19 | 189 | 0 | 305 | 793 |
| 2:00 PM | 0 | 34 | 35 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 5 | 44 | 0 | 0 | 49 | 25 | 5 | 53 | 0 | 83 | 201 |
| 2:15 PM | 0 | 38 | 30 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 9 | 53 | 0 | 0 | 62 | 30 | 7 | 53 | 0 | 90 | 220 |
| 2:30 PM | 0 | 38 | 41 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 2 | 62 | 0 | 0 | 64 | 23 | 2 | 45 | 0 | 70 | 213 |
| 2:45 PM | 0 | 45 | 47 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 8 | 63 | 0 | 0 | 71 | 48 | 3 | 63 | 0 | 114 | 277 |
| Total | 0 | 155 | 153 | 0 | 308 | 0 | 0 | 0 | 0 | 0 | 24 | 222 | 0 | 0 | 246 | 126 | 17 | 214 | 0 | 357 | 911 |
| 3:00 PM | 0 | 58 | 52 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 7 | 76 | 0 | 0 | 83 | 51 | 2 | 55 | 0 | 108 | 301 |
| 3:15 PM | 0 | 57 | 36 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 6 | 70 | 0 | 0 | 76 | 53 | 5 | 69 | 0 | 127 | 296 |
| 3:30 PM | 0 | 65 | 46 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 6 | 112 | 0 | 0 | 118 | 33 | 4 | 60 | 0 | 97 | 326 |
| 3:45 PM | 0 | 47 | 30 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 6 | 130 | 0 | 0 | 136 | 40 | 5 | 77 | 0 | 122 | 335 |
| Total | 0 | 227 | 164 | 0 | 391 | 0 | 0 | 0 | 0 | 0 | 25 | 388 | 0 | 0 | 413 | 177 | 16 | 261 | 0 | 454 | 1258 |
| 4:00 PM | 0 | 67 | 39 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 5 | 130 | 0 | 0 | 135 | 50 | 9 | 87 | 0 | 146 | 387 |
| 4:15 PM | 0 | 55 | 38 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 6 | 141 | 0 | 0 | 147 | 45 | 9 | 78 | 0 | 132 | 372 |
| 4:30 PM | 0 | 40 | 24 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 5 | 136 | 0 | 0 | 141 | 71 | 6 | 88 | 0 | 165 | 370 |
| 4:45 PM | 0 | 44 | 32 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 3 | 176 | 0 | 0 | 179 | 54 | 2 | 85 | 0 | 141 | 396 |
| Total | 0 | 206 | 133 | 0 | 339 | 0 | 0 | 0 | 0 | 0 | 19 | 583 | 0 | 0 | 602 | 220 | 26 | 338 | 0 | 584 | 1525 |
| 5:00 PM | 0 | 70 | 22 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 3 | 182 | 0 | 0 | 185 | 61 | 5 | 98 | 0 | 164 | 441 |
| 5:15 PM | 0 | 76 | 36 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 7 | 196 | 0 | 0 | 203 | 85 | 5 | 91 | 0 | 181 | 496 |
| 5:30 PM | 0 | 69 | 25 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 3 | 189 | 0 | 0 | 192 | 80 | 6 | 98 | 0 | 184 | 470 |
| 5:45 PM | 0 | 65 | 32 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 3 | 187 | 0 | 0 | 190 | 89 | 3 | 105 | 0 | 197 | 484 |
| Total | 0 | 280 | 115 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 16 | 754 | 0 | 0 | 770 | 315 | 19 | 392 | 0 | 726 | 1891 |
| Grand Total | 3 | 3023 | 2308 | 1 | 5335 | 0 | 0 | 0 | 0 | 0 | 246 | 3443 | 0 | 0 | 3689 | 1969 | 262 | 2284 | 0 | 4515 | 13539 |
| Approach % | 0.1 | 56.7 | 43.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 6.7 | 93.3 | 0.0 | 0.0 | | 43.6 | 5.8 | 50.6 | 0.0 | | |
| Total % | 0.0 | 22.3 | 17.0 | 0.0 | 39.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 25.4 | 0.0 | 0.0 | 27.2 | 14.5 | 1.9 | 16.9 | 0.0 | 33.3 | |
| Exiting Leg Total | | | | | 5728 | | | | | 2816 | | | | 4592 | | | | | | 3 | 13539 |

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:15 AM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | Total |
|---------|-------------|------|------|--------|-------|------------------|------|------|--------|-------|-------------|------|------|--------|-------|------------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:15 AM | 0 | 139 | 93 | 0 | 232 | 0 | 0 | 0 | 0 | 0 | 5 | 69 | 0 | 0 | 74 | 71 | 8 | 39 | 0 | 118 | 424 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Oftei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | Total | |
|------------------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------|------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | | |
| 7:30 AM | 0 | 161 | 74 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 6 | 113 | 0 | 0 | 119 | 78 | 27 | 46 | 0 | 151 | 505 | |
| 7:45 AM | 0 | 155 | 66 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 4 | 102 | 0 | 0 | 106 | 70 | 9 | 37 | 0 | 116 | 443 | |
| 8:00 AM | 0 | 140 | 94 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 8 | 88 | 0 | 0 | 96 | 48 | 13 | 33 | 0 | 94 | 474 | |
| Total Volume | 0 | 595 | 327 | 0 | 922 | 0 | 0 | 0 | 0 | 0 | 23 | 372 | 0 | 0 | 395 | 267 | 57 | 155 | 0 | 479 | 1796 | |
| % Approach Total | 0.0 | 64.5 | 35.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 94.2 | 0.0 | 0.0 | | 55.7 | 11.9 | 32.4 | 0.0 | | | |
| PHF | 0.000 | 0.924 | 0.870 | 0.000 | 0.981 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.719 | 0.823 | 0.000 | 0.000 | 0.830 | 0.856 | 0.528 | 0.842 | 0.000 | 0.793 | 0.889 | |
| Entering Leg | 0 | 595 | 327 | 0 | 922 | 0 | 0 | 0 | 0 | 0 | 23 | 372 | 0 | 0 | 395 | 267 | 57 | 155 | 0 | 479 | 1796 | |
| Exiting Leg | | | | | 527 | | | | | 407 | | | | | 862 | | | | | | 1796 | |
| Total | | | | | 1449 | | | | | 407 | | | | | 1257 | | | | | | 479 | 3592 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:45 PM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | | |
| 1:45 PM | 0 | 36 | 27 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 13 | 52 | 0 | 0 | 65 | 24 | 5 | 57 | 0 | 86 | 214 | |
| 2:00 PM | 0 | 34 | 35 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 5 | 44 | 0 | 0 | 49 | 25 | 5 | 53 | 0 | 83 | 201 | |
| 2:15 PM | 0 | 38 | 30 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 9 | 53 | 0 | 0 | 62 | 30 | 7 | 53 | 0 | 90 | 220 | |
| 2:30 PM | 0 | 38 | 41 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 2 | 62 | 0 | 0 | 64 | 23 | 2 | 45 | 0 | 70 | 213 | |
| Total Volume | 0 | 146 | 133 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 29 | 211 | 0 | 0 | 240 | 102 | 19 | 208 | 0 | 329 | 848 | |
| % Approach Total | 0.0 | 52.3 | 47.7 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.1 | 87.9 | 0.0 | 0.0 | | 31.0 | 5.8 | 63.2 | 0.0 | | | |
| PHF | 0.000 | 0.961 | 0.811 | 0.000 | 0.883 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.558 | 0.851 | 0.000 | 0.000 | 0.923 | 0.850 | 0.679 | 0.912 | 0.000 | 0.914 | 0.964 | |
| Entering Leg | 0 | 146 | 133 | 0 | 279 | 0 | 0 | 0 | 0 | 0 | 29 | 211 | 0 | 0 | 240 | 102 | 19 | 208 | 0 | 329 | 848 | |
| Exiting Leg | | | | | 419 | | | | | 181 | | | | | 248 | | | | | | 848 | |
| Total | | | | | 698 | | | | | 181 | | | | | 488 | | | | | | 329 | 1696 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | 70 | 22 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 3 | 182 | 0 | 0 | 185 | 61 | 5 | 98 | 0 | 164 | 441 | |
| 5:15 PM | 0 | 76 | 36 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 7 | 196 | 0 | 0 | 203 | 85 | 5 | 91 | 0 | 181 | 496 | |
| 5:30 PM | 0 | 69 | 25 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 3 | 189 | 0 | 0 | 192 | 80 | 6 | 98 | 0 | 184 | 470 | |
| 5:45 PM | 0 | 65 | 32 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 3 | 187 | 0 | 0 | 190 | 89 | 3 | 105 | 0 | 197 | 484 | |
| Total Volume | 0 | 280 | 115 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 16 | 754 | 0 | 0 | 770 | 315 | 19 | 392 | 0 | 726 | 1891 | |
| % Approach Total | 0.0 | 70.9 | 29.1 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 97.9 | 0.0 | 0.0 | | 43.4 | 2.6 | 54.0 | 0.0 | | | |
| PHF | 0.000 | 0.921 | 0.799 | 0.000 | 0.882 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.571 | 0.962 | 0.000 | 0.000 | 0.948 | 0.885 | 0.792 | 0.933 | 0.000 | 0.921 | 0.953 | |
| Entering Leg | 0 | 280 | 115 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 16 | 754 | 0 | 0 | 770 | 315 | 19 | 392 | 0 | 726 | 1891 | |
| Exiting Leg | | | | | 1146 | | | | | 150 | | | | | 595 | | | | | | 1891 | |
| Total | | | | | 1541 | | | | | 150 | | | | | 1365 | | | | | | 726 | 3782 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offel-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM



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

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 6:00 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 4 | 8 |
| 6:45 AM | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 5 | 10 |
| Total | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 5 | 1 | 3 | 0 | 9 | 21 |
| 7:00 AM | 0 | 6 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 4 | 14 |
| 7:15 AM | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 1 | 3 | 0 | 7 | 16 |
| 7:30 AM | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 5 | 13 |
| 7:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 2 | 1 | 2 | 0 | 5 | 13 |
| Total | 0 | 12 | 11 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 10 | 4 | 7 | 0 | 21 | 56 |
| 8:00 AM | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 10 |
| 8:15 AM | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 4 | 11 |
| 8:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 7 |
| 8:45 AM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 7 |
| Total | 0 | 5 | 11 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 4 | 1 | 10 | 0 | 15 | 35 |
| 9:00 AM | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 5 | 10 |
| 9:15 AM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 | 7 |
| 9:30 AM | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 4 | 10 |
| 9:45 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 7 |
| Total | 0 | 5 | 10 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 7 | 6 | 0 | 16 | 34 |
| 10:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 0 | 6 | 8 |
| 10:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 3 | 1 | 2 | 0 | 6 | 15 |
| 11:00 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 5 |
| 11:15 AM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 6 |
| 11:30 AM | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 14 |
| 11:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 7 |
| Total | 0 | 5 | 10 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 4 | 5 | 4 | 0 | 13 | 32 |
| 12:00 PM | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 3 | 9 |
| 12:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 5 | 7 |
| 12:30 PM | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 9 |
| 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 | 2 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 4 | 2 | 4 | 0 | 10 | 25 |
| 1:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 2 | 0 | 6 | 9 |
| 1:15 PM | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 8 |
| 1:30 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 4 | 7 |
| 1:45 PM | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 8 |
| Total | 0 | 6 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 8 | 2 | 6 | 0 | 16 | 32 |
| 2:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 7 |
| 2:15 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 9 |
| 2:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6 | 2 | 1 | 0 | 9 | 14 |
| 2:45 PM | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 10 |
| Total | 0 | 2 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 17 | 7 | 2 | 4 | 0 | 13 | 40 |
| 3:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 7 |
| 3:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 6 |
| 3:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 2 | 0 | 3 | 9 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 3 | 6 |
| Total | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 5 | 1 | 5 | 0 | 11 | 28 |
| 4:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 6 |
| 4:15 PM | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 8 |
| 4:30 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 3 | 0 | 2 | 0 | 5 | 12 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 3 | 6 |
| Total | 0 | 3 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 6 | 0 | 4 | 0 | 10 | 32 |
| 5:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 |
| 5:15 PM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 8 |
| 5:30 PM | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 7 |
| 5:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 4 |
| Total | 0 | 3 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 2 | 3 | 0 | 0 | 5 | 24 |
| Grand Total | 0 | 47 | 92 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 11 | 79 | 0 | 0 | 90 | 61 | 29 | 55 | 0 | 145 | 374 |
| Approach % | 0.0 | 33.8 | 66.2 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 12.2 | 87.8 | 0.0 | 0.0 | | 42.1 | 20.0 | 37.9 | 0.0 | | |
| Total % | 0.0 | 12.6 | 24.6 | 0.0 | 37.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 21.1 | 0.0 | 0.0 | 24.1 | 16.3 | 7.8 | 14.7 | 0.0 | 38.8 | |
| Exiting Leg Total | | | | | 134 | | | | | 132 | | | | | 108 | | | | | | 374 |
| Buses | 0 | 7 | 65 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 0 | 27 | 28 | 19 | 3 | 0 | 50 | 149 |
| % Buses | 0.0 | 14.9 | 70.7 | 0.0 | 51.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.3 | 30.4 | 0.0 | 0.0 | 30.0 | 45.9 | 65.5 | 5.5 | 0.0 | 34.5 | 39.8 |
| Exiting Leg Total | | | | | 27 | | | | | 87 | | | | | 35 | | | | | | 149 |
| Single-Unit Trucks | 0 | 33 | 26 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 8 | 46 | 0 | 0 | 54 | 30 | 8 | 48 | 0 | 86 | 199 |
| % Single-Unit | 0.0 | 70.2 | 28.3 | 0.0 | 42.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 72.7 | 58.2 | 0.0 | 0.0 | 60.0 | 49.2 | 27.6 | 87.3 | 0.0 | 59.3 | 53.2 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Oftei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



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

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| Exiting Leg Total | 94 | | | | | 42 | | | | | 63 | | | | | 0 | | | | | 199 |
| Articulated Trucks | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 3 | 2 | 4 | 0 | 9 | 26 |
| % Articulated | 0.0 | 14.9 | 1.1 | 0.0 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 10.0 | 4.9 | 6.9 | 7.3 | 0.0 | 6.2 | 7.0 |
| Exiting Leg Total | 13 | | | | | 3 | | | | | 10 | | | | | 0 | | | | | 26 |

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | Total |
|--------------------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 6 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 4 | 14 |
| 7:15 AM | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 1 | 3 | 0 | 7 | 16 |
| 7:30 AM | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 5 | 13 |
| 7:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 2 | 1 | 2 | 0 | 5 | 13 |
| Total Volume | 0 | 12 | 11 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 10 | 4 | 7 | 0 | 21 | 56 |
| % Approach Total | 0.0 | 52.2 | 47.8 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 91.7 | 0.0 | 0.0 | | 47.6 | 19.0 | 33.3 | 0.0 | | |
| PHF | 0.000 | 0.500 | 0.688 | 0.000 | 0.639 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.688 | 0.000 | 0.000 | 0.600 | 0.625 | 1.000 | 0.583 | 0.000 | 0.750 | 0.875 |
| Buses | 0 | 3 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 5 | 3 | 1 | 0 | 9 | 30 |
| Buses % | 0.0 | 25.0 | 100.0 | 0.0 | 60.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 54.5 | 0.0 | 0.0 | 58.3 | 50.0 | 75.0 | 14.3 | 0.0 | 42.9 | 53.6 |
| Single-Unit Trucks | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 | 0 | 5 | 0 | 10 | 19 |
| Single-Unit % | 0.0 | 33.3 | 0.0 | 0.0 | 17.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.5 | 0.0 | 0.0 | 41.7 | 50.0 | 0.0 | 71.4 | 0.0 | 47.6 | 33.9 |
| Articulated Trucks | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 7 |
| Articulated % | 0.0 | 41.7 | 0.0 | 0.0 | 21.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 14.3 | 0.0 | 9.5 | 12.5 |
| Buses | 0 | 3 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 5 | 3 | 1 | 0 | 9 | 30 |
| Single-Unit Trucks | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 | 0 | 5 | 0 | 10 | 19 |
| Articulated Trucks | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 7 |
| Total Entering Leg | 0 | 12 | 11 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 10 | 4 | 7 | 0 | 21 | 56 |
| Buses | 7 | | | | | 15 | | | | | 8 | | | | | 0 | | | | | 30 |
| Single-Unit Trucks | 10 | | | | | 0 | | | | | 9 | | | | | 0 | | | | | 19 |
| Articulated Trucks | 1 | | | | | 1 | | | | | 5 | | | | | 0 | | | | | 7 |
| Total Exiting Leg | 18 | | | | | 16 | | | | | 22 | | | | | 0 | | | | | 56 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 1:45 PM | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 8 |
| 2:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 7 |
| 2:15 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 9 |
| 2:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6 | 2 | 1 | 0 | 9 | 14 |
| Total Volume | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 16 | 6 | 4 | 2 | 0 | 12 | 38 |
| % Approach Total | 0.0 | 50.0 | 50.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.5 | 87.5 | 0.0 | 0.0 | | 50.0 | 33.3 | 16.7 | 0.0 | | |
| PHF | 0.000 | 0.417 | 0.625 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.700 | 0.000 | 0.000 | 0.571 | 0.250 | 0.500 | 0.500 | 0.000 | 0.333 | 0.679 |
| Buses | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 8 | 17 |
| Buses % | 0.0 | 0.0 | 100.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.6 | 0.0 | 0.0 | 25.0 | 66.7 | 100.0 | 0.0 | 0.0 | 66.7 | 44.7 |
| Single-Unit Trucks | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 2 | 0 | 1 | 0 | 3 | 14 |
| Single-Unit % | 0.0 | 80.0 | 0.0 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 35.7 | 0.0 | 0.0 | 43.8 | 33.3 | 0.0 | 50.0 | 0.0 | 25.0 | 36.8 |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 7 |
| Articulated % | 0.0 | 20.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.7 | 0.0 | 0.0 | 31.3 | 0.0 | 0.0 | 50.0 | 0.0 | 8.3 | 18.4 |
| Buses | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 8 | 17 |
| Single-Unit Trucks | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 2 | 0 | 1 | 0 | 3 | 14 |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 7 |
| Total Entering Leg | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 16 | 6 | 4 | 2 | 0 | 12 | 38 |
| Buses | 4 | | | | | 9 | | | | | 4 | | | | | 0 | | | | | 17 |
| Single-Unit Trucks | 6 | | | | | 2 | | | | | 6 | | | | | 0 | | | | | 14 |
| Articulated Trucks | 1 | | | | | 1 | | | | | 1 | | | | | 0 | | | | | 7 |
| Total Exiting Leg | 16 | | | | | 11 | | | | | 11 | | | | | 0 | | | | | 38 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 2:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 7 |
| 2:15 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 9 |
| 2:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6 | 2 | 1 | 0 | 9 | 14 |
| 2:45 PM | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 10 |
| Total Volume | 0 | 2 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 17 | 7 | 2 | 4 | 0 | 13 | 40 |
| % Approach Total | 0.0 | 20.0 | 80.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 | 88.2 | 0.0 | 0.0 | | 53.8 | 15.4 | 30.8 | 0.0 | | |
| PHF | 0.000 | 0.500 | 0.500 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.750 | 0.000 | 0.000 | 0.607 | 0.292 | 0.250 | 0.500 | 0.000 | 0.361 | 0.714 |
| Buses | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 | 2 | 0 | 0 | 7 | 19 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offel-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



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

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| Buses % | 0.0 | 0.0 | 87.5 | 0.0 | 70.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 29.4 | 71.4 | 100.0 | 0.0 | 0.0 | 53.8 | 47.5 |
| Single-Unit Trucks | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 2 | 0 | 3 | 0 | 5 | 14 |
| Single-Unit % | 0.0 | 50.0 | 12.5 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 33.3 | 0.0 | 0.0 | 41.2 | 28.6 | 0.0 | 75.0 | 0.0 | 38.5 | 35.0 |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 7 |
| Articulated % | 0.0 | 50.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 29.4 | 0.0 | 0.0 | 25.0 | 0.0 | 7.7 | 17.5 |
| Buses | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 | 2 | 0 | 0 | 7 | 19 |
| Single-Unit Trucks | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 2 | 0 | 3 | 0 | 5 | 14 |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 7 |
| Total Entering Leg | 0 | 2 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 17 | 7 | 2 | 4 | 0 | 13 | 40 |
| Buses | | | | | 5 | | | | | | | | | | 5 | | | | | 0 | 19 |
| Single-Unit Trucks | | | | | 8 | | | | | | | | | | 3 | | | | | 0 | 14 |
| Articulated Trucks | | | | | 6 | | | | | | | | | | 1 | | | | | 0 | 7 |
| Total Exiting Leg | | | | | 19 | | | | | | | | | | 9 | | | | | 0 | 40 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offel-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Cars

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | | |
| 6:00 AM | 0 | 20 | 27 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 16 | 0 | 5 | 0 | 21 | 81 | |
| 6:15 AM | 0 | 37 | 38 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 13 | 38 | 2 | 4 | 0 | 44 | 132 | |
| 6:30 AM | 0 | 60 | 47 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 3 | 23 | 0 | 0 | 26 | 60 | 1 | 9 | 0 | 70 | 203 | |
| 6:45 AM | 0 | 87 | 74 | 1 | 162 | 0 | 0 | 0 | 0 | 0 | 1 | 43 | 0 | 0 | 44 | 63 | 3 | 22 | 0 | 88 | 294 | |
| Total | 0 | 204 | 186 | 1 | 391 | 0 | 0 | 0 | 0 | 0 | 7 | 89 | 0 | 0 | 96 | 177 | 6 | 40 | 0 | 223 | 710 | |
| 7:00 AM | 0 | 119 | 67 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 3 | 53 | 0 | 0 | 56 | 60 | 5 | 31 | 0 | 96 | 338 | |
| 7:15 AM | 0 | 125 | 88 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 5 | 66 | 0 | 0 | 71 | 64 | 7 | 31 | 0 | 102 | 386 | |
| 7:30 AM | 0 | 149 | 70 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 4 | 109 | 0 | 0 | 113 | 74 | 25 | 35 | 0 | 134 | 466 | |
| 7:45 AM | 0 | 143 | 64 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 4 | 97 | 0 | 0 | 101 | 69 | 7 | 29 | 0 | 105 | 413 | |
| Total | 0 | 536 | 289 | 0 | 825 | 0 | 0 | 0 | 0 | 0 | 16 | 325 | 0 | 0 | 341 | 267 | 44 | 126 | 0 | 437 | 1603 | |
| 8:00 AM | 0 | 132 | 93 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 8 | 83 | 0 | 0 | 91 | 46 | 13 | 28 | 0 | 87 | 403 | |
| 8:15 AM | 0 | 116 | 83 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 3 | 87 | 0 | 0 | 90 | 25 | 16 | 25 | 0 | 66 | 355 | |
| 8:30 AM | 0 | 108 | 71 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 3 | 106 | 0 | 0 | 109 | 45 | 6 | 17 | 0 | 68 | 356 | |
| 8:45 AM | 0 | 118 | 80 | 0 | 198 | 0 | 0 | 0 | 0 | 0 | 7 | 80 | 0 | 0 | 87 | 46 | 4 | 26 | 0 | 76 | 361 | |
| Total | 0 | 474 | 327 | 0 | 801 | 0 | 0 | 0 | 0 | 0 | 21 | 356 | 0 | 0 | 377 | 162 | 39 | 96 | 0 | 297 | 1475 | |
| 9:00 AM | 0 | 76 | 87 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 3 | 40 | 0 | 0 | 43 | 27 | 0 | 33 | 0 | 60 | 266 | |
| 9:15 AM | 0 | 57 | 72 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 3 | 39 | 0 | 0 | 42 | 7 | 2 | 27 | 0 | 36 | 207 | |
| 9:30 AM | 0 | 63 | 53 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 9 | 20 | 0 | 0 | 29 | 22 | 6 | 22 | 0 | 50 | 195 | |
| 9:45 AM | 0 | 53 | 48 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 6 | 21 | 0 | 0 | 27 | 20 | 5 | 33 | 0 | 58 | 186 | |
| Total | 0 | 249 | 260 | 0 | 509 | 0 | 0 | 0 | 0 | 0 | 21 | 120 | 0 | 0 | 141 | 76 | 13 | 115 | 0 | 204 | 854 | |
| 10:00 AM | 0 | 35 | 49 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 0 | 0 | 27 | 24 | 3 | 24 | 0 | 51 | 162 | |
| 10:15 AM | 0 | 31 | 48 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 0 | 0 | 29 | 25 | 7 | 19 | 0 | 51 | 159 | |
| 10:30 AM | 0 | 33 | 36 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 8 | 29 | 0 | 0 | 37 | 21 | 4 | 31 | 0 | 56 | 162 | |
| 10:45 AM | 0 | 25 | 32 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 3 | 31 | 0 | 0 | 34 | 24 | 3 | 32 | 0 | 59 | 150 | |
| Total | 0 | 124 | 165 | 0 | 289 | 0 | 0 | 0 | 0 | 0 | 16 | 111 | 0 | 0 | 127 | 94 | 17 | 106 | 0 | 217 | 633 | |
| 11:00 AM | 2 | 32 | 26 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 5 | 26 | 0 | 0 | 31 | 25 | 1 | 27 | 0 | 53 | 144 | |
| 11:15 AM | 0 | 32 | 38 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 4 | 22 | 0 | 0 | 26 | 21 | 4 | 29 | 0 | 54 | 150 | |
| 11:30 AM | 0 | 25 | 37 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 4 | 26 | 0 | 0 | 30 | 20 | 2 | 33 | 0 | 55 | 147 | |
| 11:45 AM | 0 | 28 | 34 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 6 | 31 | 0 | 0 | 37 | 18 | 2 | 31 | 0 | 51 | 150 | |
| Total | 2 | 117 | 135 | 0 | 254 | 0 | 0 | 0 | 0 | 0 | 19 | 105 | 0 | 0 | 124 | 84 | 9 | 120 | 0 | 213 | 591 | |
| 12:00 PM | 0 | 35 | 42 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 2 | 46 | 0 | 0 | 48 | 17 | 1 | 41 | 0 | 59 | 184 | |
| 12:15 PM | 0 | 38 | 37 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 0 | 0 | 27 | 28 | 7 | 31 | 0 | 66 | 168 | |
| 12:30 PM | 0 | 29 | 36 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 4 | 26 | 0 | 0 | 30 | 10 | 6 | 32 | 0 | 48 | 143 | |
| 12:45 PM | 0 | 35 | 35 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 6 | 32 | 0 | 0 | 38 | 28 | 1 | 39 | 0 | 68 | 176 | |
| Total | 0 | 137 | 150 | 0 | 287 | 0 | 0 | 0 | 0 | 0 | 14 | 129 | 0 | 0 | 143 | 83 | 15 | 143 | 0 | 241 | 671 | |
| 1:00 PM | 0 | 33 | 30 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 12 | 29 | 0 | 0 | 41 | 26 | 2 | 42 | 0 | 70 | 174 | |
| 1:15 PM | 0 | 37 | 38 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 7 | 36 | 0 | 0 | 43 | 23 | 6 | 39 | 0 | 68 | 186 | |
| 1:30 PM | 0 | 41 | 23 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 1 | 34 | 0 | 0 | 35 | 18 | 5 | 34 | 0 | 57 | 156 | |
| 1:45 PM | 0 | 31 | 25 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 12 | 49 | 0 | 0 | 61 | 21 | 4 | 51 | 0 | 76 | 193 | |
| Total | 0 | 142 | 116 | 0 | 258 | 0 | 0 | 0 | 0 | 0 | 32 | 148 | 0 | 0 | 180 | 88 | 17 | 166 | 0 | 271 | 709 | |
| 2:00 PM | 0 | 33 | 32 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 5 | 38 | 0 | 0 | 43 | 25 | 5 | 52 | 0 | 82 | 190 | |
| 2:15 PM | 0 | 35 | 30 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 8 | 49 | 0 | 0 | 57 | 26 | 6 | 50 | 0 | 82 | 204 | |
| 2:30 PM | 0 | 30 | 40 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 1 | 57 | 0 | 0 | 58 | 19 | 2 | 43 | 0 | 64 | 192 | |
| 2:45 PM | 0 | 41 | 42 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 7 | 52 | 0 | 0 | 59 | 42 | 2 | 58 | 0 | 102 | 244 | |
| Total | 0 | 139 | 144 | 0 | 283 | 0 | 0 | 0 | 0 | 0 | 21 | 196 | 0 | 0 | 217 | 112 | 15 | 203 | 0 | 330 | 830 | |
| 3:00 PM | 0 | 55 | 48 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 5 | 63 | 0 | 0 | 68 | 48 | 2 | 50 | 0 | 100 | 271 | |
| 3:15 PM | 0 | 52 | 35 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 5 | 62 | 0 | 0 | 67 | 51 | 5 | 60 | 0 | 116 | 270 | |
| 3:30 PM | 0 | 63 | 43 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 6 | 102 | 0 | 0 | 108 | 32 | 4 | 56 | 0 | 92 | 306 | |
| 3:45 PM | 0 | 45 | 29 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 6 | 112 | 0 | 0 | 118 | 39 | 5 | 70 | 0 | 114 | 306 | |
| Total | 0 | 215 | 155 | 0 | 370 | 0 | 0 | 0 | 0 | 0 | 22 | 339 | 0 | 0 | 361 | 170 | 16 | 236 | 0 | 422 | 1153 | |
| 4:00 PM | 0 | 64 | 37 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 4 | 119 | 0 | 0 | 123 | 48 | 8 | 81 | 0 | 137 | 361 | |
| 4:15 PM | 0 | 53 | 30 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 6 | 127 | 0 | 0 | 133 | 43 | 8 | 72 | 0 | 123 | 339 | |
| 4:30 PM | 0 | 38 | 29 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 4 | 131 | 0 | 0 | 135 | 70 | 6 | 85 | 0 | 161 | 357 | |
| 4:45 PM | 0 | 43 | 32 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 3 | 166 | 0 | 0 | 169 | 54 | 2 | 80 | 0 | 136 | 380 | |
| Total | 0 | 198 | 122 | 0 | 320 | 0 | 0 | 0 | 0 | 0 | 17 | 543 | 0 | 0 | 560 | 215 | 24 | 318 | 0 | 557 | 1437 | |
| 5:00 PM | 0 | 68 | 21 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 3 | 175 | 0 | 0 | 178 | 59 | 4 | 93 | 0 | 156 | 423 | |
| 5:15 PM | 0 | 73 | 34 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 7 | 182 | 0 | 0 | 189 | 85 | 5 | 84 | 0 | 174 | 470 | |
| 5:30 PM | 0 | 66 | 25 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 3 | 177 | 0 | 0 | 180 | 77 | 5 | 97 | 0 | 179 | 450 | |
| 5:45 PM | 0 | 61 | 31 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 3 | 179 | 0 | 0 | 182 | 87 | 3 | 102 | 0 | 192 | 466 | |
| Total | 0 | 268 | 111 | 0 | 379 | 0 | 0 | 0 | 0 | 0 | 16 | 713 | 0 | 0 | 729 | 308 | 17 | 376 | 0 | 701 | 1809 | |
| Grand Total | 2 | 2803 | 2160 | 1 | 4966 | 0 | 0 | 0 | 0 | 0 | 222 | 3174 | 0 | 0 | 3396 | 1836 | 232 | 2045 | 0 | 4113 | 12475 | |
| Approach % | 0.0 | 56.4 | 43.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 | 93.5 | 0.0 | 0.0 | | 44.6 | 5.6 | 49.7 | 0.0 | | | |
| Total % | 0.0 | 22.5 | 17.3 | 0.0 | 39.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 25.4 | 0.0 | 0.0 | 27.2 | 14.7 | 1.9 | 16.4 | 0.0 | 33.0 | | |
| Exiting Leg Total | | | | | 5220 | | | | | | | 2614 | | | | | 4639 | | | | 2 | 12475 |

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:15 AM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | Total |
|---------|-------------|------|------|--------|-------|------------------|------|------|--------|-------|-------------|------|------|--------|-------|------------------|------|------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:15 AM | 0 | 125 | 88 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 5 | 66 | 0 | 0 | 71 | 64 | 7 | 31 | 0 | 102 | 386 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Ofel-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Cars

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | Total | |
|------------------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------|------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | | |
| 7:30 AM | 0 | 149 | 70 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 4 | 109 | 0 | 0 | 113 | 74 | 25 | 35 | 0 | 134 | 466 | |
| 7:45 AM | 0 | 143 | 64 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 4 | 97 | 0 | 0 | 101 | 69 | 7 | 29 | 0 | 105 | 413 | |
| 8:00 AM | 0 | 132 | 93 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 8 | 83 | 0 | 0 | 91 | 46 | 13 | 28 | 0 | 87 | 403 | |
| Total Volume | 0 | 549 | 315 | 0 | 864 | 0 | 0 | 0 | 0 | 0 | 21 | 355 | 0 | 0 | 376 | 253 | 52 | 123 | 0 | 428 | 1668 | |
| % Approach Total | 0.0 | 63.5 | 36.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 94.4 | 0.0 | 0.0 | | 59.1 | 12.1 | 28.7 | 0.0 | | | |
| PHF | 0.000 | 0.921 | 0.847 | 0.000 | 0.960 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.656 | 0.814 | 0.000 | 0.000 | 0.832 | 0.855 | 0.520 | 0.879 | 0.000 | 0.799 | 0.895 | |
| Entering Leg | 0 | 549 | 315 | 0 | 864 | 0 | 0 | 0 | 0 | 0 | 21 | 355 | 0 | 0 | 376 | 253 | 52 | 123 | 0 | 428 | 1668 | |
| Exiting Leg | | | | | 478 | | | | | 388 | | | | | 802 | | | | | | 0 | 1668 |
| Total | | | | | 1342 | | | | | 388 | | | | | 1178 | | | | | 428 | 3336 | |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:45 PM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 1:45 PM | 0 | 31 | 25 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 12 | 49 | 0 | 0 | 61 | 21 | 4 | 51 | 0 | 76 | 193 |
| 2:00 PM | 0 | 33 | 32 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 5 | 38 | 0 | 0 | 43 | 25 | 5 | 52 | 0 | 82 | 190 |
| 2:15 PM | 0 | 35 | 30 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 8 | 49 | 0 | 0 | 57 | 26 | 6 | 50 | 0 | 82 | 204 |
| 2:30 PM | 0 | 30 | 40 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 1 | 57 | 0 | 0 | 58 | 19 | 2 | 43 | 0 | 64 | 192 |
| Total Volume | 0 | 129 | 127 | 0 | 256 | 0 | 0 | 0 | 0 | 0 | 26 | 193 | 0 | 0 | 219 | 91 | 17 | 196 | 0 | 304 | 779 |
| % Approach Total | 0.0 | 50.4 | 49.6 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.9 | 88.1 | 0.0 | 0.0 | | 29.9 | 5.6 | 64.5 | 0.0 | | |
| PHF | 0.000 | 0.921 | 0.794 | 0.000 | 0.914 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.542 | 0.846 | 0.000 | 0.000 | 0.898 | 0.875 | 0.708 | 0.942 | 0.000 | 0.927 | 0.955 |
| Entering Leg | 0 | 129 | 127 | 0 | 256 | 0 | 0 | 0 | 0 | 0 | 26 | 193 | 0 | 0 | 219 | 91 | 17 | 196 | 0 | 304 | 779 |
| Exiting Leg | | | | | 389 | | | | | 170 | | | | | 220 | | | | | 0 | 779 |
| Total | | | | | 645 | | | | | 170 | | | | | 439 | | | | | 304 | 1558 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | 68 | 21 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 3 | 175 | 0 | 0 | 178 | 59 | 4 | 93 | 0 | 156 | 423 |
| 5:15 PM | 0 | 73 | 34 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 7 | 182 | 0 | 0 | 189 | 85 | 5 | 84 | 0 | 174 | 470 |
| 5:30 PM | 0 | 66 | 25 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 3 | 177 | 0 | 0 | 180 | 77 | 5 | 97 | 0 | 179 | 450 |
| 5:45 PM | 0 | 61 | 31 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 3 | 179 | 0 | 0 | 182 | 87 | 3 | 102 | 0 | 192 | 465 |
| Total Volume | 0 | 268 | 111 | 0 | 379 | 0 | 0 | 0 | 0 | 0 | 16 | 713 | 0 | 0 | 729 | 308 | 17 | 376 | 0 | 701 | 1809 |
| % Approach Total | 0.0 | 70.7 | 29.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 97.8 | 0.0 | 0.0 | | 43.9 | 2.4 | 53.6 | 0.0 | | |
| PHF | 0.000 | 0.918 | 0.816 | 0.000 | 0.886 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.571 | 0.979 | 0.000 | 0.000 | 0.964 | 0.885 | 0.850 | 0.922 | 0.000 | 0.913 | 0.962 |
| Entering Leg | 0 | 268 | 111 | 0 | 379 | 0 | 0 | 0 | 0 | 0 | 16 | 713 | 0 | 0 | 729 | 308 | 17 | 376 | 0 | 701 | 1809 |
| Exiting Leg | | | | | 1089 | | | | | 144 | | | | | 576 | | | | | 0 | 1809 |
| Total | | | | | 1468 | | | | | 144 | | | | | 1305 | | | | | 701 | 3618 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Oftei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Light Goods Vehicle

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 6:00 AM | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 |
| 6:15 AM | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 5 | 11 |
| 6:30 AM | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 6 | 0 | 3 | 0 | 9 | 23 |
| 6:45 AM | 0 | 6 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 9 | 0 | 8 | 0 | 17 | 30 |
| Total | 0 | 17 | 12 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 19 | 0 | 13 | 0 | 32 | 70 |
| 7:00 AM | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 8 | 1 | 2 | 0 | 11 | 32 |
| 7:15 AM | 0 | 14 | 5 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 | 1 | 8 | 0 | 16 | 38 |
| 7:30 AM | 0 | 12 | 4 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 4 | 2 | 11 | 0 | 17 | 39 |
| 7:45 AM | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 2 | 8 | 0 | 11 | 30 |
| Total | 0 | 51 | 13 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 0 | 0 | 20 | 20 | 6 | 29 | 0 | 55 | 139 |
| 8:00 AM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 2 | 0 | 5 | 0 | 7 | 21 |
| 8:15 AM | 0 | 6 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 2 | 1 | 3 | 0 | 6 | 21 |
| 8:30 AM | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 3 | 0 | 6 | 0 | 9 | 22 |
| 8:45 AM | 0 | 5 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 1 | 1 | 8 | 0 | 10 | 24 |
| Total | 0 | 24 | 11 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 21 | 8 | 2 | 22 | 0 | 32 | 88 |
| 9:00 AM | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 1 | 3 | 0 | 4 | 19 |
| 9:15 AM | 0 | 6 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 2 | 2 | 6 | 0 | 10 | 23 |
| 9:30 AM | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 4 | 0 | 7 | 17 |
| 9:45 AM | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | 0 | 4 | 0 | 9 | 20 |
| Total | 0 | 20 | 16 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 13 | 9 | 4 | 17 | 0 | 30 | 79 |
| 10:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 5 | 8 |
| 10:15 AM | 0 | 5 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 4 | 0 | 9 | 21 |
| 10:30 AM | 0 | 3 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 8 | 1 | 6 | 0 | 15 | 31 |
| 10:45 AM | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 | 1 | 6 | 0 | 12 | 23 |
| Total | 0 | 12 | 19 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 20 | 3 | 18 | 0 | 41 | 83 |
| 11:00 AM | 1 | 3 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 1 | 7 | 0 | 10 | 20 |
| 11:15 AM | 0 | 2 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 6 | 0 | 7 | 17 |
| 11:30 AM | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 | 1 | 3 | 0 | 7 | 13 |
| 11:45 AM | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 3 | 3 | 6 | 0 | 12 | 24 |
| Total | 1 | 9 | 16 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 12 | 9 | 5 | 22 | 0 | 36 | 74 |
| 12:00 PM | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 2 | 0 | 5 | 0 | 7 | 20 |
| 12:15 PM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 7 | 0 | 9 | 20 |
| 12:30 PM | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 8 | 0 | 9 | 18 |
| 12:45 PM | 0 | 7 | 7 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 2 | 1 | 3 | 0 | 6 | 29 |
| Total | 0 | 19 | 14 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 0 | 0 | 23 | 6 | 2 | 23 | 0 | 31 | 87 |
| 1:00 PM | 0 | 7 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 2 | 0 | 7 | 0 | 9 | 27 |
| 1:15 PM | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 2 | 1 | 4 | 0 | 7 | 17 |
| 1:30 PM | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 2 | 0 | 5 | 0 | 7 | 18 |
| 1:45 PM | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 3 | 1 | 6 | 0 | 10 | 21 |
| Total | 0 | 20 | 10 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 0 | 0 | 20 | 9 | 2 | 22 | 0 | 33 | 83 |
| 2:00 PM | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 11 |
| 2:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 4 | 1 | 3 | 0 | 8 | 16 |
| 2:30 PM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 4 | 0 | 2 | 0 | 6 | 21 |
| 2:45 PM | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 5 | 1 | 5 | 0 | 12 | 33 |
| Total | 0 | 16 | 9 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 0 | 0 | 29 | 14 | 2 | 11 | 0 | 27 | 81 |
| 3:00 PM | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 3 | 0 | 4 | 0 | 7 | 29 |
| 3:15 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 2 | 0 | 9 | 0 | 11 | 25 |
| 3:30 PM | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 4 | 0 | 5 | 20 |
| 3:45 PM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 1 | 0 | 7 | 0 | 8 | 29 |
| Total | 0 | 12 | 8 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 3 | 49 | 0 | 0 | 52 | 7 | 0 | 24 | 0 | 31 | 103 |
| 4:00 PM | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 2 | 1 | 6 | 0 | 9 | 26 |
| 4:15 PM | 0 | 2 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 2 | 1 | 6 | 0 | 9 | 32 |
| 4:30 PM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 3 | 0 | 4 | 12 |
| 4:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 4 | 0 | 4 | 15 |
| Total | 0 | 8 | 11 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 0 | 0 | 40 | 5 | 2 | 19 | 0 | 26 | 85 |
| 5:00 PM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 2 | 1 | 5 | 0 | 8 | 18 |
| 5:15 PM | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 7 | 0 | 7 | 26 |
| 5:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 3 | 1 | 1 | 0 | 5 | 20 |
| 5:45 PM | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 2 | 0 | 3 | 0 | 5 | 18 |
| Total | 0 | 12 | 4 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 41 | 7 | 2 | 16 | 0 | 25 | 82 |
| Grand Total | 1 | 220 | 143 | 0 | 364 | 0 | 0 | 0 | 0 | 0 | 24 | 267 | 0 | 0 | 291 | 133 | 30 | 236 | 0 | 399 | 1054 |
| Approach % | 0.3 | 60.4 | 39.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 8.2 | 91.8 | 0.0 | 0.0 | | 33.3 | 7.5 | 59.1 | 0.0 | | |
| Total % | 0.1 | 20.9 | 13.6 | 0.0 | 34.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 25.3 | 0.0 | 0.0 | 27.6 | 12.6 | 2.8 | 22.4 | 0.0 | 37.9 | |
| Exiting Leg Total | | | | | 503 | | | | | 197 | | | | 353 | | | | | | 1 | 1054 |

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 6:45 AM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 6:45 AM | 0 | 6 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 9 | 0 | 8 | 0 | 17 | 30 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offel-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Light Goods Vehicle

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 8 | 1 | 2 | 0 | 11 | 32 |
| 7:15 AM | 0 | 14 | 5 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 | 1 | 8 | 0 | 16 | 38 |
| 7:30 AM | 0 | 12 | 4 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 4 | 2 | 11 | 0 | 17 | 39 |
| Total Volume | 0 | 45 | 14 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 0 | 0 | 19 | 28 | 4 | 29 | 0 | 61 | 139 |
| % Approach Total | 0.0 | 76.3 | 23.7 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 21.1 | 78.9 | 0.0 | 0.0 | | 45.9 | 6.6 | 47.5 | 0.0 | | |
| PHF | 0.000 | 0.804 | 0.700 | 0.000 | 0.776 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.750 | 0.000 | 0.000 | 0.792 | 0.778 | 0.500 | 0.659 | 0.000 | 0.897 | 0.891 |
| Entering Leg | 0 | 45 | 14 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 0 | 0 | 19 | 28 | 4 | 29 | 0 | 61 | 139 |
| Exiting Leg | | | | | 44 | | | | | 22 | | | | | 73 | | | | | 0 | 139 |
| Total | | | | | 103 | | | | | 22 | | | | | 92 | | | | | 61 | 278 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 10:15 AM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 10:15 AM | 0 | 5 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 4 | 0 | 9 | 21 |
| 10:30 AM | 0 | 3 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 8 | 1 | 6 | 0 | 15 | 31 |
| 10:45 AM | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 | 1 | 6 | 0 | 12 | 23 |
| 11:00 AM | 1 | 3 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 1 | 7 | 0 | 10 | 20 |
| Total Volume | 1 | 15 | 21 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 19 | 4 | 23 | 0 | 46 | 95 |
| % Approach Total | 2.7 | 40.5 | 56.8 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 41.3 | 8.7 | 50.0 | 0.0 | | |
| PHF | 0.250 | 0.750 | 0.656 | 0.000 | 0.841 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.000 | 0.600 | 0.594 | 1.000 | 0.821 | 0.000 | 0.767 | 0.766 | |
| Entering Leg | 1 | 15 | 21 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 19 | 4 | 23 | 0 | 46 | 95 |
| Exiting Leg | | | | | 35 | | | | | 25 | | | | | 34 | | | | | 1 | 95 |
| Total | | | | | 72 | | | | | 25 | | | | | 46 | | | | | 47 | 190 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 2:30 PM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 2:30 PM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 4 | 0 | 2 | 0 | 6 | 21 |
| 2:45 PM | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 6 | 1 | 5 | 0 | 12 | 33 |
| 3:00 PM | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 3 | 0 | 4 | 0 | 7 | 29 |
| 3:15 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 2 | 0 | 9 | 0 | 11 | 25 |
| Total Volume | 0 | 20 | 10 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 5 | 37 | 0 | 0 | 42 | 15 | 1 | 20 | 0 | 36 | 108 |
| % Approach Total | 0.0 | 66.7 | 33.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 11.9 | 88.1 | 0.0 | 0.0 | | 41.7 | 2.8 | 55.6 | 0.0 | | |
| PHF | 0.000 | 0.625 | 0.500 | 0.000 | 0.833 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.712 | 0.000 | 0.700 | 0.625 | 0.250 | 0.556 | 0.000 | 0.750 | 0.818 | |
| Entering Leg | 0 | 20 | 10 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 5 | 37 | 0 | 0 | 42 | 15 | 1 | 20 | 0 | 36 | 108 |
| Exiting Leg | | | | | 57 | | | | | 16 | | | | | 35 | | | | | 0 | 108 |
| Total | | | | | 87 | | | | | 16 | | | | | 77 | | | | | 36 | 216 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offel-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Buses

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | | |
| 6:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | |
| 6:45 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 5 | |
| Total | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 3 | 10 | |
| 7:00 AM | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 7 | |
| 7:15 AM | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | |
| 7:30 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 5 | 10 | |
| 7:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 7 | |
| Total | 0 | 3 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 5 | 3 | 1 | 0 | 9 | 30 | |
| 8:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 8:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Total | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 9 | |
| 9:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | |
| 9:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | |
| 9:30 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 9:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | |
| Total | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 10 | |
| 10:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 10:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | |
| 10:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Total | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | |
| 11:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 11:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | |
| 11:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | |
| Total | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 6 | |
| 12:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 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 | |
| Total | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | |
| 1:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 6 | |
| 1:15 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | |
| 1:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 | |
| 1:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 4 | |
| Total | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6 | 2 | 0 | 0 | 8 | 16 | |
| 2:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 2:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 2:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 6 | 9 | |
| 2:45 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 6 | |
| Total | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 | 2 | 0 | 0 | 7 | 19 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | |
| 3:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | |
| 3:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 3 | |
| Total | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 5 | 8 | |
| 4:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | |
| 4:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 4 | |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 4 | |
| Total | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 5 | 13 | |
| 5:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 | |
| 5:15 PM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 6 | |
| 5:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 6 | |
| 5:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | |
| Total | 0 | 2 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 2 | 2 | 0 | 0 | 4 | 19 | |
| Grand Total | 0 | 7 | 65 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 0 | 0 | 27 | 28 | 19 | 3 | 0 | 50 | 149 | |
| Approach % | 0.0 | 9.7 | 90.3 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 11.1 | 88.9 | 0.0 | 0.0 | | 56.0 | 38.0 | 6.0 | 0.0 | | | |
| Total % | 0.0 | 4.7 | 43.6 | 0.0 | 48.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 16.1 | 0.0 | 0.0 | 18.1 | 18.8 | 12.8 | 2.0 | 0.0 | 33.6 | | |
| Exiting Leg Total | | | | | 27 | | | | | 87 | | | | | 35 | | | | | | 0 | 149 |

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:00 AM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Oftei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Buses

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 7:00 AM | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 7 |
| 7:15 AM | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 7:30 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 5 | 10 |
| 7:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 7 |
| Total Volume | 0 | 3 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 5 | 3 | 1 | 0 | 9 | 30 |
| % Approach Total | 0.0 | 21.4 | 78.6 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 14.3 | 85.7 | 0.0 | 0.0 | | 55.6 | 33.3 | 11.1 | 0.0 | | |
| PHF | 0.000 | 0.750 | 0.688 | 0.000 | 0.700 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.000 | 0.000 | 0.583 | 0.313 | 0.750 | 0.250 | 0.000 | 0.450 | 0.750 |
| Entering Leg | 0 | 3 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 5 | 3 | 1 | 0 | 9 | 30 |
| Exiting Leg | | | | | 7 | | | | | 15 | | | | | 8 | | | | | 0 | 30 |
| Total | | | | | 21 | | | | | 15 | | | | | 15 | | | | | 9 | 60 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 1:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 4 |
| 2:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 6 | 9 |
| Total Volume | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 8 | 17 |
| % Approach Total | 0.0 | 0.0 | 100.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 50.0 | 50.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.000 | 0.625 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.250 | 0.500 | 0.000 | 0.000 | 0.333 | 0.472 |
| Entering Leg | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 8 | 17 |
| Exiting Leg | | | | | 4 | | | | | 9 | | | | | 4 | | | | | 0 | 17 |
| Total | | | | | 9 | | | | | 9 | | | | | 8 | | | | | 8 | 34 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 4 |
| 5:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 5:15 PM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 6 |
| 5:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 6 |
| Total Volume | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 3 | 2 | 0 | 0 | 5 | 20 |
| % Approach Total | 0.0 | 11.1 | 88.9 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 60.0 | 40.0 | 0.0 | 0.0 | | |
| PHF | 0.000 | 0.250 | 0.667 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.750 | 0.375 | 0.500 | 0.000 | 0.000 | 0.625 | 0.833 |
| Entering Leg | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 3 | 2 | 0 | 0 | 5 | 20 |
| Exiting Leg | | | | | 6 | | | | | 10 | | | | | 4 | | | | | 0 | 20 |
| Total | | | | | 15 | | | | | 10 | | | | | 10 | | | | | 5 | 40 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Oftei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 6:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 3 | 5 |
| 6:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 4 |
| Total | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 5 | 10 |
| 7:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 4 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 5 | 7 |
| 7:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 5 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 | 0 | 5 | 0 | 10 | 19 |
| 8:00 AM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 7 |
| 8:15 AM | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 8 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |
| 8:45 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 6 |
| Total | 0 | 5 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 10 | 0 | 13 | 25 |
| 9:00 AM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 6 |
| 9:15 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 5 |
| 9:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 6 |
| 9:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 5 |
| Total | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 3 | 5 | 0 | 11 | 22 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 5 | 7 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 5 | 9 |
| 11:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 4 |
| 11:15 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 5 |
| 11:30 AM | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 12 |
| 11:45 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 5 |
| Total | 0 | 5 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 3 | 3 | 4 | 0 | 10 | 26 |
| 12:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 6 |
| 12:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 5 | 7 |
| 12:30 PM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 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 |
| Total | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 4 | 1 | 4 | 0 | 9 | 20 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| 1:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 1:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 4 |
| 1:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 5 | 0 | 6 | 13 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 3 | 5 |
| 2:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 4 |
| Total | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 2 | 0 | 3 | 0 | 5 | 14 |
| 3:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 5 |
| 3:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 4 |
| 3:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 7 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 3 |
| Total | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 2 | 0 | 4 | 0 | 6 | 19 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 6 |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 7 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 4 | 0 | 5 | 17 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 5 |
| Grand Total | 0 | 33 | 26 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 8 | 46 | 0 | 0 | 54 | 30 | 8 | 48 | 0 | 86 | 199 |
| Approach % | 0.0 | 55.9 | 44.1 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 14.8 | 85.2 | 0.0 | 0.0 | | 34.9 | 9.3 | 55.8 | 0.0 | | |
| Total % | 0.0 | 16.6 | 13.1 | 0.0 | 29.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 23.1 | 0.0 | 0.0 | 27.1 | 15.1 | 4.0 | 24.1 | 0.0 | 43.2 | |
| Exiting Leg Total | | | | | 94 | | | | | 42 | | | | 63 | | | | | | 0 | 199 |

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 8:00 AM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offel-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | Total |
|------------------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------------|-------|-------|--------|-------|------------------|-------|-------|--------|-------|-------|
| | from North | | | | | from East | | | | | from South | | | | | from West | | | | | |
| | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | Right | Thru | Left | U-Turn | Total | |
| 8:00 AM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 7 |
| 8:15 AM | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 8 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |
| 8:45 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 6 |
| Total Volume | 0 | 5 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 10 | 0 | 13 | 25 |
| % Approach Total | 0.0 | 55.6 | 44.4 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 23.1 | 0.0 | 76.9 | 0.0 | | |
| PHF | 0.000 | 0.625 | 0.500 | 0.000 | 0.563 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.375 | 0.375 | 0.000 | 0.833 | 0.000 | 0.813 | 0.781 |
| Entering Leg | 0 | 5 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 10 | 0 | 13 | 25 |
| Exiting Leg | | | | | 13 | | | | | 4 | | | | | 8 | | | | | 0 | 25 |
| Total | | | | | 22 | | | | | 4 | | | | | 11 | | | | | 13 | 50 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 11:30 AM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 12 |
| 11:45 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 5 |
| 12:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 6 |
| 12:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 5 | 7 |
| Total Volume | 0 | 4 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 4 | 3 | 6 | 0 | 13 | 30 |
| % Approach Total | 0.0 | 33.3 | 66.7 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 40.0 | 60.0 | 0.0 | 0.0 | | 30.8 | 23.1 | 46.2 | 0.0 | | |
| PHF | 0.000 | 0.333 | 0.500 | 0.000 | 0.429 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.375 | 0.000 | 0.000 | 0.417 | 0.500 | 0.750 | 0.500 | 0.000 | 0.650 | 0.625 |
| Entering Leg | 0 | 4 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 4 | 3 | 6 | 0 | 13 | 30 |
| Exiting Leg | | | | | 9 | | | | | 13 | | | | | 8 | | | | | 0 | 30 |
| Total | | | | | 21 | | | | | 13 | | | | | 13 | | | | | 13 | 60 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 2:45 PM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 2:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 4 |
| 3:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 5 |
| 3:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 4 |
| 3:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 7 |
| Total Volume | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 1 | 0 | 6 | 0 | 7 | 20 |
| % Approach Total | 0.0 | 20.0 | 80.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 12.5 | 87.5 | 0.0 | 0.0 | | 14.3 | 0.0 | 85.7 | 0.0 | | |
| PHF | 0.000 | 0.250 | 1.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.583 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.750 | 0.000 | 0.875 | 0.714 |
| Entering Leg | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 1 | 0 | 6 | 0 | 7 | 20 |
| Exiting Leg | | | | | 13 | | | | | 5 | | | | | 2 | | | | | 0 | 20 |
| Total | | | | | 18 | | | | | 5 | | | | | 10 | | | | | 7 | 40 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Oftei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Articulated Trucks

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 9:45 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 | 1 | 1 | 0 | 0 | 0 | 2 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 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 | 1 | 0 | 0 | 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 | 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 | 1 | 0 | 0 | 0 | 1 | 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 | 1 | 0 | 0 | 1 |
| 1:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 2:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 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 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 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 |
| 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 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 3 | 2 | 4 | 0 | 0 | 9 | 26 |
| Approach % | 0.0 | 87.5 | 12.5 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | | 33.3 | 22.2 | 44.4 | 0.0 | | |
| Total % | 0.0 | 26.9 | 3.8 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.6 | 0.0 | 0.0 | 34.6 | 11.5 | 7.7 | 15.4 | 0.0 | 34.6 | |
| Exiting Leg Total | | | | | 13 | | | | | 3 | | | | 10 | | | | | | | 26 |

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 6:30 AM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Articulated Trucks

| | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | | | | | | |
| 6:30 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 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 7:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total Volume | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 7 |
| % Approach Total | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | |
| PHF | 0.000 | 0.417 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.500 | 0.250 | 0.000 | 0.250 | 0.000 | 0.500 | 0.583 |
| Entering Leg | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 7 |
| Exiting Leg | | | | | 1 | | | | | 0 | | | | | 6 | | | | | 0 | | | | | 7 | 7 |
| Total | | | | | 6 | | | | | 0 | | | | | 6 | | | | | 2 | | | | | 14 | 14 |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 1:30 PM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | | | | | | |
| 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 |
| 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 |
| 2:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 7 |
| % Approach Total | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 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 | 0.313 | 0.000 | 0.000 | 0.313 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.438 |
| Entering Leg | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 7 |
| Exiting Leg | | | | | 6 | | | | | 0 | | | | | 1 | | | | | 0 | | | | | 7 | 7 |
| Total | | | | | 7 | | | | | 0 | | | | | 6 | | | | | 1 | | | | | 14 | 14 |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 2:00 PM | Park Avenue | | | | | Frontage Road EB | | | | | Park Avenue | | | | | Frontage Road EB | | | | | 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 | | | | | | |
| 2:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2:30 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 |
| 2:45 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 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 7 |
| % Approach Total | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 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 | 0.313 | 0.000 | 0.000 | 0.313 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.438 |
| Entering Leg | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 7 |
| Exiting Leg | | | | | 6 | | | | | 0 | | | | | 1 | | | | | 0 | | | | | 7 | 7 |
| Total | | | | | 7 | | | | | 0 | | | | | 6 | | | | | 1 | | | | | 14 | 14 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

| | Park Avenue | | | | | | | Frontage Road EB | | | | | | | Park Avenue | | | | | | | Frontage Road EB | | | | | | | 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-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | Right | Thru | Left | U-Turn | CW-EB | CW-WB | Total | |
| 6:00 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 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 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 | |
| 9:30 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 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:00 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 | |
| 10:15 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 | |
| 10:30 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 | |
| 10:45 AM | 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 | |
| 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 | |
| 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 | 0 | 0 | 0 | 0 | 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 | |
| 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 | |
| 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 | |
| 12:45 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 1:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 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 | |
| 2:15 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 | |
| 2:30 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 | |
| 2:45 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 | |
| 3:00 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 | |
| 3:15 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 | |
| 3:30 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 | |
| 3:45 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 | |
| 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 | 1 | 0 | 0 | 0 | 0 | 1 | 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 | 1 | 0 | 0 | 0 | 0 | 1 | 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 | 1 | 0 | 0 | 0 | 0 | 1 | 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 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Grand Total | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | |
| 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 | 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 | 47.4 | 0.0 | 0.0 | 0.0 | 0.0 | 47.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.6 | 0.0 | 0.0 | 0.0 | 0.0 | 52.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Exiting Leg Total | 10 | | | | | | | 0 | | | | | | | 9 | | | | | | | 0 | | | | | | | 19 |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offer-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

| | Park Avenue | | | | | | | Frontage Road EB | | | | | | | Park Avenue | | | | | | | Frontage Road EB | | | | | | | 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-WB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | | | | | | | | |
| 6:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| % Approach Total | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | |
| PHF | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | | | |
| Entering Leg | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| Exiting Leg | | | | | | | 2 | | | | | | | 0 | | | | | | | 3 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 5 | | | |
| Total | | | | | | | 5 | | | | | | | 0 | | | | | | | 5 | | | | | | | | 0 | 0 | 0 | 0 | 10 | | | | |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 10:00 AM | Park Avenue | | | | | | | Frontage Road EB | | | | | | | Park Avenue | | | | | | | Frontage Road EB | | | | | | | 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-WB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | | | | | | | |
| 10:00 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 |
| 10:15 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 |
| 10:30 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 |
| 10:45 AM | 0 | 0 | 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 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| PHF | 0.000 | 0.000 | 0.000 | 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 | 0.000 | 0.000 | 0.250 | | |
| Entering Leg | 0 | 0 | 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 | 0 | 0 | 1 |
| Exiting Leg | | | | | | | 1 | | | | | | | 0 | | | | | | | 0 | | | | | | | | 0 | 0 | 0 | 0 | 1 | | | |
| Total | | | | | | | 1 | | | | | | | 0 | | | | | | | 1 | | | | | | | | 0 | 0 | 0 | 0 | 2 | | | |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 5:00 PM | Park Avenue | | | | | | | Frontage Road EB | | | | | | | Park Avenue | | | | | | | Frontage Road EB | | | | | | | 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-WB | Total | Right | Thru | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | Left | U-Turn | CW-NB | CW-SB | Total | | | | | | | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| % Approach Total | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| PHF | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | | |
| Entering Leg | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Exiting Leg | | | | | | | 3 | | | | | | | 0 | | | | | | | 1 | | | | | | | | 0 | 0 | 0 | 0 | 4 | | | |
| Total | | | | | | | 4 | | | | | | | 0 | | | | | | | 4 | | | | | | | | 0 | 0 | 0 | 0 | 8 | | | |

PDI File #: 186178 E
 Location: N: Park Avenue S: Park Avenue
 Location: E: Frontage Road EB W: Frontage Road EB
 City, State: Belmont, MA
 Client: BSC Group/ S. Offei-Addo
 Site Code: TBA
 Count Date: Wednesday, April 11, 2018
 Start Time: 6:00 AM
 End Time: 6:00 PM
 Class:



Pedestrians

| | Park Avenue | | | | | | | Frontage Road EB | | | | | | | Park Avenue | | | | | | | Frontage Road EB | | | | | | | 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-SE | CW-NB | Total | Right | Thru | Left | U-Turn | CW-WB | EW-EB | EW-WB | Total | Right | Thru | Left | U-Turn | EW-NB | CW-SE | | Total | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | | |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | | |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 2 | 12 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 20 | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 83.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.833 |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.833 | 0.167 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 1.000 | 0.615 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.500 | 0.833 | | |
| Entering Leg | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 2 | 12 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 20 | | |
| Exiting Leg | | | | | | | 1 | | | | | | | 12 | | | | | | | 5 | | | | | | | 2 | 20 | | |
| Total | | | | | | | 2 | | | | | | | 24 | | | | | | | 10 | | | | | | | 4 | 40 | | |

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

| 10:00 AM | Park Avenue | | | | | | | Frontage Road EB | | | | | | | Park Avenue | | | | | | | Frontage Road EB | | | | | | | 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-SE | CW-NB | Total | Right | Thru | Left | U-Turn | EW-WB | EW-EB | EW-WB | Total | Right | Thru | Left | U-Turn | EW-NB | CW-SE | | Total | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 10:15 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 | 1 | 1 | 1 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 9 | | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 100.0 | 0.750 |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.417 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.750 | 0.750 | | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 9 | | |
| Exiting Leg | | | | | | | 0 | | | | | | | 5 | | | | | | | 1 | | | | | | | 3 | 9 | | |
| Total | | | | | | | 0 | | | | | | | 10 | | | | | | | 2 | | | | | | | 6 | 18 | | |

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

| 4:45 PM | Park Avenue | | | | | | | Frontage Road EB | | | | | | | Park Avenue | | | | | | | Frontage Road EB | | | | | | | 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-SE | CW-NB | Total | Right | Thru | Left | U-Turn | EW-WB | EW-EB | EW-WB | Total | Right | Thru | Left | U-Turn | EW-NB | CW-SE | | Total | |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 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 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| % Approach Total | 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 | 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 | 0.667 |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | | |
| Entering Leg | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | |
| Exiting Leg | | | | | | | 1 | | | | | | | 6 | | | | | | | 1 | | | | | | | 0 | 8 | | |
| Total | | | | | | | 2 | | | | | | | 12 | | | | | | | 2 | | | | | | | 0 | 16 | | |

Massachusetts Highway Department

4013: Monthly Hourly Volume for April 2019

Location ID: 4013
County: Middlesex
Functional Class: 3
Location: CAMBRIDGE TURNPIKE
Seasonal Factor Group: U3
Daily Factor Group:
Axle Factor Group: U3
Growth Factor Group:

| | 0:00 | 1:00 | 2:00 | 3:00 | 4:00 | 5:00 | 6:00 | 7:00 | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 | 22:00 | 23:00 | TOTAL | QC Status |
|----|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|
| 1 | 3018 | 3246 | 3007 | 2819 | 2211 | 2379 | 2908 | 2682 | 2372 | 2513 | 2999 | 3379 | 2991 | 2886 | 2883 | 2912 | 2540 | 2432 | 1697 | 1087 | 861 | 668 | 491 | 1159 | 56140 | Accepted |
| 2 | 2848 | 3089 | 2918 | 2762 | 2177 | 2339 | 3000 | 2890 | 2380 | 2706 | 2806 | 3201 | 3121 | 2933 | 2962 | 2949 | 2638 | 2433 | 1793 | 1234 | 971 | 618 | 556 | 1352 | 56676 | Accepted |
| 3 | 2870 | 3154 | 3012 | 2856 | 2195 | 2296 | 3076 | 2755 | 2557 | 2782 | 3082 | 3416 | 3292 | 3193 | 3064 | 3013 | 2601 | 2384 | 1789 | 1331 | 1063 | 705 | 519 | 1180 | 58185 | Accepted |
| 4 | 2698 | 3055 | 3009 | 2366 | 1965 | 2334 | 3145 | 2941 | 2424 | 2976 | 2950 | 3526 | 3096 | 3034 | 3071 | 2754 | 2612 | 2519 | 1903 | 1374 | 1040 | 749 | 481 | 415 | 56437 | Accepted |
| 5 | 469 | 649 | 1173 | 1236 | 1641 | 2625 | 3490 | 3129 | 2798 | 2842 | 2892 | 3298 | 3230 | 3157 | 2958 | 2998 | 2734 | 2403 | 1565 | 1167 | 894 | 843 | 603 | 427 | 49221 | Accepted |
| 6 | 314 | 414 | 579 | 1025 | 1327 | 1863 | 2286 | 2657 | 2877 | 3107 | 3393 | 3660 | 3203 | 2803 | 2414 | 2260 | 1915 | 1597 | 1208 | 1019 | 921 | 1088 | 739 | 1305 | 43974 | Accepted |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 230 | 132 | 71 | 77 | 299 | 1822 | 4050 | 5002 | 4736 | 3958 | 2837 | 2443 | 2471 | 2559 | 3155 | 4248 | 4055 | 4365 | 3743 | 2796 | 1782 | 1295 | 939 | 526 | 57591 | Accepted |
| 10 | 278 | 118 | 69 | 98 | 293 | 1909 | 4098 | 4947 | 4689 | 4027 | 2852 | 2533 | 2538 | 2629 | 3476 | 4047 | 4417 | 4825 | 3969 | 2665 | 1775 | 1446 | 1072 | 669 | 59439 | Accepted |
| 11 | 348 | 135 | 85 | 79 | 274 | 1515 | 3822 | 4798 | 4676 | 3344 | 2674 | 2464 | 2605 | 2715 | 3499 | 4105 | 4221 | 4349 | 3605 | 2521 | 1806 | 1465 | 1312 | 848 | 57265 | Accepted |
| 12 | 411 | 148 | 98 | 74 | 135 | 529 | 1476 | 2374 | 2718 | 2568 | 2615 | 2931 | 3313 | 3267 | 3678 | 3888 | 4024 | 3864 | 3564 | 2324 | 1593 | 1284 | 1283 | 869 | 49028 | Accepted |
| 13 | 441 | 194 | 151 | 103 | 112 | 220 | 589 | 1120 | 1624 | 2215 | 2743 | 3109 | 3285 | 3167 | 3057 | 3080 | 2977 | 2973 | 2411 | 1938 | 1378 | 1242 | 1179 | 873 | 40181 | Accepted |
| 14 | 391 | 260 | 156 | 116 | 206 | 901 | 1973 | 2229 | 2378 | 2522 | 2474 | 2457 | 2578 | 2553 | 2397 | 2449 | 2677 | 2909 | 2388 | 1646 | 1242 | 952 | 658 | 505 | 39017 | Accepted |
| 15 | 262 | 117 | 94 | 107 | 265 | 1742 | 3768 | 4201 | 4069 | 3287 | 2764 | 2251 | 2177 | 2500 | 2737 | 3105 | 3518 | 3745 | 3089 | 1883 | 1310 | 1026 | 686 | 370 | 49073 | Accepted |
| 16 | 221 | 99 | 59 | 107 | 292 | 1789 | 3974 | 4603 | 4429 | 3848 | 2884 | 2709 | 2688 | 2630 | 3280 | 3767 | 4249 | 4573 | 3992 | 2450 | 1672 | 1225 | 877 | 490 | 56907 | Accepted |
| 17 | 239 | 116 | 64 | 76 | 294 | 1750 | 3940 | 4701 | 4429 | 3682 | 2974 | 2913 | 2719 | 2759 | 3167 | 3722 | 4308 | 4418 | 3729 | 2529 | 1645 | 1456 | 1082 | 638 | 57350 | Accepted |
| 18 | 289 | 106 | 92 | 75 | 226 | 1554 | 3348 | 3964 | 3659 | 3196 | 2891 | 3015 | 3057 | 2931 | 3549 | 4114 | 4036 | 4263 | 3659 | 2725 | 1755 | 1400 | 1116 | 711 | 55731 | Accepted |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 476 | 252 | 152 | 122 | 77 | 181 | 450 | 840 | 1183 | 1803 | 2430 | 2815 | 3294 | 3192 | 2935 | 2863 | 2969 | 3186 | 2972 | 2797 | 2234 | 1500 | 1108 | 720 | 40551 | Accepted |
| 21 | 394 | 205 | 147 | 110 | 301 | 1607 | 3321 | 3433 | 3475 | 3364 | 2835 | 3108 | 3149 | 2879 | 2645 | 2907 | 3258 | 3638 | 2982 | 2160 | 1436 | 895 | 595 | 375 | 49219 | Accepted |
| 22 | 182 | 79 | 68 | 73 | 288 | 1840 | 4133 | 5086 | 4642 | 4060 | 3074 | 2537 | 2550 | 2661 | 3087 | 3787 | 4008 | 4400 | 3614 | 2434 | 1527 | 999 | 732 | 386 | 56247 | Accepted |
| 23 | 185 | 131 | 93 | 88 | 281 | 1866 | 4139 | 4898 | 4750 | 4130 | 2835 | 2482 | 2533 | 2690 | 3262 | 3866 | 4404 | 4535 | 3954 | 2528 | 1776 | 1332 | 1204 | 657 | 58619 | Accepted |
| 24 | 289 | 125 | 94 | 103 | 266 | 1917 | 4168 | 4915 | 4794 | 4054 | 3116 | 2636 | 2468 | 2686 | 3391 | 4172 | 4586 | 4662 | 4037 | 2691 | 1905 | 1501 | 1049 | 719 | 60344 | Accepted |
| 25 | 280 | 148 | 92 | 78 | 293 | 1686 | 3802 | 4813 | 4200 | 3565 | 2893 | 2555 | 2695 | 2727 | 3487 | 4190 | 4341 | 4316 | 3695 | 2444 | 1684 | 1473 | 1243 | 849 | 57549 | Accepted |
| 26 | 341 | 165 | 93 | 83 | 146 | 540 | 1373 | 2344 | 2769 | 2465 | 2563 | 3000 | 3182 | 3411 | 3872 | 4175 | 4178 | 3975 | 3413 | 2366 | 1656 | 1319 | 1207 | 877 | 49513 | Accepted |
| 27 | 462 | 207 | 164 | 109 | 122 | 245 | 680 | 1251 | 1791 | 2356 | 2893 | 3333 | 3508 | 3642 | 3306 | 3161 | 3077 | 2960 | 2427 | 1816 | 1539 | 1259 | 1129 | 869 | 42306 | Accepted |
| 28 | 550 | 340 | 181 | 145 | 279 | 1648 | 3551 | 3854 | 3904 | 3480 | 2640 | 2568 | 2739 | 2713 | 2753 | 3154 | 3307 | 3607 | 2638 | 1822 | 1272 | 897 | 725 | 490 | 49257 | Accepted |
| 29 | 272 | 91 | 72 | 91 | 304 | 1831 | 4039 | 4859 | 4636 | 4018 | 3036 | 2431 | 2430 | 2520 | 3121 | 3936 | 4194 | 4505 | 3722 | 2442 | 1495 | 1178 | 857 | 645 | 56725 | Accepted |
| 30 | 252 | 111 | 91 | 81 | 323 | 1922 | 4159 | 4978 | 4741 | 4033 | 2953 | 2440 | 2689 | 2768 | 3271 | 3887 | 4176 | 4782 | 3842 | 2520 | 1702 | 1382 | 1030 | 612 | 58745 | Accepted |

Average Monthly = 52640.37

Average Yearly = 51388

Seasonal Adjustment factor = 0.976

VEHICLE TRAVEL SPEED DATA



Accurate Counts
978-664-2565

89650001

Location : Prospect Street
Location : East of Rotary
City/State: Belmont, MA
Direction: EB,

| 5/18/2021 | > 12 - 15 | > 15 - 18 | > 18 - 21 | > 21 - 24 | > 24 - 27 | > 27 - 30 | > 30 - 33 | > 33 - 36 | > 36 - 39 | > 39 |
|-----------|--------------|----------------|----------------|-----------------|--------------|--------------|--------------|--------------|--------------|------|
| Time | 0 - 3 MPH | > 3 - 6 MPH | > 6 - 9 MPH | > 9 - 12 MPH | MPH | MPH | MPH | MPH | MPH | MPH |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 5 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 6 | 45 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 18 | 139 |
| 7:00 | 0 | 0 | 1 | 0 | 6 | 6 | 15 | 29 | 74 | 317 |
| 8:00 | 0 | 0 | 1 | 3 | 4 | 10 | 18 | 31 | 90 | 374 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 22 | 71 | 208 |
| 10:00 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 17 | 50 | 207 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 52 | 174 |
| 12:00 PM | 0 | 0 | 0 | 1 | 2 | 3 | 6 | 16 | 62 | 196 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 3 | 6 | 19 | 47 | 173 |
| 2:00 | 0 | 0 | 0 | 3 | 2 | 1 | 8 | 17 | 61 | 245 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 34 | 71 | 252 |
| 4:00 | 0 | 0 | 1 | 2 | 1 | 2 | 5 | 15 | 69 | 224 |
| 5:00 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 17 | 84 | 260 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 14 | 51 | 197 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 43 | 154 |
| 8:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 8 | 24 | 83 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 68 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 42 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 15 |
| Total | 0 | 0 | 3 | 13 | 20 | 35 | 98 | 276 | 895 | 3386 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 24.9 | 27.9 | 30.9 | 32.9 |
| Mean Speed (Average) | 27.7 | | | |
| 10 MPH Pace Speed | 23-32 | | | |
| Number in Pace | 2880 | | | |
| Percent in Pace | 85.1% | | | |
| Number > 21 MPH | 3217 | | | |
| Percent > 21 MPH | 95.0% | | | |

Accurate Counts
978-664-2565

Location : Prospect Street
Location : East of Rotary
City/State: Belmont, MA
Direction: WB,

89650001

| 5/18/2021 | > 12 - 15 | > 15 - 18 | > 18 - 21 | > 21 - 24 | > 24 - 27 | > 27 - 30 | > 30 - 33 | > 33 - 36 | > 36 - 39 | > 39 | | | | | |
|-----------|--------------|----------------|----------------|-----------------|--------------|--------------|--------------|--------------|--------------|------|-----|-----|----|-----|------|
| Time | 0 - 3 MPH | > 3 - 6 MPH | > 6 - 9 MPH | > 9 - 12 MPH | MPH | MPH | MPH | MPH | MPH | MPH | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 5 | |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 5 | |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | |
| 5:00 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 4 | 2 | 0 | 0 | 12 | |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 7 | 21 | 8 | 3 | 1 | 48 | |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | 15 | 55 | 47 | 29 | 4 | 0 | 167 | |
| 8:00 | 0 | 0 | 0 | 10 | 4 | 11 | 21 | 63 | 69 | 76 | 29 | 12 | 0 | 295 | |
| 9:00 | 0 | 0 | 0 | 1 | 2 | 6 | 14 | 31 | 58 | 53 | 16 | 3 | 0 | 184 | |
| 10:00 | 0 | 0 | 0 | 0 | 3 | 2 | 8 | 25 | 43 | 44 | 18 | 7 | 0 | 151 | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 31 | 47 | 53 | 21 | 6 | 3 | 168 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 4 | 6 | 13 | 43 | 60 | 55 | 31 | 13 | 1 | 226 | |
| 1:00 | 0 | 0 | 0 | 0 | 4 | 13 | 4 | 39 | 63 | 60 | 23 | 9 | 2 | 217 | |
| 2:00 | 0 | 0 | 1 | 2 | 1 | 8 | 14 | 32 | 86 | 96 | 34 | 6 | 2 | 282 | |
| 3:00 | 0 | 0 | 0 | 2 | 3 | 20 | 20 | 52 | 123 | 121 | 47 | 8 | 3 | 400 | |
| 4:00 | 0 | 0 | 0 | 2 | 4 | 10 | 21 | 64 | 117 | 104 | 46 | 7 | 0 | 376 | |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 48 | 155 | 137 | 40 | 5 | 4 | 406 | |
| 6:00 | 0 | 0 | 0 | 2 | 6 | 11 | 9 | 20 | 95 | 69 | 33 | 9 | 0 | 254 | |
| 7:00 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 15 | 60 | 44 | 30 | 8 | 3 | 170 | |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 19 | 50 | 26 | 16 | 1 | 2 | 125 | |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 23 | 15 | 13 | 3 | 1 | 67 | |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 9 | 10 | 9 | 3 | 0 | 37 | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 8 | 8 | 0 | 1 | 31 | |
| Total | 0 | 0 | 1 | 23 | 33 | 102 | 169 | 522 | 1135 | 1047 | 458 | 111 | 23 | 7 | 3631 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 22.9 | 26.9 | 30.9 | 32.9 |
| Mean Speed (Average) | 26.6 | | | |
| 10 MPH Pace Speed | 21-30 | | | |
| Number in Pace | 2847 | | | |
| Percent in Pace | 78.4% | | | |
| Number > 21 MPH | 3303 | | | |
| Percent > 21 MPH | 91.0% | | | |

Accurate Counts
978-664-2565

Location : Prospect Street
Location : East of Rotary
City/State: Belmont, MA
Direction: Combined

89650001

| 5/18/2021 | > 12 - 15 | > 15 - 18 | > 18 - 21 | > 21 - 24 | > 24 - 27 | > 27 - 30 | > 30 - 33 | > 33 - 36 | > 36 - 39 | > 39 | | | | | |
|-----------|--------------|----------------|----------------|-----------------|--------------|--------------|--------------|--------------|--------------|------|------|-----|----|-----|------|
| Time | 0 - 3 MPH | > 3 - 6 MPH | > 6 - 9 MPH | > 9 - 12 MPH | MPH | MPH | MPH | MPH | MPH | MPH | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 3 | 0 | 0 | 9 | |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 7 | |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 5 | |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 7 | |
| 5:00 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 2 | 6 | 19 | 16 | 8 | 1 | 57 | |
| 6:00 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 9 | 25 | 83 | 51 | 8 | 3 | 187 | |
| 7:00 | 0 | 0 | 1 | 0 | 6 | 13 | 24 | 44 | 129 | 168 | 84 | 13 | 1 | 484 | |
| 8:00 | 0 | 0 | 1 | 13 | 8 | 21 | 39 | 94 | 159 | 227 | 86 | 21 | 0 | 669 | |
| 9:00 | 0 | 0 | 0 | 2 | 2 | 6 | 15 | 53 | 129 | 119 | 53 | 12 | 0 | 392 | |
| 10:00 | 0 | 0 | 0 | 0 | 6 | 5 | 14 | 42 | 93 | 134 | 50 | 13 | 0 | 358 | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 39 | 99 | 125 | 47 | 16 | 5 | 342 | |
| 12:00 PM | 0 | 0 | 0 | 1 | 6 | 9 | 19 | 59 | 122 | 129 | 57 | 18 | 2 | 422 | |
| 1:00 | 0 | 0 | 0 | 1 | 5 | 16 | 10 | 58 | 110 | 116 | 56 | 13 | 3 | 390 | |
| 2:00 | 0 | 0 | 1 | 5 | 3 | 9 | 22 | 49 | 147 | 199 | 76 | 12 | 3 | 527 | |
| 3:00 | 0 | 0 | 0 | 2 | 3 | 22 | 24 | 86 | 194 | 210 | 94 | 13 | 3 | 652 | |
| 4:00 | 0 | 0 | 1 | 4 | 5 | 12 | 26 | 79 | 186 | 177 | 89 | 20 | 0 | 600 | |
| 5:00 | 0 | 0 | 0 | 1 | 0 | 4 | 19 | 65 | 239 | 246 | 75 | 12 | 5 | 666 | |
| 6:00 | 0 | 0 | 0 | 2 | 6 | 12 | 19 | 34 | 146 | 145 | 69 | 15 | 1 | 451 | |
| 7:00 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 24 | 103 | 106 | 61 | 13 | 3 | 324 | |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 4 | 8 | 27 | 74 | 50 | 34 | 5 | 3 | 208 | |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 33 | 49 | 28 | 4 | 1 | 135 | |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 15 | 21 | 22 | 10 | 1 | 79 | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 15 | 9 | 3 | 1 | 46 | |
| Total | 0 | 0 | 4 | 36 | 53 | 137 | 267 | 798 | 2030 | 2348 | 1061 | 233 | 36 | 14 | 7017 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 23.9 | 27.9 | 30.9 | 32.9 |
| Mean Speed (Average) | 27.1 | | | |
| 10 MPH Pace Speed | 23-32 | | | |
| Number in Pace | 5696 | | | |
| Percent in Pace | 81.2% | | | |
| Number > 21 MPH | 6520 | | | |
| Percent > 21 MPH | 92.9% | | | |

Accurate Counts
978-664-2565

89650002

Location : Park Avenue
Location : North of Rotary
City/State: Belmont, MA
Direction: SB,

| 5/18/2021 | 0 - 3 | > 3 - 6 | > 6 - 9 | > 9 - 12 | > 12 - 15 | > 15 - 18 | > 18 - 21 | > 21 - 24 | > 24 - 27 | > 27 - 30 | > 30 - 33 | > 33 - 36 | > 36 - 39 | > 39 | |
|-----------|-------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|------|
| Time | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 6 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 4 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 0 | 12 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 21 | 22 | 9 | 5 | 66 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 13 | 33 | 84 | 55 | 16 | 8 | 217 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 19 | 64 | 141 | 140 | 82 | 21 | 2 | 478 |
| 8:00 | 0 | 0 | 0 | 0 | 1 | 5 | 17 | 17 | 64 | 145 | 180 | 87 | 32 | 7 | 555 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 29 | 60 | 74 | 39 | 10 | 5 | 229 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 21 | 59 | 72 | 37 | 17 | 3 | 220 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 5 | 16 | 57 | 70 | 36 | 20 | 7 | 222 |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 5 | 17 | 48 | 63 | 35 | 14 | 6 | 196 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 42 | 88 | 65 | 35 | 15 | 6 | 269 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 22 | 84 | 93 | 55 | 14 | 7 | 289 |
| 3:00 | 0 | 0 | 0 | 1 | 0 | 2 | 6 | 8 | 36 | 94 | 87 | 53 | 21 | 6 | 314 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 7 | 32 | 64 | 78 | 49 | 14 | 7 | 262 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 5 | 26 | 80 | 88 | 60 | 15 | 8 | 290 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 8 | 26 | 49 | 61 | 44 | 21 | 7 | 221 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 4 | 24 | 46 | 28 | 13 | 7 | 132 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 12 | 27 | 34 | 11 | 5 | 0 | 101 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 17 | 17 | 14 | 3 | 1 | 65 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 8 | 7 | 4 | 6 | 1 | 34 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 6 | 5 | 1 | 1 | 1 | 18 |
| Total | 0 | 0 | 0 | 2 | 3 | 28 | 100 | 121 | 447 | 1096 | 1290 | 750 | 271 | 94 | 4202 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 26.9 | 30.9 | 34.9 | 37.9 |
| Mean Speed (Average) | 33.0 | | | |
| 10 MPH Pace Speed | 26-35 | | | |
| Number in Pace | 3275 | | | |
| Percent in Pace | 77.9% | | | |
| Number > 21 MPH | 4069 | | | |
| Percent > 21 MPH | 96.8% | | | |

Accurate Counts
978-664-2565

Location : Park Avenue
Location : North of Rotary
City/State: Belmont, MA
Direction: NB,

89650002

| 5/18/2021 | > 12 - 15 | > 15 - 18 | > 18 - 21 | > 21 - 24 | > 24 - 27 | > 27 - 30 | > 30 - 33 | > 33 - 36 | > 36 - 39 | > 39 | |
|-----------|--------------|----------------|----------------|-----------------|--------------|--------------|--------------|--------------|--------------|------|------|
| Time | 0 - 3 MPH | > 3 - 6 MPH | > 6 - 9 MPH | > 9 - 12 MPH | MPH | MPH | MPH | MPH | MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 6 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 2 | 9 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 17 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 8 | 18 | 85 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 16 | 37 | 59 | 244 |
| 8:00 | 0 | 0 | 0 | 0 | 2 | 3 | 22 | 42 | 79 | 80 | 330 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 5 | 9 | 20 | 40 | 55 | 203 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 15 | 34 | 48 | 191 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 5 | 9 | 20 | 37 | 72 | 221 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 17 | 39 | 61 | 258 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 11 | 20 | 59 | 88 | 293 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 8 | 20 | 58 | 102 | 350 |
| 3:00 | 0 | 0 | 0 | 2 | 22 | 35 | 43 | 67 | 107 | 140 | 517 |
| 4:00 | 0 | 0 | 0 | 8 | 20 | 19 | 20 | 42 | 107 | 122 | 453 |
| 5:00 | 0 | 0 | 0 | 0 | 3 | 6 | 10 | 33 | 70 | 113 | 405 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 9 | 30 | 84 | 249 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 18 | 41 | 156 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 28 | 34 | 112 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 14 | 52 |
| 10:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 10 | 32 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 5 | 8 | 30 |
| Total | 0 | 0 | 0 | 14 | 52 | 91 | 166 | 343 | 774 | 1152 | 4220 |

| | |
|----------------------|-------|
| Percentile | 15th |
| Speed | 23.9 |
| | 28.9 |
| | 33.9 |
| | 36.9 |
| Mean Speed (Average) | 30.1 |
| 10 MPH Pace Speed | 24-33 |
| Number in Pace | 2993 |
| Percent in Pace | 70.9% |
| Number > 21 MPH | 3897 |
| Percent > 21 MPH | 92.3% |

Accurate Counts
978-664-2565

Location : Park Avenue
Location : North of Rotary
City/State: Belmont, MA
Direction: Combined

89650002

| 5/18/2021 | 0 - 3 | > 3 - 6 | > 6 - 9 | > 9 - 12 | > 12 - 15 | > 15 - 18 | > 18 - 21 | > 21 - 24 | > 24 - 27 | > 27 - 30 | > 30 - 33 | > 33 - 36 | > 36 - 39 | > 39 | |
|-----------|-------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|------|
| Time | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | 1 | 2 | 2 | 12 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 5 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 8 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 5 | 2 | 4 | 3 | 3 | 0 | 21 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 24 | 27 | 13 | 7 | 83 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 8 | 21 | 51 | 104 | 71 | 23 | 13 | 302 |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 1 | 12 | 35 | 101 | 200 | 211 | 122 | 32 | 6 | 722 |
| 8:00 | 0 | 0 | 0 | 0 | 3 | 8 | 39 | 59 | 143 | 225 | 244 | 112 | 41 | 11 | 885 |
| 9:00 | 0 | 0 | 0 | 1 | 0 | 6 | 13 | 27 | 69 | 115 | 121 | 59 | 13 | 8 | 432 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 20 | 55 | 107 | 114 | 71 | 25 | 7 | 411 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 8 | 17 | 25 | 53 | 129 | 114 | 58 | 31 | 7 | 443 |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 3 | 17 | 22 | 56 | 109 | 140 | 74 | 24 | 8 | 454 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 1 | 20 | 29 | 101 | 176 | 133 | 63 | 30 | 8 | 562 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 2 | 10 | 31 | 80 | 186 | 183 | 105 | 30 | 11 | 639 |
| 3:00 | 0 | 0 | 0 | 3 | 22 | 37 | 49 | 75 | 143 | 234 | 153 | 79 | 29 | 7 | 831 |
| 4:00 | 0 | 0 | 0 | 8 | 20 | 25 | 25 | 49 | 139 | 186 | 156 | 73 | 26 | 8 | 715 |
| 5:00 | 0 | 0 | 0 | 0 | 4 | 6 | 17 | 38 | 96 | 193 | 169 | 114 | 40 | 18 | 695 |
| 6:00 | 0 | 0 | 0 | 0 | 1 | 7 | 9 | 17 | 56 | 133 | 128 | 75 | 34 | 10 | 470 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 13 | 22 | 65 | 84 | 57 | 24 | 14 | 288 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 9 | 40 | 61 | 60 | 23 | 9 | 1 | 213 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 19 | 31 | 30 | 20 | 7 | 4 | 117 |
| 10:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 8 | 18 | 16 | 7 | 10 | 4 | 66 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 8 | 14 | 10 | 5 | 5 | 2 | 48 |
| Total | 0 | 0 | 0 | 16 | 55 | 119 | 266 | 464 | 1221 | 2248 | 2205 | 1220 | 452 | 156 | 8422 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 25.9 | 29.9 | 34.9 | 36.9 |
| Mean Speed (Average) | 31.5 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 6080 | | | |
| Percent in Pace | 72.2% | | | |
| Number > 21 MPH | 7966 | | | |
| Percent > 21 MPH | 94.6% | | | |

Accurate Counts
978-664-2565

89650003

Location : Marsh Street
Location : West of Rotary
City/State: Belmont, MA
Direction: EB,

| 5/18/2021 | > 12 - 15 | > 15 - 18 | > 18 - 21 | > 21 - 24 | > 24 - 27 | > 27 - 30 | > 30 - 33 | > 33 - 36 | > 36 - 39 | > 39 |
|-----------|--------------|----------------|----------------|-----------------|--------------|--------------|--------------|--------------|--------------|------|
| Time | 0 - 3 MPH | > 3 - 6 MPH | > 6 - 9 MPH | > 9 - 12 MPH | MPH | MPH | MPH | MPH | MPH | MPH |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 2 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 18 | 27 | 20 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 | 26 | 41 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 16 | 18 |
| 10:00 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 6 | 7 | 15 |
| 11:00 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 22 | 18 |
| 12:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 10 | 16 | 15 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 16 | 22 | 12 |
| 2:00 | 0 | 0 | 1 | 1 | 1 | 4 | 2 | 23 | 22 | 16 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 13 | 20 | 27 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 25 | 22 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 16 | 25 |
| 6:00 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 4 | 18 | 19 |
| 7:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 10 | 8 |
| 8:00 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 4 | 5 | 5 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 |
| Total | 0 | 0 | 5 | 3 | 4 | 16 | 42 | 154 | 268 | 279 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 22.9 | 26.9 | 30.9 | 33.9 |
| Mean Speed (Average) | 27.3 | | | |
| 10 MPH Pace Speed | 22-31 | | | |
| Number in Pace | 748 | | | |
| Percent in Pace | 76.6% | | | |
| Number > 21 MPH | 907 | | | |
| Percent > 21 MPH | 92.8% | | | |

Accurate Counts
978-664-2565

89650003

Location : Marsh Street
Location : West of Rotary
City/State: Belmont, MA
Direction: WB,

| 5/18/2021 | 0 - 3 | > 3 - 6 | > 6 - 9 | > 9 - 12 | > 12 - 15 | > 15 - 18 | > 18 - 21 | > 21 - 24 | > 24 - 27 | > 27 - 30 | > 30 - 33 | > 33 - 36 | > 36 - 39 | > 39 | |
|-----------|-------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|------|
| Time | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 4 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 8 | 5 | 6 | 4 | 0 | 1 | 32 |
| 7:00 | 0 | 0 | 0 | 1 | 4 | 5 | 4 | 19 | 20 | 21 | 13 | 9 | 1 | 0 | 97 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 8 | 16 | 23 | 26 | 18 | 23 | 7 | 0 | 0 | 123 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 12 | 21 | 14 | 6 | 5 | 0 | 0 | 71 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 18 | 9 | 13 | 6 | 1 | 0 | 62 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 13 | 19 | 24 | 13 | 6 | 1 | 0 | 81 |
| 12:00 PM | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 14 | 18 | 23 | 10 | 9 | 0 | 1 | 79 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 15 | 12 | 18 | 8 | 2 | 1 | 0 | 61 |
| 2:00 | 0 | 0 | 1 | 4 | 7 | 11 | 20 | 21 | 10 | 19 | 10 | 3 | 1 | 0 | 107 |
| 3:00 | 0 | 0 | 0 | 2 | 2 | 6 | 9 | 22 | 37 | 39 | 16 | 7 | 2 | 1 | 143 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 21 | 33 | 43 | 24 | 9 | 1 | 0 | 137 |
| 5:00 | 0 | 0 | 0 | 0 | 4 | 1 | 6 | 12 | 30 | 42 | 24 | 7 | 3 | 1 | 130 |
| 6:00 | 0 | 0 | 0 | 1 | 2 | 5 | 3 | 9 | 21 | 25 | 14 | 6 | 1 | 0 | 87 |
| 7:00 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 9 | 11 | 13 | 6 | 6 | 2 | 0 | 54 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 10 | 6 | 7 | 2 | 1 | 1 | 32 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 4 | 3 | 2 | 2 | 0 | 24 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 4 | 4 | 0 | 0 | 14 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 1 | 0 | 0 | 7 |
| Total | 0 | 0 | 1 | 10 | 29 | 51 | 83 | 221 | 302 | 329 | 204 | 98 | 19 | 5 | 1352 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 21.9 | 26.9 | 31.9 | 34.9 |
| Mean Speed (Average) | 26.9 | | | |
| 10 MPH Pace Speed | 21-30 | | | |
| Number in Pace | 916 | | | |
| Percent in Pace | 67.8% | | | |
| Number > 21 MPH | 1178 | | | |
| Percent > 21 MPH | 87.1% | | | |

Accurate Counts
978-664-2565

Location : Marsh Street
Location : West of Rotary
City/State: Belmont, MA
Direction: Combined

89650003

| 5/18/2021 | 0 - 3 | > 3 - 6 | > 6 - 9 | > 9 - 12 | > 12 - 15 | > 15 - 18 | > 18 - 21 | > 21 - 24 | > 24 - 27 | > 27 - 30 | > 30 - 33 | > 33 - 36 | > 36 - 39 | > 39 | |
|-----------|-------|---------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|------|
| Time | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 7 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 3 | 2 | 1 | 14 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 14 | 13 | 8 | 5 | 0 | 2 | 50 |
| 7:00 | 0 | 0 | 0 | 1 | 5 | 7 | 10 | 37 | 47 | 41 | 29 | 14 | 2 | 0 | 193 |
| 8:00 | 0 | 0 | 0 | 1 | 1 | 9 | 16 | 42 | 52 | 59 | 39 | 13 | 1 | 0 | 233 |
| 9:00 | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 21 | 37 | 32 | 19 | 6 | 1 | 0 | 130 |
| 10:00 | 0 | 0 | 1 | 1 | 0 | 2 | 8 | 17 | 25 | 24 | 17 | 8 | 3 | 0 | 106 |
| 11:00 | 0 | 0 | 1 | 0 | 1 | 1 | 6 | 15 | 41 | 42 | 25 | 6 | 1 | 0 | 139 |
| 12:00 PM | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 24 | 34 | 38 | 15 | 10 | 0 | 1 | 129 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 31 | 34 | 30 | 14 | 3 | 1 | 0 | 126 |
| 2:00 | 0 | 0 | 2 | 5 | 8 | 15 | 22 | 44 | 32 | 35 | 18 | 4 | 1 | 0 | 186 |
| 3:00 | 0 | 0 | 0 | 2 | 2 | 10 | 12 | 35 | 57 | 66 | 26 | 8 | 3 | 1 | 222 |
| 4:00 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 28 | 58 | 65 | 32 | 16 | 1 | 0 | 210 |
| 5:00 | 0 | 0 | 0 | 0 | 4 | 1 | 9 | 17 | 46 | 67 | 33 | 15 | 6 | 1 | 199 |
| 6:00 | 0 | 0 | 1 | 1 | 2 | 7 | 4 | 13 | 39 | 44 | 27 | 8 | 1 | 1 | 148 |
| 7:00 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 19 | 21 | 21 | 11 | 8 | 3 | 1 | 93 |
| 8:00 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 7 | 15 | 11 | 15 | 2 | 1 | 1 | 58 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 7 | 10 | 8 | 5 | 2 | 0 | 44 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 6 | 4 | 1 | 0 | 19 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 5 | 2 | 1 | 0 | 0 | 16 |
| Total | 0 | 0 | 6 | 13 | 33 | 67 | 125 | 375 | 570 | 608 | 351 | 141 | 31 | 9 | 2329 |

| | | | | |
|----------------------|-------|------|------|------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 22.9 | 26.9 | 31.9 | 34.9 |
| Mean Speed (Average) | 27.0 | | | |
| 10 MPH Pace Speed | 22-31 | | | |
| Number in Pace | 1663 | | | |
| Percent in Pace | 71.4% | | | |
| Number > 21 MPH | 2085 | | | |
| Percent > 21 MPH | 89.5% | | | |

PUBLIC TRANSPORTATION INFORMATION



Effective Dec 19, 2021

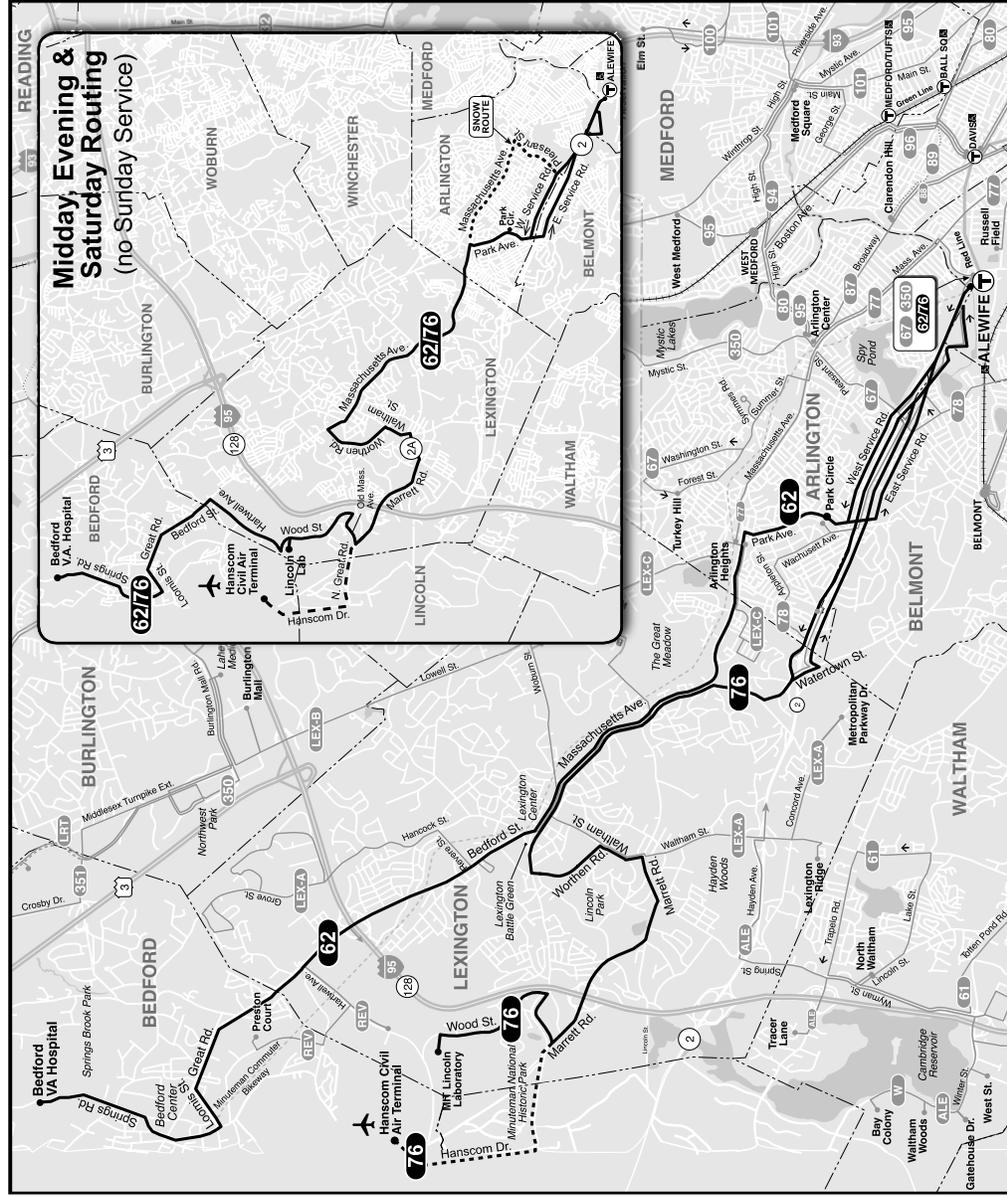
Schedule Change 62/76

Bedford VA Hospital - Lincoln Lab - Alewife Sta



mbta.com
617-222-3200
617-222-5146 (TTY)
Lost & Found
617-222-5560

This bus has a snow route.
Active snow routes mbta.com/alerts/bus
Omits Service Road and Park Avenue. Use stops on Pleasant Street, Arlington or Massachusetts Avenue.



Information in this timetable is subject to change without notice. Traffic conditions and weather can affect running time.

62/76

Weekday

| INBOUND | | | | | OUTBOUND | | | | |
|--------------|-------------|--------------------|------------------|-----------------|-------------|--------------|--------------------|------------------|-----------------|
| VA Hospital | Lincoln Lab | Civil Air Terminal | Lexington Center | Alewife Station | VA Hospital | Lincoln Lab | Civil Air Terminal | Lexington Center | Alewife Station |
| 6:00 | - | - | 6:22 | 6:41 | - | - | 5:29 | 5:16 | 5:00 |
| 6:45 | - | - | 7:04 | 7:29 | - | - | - | 6:19 | 6:00 |
| - | 7:05 | 7:13 | 7:31 | 7:53 | - | 6:54 | - | 6:40 | 6:25 |
| 7:35 | - | 7:54 | 8:19 | 8:38 | - | 7:25 | - | 7:09 | 6:50 |
| - | 7:50 | 7:58 | 8:16 | 8:38 | - | 7:39 | - | 7:25 | 7:10 |
| 8:15 | - | 8:34 | 8:59 | 9:13 | - | 8:10 | - | 7:51 | 7:30 |
| - | 8:30 | 8:38 | 8:56 | 9:13 | - | 8:23 | - | 8:07 | 7:50 |
| 8:55 | - | 9:14 | 9:33 | 9:52 | - | 8:49 | - | 8:31 | 8:10 |
| - | 9:15 | 9:22 | 9:37 | 9:52 | - | 9:04 | - | 8:48 | 8:30 |
| 9:35 | - | - | 9:53 | 10:12 | - | - | - | 9:09 | 8:50 |
| 10:10 | - | - | 10:35 | 10:56 | - | - | 9:43 | 9:29 | 9:10 |
| 11:00 | - | 11:20 | 11:35 | 11:56 | - | 10:46 | - | 10:19 | 10:00 |
| 12:00 | - | 12:20 | 12:35 | 12:56 | - | 11:47 | - | 11:20 | 11:00 |
| 1:00 | - | 1:20 | 1:35 | 1:56 | - | 12:47 | - | 12:20 | 12:00 |
| 2:00 | - | 2:20 | 2:35 | 2:57 | - | 1:48 | - | 1:20 | 1:00 |
| 3:00 | - | 3:20 | 3:36 | 3:58 | - | 2:49 | - | 2:21 | 2:00 |
| 4:00 | - | - | 4:23 | 4:44 | - | 3:48 | - | 3:25 | 3:00 |
| - | 4:33 | - | 4:48 | 5:11 | - | 4:24 | - | 4:09 | 3:30 |
| 5:00 | - | - | 5:18 | 5:48 | - | 4:48 | - | 4:25 | 4:00 |
| - | 5:30 | - | 5:45 | 6:04 | - | 5:20 | - | 5:08 | 4:30 |
| 6:00 | - | - | 6:16 | 6:33 | - | 5:45 | - | 5:24 | 5:00 |
| - | 6:15 | - | 6:30 | 6:44 | - | 6:05 | - | 5:55 | 5:15 |
| 6:30 | - | - | 6:46 | 7:03 | - | 6:15 | - | 5:54 | 5:30 |
| - | 6:45 | - | 6:56 | 7:10 | - | 6:31 | - | 6:08 | 5:45 |
| 6:55 | - | - | 7:11 | 7:28 | - | 6:46 | - | 6:26 | 6:05 |
| - | 7:15 | - | 7:26 | 7:40 | - | 7:08 | - | 6:45 | 6:25 |
| 7:35 | - | - | 7:50 | 8:02 | - | 7:24 | - | 7:06 | 6:45 |
| - | 7:45 | - | 7:56 | 8:10 | - | 7:38 | - | 7:15 | 6:55 |
| 8:00 | - | - | 8:22 | 8:43 | - | - | - | 7:29 | 7:10 |
| 9:00 | - | - | 9:22 | 9:43 | - | - | - | 8:27 | 8:10 |
| 10:00 | - | - | 10:22 | 10:43 | - | - | - | 9:27 | 9:10 |

ROUTE NOTES

Shaded lines indicate Route 76 trips
Only 62/76 serves Civil Air Terminal

Bold = PM Service

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

All buses are accessible to persons with disabilities

2021-2022 Holidays

- Dec 24 Christmas Eve SAT Jan 1, 2022 New Year's Day SUN
- Dec 25 Christmas Day SUN Jan 17, 2022 MLK, Jr. Day SAT
- Dec 31 New Year's Eve SAT Feb 21, 2022 Presidents' Day SAT

62/76

Saturday

| INBOUND | | | | | OUTBOUND | | | | |
|--------------|--------------------|------------------|-----------------|--------------|--------------------|------------------|-----------------|--------------|--------------------|
| VA Hospital | Civil Air Terminal | Lexington Center | Alewife Station | VA Hospital | Civil Air Terminal | Lexington Center | Alewife Station | VA Hospital | Civil Air Terminal |
| 8:00 | 8:19 | 8:37 | 8:52 | 8:00 | 8:19 | 8:37 | 8:52 | 8:00 | 8:19 |
| 9:10 | 9:29 | 9:47 | 10:02 | 9:10 | 9:29 | 9:47 | 10:02 | 9:10 | 9:29 |
| 10:20 | 10:39 | 10:57 | 11:12 | 10:20 | 10:39 | 10:57 | 11:12 | 10:20 | 10:39 |
| 11:30 | 11:49 | 12:07 | 12:26 | 11:30 | 11:49 | 12:07 | 12:26 | 11:30 | 11:49 |
| 12:40 | 12:59 | 1:16 | 1:34 | 12:40 | 12:59 | 1:16 | 1:34 | 12:40 | 12:59 |
| 1:50 | 2:09 | 2:26 | 2:44 | 1:50 | 2:09 | 2:26 | 2:44 | 1:50 | 2:09 |
| 3:00 | 3:19 | 3:36 | 3:53 | 3:00 | 3:19 | 3:36 | 3:53 | 3:00 | 3:19 |
| 4:00 | 4:19 | 4:35 | 4:54 | 4:00 | 4:19 | 4:35 | 4:54 | 4:00 | 4:19 |
| 5:00 | 5:19 | 5:34 | 5:50 | 5:00 | 5:19 | 5:34 | 5:50 | 5:00 | 5:19 |
| 6:00 | 6:17 | 6:32 | 6:47 | 6:00 | 6:17 | 6:32 | 6:47 | 6:00 | 6:17 |
| 7:00 | 7:17 | 7:31 | 7:47 | 7:00 | 7:17 | 7:31 | 7:47 | 7:00 | 7:17 |
| 8:00 | 8:18 | 8:31 | 8:47 | 8:00 | 8:18 | 8:31 | 8:47 | 8:00 | 8:18 |

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

FREE FARES: Children 11 and under ride free when accompanied by a paying customer; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.
****** Transfers Subway to Silver Line SL4 or SL5 pay \$2.40
****** Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards available through the Student Center and Youth CharlieCards available through Youth CharlieCards available through community partners across Greater Boston.
******* Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Effective Aug 29, 2021

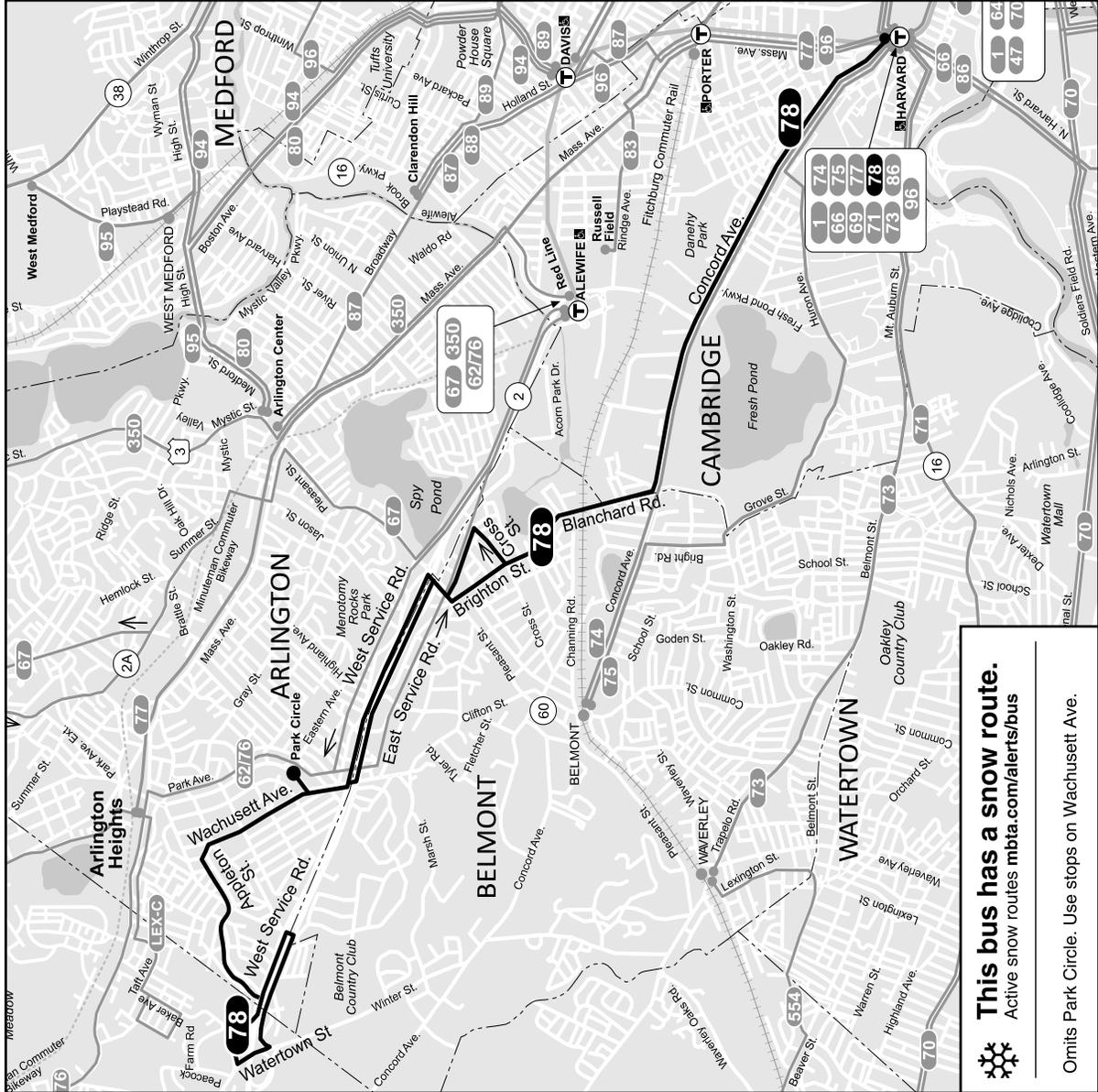
78

A Schedule Change

Arlmont Village - Harvard Station



mbta.com
 617-222-3200
 617-222-5146 (TTY)
Lost & Found
 617-222-5560



78

Weekday

| Leave Arlmont Village | | Inbound | | Outbound | | Arrive Arlmont Village | |
|-----------------------|--------|---------|--------|----------|--------|------------------------|--------|
| 7:55A | 8:05 | 5:43A | 5:59A | 6:02A | 6:16A | 6:02A | 6:16A |
| 6:08 | 6:14 | 6:08 | 6:24 | 6:17 | 6:31 | 6:17 | 6:31 |
| 6:33 | 6:39 | 6:33 | 6:49 | 6:42 | 6:56 | 6:42 | 6:56 |
| 6:58 | 7:04 | 6:58 | 7:14 | 7:08 | 7:22 | 7:08 | 7:22 |
| 7:15 | 7:21 | 7:24 | 7:40 | 7:27 | 7:55 | 7:41 | 7:55 |
| 7:40 | 7:46 | 7:49 | 8:05 | 8:06 | 8:20 | 8:06 | 8:20 |
| 8:05 | 8:11 | 8:14 | 8:30 | 8:34 | 8:48 | 8:34 | 8:48 |
| 8:30 | 8:36 | 8:39 | 8:55 | 9:04 | 9:18 | 9:04 | 9:18 |
| 9:00 | 9:06 | 9:08 | 9:24 | 9:28 | 9:42 | 9:28 | 9:42 |
| 9:30 | 9:36 | 9:38 | 9:54 | 10:01 | 10:15 | 10:01 | 10:15 |
| 9:49 | 9:55 | 9:57 | 10:13 | 10:31 | 10:45 | 10:31 | 10:45 |
| 10:19 | 10:25 | 10:27 | 10:44 | 11:04 | 11:18 | 11:04 | 11:18 |
| 10:49 | 10:55 | 10:57 | 11:14 | 11:34 | 11:48 | 11:34 | 11:48 |
| 11:22 | 11:28 | 11:30 | 11:47 | 12:07P | 12:21P | 12:07P | 12:21P |
| 11:52 | 12:00N | 12:00N | 12:17P | | | | |
| 12:25P | | 12:33 | 12:50 | 12:37 | 12:51 | 12:37 | 12:51 |
| 12:55 | | 1:03 | 1:20 | 1:10 | 1:24 | 1:10 | 1:24 |
| 1:28 | | 1:36 | 1:53 | 1:40 | 1:54 | 1:40 | 1:54 |
| 2:01 | | 2:09 | 2:26 | 2:13 | 2:27 | 2:13 | 2:27 |
| 2:31 | | 2:39 | 2:56 | 2:49 | 3:03 | 2:49 | 3:03 |
| 3:11 | | 3:19 | 3:36 | 3:29 | 3:44 | 3:29 | 3:44 |
| 3:51 | | 3:59 | 4:16 | 3:59 | 4:15 | 3:59 | 4:15 |
| 4:30 | | 4:38 | 4:55 | 4:30 | 4:46 | 4:30 | 4:46 |
| 5:05 | | 5:13 | 5:30 | 5:00 | 5:16 | 5:00 | 5:16 |
| 5:35 | | 5:43 | 6:00 | 5:30 | 5:46 | 5:30 | 5:46 |
| 6:05 | | 6:13 | 6:31 | 6:00 | 6:16 | 6:00 | 6:16 |
| 6:30 | | 6:38 | 6:56 | 6:30 | 6:46 | 6:30 | 6:46 |
| 6:55 | | 7:03 | 7:20 | 7:03 | 7:18 | 7:03 | 7:18 |
| 7:25 | | 7:33 | 7:50 | 7:25 | 7:53 | 7:25 | 7:53 |
| 8:03 | | 8:11 | 8:28 | 8:08 | 8:23 | 8:08 | 8:23 |
| 8:30 | | 8:38 | 8:55 | 8:33 | 8:48 | 8:33 | 8:48 |
| 9:05 | | 9:13 | 9:29 | 9:03 | 9:18 | 9:03 | 9:18 |
| 10:05 | | 10:13 | 10:27 | 10:46 | 11:00 | 10:46 | 11:00 |
| 11:05 | | 11:13 | 11:27 | 11:46 | 12:00M | 11:46 | 12:00M |
| 12:04A | | 12:12A | 12:26A | 12:41A | 12:55 | 12:41A | 12:55 |

78

Saturday

| Leave Arlmont Village | | Inbound | | Outbound | | Arrive Arlmont Village | |
|-----------------------|--------|---------|--------|----------|--------|------------------------|--------|
| 6:55A | 7:05 | 7:02A | 7:17A | 6:37A | 6:49A | 6:37A | 6:49A |
| 8:50 | 8:56 | 8:57 | 9:12 | 8:28 | 8:40 | 8:28 | 8:40 |
| 9:50 | 9:56 | 9:57 | 10:15 | 9:32 | 9:44 | 9:32 | 9:44 |
| 10:50 | 10:56 | 10:57 | 11:16 | 10:33 | 10:46 | 10:33 | 10:46 |
| 11:52 | 12:00N | 12:00N | 12:19P | 11:35 | 11:48 | 11:35 | 11:48 |
| 12:56P | | 1:04 | 1:23 | 12:40P | 12:53P | 12:40P | 12:53P |
| 1:59 | | 2:07 | 2:26 | 1:42 | 1:55 | 1:42 | 1:55 |
| 3:00 | | 3:08 | 3:27 | 2:44 | 2:57 | 2:44 | 2:57 |
| 4:00 | | 4:08 | 4:27 | 3:45 | 3:58 | 3:45 | 3:58 |
| 5:00 | | 5:08 | 5:27 | 4:45 | 4:58 | 4:45 | 4:58 |
| 6:00 | | 6:08 | 6:26 | 5:44 | 5:57 | 5:44 | 5:57 |
| 7:00 | | 7:08 | 7:26 | 6:44 | 6:57 | 6:44 | 6:57 |
| 8:00 | | 8:08 | 8:26 | 7:44 | 7:57 | 7:44 | 7:57 |
| 9:00 | | 9:08 | 9:26 | 8:44 | 8:57 | 8:44 | 8:57 |
| 10:00 | | 10:07 | 10:25 | 9:44 | 9:57 | 9:44 | 9:57 |
| 11:05 | | 11:12 | 11:30 | 10:44 | 10:57 | 10:44 | 10:57 |
| 12:05A | | 12:12A | 12:27A | 11:47 | 12:00M | 11:47 | 12:00M |
| | | | | 12:47A | 1:00 | 12:47A | 1:00 |

78

Sunday

| Leave Arlmont Village | | Inbound | | Outbound | | Arrive Arlmont Village | |
|-----------------------|-------|---------|--------|----------|--------|------------------------|--------|
| 6:40A | 6:50 | 6:48A | 7:01A | 6:21A | 6:33A | 6:21A | 6:33A |
| 8:35 | 8:41 | 8:43 | 8:59 | 7:16 | 7:28 | 7:16 | 7:28 |
| 9:35 | 9:41 | 9:43 | 9:59 | 8:16 | 8:28 | 8:16 | 8:28 |
| 10:35 | 10:41 | 10:43 | 11:01 | 9:16 | 9:28 | 9:16 | 9:28 |
| 11:35 | 11:41 | 11:42 | 12:01P | 10:19 | 10:31 | 10:19 | 10:31 |
| 12:37P | | 12:44P | 1:03 | 12:07P | 12:35P | 12:07P | 12:35P |
| 1:39 | | 1:46 | 2:05 | 1:24 | 1:36 | 1:24 | 1:36 |
| 2:41 | | 2:48 | 3:06 | 2:26 | 2:38 | 2:26 | 2:38 |
| 3:43 | | 3:50 | 4:08 | 3:27 | 3:39 | 3:27 | 3:39 |
| 4:44 | | 4:51 | 5:09 | 4:26 | 4:38 | 4:26 | 4:38 |
| 5:45 | | 5:52 | 6:10 | 5:27 | 5:39 | 5:27 | 5:39 |
| 6:45 | | 6:52 | 7:08 | 6:27 | 6:39 | 6:27 | 6:39 |
| 7:45 | | 7:52 | 8:06 | 7:24 | 7:36 | 7:24 | 7:36 |
| 8:45 | | 8:52 | 9:06 | 8:23 | 8:35 | 8:23 | 8:35 |
| 9:45 | | 9:52 | 10:06 | 9:23 | 9:35 | 9:23 | 9:35 |
| 10:45 | | 10:52 | 11:06 | 10:23 | 10:35 | 10:23 | 10:35 |
| 11:45 | | 11:52 | 12:06A | 11:23 | 11:35 | 11:23 | 11:35 |
| 12:40A | | 12:47A | 1:01 | 12:10A | 12:35A | 12:10A | 12:35A |

All buses are accessible to persons with disabilities

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

FREE FARES: Children 11 and under ride free when accompanied by a paying customer; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free. * Requires Student CharlieCard or Youth CharlieCard. ** Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards available to students through participating middle and high schools. Youth CharlieCards available through community partners across Greater Boston. *** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

| | |
|-----------------|---|
| Saturday | Christmas Eve; NY Eve; MLK Day; President's Day |
| Sunday | Labor Day; Thanksgiving; Christmas Day; NY Day |

FITCHBURG LINE

2021 Fall/Winter Schedule Effective October 11, 2021

Monday to Friday (except when Storm Service is operating)

Inbound to Boston

| ZONE | STATION | TRAIN # | AM | PM |
|------|---------------------|---------|------|------|
| | | | 400 | 402 |
| | | | 404 | 406 |
| | | | 408 | 410 |
| | | | 412 | 414 |
| | | | 416 | 418 |
| | | | 420 | 422 |
| | | | 424 | 426 |
| | | | 428 | 430 |
| | | | 432 | |
| 8 | Wachusett | ♣ | 4:25 | 5:25 |
| 8 | Fitchburg | ♣ | 4:33 | 5:33 |
| 8 | North Leominster | ♣ | 4:40 | 5:40 |
| 8 | Shirley | ♣ | 4:48 | 5:48 |
| 8 | Ayer | ♣ | 4:53 | 5:53 |
| 7 | Littleton/Route 495 | ♣ | 5:01 | 6:01 |
| 6 | South Acton | ♣ | 5:07 | 6:07 |
| 5 | West Concord | ♣ | 5:11 | 6:11 |
| 5 | Concord | ♣ | 5:15 | 6:15 |
| 4 | Lincoln | ♣ | 5:21 | 6:21 |
| 3 | Kendal Green | ♣ | 5:27 | 6:27 |
| 2 | Brandeis/Roberts | ♣ | 5:30 | 6:30 |
| 2 | Waltham | ♣ | 5:34 | 6:34 |
| 1 | Waverley | ♣ | 5:39 | 6:41 |
| 1 | Belmont | ♣ | 5:41 | 6:43 |
| 1A | Porter Square | ♣ | 5:47 | 6:49 |
| 1A | North Station | ♣ | 6:01 | 7:03 |

Monday to Friday (except when Storm Service is operating)

Outbound from Boston

| ZONE | STATION | TRAIN # | AM | PM |
|------|---------------------|---------|------|------|
| | | | 401 | 403 |
| | | | 405 | 407 |
| | | | 409 | 411 |
| | | | 413 | 415 |
| | | | 417 | 419 |
| | | | 421 | 423 |
| | | | 425 | 427 |
| | | | 429 | 431 |
| | | | 433 | |
| 1A | North Station | ♣ | 5:30 | 6:30 |
| 1A | Porter Square | ♣ | 5:40 | 6:40 |
| 1 | Belmont | ♣ | 5:45 | 6:45 |
| 1 | Waverley | ♣ | 5:47 | 6:47 |
| 2 | Waltham | ♣ | 5:52 | 6:52 |
| 2 | Brandeis/Roberts | ♣ | 5:55 | 6:55 |
| 3 | Kendal Green | ♣ | 5:59 | 6:59 |
| 4 | Lincoln | ♣ | 6:04 | 7:04 |
| 5 | Concord | ♣ | 6:09 | 7:09 |
| 5 | West Concord | ♣ | 6:13 | 7:13 |
| 6 | South Acton | ♣ | 6:18 | 7:18 |
| 7 | Littleton/Route 495 | ♣ | 6:25 | 7:25 |
| 8 | Ayer | ♣ | 6:33 | 7:33 |
| 8 | Shirley | ♣ | 6:38 | 7:38 |
| 8 | North Leominster | ♣ | 6:47 | 7:47 |
| 8 | Fitchburg | ♣ | 6:57 | 7:57 |
| 8 | Wachusett | ♣ | 7:07 | 8:07 |

Times in purple with "r" indicate a flag stop: Passengers must tell the conductor that they wish to leave. Passengers waiting to board must be visible on the platform for the train to stop.

Times in blue indicate an early departure (L stop): The train may leave ahead of schedule at these stops.

Bikes: Bicycles are allowed on trains with the bicycle symbol shown below the train number.

High level platform and bridge plate available.
Visit mbta.com/accessibility for more information.

Masks are federally required on board and in station. Visit MBTA.com/covid19 for the latest updates.

Download the **mTicket App**

Follow **@MBTA_CR**

Customer Service **617-222-3200**

Visit **MBTA.com**

Massachusetts Bay Transportation Authority **KEOLIS**

Weekend & Storm Service

Inbound to Boston

| ZONE | STATION | TRAIN # | AM | PM |
|------|---------------------|---------|------|------|
| | | | 1400 | 1402 |
| | | | 1404 | 1406 |
| | | | 1408 | 1410 |
| | | | 1412 | 1414 |
| | | | 1416 | 1418 |
| | | | 1420 | 1422 |
| | | | 1424 | 1426 |
| | | | 1428 | 1430 |
| | | | 1432 | |
| 8 | Wachusett | ♣ | 6:42 | 7:42 |
| 8 | Fitchburg | ♣ | 6:50 | 7:50 |
| 8 | North Leominster | ♣ | 6:57 | 7:57 |
| 8 | Shirley | ♣ | 7:05 | 8:05 |
| 8 | Ayer | ♣ | 7:10 | 8:10 |
| 7 | Littleton/Route 495 | ♣ | 7:18 | 8:18 |
| 6 | South Acton | ♣ | 7:24 | 8:24 |
| 5 | West Concord | ♣ | 7:30 | 8:30 |
| 5 | Concord | ♣ | 7:35 | 8:35 |
| 4 | Lincoln | ♣ | 7:42 | 8:42 |
| 3 | Kendal Green | ♣ | 7:48 | 8:48 |
| 2 | Brandeis/Roberts | ♣ | 7:53 | 8:53 |
| 2 | Waltham | ♣ | 7:58 | 8:58 |
| 1 | Waverley | ♣ | 8:03 | 9:03 |
| 1 | Belmont | ♣ | 8:08 | 9:08 |
| 1A | Porter Square | ♣ | 8:15 | 9:15 |
| 1A | North Station | ♣ | 8:35 | 9:35 |

Monday to Friday (except when Storm Service is operating)

Outbound from Boston

| ZONE | STATION | TRAIN # | AM | PM |
|------|---------------------|---------|------|------|
| | | | 1401 | 1403 |
| | | | 1405 | 1407 |
| | | | 1409 | 1411 |
| | | | 1413 | 1415 |
| | | | 1417 | 1419 |
| | | | 1421 | 1423 |
| | | | 1425 | 1427 |
| | | | 1429 | 1431 |
| | | | 1433 | |
| 1A | North Station | ♣ | 7:20 | 8:20 |
| 1A | Porter Square | ♣ | 7:30 | 8:30 |
| 1 | Belmont | ♣ | 7:35 | 8:35 |
| 1 | Waverley | ♣ | 7:37 | 8:37 |
| 2 | Waltham | ♣ | 7:42 | 8:42 |
| 2 | Brandeis/Roberts | ♣ | 7:45 | 8:45 |
| 3 | Kendal Green | ♣ | 7:49 | 8:49 |
| 4 | Lincoln | ♣ | 7:54 | 8:54 |
| 5 | Concord | ♣ | 7:59 | 8:59 |
| 5 | West Concord | ♣ | 8:03 | 9:03 |
| 6 | South Acton | ♣ | 8:08 | 9:08 |
| 7 | Littleton/Route 495 | ♣ | 8:15 | 9:15 |
| 8 | Ayer | ♣ | 8:18 | 9:18 |
| 8 | Shirley | ♣ | 8:25 | 9:25 |
| 8 | North Leominster | ♣ | 8:33 | 9:33 |
| 8 | Fitchburg | ♣ | 8:43 | 9:43 |
| 8 | Wachusett | ♣ | 8:53 | 9:53 |

B: Buses replace normal weekend train service between Littleton/Route 495 and Wachusett to allow for work on the AT/PTC implementation project. Bikes are not allowed on board buses.

Schedules may change in the event of severe weather
During weather events, these symbols will communicate service level and impact on passengers. Service level for the following day will be announced mid afternoon on the prior day.

REGULAR SERVICE
Trains will operate on a normal schedule.

STORM SERVICE
Trains will operate on a weekend schedule.

NO SERVICE
No passenger service on Commuter Rail.

Download the **mTicket App**

Follow **@MBTA_CR**

Customer Service **617-222-3200**

Visit **MBTA.com**

Massachusetts Bay Transportation Authority **KEOLIS**

MASSDOT CRASH RATE WORKSHEETS AND HIGH CRASH LOCATION MAPPING





MassDOT Crash Report for ARLINGTON 2015 - 2019, report created: 12/14/2021 created: 12/14/2021

| RMV Crash Number | City/Town Name | Crash Date | Crash Time | Crash Severity | Maximum Injury Severity Reported | Number of Vehicles | Total Nonfatal Injuries | Total Fatal Injuries | Manner of Collision | Vehicle Action Prior to Crash | Vehicle Travel Directions | Most Harmful Events | Vehicle Configuration | Road Surface Condition | Ambient Light | Weather Condition | At Roadway Intersection | Distance From Nearest Roadway Intersection | Distance From Nearest Milemarker | Distance From Nearest Exit | Distance From Nearest Landmark | Non Motorist Type | X Coordinate | Y Coordinate |
|------------------|----------------|-------------|------------|---------------------------------------|---------------------------------------|--------------------|-------------------------|----------------------|-------------------------------|---|---------------------------|---|---|------------------------|------------------------|-------------------|---|---|----------------------------------|--|--------------------------------|-------------------|-----------------|-----------------|
| 3998976 | ARLINGTON | 20-Jan-2015 | 12:59 PM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Rear-end | V1: Slowing or stopped in traffic / V2: Travelling straight ahead | V1: S / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Dry | Daylight | Clear | CONCORD TURNPIKE / PARK AVENUE | CONCORD TURNPIKE / PARK AVENUE | | | | | 226204.65922863 | 906766.06632996 |
| 4005847 | ARLINGTON | 03-Feb-2015 | 10:25 AM | Non-fatal injury - Non-incapacitating | Non-fatal injury - Non-incapacitating | 1 | 1 | 0 | Single vehicle crash | V1: Entering traffic lane | V1: W | V1:(Collision with embankment) | V1:(Passenger car) | Dry | Daylight | Clear | CONCORD TURNPIKE Rte SR2 W / RAMP-FRONTAGE RD TO RT 2 WB / CONCORD TURNPIKE Rte SR2 W | CONCORD TURNPIKE Rte SR2 W / RAMP-FRONTAGE RD TO RT 2 WB / CONCORD TURNPIKE Rte SR2 W | | Exit 58 RAM on CONCORD TURNPIKE Rte SR2 W / RAMP-FRONTAGE RD TO RT 2 WB / CONCORD TURNPIKE Rte SR2 W | | | 226830.07687423 | 906590.64139727 |
| 4022359 | ARLINGTON | 18-Mar-2015 | 9:54 PM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Sideswipe, opposite direction | V1: Turning left / V2: Travelling straight ahead | V1: N / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Dry | Dark - lighted roadway | Clear | PARK AVENUE / FRONTAGE ROAD | PARK AVENUE / FRONTAGE ROAD | | | | | 226200.62509765 | 906795.56274146 |
| 4047448 | ARLINGTON | 18-May-2015 | 2:38 PM | Not Reported | Not Applicable | 2 | 0 | 0 | Angle | V1: Travelling straight ahead / V2: Not reported | V1: S / V2: Not Reported | V1:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Dry | Daylight | Clear | CONCORD TURNPIKE / PARK AVENUE | CONCORD TURNPIKE / PARK AVENUE | | | | | 226200.62509766 | 906795.56274146 |
| 4055321 | ARLINGTON | 24-Jun-2015 | 4:21 PM | Non-fatal injury - Non-incapacitating | Non-fatal injury - Non-incapacitating | 2 | 1 | 0 | Sideswipe, opposite direction | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: S / V2: W | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Dry | Daylight | Clear | CONCORD TURNPIKE / PARK AVENUE | CONCORD TURNPIKE / PARK AVENUE | | | | | 226200.62509766 | 906795.56274146 |
| 4066554 | ARLINGTON | 21-Jul-2015 | 2:41 PM | Non-fatal injury | Non-fatal injury - Possible | 2 | 1 | 0 | Angle | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: W / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car) | Dry | Daylight | Clear | CONCORD TURNPIKE / PARK AVENUE | CONCORD TURNPIKE / PARK AVENUE | | | | | 226200.62509766 | 906795.56274146 |
| 4088273 | ARLINGTON | 22-Sep-2015 | 6:55 PM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Angle | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: W / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Dry | Dark - lighted roadway | Clear | CONCORD TURNPIKE / PARK AVENUE | CONCORD TURNPIKE / PARK AVENUE | | | | | 226200.62509766 | 906795.56274146 |
| 4090704 | ARLINGTON | 24-Sep-2015 | 3:43 PM | Not Reported | Not reported | 2 | 0 | 0 | Angle | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: W / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Dry | Daylight | Clear | PARK AVENUE / FRONTAGE ROAD | PARK AVENUE / FRONTAGE ROAD | | CONCORD TURNPIKE FRONTAGE ROAD | | | 226200.62509766 | 906795.56274146 |
| 4089762 | ARLINGTON | 25-Sep-2015 | 3:53 PM | Not Reported | Not reported | 2 | 0 | 0 | Angle | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: S / V2: W | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Dry | Daylight | Clear | CONCORD TURNPIKE / PARK AVENUE | CONCORD TURNPIKE / PARK AVENUE | | | | | 226200.62509766 | 906795.56274146 |
| 4096253 | ARLINGTON | 09-Oct-2015 | 7:59 AM | Non-fatal injury | Non-fatal injury - Possible | 2 | 1 | 0 | Angle | V1: Travelling straight ahead / V2: Turning left | V1: S / V2: W | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Dry | Daylight | Clear | PARK AVENUE / FRONTAGE ROAD | PARK AVENUE / FRONTAGE ROAD | | CONCORD TURNPIKE FRONTAGE ROAD | | | 226200.62509766 | 906795.56274146 |
| 4207265 | ARLINGTON | 16-Jun-2016 | 11:30 AM | Non-fatal injury | Non-fatal injury - Incapacitating | 2 | 2 | 0 | Angle | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: W / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Dry | Daylight | Clear | FRONTAGE ROAD / PARK AVE | FRONTAGE ROAD / PARK AVE | | | | | 226200.50335646 | 906795.59398211 |
| 4212802 | ARLINGTON | 29-Jun-2016 | 9:32 AM | Not Reported | Unknown | 2 | 0 | 0 | Angle | V1: Turning left / V2: Travelling straight ahead | V1: W / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Wet | Daylight | Cloudy | FRONTAGE ROAD / PARK AVENUE | FRONTAGE ROAD / PARK AVENUE | | | | | 226200.87897061 | 906795.50172412 |
| 4463049 | ARLINGTON | 29-Aug-2016 | 9:33 PM | Non-fatal injury | Non-fatal injury - Non-incapacitating | 2 | 1 | 0 | Angle | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: S / V2: W | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car) | Dry | Dark - lighted roadway | Clear | FRONTAGE ROAD / PARK AVE | FRONTAGE ROAD / PARK AVE | | | | | 226200.53982437 | 906796.15257465 |



MassDOT Crash Report for ARLINGTON 2015 - 2019, report created: 12/14/2021 created: 12/14/2021

| | | | | | | | | | | | | | | | | | | | | | | | |
|---------|-----------|-------------|---------|-------------------------------------|---------------------------------------|---|---|---|-------------------------------|---|---------------|---|---|-----|------------------------|--------|-----------------------------|--|-------------------------------------|----------------------------------|-----------------|-----------------|-----------------|
| 4463063 | ARLINGTON | 27-Dec-2016 | 6:46 AM | Non-fatal injury | Non-fatal injury - Possible | 2 | 1 | 0 | Rear-end | V1: Travelling straight ahead / V2: Slowing or stopped in traffic | V1: S / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Wet | Dawn | Cloudy | PARK AVENUE / FRONTAGE ROAD | PARK AVENUE / FRONTAGE ROAD | | | | 226198.54005899 | 906809.98490093 |
| 4383543 | ARLINGTON | 21-Jun-2017 | 2:11 PM | Non-fatal injury | Non-fatal injury - Non-incapacitating | 1 | 1 | 0 | Single vehicle crash | V1: Changing lanes | V1: E | V1:(Collision with guardrail) | V1:(Passenger car) | Dry | Daylight | Clear | | 100 feet W from Intersection CONCORD TURNPIKE Rte 2 E / CONCORD TURNPIKE Rte 2 E | | PLEASANT STREET (RT 60) OVERPASS | | 227618.01989568 | 906205.74934864 |
| 4433381 | ARLINGTON | 05-Sep-2017 | 3:00 PM | Non-fatal injury | Non-fatal injury - Non-incapacitating | 2 | 1 | 0 | Rear-end | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: W / V2: W | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Dry | Daylight | Clear | | CONCORD TURNPIKE Rte 2 W / RAMP-FRONTAGE RD (PARK AVE) TO RT 2 WB | Exit 56 on CONCORD TURNPIKE Rte 2 W | | 225024.75955775 | 907308.48925196 | |
| 4486877 | ARLINGTON | 10-Dec-2017 | 2:15 PM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Angle | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: W / V2: N | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Dry | Daylight | Clear | | PARK AVENUE / FRONTAGE ROAD | | | 226200.21078935 | 906795.66905931 | |
| 4635055 | ARLINGTON | 05-Dec-2018 | 7:30 AM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Angle | V1: Travelling straight ahead / V2: Turning left | V1: S / V2: N | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car) | Dry | Daylight | Clear | FRONTAGE ROAD / PARK AVENUE | FRONTAGE ROAD / PARK AVENUE | | | 226200.6251 | 906795.5627 | |
| 4638534 | ARLINGTON | 15-Dec-2018 | 6:39 PM | Non-fatal injury | Non-fatal injury - Non-incapacitating | 2 | 1 | 0 | Sideswipe, opposite direction | V1: Travelling straight ahead / V2: Turning left | V1: S / V2: W | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Dry | Dark - lighted roadway | Clear | FRONTAGE ROAD / PARK AVENUE | FRONTAGE ROAD / PARK AVENUE | | | 226200.6251 | 906795.5627 | |
| 4756533 | ARLINGTON | 30-Sep-2019 | 2:23 PM | Property damage only (none injured) | No Apparent Injury (O) | 2 | 0 | 0 | Angle | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: N / V2: W | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Dry | Daylight | Clear | PARK AVENUE / FRONTAGE ROAD | PARK AVENUE / FRONTAGE ROAD | | | 226200.56931277 | 906796.52656352 | |
| 4767476 | ARLINGTON | 27-Oct-2019 | 4:24 AM | Property damage only (none injured) | No Apparent Injury (O) | 1 | 0 | 0 | Head-on | V1: Turning left | V1: W | V1:(Collision with guardrail) | V1:(Passenger car) | Wet | Dark - lighted roadway | Rain | PARK AVENUE / FRONTAGE ROAD | PARK AVENUE / FRONTAGE ROAD | | | 226200.56931277 | 906796.52656352 | |

MassDOT makes no representation as to the accuracy, adequacy, reliability, availability or completeness of the crash records or the data collected from them and is not responsible for any errors or omissions in such records or data. Under no circumstance will MassDOT have any liability for any loss or damage incurred by any party as a result of the use of the crash records or the data collected from them. Furthermore, the data contained in the web-based crash report tool are not an official record of what transpired in a particular crash or for a particular crash type. If a user is interested in an official copy of a crash report, contact the Registry (<http://www.mass.gov/rmv/>).

The City of Boston Police Department may be contacted directly for official copies of crash reports and for crash data pertaining to the City of Boston. In addition, any crash records or data provided for the years 2020 and later are subject to change at any time and are not to be considered up-to-date or complete. As such, open years' of crash data are for informational purposes only and should not be used for analysis.

The data posted on this website, including crash records and other reports, are collected for the purpose of identifying, evaluating or planning the safety enhancement of potential crash sites.



MassDOT Crash Report for BELMONT 2015 - 2019, report created: 12/14/2021 created: 12/14/2021

| RMV Crash Number | City/Town Name | Crash Date | Crash Time | Crash Severity | Maximum Injury Severity Reported | Number of Vehicles | Total Nonfatal Injuries | Total Fatal Injuries | Manner of Collision | Vehicle Action Prior to Crash | Vehicle Travel Directions | Most Harmful Events | Vehicle Configuration | Road Surface Condition | Ambient Light | Weather Condition | At Roadway Intersection | Distance From Nearest Roadway Intersection | Distance From Nearest Milemarker | Distance From Nearest Exit | Distance From Nearest Landmark | Non Motorist Type | X Coordinate | Y Coordinate | |
|------------------|----------------|-------------|------------|---------------------------------------|---------------------------------------|--------------------|-------------------------|----------------------|-------------------------------|---|---------------------------|---|---|------------------------|------------------------|-------------------|---|--|--|----------------------------|--------------------------------|-------------------------|-----------------|-----------------|----------------|
| 3991780 | BELMONT | 03-Jan-2015 | 7:10 PM | Property damage only (none injured) | No injury | 1 | 0 | 0 | Single vehicle crash | V1: Slowing or stopped in traffic | V1: E | V1:(Collision with fence) | V1:(Light truck(van, mini-van, pickup, sport utility)) | Snow | Dark - lighted roadway | Snow | | CONCORD TURNPIKE Rte 2 E / PARK AVENUE | | | | | 226207.73422166 | 906745.33658373 | |
| 4060708 | BELMONT | 08-Mar-2015 | 6:48 PM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Rear-end | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: N / V2: N | V1:(Collision with motor vehicle in traffic) / V2:(Passenger car) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car) | Dry | Dark - lighted roadway | Clear/Clear | PARK AV / RUTLEDGE RD | PARK AV / RUTLEDGE RD | | | | | 226229.14042567 | 906585.25003726 | |
| 4060791 | BELMONT | 11-Jun-2015 | 8:19 AM | Property damage only (none injured) | No injury | 1 | 0 | 0 | Rear-end | V1: Travelling straight ahead | V1: E | V1:(Collision with motor vehicle in traffic) | V1:(Passenger car) | Dry | Daylight | Clear | PROSPECT ST / CLIFTON ST | PROSPECT ST / CLIFTON ST | | | | | 226674.20308209 | 906004.12491672 | |
| 4177646 | BELMONT | 02-Sep-2015 | 1:40 PM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Angle | V1: Travelling straight ahead / V2: Turning left | V1: S / V2: E | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Dry | Daylight | Clear/Clear | FRONTAGE RD / PARK AV | FRONTAGE RD / PARK AV | | | | | 226213.26535366 | 906709.31275738 | |
| 4177592 | BELMONT | 23-Oct-2015 | 5:19 PM | Not Reported | Not reported | 1 | 0 | 0 | Single vehicle crash | V1: Parked | V1: Not Reported | V1:(Collision with parked motor vehicle) | V1:(Passenger car) | Dry | Daylight | Clear | | 350 PROSPECT ST | | | | | 226253.4615434 | 906365.59534694 | |
| 4120292 | BELMONT | 08-Dec-2015 | 8:04 AM | Property damage only (none injured) | No injury | 1 | 0 | 0 | Single vehicle crash | V1: Travelling straight ahead | V1: E | V1:(Collision with curb) | V1:(Passenger car) | Dry | Daylight | Cloudy | | CONCORD TURNPIKE Rte 2 E / RAMP-RT 2 EB TO FRONTAGE RD (W) | | | | | | | |
| 4190349 | BELMONT | 24-Feb-2016 | 3:10 PM | Not Reported | Not reported | 2 | 0 | 0 | Rear-end | V1: Travelling straight ahead / V2: Slowing or stopped in traffic | V1: S / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Wet | Daylight | Rain | PARK AV / VILLAGE HILL RD | PARK AV / VILLAGE HILL RD | | | | | 226244.18759368 | 906480.87525316 | |
| 4190394 | BELMONT | 12-Apr-2016 | 2:07 PM | Property damage only (none injured) | No injury | 1 | 0 | 0 | Single vehicle crash | V1: Turning left | V1: E | V1:(Collision with curb) | V1:(Light truck(van, mini-van, pickup, sport utility)) | Wet | Daylight | Rain | FRONTAGE RD / PARK AVE | FRONTAGE RD / PARK AVE | | | | | 226213.26535366 | 906709.31275738 | |
| 4302204 | BELMONT | 19-Oct-2016 | 7:02 AM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Angle | V1: Turning left / V2: Travelling straight ahead | V1: S / V2: N | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Dry | Daylight | Clear/Clear | PARK AVE / RUTLEDGE RD | PARK AVE / RUTLEDGE RD | | | | | 226229.14042567 | 906585.25003726 | |
| 4312720 | BELMONT | 18-Dec-2016 | 11:09 AM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Angle | V1: Travelling straight ahead / V2: Turning left | V1: S / V2: E | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Wet | Daylight | Cloudy/Rain | PARK AVENUE / FRONTAGE ROAD | PARK AVENUE / FRONTAGE ROAD | | | | | 226213.26535366 | 906709.31275738 | |
| 4380488 | BELMONT | 15-Jan-2017 | 7:23 PM | Property damage only (none injured) | No injury | 1 | 0 | 0 | Single vehicle crash | V1: Backing | V1: E | V1:(Collision with light pole or other post/support) | V1:(Light truck(van, mini-van, pickup, sport utility)) | Dry | Dark - lighted roadway | Clear | | 100 feet E from Intersection FRONTAGE RD / VILLAGE HILL ROAD | | | | | 226082.85918898 | 906760.05946869 | |
| 4380985 | BELMONT | 12-May-2017 | 5:43 PM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Sideswipe, same direction | V1: Travelling straight ahead / V2: Travelling straight ahead | V1: S / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Single-unit truck (2-axle, 6-tires)) | Dry | Daylight | Cloudy/Other | | PARK AVENUE / KNOX STREET | | | | | 226221.82804167 | 906638.06232531 | |
| 4419253 | BELMONT | 06-Sep-2017 | 8:50 PM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Sideswipe, opposite direction | V1: Travelling straight ahead / V2: Turning left | V1: N / V2: N | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Wet | Dark - lighted roadway | Rain/Rain | PARK AVENUE / FRONTAGE ROAD | PARK AVENUE / FRONTAGE ROAD | | | | | 226213.26535366 | 906709.31275738 | |
| 4441888 | BELMONT | 17-Oct-2017 | 6:16 PM | Property damage only (none injured) | No injury | 1 | 0 | 0 | Single vehicle crash | V1: Travelling straight ahead | V1: S | V1:(Collision with other movable object) | V1:(Passenger car) | Dry | Dark - lighted roadway | Clear/Clear | PARK AV / VILLAGE HILL RD | PARK AV / VILLAGE HILL RD | | | | P3: Cyclist / P4: Other | 226244.18759368 | 906480.87525316 | |
| 4442330 | BELMONT | 20-Oct-2017 | 4:40 PM | Non-fatal injury - Non-incapacitating | Non-fatal injury - Non-incapacitating | 1 | 1 | 0 | Single vehicle crash | V1: Travelling straight ahead | V1: E | V1:(Collision with tree) | V1:(Light truck(van, mini-van, pickup, sport utility)) | Dry | Daylight | Clear | FRONTAGE ROAD / RAMP-RT 2 EB TO FRONTAGE RD (E) | FRONTAGE ROAD / RAMP-RT 2 EB TO FRONTAGE RD (E) | Exit 59 on FRONTAGE ROAD / RAMP-RT 2 EB TO FRONTAGE RD (E) | | | | | 227107.5260905 | 906415.6817811 |
| 4476413 | BELMONT | 28-Dec-2017 | 1:28 PM | Property damage only (none injured) | No injury | 1 | 0 | 0 | Single vehicle crash | V1: Travelling straight ahead | V1: W | V1:(Collision with utility pole) | V1:(Light truck(van, mini-van, pickup, sport utility)) | Ice | Daylight | Clear | | MARSH ST / EVERGREEN WAY | | | BELMONT HILL SCHOOL | | 226017.76587805 | 906341.31224736 | |
| 4483427 | BELMONT | 05-Jan-2018 | 3:18 PM | Non-fatal injury - Possible | Non-fatal injury - Possible | 2 | 1 | 0 | Angle | V1: Turning left / V2: Travelling straight ahead | V1: S / V2: N | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car) | Snow | Daylight | Clear/Clear | FRONTAGE RD / PARK AV | FRONTAGE RD / PARK AV | | | | | 226213.26535366 | 906709.31275738 | |



MassDOT Crash Report for BELMONT 2015 - 2019, report created: 12/14/2021 created: 12/14/2021

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|---------|-------------|---------|-------------------------------------|---------------------------------------|---|---|---|----------------------|--|-------------------------------|--|---|-------|----------------------------|--------------|--|---|-----------------------------------|--|--|--|-----------------|-----------------|-----------------|-----------------|
| 4645970 | BELMONT | 30-Oct-2018 | 2:54 PM | Property damage only (none injured) | No injury | 2 | 0 | 0 | Rear-end | V1: Travelling straight ahead / V2: Slowing or stopped in traffic | V1: S / V2: S | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Dry | Daylight | Clear/Clear | | PARK AVE / RUTLEDGE RD | | | | | 226233.42176335 | 906558.12483336 | | |
| 4645942 | BELMONT | 06-Dec-2018 | 5:20 PM | Non-fatal injury | Non-fatal injury - Non-incapacitating | 1 | 1 | 0 | Single vehicle crash | V1: Travelling straight ahead | V1: W | V1:(Collision with pedestrian) | V1:(Passenger car) | Dry | Dark - roadway not lighted | Clear | | PARK AVE / MARSH ST / PROSPECT ST | PARK AVE / MARSH ST / PROSPECT ST | | | | | P2: Pedestrian | 226225.00960967 | 906413.9496851 |
| 4742381 | BELMONT | 04-Aug-2019 | 6:12 PM | Property damage only (none injured) | No Apparent Injury (O) | 3 | 0 | 0 | Rear-end | V1: Slowing or stopped in traffic / V2: Travelling straight ahead / V3: Travelling straight ahead | V1: S / V2: S / V3: S | V1:(Collision with other movable object) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car) | Dry | Daylight | Clear/Other | | PARK AV / KNOX ST | | | | | | 226221.828 | 906638.0623 | |
| 4750904 | BELMONT | 03-Sep-2019 | 8:35 AM | Property damage only (none injured) | No Apparent Injury (O) | 2 | 0 | 0 | Rear-end | V1: Slowing or stopped in traffic / V2: Travelling straight ahead | V1: E / V2: E | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) | Dry | Daylight | Clear | | FRONTAGE ROAD Rte SR2 E / RAMP-RT 2 EB TO FRONTAGE RD (E) | | | | | | 227112.17372984 | 906414.71038127 | |
| 4769321 | BELMONT | 19-Oct-2019 | 9:46 PM | Non-fatal injury | Suspected Minor Injury (B) | 4 | 0 | 0 | Angle | V1: Leaving traffic lane / V2: Travelling straight ahead / V3: Travelling straight ahead / V4: Travelling straight ahead | V1: E / V2: E / V3: E / V4: E | V1:(Collision with guardrail) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with light pole or other post/support) / V4:(Collision with light pole or other post/support) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car) / V3:(Passenger car) / V4:(Passenger car) | Dry | Dark - lighted roadway | Cloudy | | CONCORD TURNPIKE Rte SR2 E / RAMP-FRONTAGE RD (PARK AVE) TO RT 2 EB | | | | | | 227656.62600498 | 906191.51942878 | |
| 4798767 | BELMONT | 10-Dec-2019 | 4:21 PM | Non-fatal injury | Suspected Minor Injury (B) | 2 | 0 | 0 | Angle | V1: Turning left / V2: Travelling straight ahead | V1: E / V2: N | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) | V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility)) | Wet | Dark - lighted roadway | Rain/Unknown | | PARK AVENUE / HINCKLEY WAY | PARK AVENUE / HINCKLEY WAY | | | | | | 226213.20961829 | 906710.27664744 |
| 4729097 | BELMONT | 13-Jun-2019 | 5:18 PM | Non-fatal injury | Possible Injury (C) | 3 | 0 | 0 | Rear-end | V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic | V1: E / V2: E / V3: E | V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic) | V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car) | | Daylight | Cloudy/Rain | | DORSET ROAD / FRONTAGE ROAD | DORSET ROAD / FRONTAGE ROAD | | | | | | 226114.4529 | 906746.1875 |
| 4798772 | BELMONT | 17-Dec-2019 | 3:49 AM | Property damage only (none injured) | No Apparent Injury (O) | 1 | 0 | 0 | Single vehicle crash | V1: Travelling straight ahead | V1: W | V1:(Collision with tree) | V1:(Passenger car) | Other | Dark - lighted roadway | Clear/Clear | | PROSPECT ST / MARSH ST | | | | | | 226283.99252773 | 906349.73001221 | |

MassDOT makes no representation as to the accuracy, adequacy, reliability, availability or completeness of the crash records or the data collected from them and is not responsible for any errors or omissions in such records or data. Under no circumstance will MassDOT have any liability for any loss or damage incurred by any party as a result of the use of the crash records or the data collected from them. Furthermore, the data contained in the web-based crash report tool are not an official record of what transpired in a particular crash or for a particular crash type. If a user is interested in an official copy of a crash report, contact the Registry (<http://www.mass.gov/rmv/>).

The City of Boston Police Department may be contacted directly for official copies of crash reports and for crash data pertaining to the City of Boston. In addition, any crash records or data provided for the years 2020 and later are subject to change at any time and are not to be considered up-to-date or complete. As such, open years' of crash data are for informational purposes only and should not be used for analysis.

The data posted on this website, including crash records and other reports, are collected for the purpose of identifying, evaluating or planning the safety enhancement of potential crash sites.

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : May-21

DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Park Avenue

MINOR STREET(S) : Concord Turnpike

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|----------------------------|----|-----|-------|-----|---|-----------------------------------|
| DIRECTION : | EB | WB | NB | SB | | |
| PEAK HOURLY VOLUMES (PM) : | | 662 | 1,183 | 510 | | 2,355 |

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

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

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

Comments : Below MassDOT District 4 crash rate

Project Title & Date: Belmont Hill School Master Plan

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Belmont COUNT DATE : May-21

DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Park Avenue

MINOR STREET(S) : Village Hill Road

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|----------------------------|----|----|-----|-----|---|-----------------------------------|
| DIRECTION : | EB | WB | NB | SB | | |
| PEAK HOURLY VOLUMES (PM) : | 31 | | 832 | 579 | | 1,442 |

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

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

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

Comments : Below MassDOT District 4 crash rate

Project Title & Date: Belmont Hill School Master Plan

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Belmont COUNT DATE : May-21

DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Park Avenue

MINOR STREET(S) : Prospect Street/Marsh Street

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|----------------------------|-----|-----|----|-----|---|-----------------------------------|
| DIRECTION : | EB | WB | NB | SB | | |
| PEAK HOURLY VOLUMES (PM) : | 371 | 654 | | 578 | | 1,603 |

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

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

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

Comments : Below MassDOT District 4 crash rate

Project Title & Date: Belmont Hill School Master Plan

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Belmont COUNT DATE : May-21

DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Hinckley Way

MINOR STREET(S) : Dorset Road

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|----------------------------|-----|----|----|----|---|-----------------------------------|
| DIRECTION : | EB | WB | NB | SB | | |
| PEAK HOURLY VOLUMES (PM) : | 779 | | 3 | 0 | | 782 |

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

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

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

Comments : Below MassDOT District 4 crash rate

Project Title & Date: Belmont Hill School Master Plan

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Belmont COUNT DATE : May-21

DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Marsh Street

MINOR STREET(S) : Evergreen Way

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|----------------------------|-----|-----|----|----|---|-----------------------------------|
| DIRECTION : | EB | WB | NB | SB | | |
| PEAK HOURLY VOLUMES (PM) : | 259 | 181 | | 41 | | 481 |

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

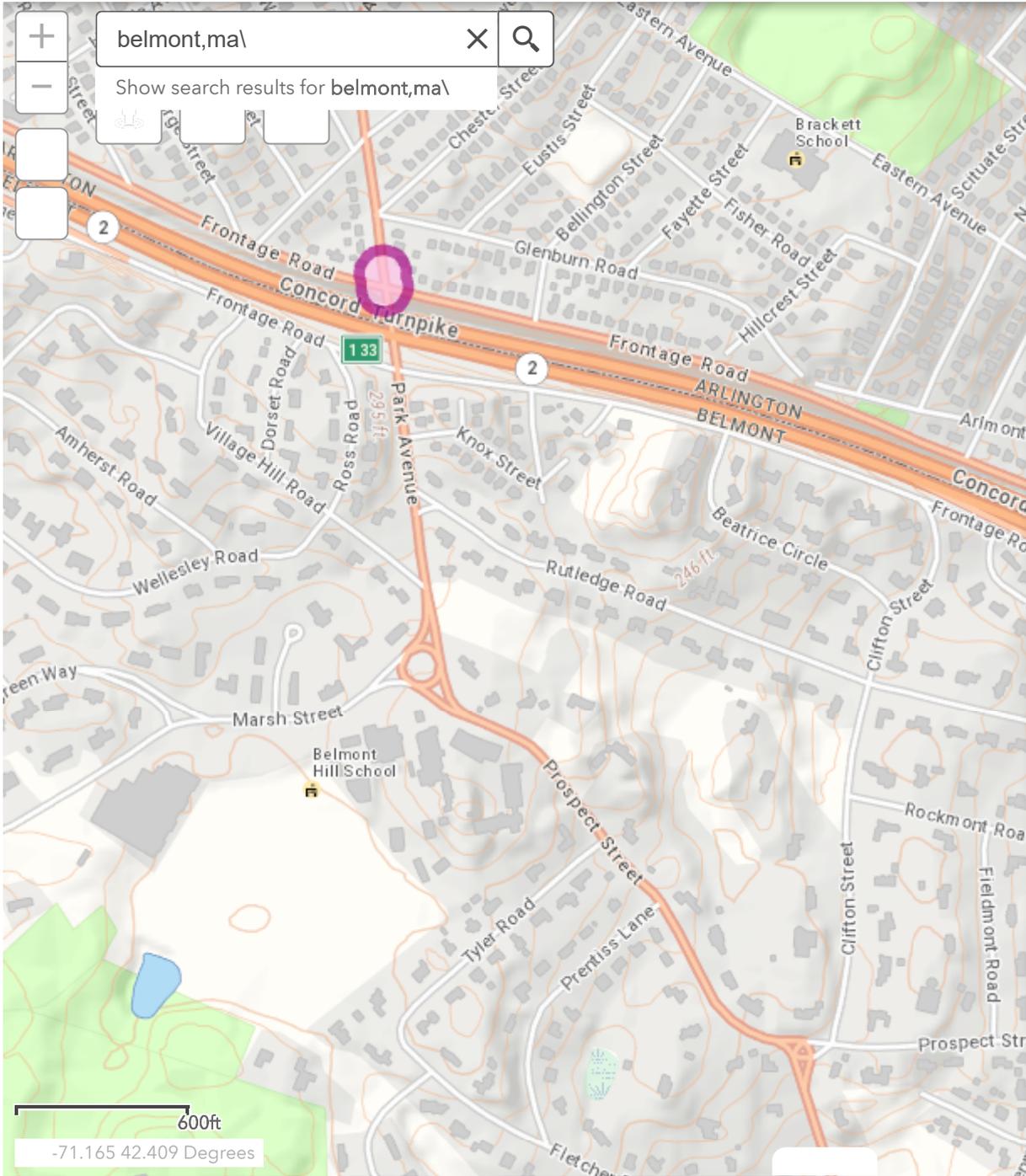
TOTAL # OF CRASHES : # OF YEARS : AVERAGE # OF CRASHES PER YEAR (A) :

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

Comments : Below MassDOT District 4 crash rate
 Project Title & Date: Belmont Hill School Master Plan

Top Crash Locations

Accessible Version



Legend

Crash Clusters

Top 200 Intersection Cluster 2015-2017



2015-2017 HSIP Cluster



2008-2017 HSIP Bicycle Clusters

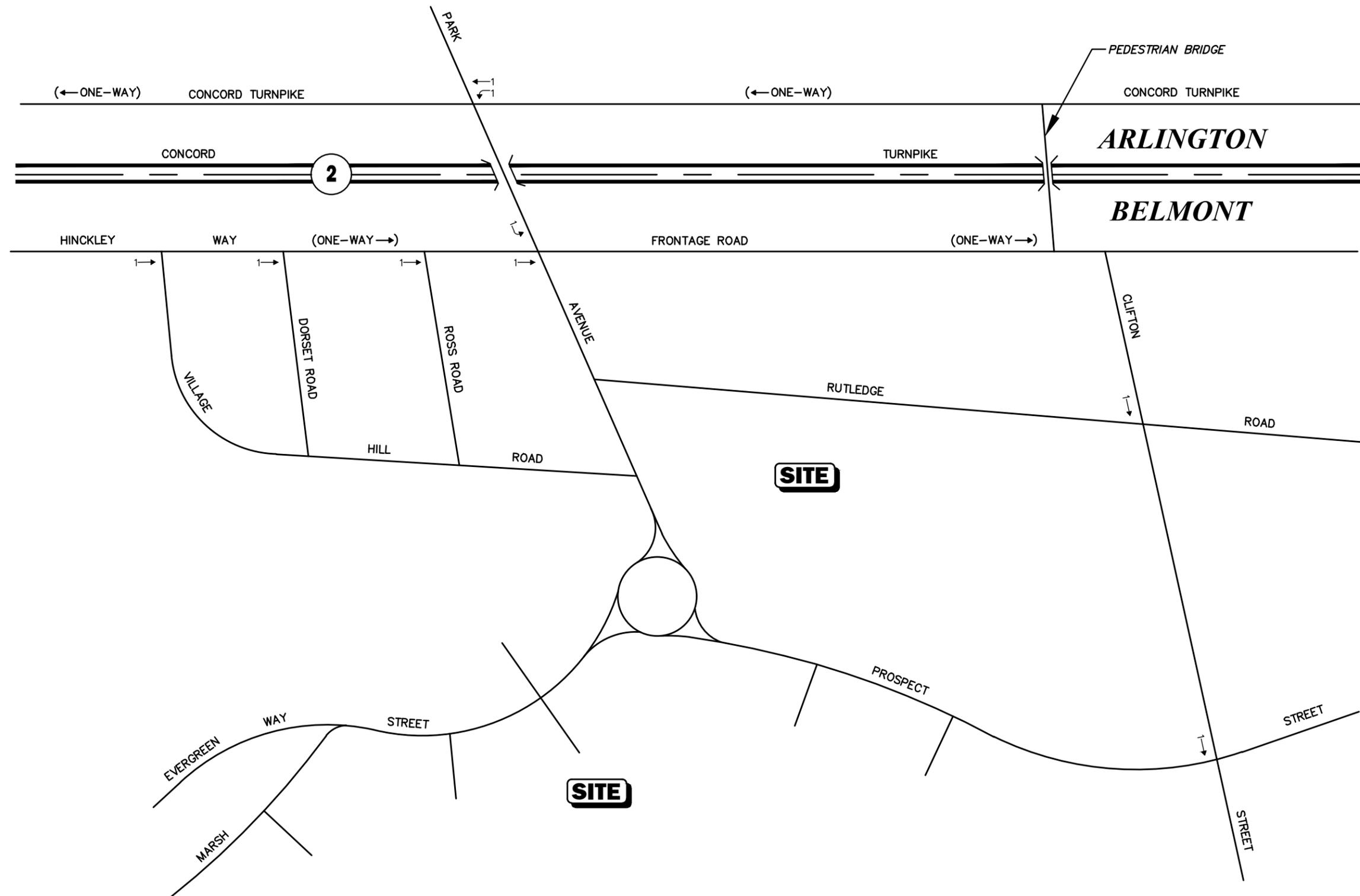


2008-2017 HSIP Pedestrian Cluster



BACKGROUND DEVELOPMENT TRAFFIC-VOLUME NETWORKS



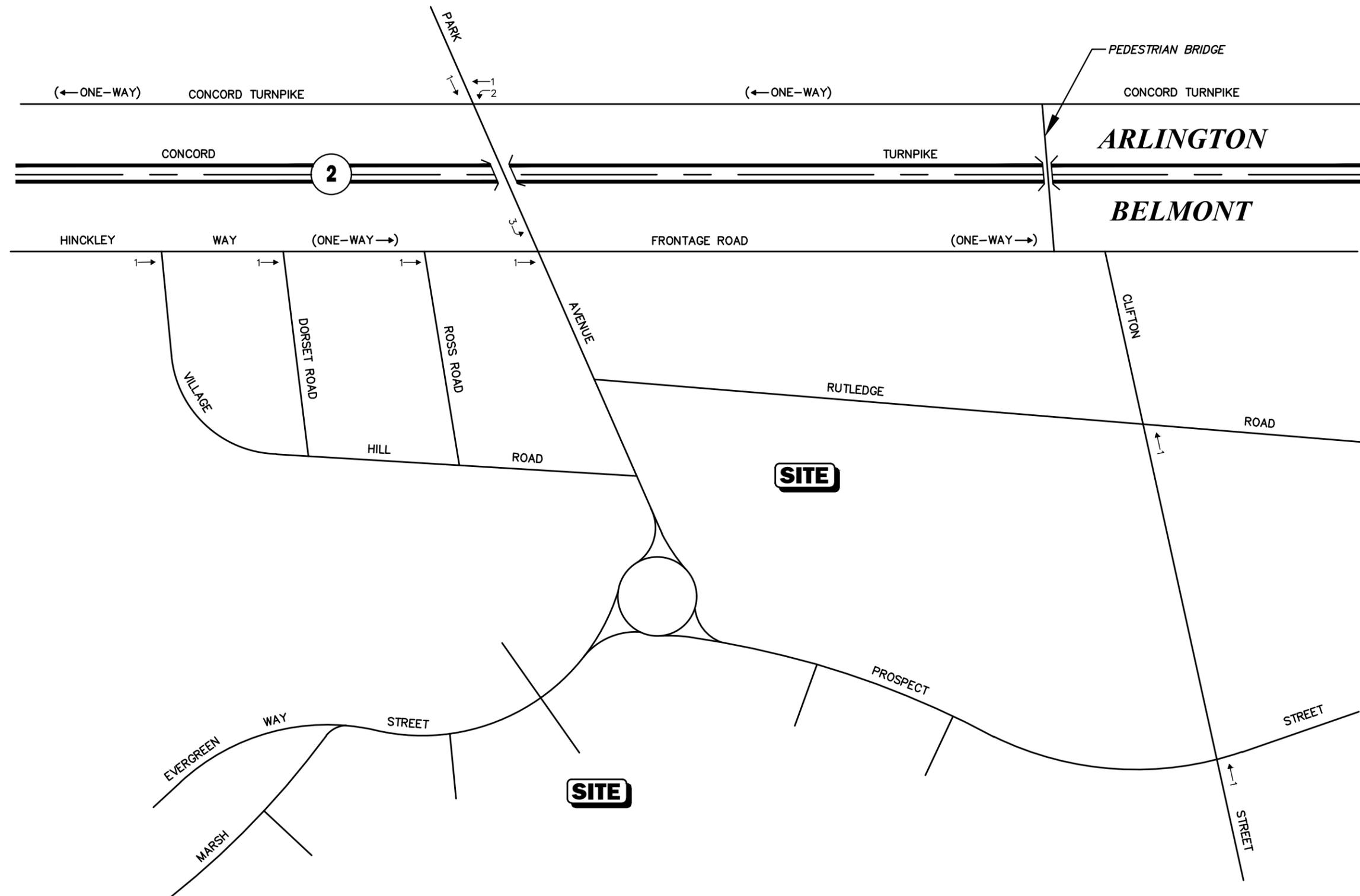


Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
Not To Scale



Figure A-1
91 Beatrice Circle
Weekday Morning
Peak-Hour Traffic Volumes

R:\8965\8965NT1.dwg, 1/25/2022 10:40:18 AM



 Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
Not To Scale



Figure A-2
91 Beatrice Circle
Weekday Evening
Peak-Hour Traffic Volumes

R:\8965\8965NT1.dwg, 1/25/2022 10:40:31 AM

BACKGROUND TRAFFIC GROWTH RATE



General Background Traffic Growth

| STA. | CITY/TOWN | ROUTE/STREET | LOCATION | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | Average Annual Growth Rate |
|------|-------------------|--------------|-----------------------------|--------|------|--------|------|------|------|--------|--------|--------|--------|----------------------------|
| 4013 | Lincoln/Lexington | Route 2 | Lincoln/Lexington Town Line | 46,303 | | 49,418 | | | | 49,738 | 50,675 | 50,267 | 51,388 | 1.00% |
| | | | | | | | | | | | | | USE | 1.00% |

CAPACITY ANALYSIS WORKSHEETS

2021 Existing Intersection Capacity Analysis Worksheets
2029 No-Build Intersection Capacity Analysis Worksheets
2029 Build Intersection Capacity Analysis Worksheets



2121 Existing Intersection Capacity Analysis Worksheets



2021 Existing Wkdy AM Peak
1: Park Avenue & Concord Turnpike

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|-------|-------|------|-------|-------|------|------|------|-------|
| Lane Configurations | | | | | ↕↕ | | ↗ | ↖ | | | ↖ | ↗ |
| Traffic Volume (vph) | 0 | 0 | 0 | 277 | 140 | 158 | 223 | 338 | 0 | 0 | 712 | 116 |
| Future Volume (vph) | 0 | 0 | 0 | 277 | 140 | 158 | 223 | 338 | 0 | 0 | 712 | 116 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 75 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 358 | | | 392 | | | 286 | | | | 154 |
| Travel Time (s) | | 8.1 | | | 8.9 | | | 6.5 | | | | 3.5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 6% | 0% | 3% | 0% | 0% | 2% | 1% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 693 | 0 | 269 | 407 | 0 | 0 | 848 | 138 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 5.0 | 5.0 | | 5.0 | 5.0 | | | | 5.0 |
| Minimum Split (s) | | | | 23.0 | 23.0 | | 10.0 | 23.0 | | | | 23.0 |
| Total Split (s) | | | | 30.0 | 30.0 | | 25.0 | 70.0 | | | | 45.0 |
| Total Split (%) | | | | 30.0% | 30.0% | | 25.0% | 70.0% | | | | 45.0% |
| Yellow Time (s) | | | | 3.0 | 3.0 | | 3.0 | 3.0 | | | | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | | 2.0 | 2.0 | | | | 2.0 |
| Lost Time Adjust (s) | | | | | -1.0 | | -1.0 | -1.0 | | | | -1.0 |
| Total Lost Time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | | 4.0 |
| Lead/Lag | | | | | | | Lead | | | | | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | | Yes |
| Recall Mode | | | | None | None | | None | C-Max | | | | C-Max |
| v/c Ratio | | | | | 0.86 | | 0.74 | 0.33 | | | | 1.03 |
| Control Delay | | | | | 47.8 | | 50.3 | 6.7 | | | | 68.0 |
| Queue Delay | | | | | 1.3 | | 0.6 | 0.4 | | | | 0.0 |
| Total Delay | | | | | 49.2 | | 50.9 | 7.1 | | | | 68.0 |
| Queue Length 50th (ft) | | | | | 220 | | 131 | 76 | | | | ~591 |
| Queue Length 95th (ft) | | | | | 262 | | 205 | 102 | | | | #796 |
| Internal Link Dist (ft) | | 278 | | | 312 | | | 206 | | | | 74 |
| Turn Bay Length (ft) | | | | | | | | | | | | 75 |
| Base Capacity (vph) | | | | | 823 | | 461 | 1228 | | | | 823 |
| Starvation Cap Reductn | | | | | 0 | | 39 | 410 | | | | 0 |
| Spillback Cap Reductn | | | | | 36 | | 0 | 0 | | | | 0 |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | | 0 |
| Reduced v/c Ratio | | | | | 0.88 | | 0.64 | 0.50 | | | | 1.03 |

Intersection Summary

Area Type: Other
Cycle Length: 100

2021 Existing Wkdy AM Peak 1: Park Avenue & Concord Turnpike

01/24/2022

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

~ 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: 1: Park Avenue & Concord Turnpike



2021 Existing Wkdy AM Peak
1: Park Avenue & Concord Turnpike

01/24/2022

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | | | |  | |  |  | | |  |  | |
| Traffic Volume (vph) | 0 | 0 | 0 | 277 | 140 | 158 | 223 | 338 | 0 | 0 | 712 | 116 | |
| Future Volume (vph) | 0 | 0 | 0 | 277 | 140 | 158 | 223 | 338 | 0 | 0 | 712 | 116 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 | |
| Total Lost time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 | |
| Lane Util. Factor | | | | | 0.95 | | 1.00 | 1.00 | | | 1.00 | 1.00 | |
| Frt | | | | | 0.96 | | 1.00 | 1.00 | | | 1.00 | 0.85 | |
| Flt Protected | | | | | 0.98 | | 0.95 | 1.00 | | | 1.00 | 1.00 | |
| Satd. Flow (prot) | | | | | 3169 | | 1865 | 1845 | | | 1739 | 1386 | |
| Flt Permitted | | | | | 0.98 | | 0.08 | 1.00 | | | 1.00 | 1.00 | |
| Satd. Flow (perm) | | | | | 3169 | | 153 | 1845 | | | 1739 | 1386 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | |
| Adj. Flow (vph) | 0 | 0 | 0 | 334 | 169 | 190 | 269 | 407 | 0 | 0 | 848 | 138 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 693 | 0 | 269 | 407 | 0 | 0 | 848 | 98 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 6% | 0% | 3% | 0% | 0% | 2% | 1% | |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm | |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | | |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 | |
| Actuated Green, G (s) | | | | | 24.4 | | 65.6 | 65.6 | | | 46.4 | 46.4 | |
| Effective Green, g (s) | | | | | 25.4 | | 66.6 | 66.6 | | | 47.4 | 47.4 | |
| Actuated g/C Ratio | | | | | 0.25 | | 0.67 | 0.67 | | | 0.47 | 0.47 | |
| Clearance Time (s) | | | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | | | | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | | | 804 | | 362 | 1228 | | | 824 | 656 | |
| v/s Ratio Prot | | | | | | | c0.11 | 0.22 | | | c0.49 | | |
| v/s Ratio Perm | | | | | 0.22 | | 0.38 | | | | | 0.07 | |
| v/c Ratio | | | | | 0.86 | | 0.74 | 0.33 | | | 1.03 | 0.15 | |
| Uniform Delay, d1 | | | | | 35.6 | | 28.1 | 7.2 | | | 26.3 | 14.9 | |
| Progression Factor | | | | | 1.00 | | 1.82 | 0.80 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | | | 9.4 | | 7.6 | 0.7 | | | 39.0 | 0.5 | |
| Delay (s) | | | | | 45.0 | | 58.7 | 6.4 | | | 65.3 | 15.4 | |
| Level of Service | | | | | D | | E | A | | | E | B | |
| Approach Delay (s) | | 0.0 | | | 45.0 | | | 27.2 | | | 58.3 | | |
| Approach LOS | | A | | | D | | | C | | | E | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 45.5 | | HCM 2000 Level of Service | | | | | | D | | |
| HCM 2000 Volume to Capacity ratio | | | 0.93 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | | | | | 12.0 | | | |
| Intersection Capacity Utilization | | | 85.4% | | ICU Level of Service | | | | | E | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

2021 Existing Wkdy AM Peak
2: Park Avenue & Hinckley Way

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|-------|------|-------|-------|------|
| Lane Configurations | | ↔↔ | | | | | | ↔↔ | | ↔ | ↔ | |
| Traffic Volume (vph) | 180 | 36 | 317 | 0 | 0 | 0 | 0 | 381 | 46 | 373 | 616 | 0 |
| Future Volume (vph) | 180 | 36 | 317 | 0 | 0 | 0 | 0 | 381 | 46 | 373 | 616 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 215 | | | 1567 | | | 456 | | | 286 | |
| Travel Time (s) | | 4.9 | | | 35.6 | | | 10.4 | | | 6.5 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.92 | 0.92 | 0.92 | 0.82 | 0.82 | 0.82 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 1% | 6% | 1% | 2% | 2% | 2% | 0% | 3% | 2% | 0% | 1% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 620 | 0 | 0 | 0 | 0 | 0 | 521 | 0 | 419 | 692 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Detector Phase | 4 | 4 | | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 23.0 | 23.0 | | | | | | 23.0 | | 10.0 | 23.0 | |
| Total Split (s) | 30.0 | 30.0 | | | | | | 45.0 | | 25.0 | 70.0 | |
| Total Split (%) | 30.0% | 30.0% | | | | | | 45.0% | | 25.0% | 70.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | -1.0 | | | | | | -1.0 | | -1.0 | -1.0 | |
| Total Lost Time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | None | None | | | | | | C-Max | | None | C-Max | |
| v/c Ratio | | 0.75 | | | | | | 0.29 | | 0.56 | 0.49 | |
| Control Delay | | 26.0 | | | | | | 14.2 | | 8.9 | 7.0 | |
| Queue Delay | | 0.3 | | | | | | 0.0 | | 1.5 | 10.4 | |
| Total Delay | | 26.3 | | | | | | 14.2 | | 10.4 | 17.4 | |
| Queue Length 50th (ft) | | 108 | | | | | | 84 | | 94 | 181 | |
| Queue Length 95th (ft) | | 143 | | | | | | 141 | | m119 | m197 | |
| Internal Link Dist (ft) | | 135 | | | 1487 | | | 376 | | | 206 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1035 | | | | | | 1825 | | 821 | 1420 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | 227 | 697 | |
| Spillback Cap Reductn | | 86 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.65 | | | | | | 0.29 | | 0.71 | 0.96 | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 60

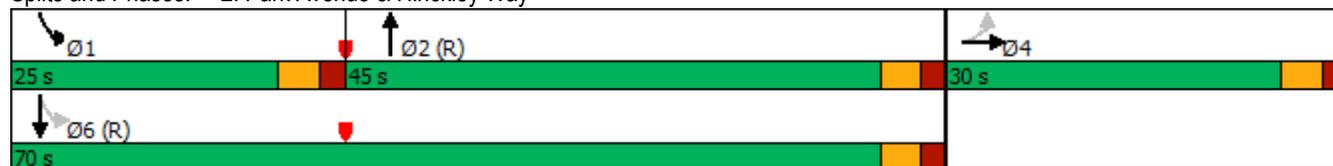
2021 Existing Wkdy AM Peak
2: Park Avenue & Hinckley Way

01/24/2022

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Park Avenue & Hinckley Way



2021 Existing Wkdy AM Peak
2: Park Avenue & Hinckley Way

01/24/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations | | ↕↕ | | | | | | ↕↕ | | ↕ | ↕ | |
| Traffic Volume (vph) | 180 | 36 | 317 | 0 | 0 | 0 | 0 | 381 | 46 | 373 | 616 | 0 |
| Future Volume (vph) | 180 | 36 | 317 | 0 | 0 | 0 | 0 | 381 | 46 | 373 | 616 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Total Lost time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 0.95 | | | | | | 0.95 | | 1.00 | 1.00 | |
| Frt | | 0.91 | | | | | | 0.98 | | 1.00 | 1.00 | |
| Flt Protected | | 0.98 | | | | | | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 3191 | | | | | | 3337 | | 1925 | 1944 | |
| Flt Permitted | | 0.98 | | | | | | 1.00 | | 0.39 | 1.00 | |
| Satd. Flow (perm) | | 3191 | | | | | | 3337 | | 800 | 1944 | |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.92 | 0.92 | 0.92 | 0.82 | 0.82 | 0.82 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 209 | 42 | 369 | 0 | 0 | 0 | 0 | 465 | 56 | 419 | 692 | 0 |
| RTOR Reduction (vph) | 0 | 226 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 514 | 0 | 419 | 692 | 0 |
| Heavy Vehicles (%) | 1% | 6% | 1% | 2% | 2% | 2% | 0% | 3% | 2% | 0% | 1% | 0% |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Actuated Green, G (s) | | 17.9 | | | | | | 53.5 | | 72.1 | 72.1 | |
| Effective Green, g (s) | | 18.9 | | | | | | 54.5 | | 73.1 | 73.1 | |
| Actuated g/C Ratio | | 0.19 | | | | | | 0.54 | | 0.73 | 0.73 | |
| Clearance Time (s) | | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 603 | | | | | | 1818 | | 749 | 1421 | |
| v/s Ratio Prot | | | | | | | | 0.15 | | c0.08 | 0.36 | |
| v/s Ratio Perm | | 0.12 | | | | | | | | c0.33 | | |
| v/c Ratio | | 0.65 | | | | | | 0.28 | | 0.56 | 0.49 | |
| Uniform Delay, d1 | | 37.5 | | | | | | 12.2 | | 5.2 | 5.6 | |
| Progression Factor | | 1.00 | | | | | | 1.00 | | 1.48 | 1.00 | |
| Incremental Delay, d2 | | 2.5 | | | | | | 0.4 | | 0.2 | 0.3 | |
| Delay (s) | | 40.1 | | | | | | 12.6 | | 8.0 | 5.9 | |
| Level of Service | | D | | | | | | B | | A | A | |
| Approach Delay (s) | | 40.1 | | | 0.0 | | | 12.6 | | | 6.7 | |
| Approach LOS | | D | | | A | | | B | | | A | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 17.3 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.60 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 85.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

2021 Existing Wkdy AM Peak
 3: Park Avenue & Rutledge Road

01/24/2022



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 9 | 29 | 389 | 9 | 19 | 914 |
| Future Volume (vph) | 9 | 29 | 389 | 9 | 19 | 914 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 10 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 1273 | | 240 | | | 456 |
| Travel Time (s) | 28.9 | | 5.5 | | | 10.4 |
| Peak Hour Factor | 0.73 | 0.73 | 0.76 | 0.76 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 0% | 4% | 3% | 0% | 0% | 2% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 52 | 0 | 524 | 0 | 0 | 1085 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
3: Park Avenue & Rutledge Road

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | R | T | R | L | T |
| Traffic Vol, veh/h | 9 | 29 | 389 | 9 | 19 | 914 |
| Future Vol, veh/h | 9 | 29 | 389 | 9 | 19 | 914 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 73 | 73 | 76 | 76 | 86 | 86 |
| Heavy Vehicles, % | 0 | 4 | 3 | 0 | 0 | 2 |
| Mvmt Flow | 12 | 40 | 512 | 12 | 22 | 1063 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 1625 | 518 | 0 | 0 | 524 | 0 |
| Stage 1 | 518 | - | - | - | - | - |
| Stage 2 | 1107 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.24 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.336 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 114 | 554 | - | - | 1053 | - |
| Stage 1 | 602 | - | - | - | - | - |
| Stage 2 | 319 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 108 | 554 | - | - | 1053 | - |
| Mov Cap-2 Maneuver | 108 | - | - | - | - | - |
| Stage 1 | 602 | - | - | - | - | - |
| Stage 2 | 303 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 20.8 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 280 | 1053 |
| HCM Lane V/C Ratio | - | - | 0.186 | 0.021 |
| HCM Control Delay (s) | - | - | 20.8 | 8.5 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0.1 |

2021 Existing Wkdy AM Peak
 4: Park Avenue & Village Hill Road

01/24/2022



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 22 | 16 | 391 | 905 | 18 |
| Future Volume (vph) | 7 | 22 | 16 | 391 | 905 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 13 | 10 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 210 | | | 350 | 240 | |
| Travel Time (s) | 4.8 | | | 8.0 | 5.5 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.75 | 0.75 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 1% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 34 | 0 | 0 | 542 | 1037 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
4: Park Avenue & Village Hill Road

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | T | | T | |
| Traffic Vol, veh/h | 7 | 22 | 16 | 391 | 905 | 18 |
| Future Vol, veh/h | 7 | 22 | 16 | 391 | 905 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 75 | 75 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 1 | 0 |
| Mvmt Flow | 8 | 26 | 21 | 521 | 1017 | 20 |

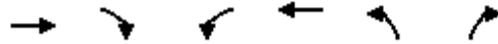
| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1590 | 1027 | 1037 | 0 | - | 0 |
| Stage 1 | 1027 | - | - | - | - | - |
| Stage 2 | 563 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 120 | 287 | 678 | - | - | - |
| Stage 1 | 348 | - | - | - | - | - |
| Stage 2 | 574 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 115 | 287 | 678 | - | - | - |
| Mov Cap-2 Maneuver | 115 | - | - | - | - | - |
| Stage 1 | 333 | - | - | - | - | - |
| Stage 2 | 574 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 25.3 | 0.4 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 678 | - | 211 | - | - |
| HCM Lane V/C Ratio | 0.031 | - | 0.16 | - | - |
| HCM Control Delay (s) | 10.5 | 0 | 25.3 | - | - |
| HCM Lane LOS | B | A | D | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |

2021 Existing Wkdy AM Peak
6: Village Hill Road & Hinckley Way

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 526 | 0 | 0 | 0 | 0 | 6 |
| Future Volume (vph) | 526 | 0 | 0 | 0 | 0 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1162 | | | 207 | 195 | |
| Travel Time (s) | 26.4 | | | 4.7 | 4.4 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.92 | 0.92 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 2% | 2% | 17% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 612 | 0 | 0 | 0 | 0 | 12 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
6: Village Hill Road & Hinckley Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 526 | 0 | 0 | 0 | 0 | 6 |
| Future Vol, veh/h | 526 | 0 | 0 | 0 | 0 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 92 | 92 | 50 | 50 |
| Heavy Vehicles, % | 2 | 0 | 2 | 2 | 2 | 17 |
| Mvmt Flow | 612 | 0 | 0 | 0 | 0 | 12 |

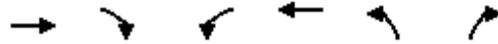
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|------|
| Conflicting Flow All | 0 | 0 | - | 306 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 7.24 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.47 |
| Pot Cap-1 Maneuver | - | - | 0 | 647 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 647 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 10.7 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 647 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | - |
| HCM Control Delay (s) | 10.7 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - |

2021 Existing Wkdy AM Peak
 7: Dorset Road & Hinckley Way/Hinckley

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 532 | 0 | 0 | 0 | 0 | 1 |
| Future Volume (vph) | 532 | 0 | 0 | 0 | 0 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 207 | | | 133 | 148 | |
| Travel Time (s) | 4.7 | | | 3.0 | 3.4 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.25 | 0.25 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 598 | 0 | 0 | 0 | 0 | 4 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
7: Dorset Road & Hinckley Way/Hinckley

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 532 | 0 | 0 | 0 | 0 | 1 |
| Future Vol, veh/h | 532 | 0 | 0 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 92 | 92 | 25 | 25 |
| Heavy Vehicles, % | 2 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 598 | 0 | 0 | 0 | 0 | 4 |

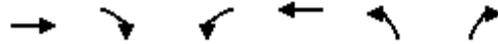
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 299 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 703 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 703 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 10.2 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 703 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - |
| HCM Control Delay (s) | 10.2 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

2021 Existing Wkdy AM Peak
 8: Ross Road & Hinckley/Hinckley Way

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 533 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 533 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 133 | | | 215 | 143 | |
| Travel Time (s) | 3.0 | | | 4.9 | 3.3 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 599 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
8: Ross Road & Hinckley/Hinckley Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 533 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 533 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 599 | 0 | 0 | 0 | 0 | 0 |

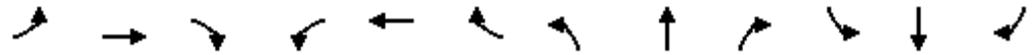
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 300 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 702 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 702 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|----|
| HCM Control Delay, s | 0 | 0 |
| HCM LOS | | A |

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

2021 Existing Wkdy AM Peak
 9: Clifton Street & Rutledge Road

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 1 | 10 | 6 | 2 | 21 | 1 | 4 | 9 | 6 | 4 | 6 | 3 |
| Future Volume (vph) | 1 | 10 | 6 | 2 | 21 | 1 | 4 | 9 | 6 | 4 | 6 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1273 | | | 334 | | | 1007 | | | 309 | |
| Travel Time (s) | | 28.9 | | | 7.6 | | | 22.9 | | | 7.0 | |
| Peak Hour Factor | 0.35 | 0.35 | 0.35 | 0.61 | 0.61 | 0.61 | 0.56 | 0.56 | 0.56 | 0.65 | 0.65 | 0.65 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 12% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 49 | 0 | 0 | 39 | 0 | 0 | 34 | 0 | 0 | 20 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
9: Clifton Street & Rutledge Road

01/24/2022

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 10 | 6 | 2 | 21 | 1 | 4 | 9 | 6 | 4 | 6 | 3 |
| Future Vol, veh/h | 1 | 10 | 6 | 2 | 21 | 1 | 4 | 9 | 6 | 4 | 6 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 35 | 35 | 35 | 61 | 61 | 61 | 56 | 56 | 56 | 65 | 65 | 65 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 12 | 0 |
| Mvmt Flow | 3 | 29 | 17 | 3 | 34 | 2 | 7 | 16 | 11 | 6 | 9 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|------|-------|--------|---|------|---|---|
| Conflicting Flow All | 78 | 65 | 12 | 83 | 62 | 22 | 14 | 0 | 0 | 27 | 0 | 0 |
| Stage 1 | 24 | 24 | - | 36 | 36 | - | - | - | - | - | - | - |
| Stage 2 | 54 | 41 | - | 47 | 26 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.35 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.425 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 916 | 830 | 1074 | 909 | 833 | 1061 | 1467 | - | - | 1600 | - | - |
| Stage 1 | 999 | 879 | - | 985 | 869 | - | - | - | - | - | - | - |
| Stage 2 | 963 | 865 | - | 972 | 878 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 879 | 823 | 1074 | 864 | 826 | 1061 | 1467 | - | - | 1600 | - | - |
| Mov Cap-2 Maneuver | 879 | 823 | - | 864 | 826 | - | - | - | - | - | - | - |
| Stage 1 | 994 | 875 | - | 980 | 865 | - | - | - | - | - | - | - |
| Stage 2 | 919 | 861 | - | 922 | 874 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 9.2 | | 9.5 | | 1.6 | | 2.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1467 | - | - | 901 | 837 | 1600 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.054 | 0.047 | 0.004 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.2 | 9.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.1 | 0 | - | - |

2021 Existing Wkdy AM Peak
 11: Marsh Street & Evergreen Way

01/24/2022



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (vph) | 18 | 116 | 240 | 16 | 27 | 14 |
| Future Volume (vph) | 18 | 116 | 240 | 16 | 27 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 11 | 12 | 14 | 12 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 197 | 214 | | 454 | |
| Travel Time (s) | | 4.5 | 4.9 | | 10.3 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.83 | 0.83 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 6% | 1% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 170 | 308 | 0 | 43 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
11: Marsh Street & Evergreen Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SEL | SER |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 18 | 116 | 240 | 16 | 27 | 14 |
| Future Vol, veh/h | 18 | 116 | 240 | 16 | 27 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 83 | 83 | 95 | 95 |
| Heavy Vehicles, % | 6 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 23 | 147 | 289 | 19 | 28 | 15 |

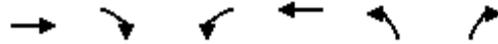
| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 308 | 0 | - | 0 | 492 299 |
| Stage 1 | - | - | - | - | 299 - |
| Stage 2 | - | - | - | - | 193 - |
| Critical Hdwy | 4.16 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1230 | - | - | - | 540 745 |
| Stage 1 | - | - | - | - | 757 - |
| Stage 2 | - | - | - | - | 845 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1230 | - | - | - | 529 745 |
| Mov Cap-2 Maneuver | - | - | - | - | 529 - |
| Stage 1 | - | - | - | - | 742 - |
| Stage 2 | - | - | - | - | 845 - |

| Approach | EB | WB | SE |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.1 | 0 | 11.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SELn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1230 | - | - | - | 587 |
| HCM Lane V/C Ratio | 0.019 | - | - | - | 0.074 |
| HCM Control Delay (s) | 8 | 0 | - | - | 11.6 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |

2021 Existing Wkdy AM Peak
 12: School Field Drive & Marsh Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 134 | 0 | 0 | 254 | 0 | 0 |
| Future Volume (vph) | 134 | 0 | 0 | 254 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 589 | | | 197 | 319 | |
| Travel Time (s) | 13.4 | | | 4.5 | 7.3 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.83 | 0.83 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 1% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 170 | 0 | 0 | 306 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
12: School Field Drive & Marsh Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 134 | 0 | 0 | 254 | 0 | 0 |
| Future Vol, veh/h | 134 | 0 | 0 | 254 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 83 | 83 | 92 | 92 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 170 | 0 | 0 | 306 | 0 | 0 |

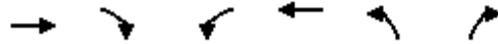
| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 0 | 0 | 170 | 0 | 476 |
| Stage 1 | - | - | - | - | 170 |
| Stage 2 | - | - | - | - | 306 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1420 | - | 551 |
| Stage 1 | - | - | - | - | 865 |
| Stage 2 | - | - | - | - | 751 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1420 | - | 551 |
| Mov Cap-2 Maneuver | - | - | - | - | 551 |
| Stage 1 | - | - | - | - | 865 |
| Stage 2 | - | - | - | - | 751 |

| Approach | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | - | - | - | 1420 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

2021 Existing Wkdy AM Peak
 13: West School Drive & Marsh Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 123 | 20 | 249 | 251 | 5 | 83 |
| Future Volume (vph) | 123 | 20 | 249 | 251 | 5 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 10 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 214 | | | 239 | 305 | |
| Travel Time (s) | 4.9 | | | 5.4 | 6.9 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.73 | 0.73 | 0.63 | 0.63 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 1% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 160 | 0 | 0 | 685 | 140 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
13: West School Drive & Marsh Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 123 | 20 | 249 | 251 | 5 | 83 |
| Future Vol, veh/h | 123 | 20 | 249 | 251 | 5 | 83 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 73 | 73 | 63 | 63 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 138 | 22 | 341 | 344 | 8 | 132 |

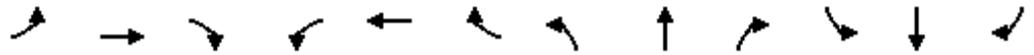
| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 0 | 0 | 160 | 0 | 1175 149 |
| Stage 1 | - | - | - | - | 149 - |
| Stage 2 | - | - | - | - | 1026 - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | - | - | 1432 | - | 214 903 |
| Stage 1 | - | - | - | - | 884 - |
| Stage 2 | - | - | - | - | 349 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1432 | - | 151 903 |
| Mov Cap-2 Maneuver | - | - | - | - | 151 - |
| Stage 1 | - | - | - | - | 884 - |
| Stage 2 | - | - | - | - | 246 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 4.1 | 11.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 704 | - | - | 1432 | - |
| HCM Lane V/C Ratio | 0.198 | - | - | 0.238 | - |
| HCM Control Delay (s) | 11.4 | - | - | 8.3 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.9 | - |

2021 Existing Wkdy AM Peak
 14: East School Drive & Marsh Street

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 204 | 0 | 0 | 495 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Future Volume (vph) | 2 | 204 | 0 | 0 | 495 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 12 | 16 | 12 | 12 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 239 | | | 282 | | | 257 | | | 207 | |
| Travel Time (s) | | 5.4 | | | 6.4 | | | 5.8 | | | 4.7 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.72 | 0.72 | 0.72 | 0.68 | 0.68 | 0.68 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 261 | 0 | 0 | 691 | 0 | 0 | 95 | 0 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
14: East School Drive & Marsh Street

01/24/2022

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 204 | 0 | 0 | 495 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Future Vol, veh/h | 2 | 204 | 0 | 0 | 495 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 72 | 72 | 72 | 68 | 68 | 68 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 258 | 0 | 0 | 688 | 3 | 7 | 0 | 88 | 0 | 0 | 0 |

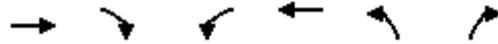
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 691 | 0 | 0 | 258 | 0 | 0 | 954 | 955 | 258 | 998 | 954 | 690 |
| Stage 1 | - | - | - | - | - | - | 264 | 264 | - | 690 | 690 | - |
| Stage 2 | - | - | - | - | - | - | 690 | 691 | - | 308 | 264 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 913 | - | - | 1318 | - | - | 240 | 260 | 786 | 224 | 261 | 449 |
| Stage 1 | - | - | - | - | - | - | 746 | 694 | - | 439 | 449 | - |
| Stage 2 | - | - | - | - | - | - | 439 | 449 | - | 706 | 694 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 913 | - | - | 1318 | - | - | 239 | 259 | 786 | 198 | 260 | 449 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 239 | 259 | - | 198 | 260 | - |
| Stage 1 | - | - | - | - | - | - | 743 | 691 | - | 437 | 449 | - |
| Stage 2 | - | - | - | - | - | - | 439 | 449 | - | 624 | 691 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|----|
| HCM Control Delay, s | 0.1 | 0 | 11.3 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 668 | 913 | - | - | 1318 | - | - | - |
| HCM Lane V/C Ratio | 0.143 | 0.003 | - | - | - | - | - | - |
| HCM Control Delay (s) | 11.3 | 9 | 0 | - | 0 | - | - | 0 |
| HCM Lane LOS | B | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.5 | 0 | - | - | 0 | - | - | - |

2021 Existing Wkdy AM Peak
 15: West School Drive & Prospect Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 595 | 1 | 1 | 308 | 1 | 1 |
| Future Volume (vph) | 595 | 1 | 1 | 308 | 1 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 12 | 9 | 8 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 234 | | | 427 | 292 | |
| Travel Time (s) | 5.3 | | | 9.7 | 6.6 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.87 | 0.87 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 4% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 634 | 0 | 0 | 355 | 4 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
15: West School Drive & Prospect Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 595 | 1 | 1 | 308 | 1 | 1 |
| Future Vol, veh/h | 595 | 1 | 1 | 308 | 1 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 87 | 87 | 50 | 50 |
| Heavy Vehicles, % | 2 | 0 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 633 | 1 | 1 | 354 | 2 | 2 |

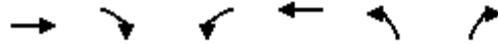
| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 634 | 0 | 990 |
| Stage 1 | - | - | - | - | 634 |
| Stage 2 | - | - | - | - | 356 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 959 | - | 276 |
| Stage 1 | - | - | - | - | 532 |
| Stage 2 | - | - | - | - | 713 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 959 | - | 276 |
| Mov Cap-2 Maneuver | - | - | - | - | 276 |
| Stage 1 | - | - | - | - | 532 |
| Stage 2 | - | - | - | - | 712 |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 15.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 351 | - | - | 959 | - |
| HCM Lane V/C Ratio | 0.011 | - | - | 0.001 | - |
| HCM Control Delay (s) | 15.4 | - | - | 8.8 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

2021 Existing Wkdy AM Peak
 16: East School Drive & Prospect Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 573 | 23 | 6 | 301 | 8 | 2 |
| Future Volume (vph) | 573 | 23 | 6 | 301 | 8 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 13 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 427 | | | 812 | 298 | |
| Travel Time (s) | 9.7 | | | 18.5 | 6.8 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.88 | 0.88 | 0.42 | 0.42 |
| Heavy Vehicles (%) | 2% | 22% | 33% | 1% | 88% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 634 | 0 | 0 | 349 | 24 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy AM Peak
16: East School Drive & Prospect Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 573 | 23 | 6 | 301 | 8 | 2 |
| Future Vol, veh/h | 573 | 23 | 6 | 301 | 8 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 88 | 88 | 42 | 42 |
| Heavy Vehicles, % | 2 | 22 | 33 | 1 | 88 | 0 |
| Mvmt Flow | 610 | 24 | 7 | 342 | 19 | 5 |

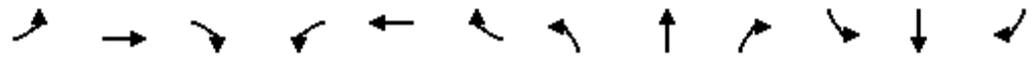
| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 0 | 0 | 634 | 0 | 978 622 |
| Stage 1 | - | - | - | - | 622 - |
| Stage 2 | - | - | - | - | 356 - |
| Critical Hdwy | - | - | 4.43 | - | 7.28 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.28 - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.28 - |
| Follow-up Hdwy | - | - | 2.497 | - | 4.292 3.3 |
| Pot Cap-1 Maneuver | - | - | 817 | - | 197 490 |
| Stage 1 | - | - | - | - | 401 - |
| Stage 2 | - | - | - | - | 553 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 817 | - | 195 490 |
| Mov Cap-2 Maneuver | - | - | - | - | 195 - |
| Stage 1 | - | - | - | - | 401 - |
| Stage 2 | - | - | - | - | 547 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.2 | 23.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 222 | - | - | 817 | - |
| HCM Lane V/C Ratio | 0.107 | - | - | 0.008 | - |
| HCM Control Delay (s) | 23.2 | - | - | 9.4 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0 | - |

2021 Existing Wkdy PM Peak
1: Park Avenue & Concord Turnpike

12/22/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|-------|--------|------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | ↕↕ | | ↗ | ↖ | | | ↖ | ↗ |
| Traffic Volume (vph) | 0 | 0 | 0 | 59 | 246 | 307 | 375 | 808 | 0 | 0 | 385 | 125 |
| Future Volume (vph) | 0 | 0 | 0 | 59 | 246 | 307 | 375 | 808 | 0 | 0 | 385 | 125 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 75 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 358 | | | 392 | | | 286 | | | | 154 |
| Travel Time (s) | | 8.1 | | | 8.9 | | | 6.5 | | | | 3.5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 4% | 1% | 1% | 0% | 0% | 1% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 712 | 0 | 417 | 898 | 0 | 0 | 423 | 137 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | | 5 | 2 | | | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Minimum Split (s) | | | | 23.0 | 23.0 | | 10.0 | 23.0 | | | 23.0 | 23.0 |
| Total Split (s) | | | | 30.0 | 30.0 | | 25.0 | 70.0 | | | 45.0 | 45.0 |
| Total Split (%) | | | | 30.0% | 30.0% | | 25.0% | 70.0% | | | 45.0% | 45.0% |
| Yellow Time (s) | | | | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | -1.0 | | -1.0 | -1.0 | | | -1.0 | -1.0 |
| Total Lost Time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Recall Mode | | | | None | None | | None | C-Max | | | C-Max | C-Max |
| v/c Ratio | | | | | 0.92dr | | 0.65 | 0.72 | | | 0.52 | 0.20 |
| Control Delay | | | | | 50.0 | | 15.3 | 11.9 | | | 23.1 | 9.0 |
| Queue Delay | | | | | 0.0 | | 0.6 | 0.8 | | | 0.0 | 0.0 |
| Total Delay | | | | | 50.0 | | 15.8 | 12.7 | | | 23.1 | 9.0 |
| Queue Length 50th (ft) | | | | | 228 | | 108 | 238 | | | 187 | 20 |
| Queue Length 95th (ft) | | | | | #301 | | m158 | m274 | | | 305 | 62 |
| Internal Link Dist (ft) | | 278 | | | 312 | | | 206 | | | 74 | |
| Turn Bay Length (ft) | | | | | | | | | | | | 75 |
| Base Capacity (vph) | | | | | 818 | | 691 | 1249 | | | 808 | 674 |
| Starvation Cap Reductn | | | | | 0 | | 69 | 125 | | | 0 | 0 |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | | | | 0.87 | | 0.67 | 0.80 | | | 0.52 | 0.20 |

Intersection Summary

Area Type: Other
Cycle Length: 100

2021 Existing Wkdy PM Peak 1: Park Avenue & Concord Turnpike

12/22/2021

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Park Avenue & Concord Turnpike



2021 Existing Wkdy PM Peak
1: Park Avenue & Concord Turnpike

12/22/2021

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  | |  |  | | |  |  |
| Traffic Volume (vph) | 0 | 0 | 0 | 59 | 246 | 307 | 375 | 808 | 0 | 0 | 385 | 125 |
| Future Volume (vph) | 0 | 0 | 0 | 59 | 246 | 307 | 375 | 808 | 0 | 0 | 385 | 125 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 |
| Total Lost time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | | | | 0.95 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Frt | | | | | 0.92 | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | | | | 1.00 | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | | | | 3148 | | 1847 | 1881 | | | 1756 | 1372 |
| Flt Permitted | | | | | 1.00 | | 0.34 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | | | | 3148 | | 670 | 1881 | | | 1756 | 1372 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 0 | 0 | 0 | 69 | 286 | 357 | 417 | 898 | 0 | 0 | 423 | 137 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 712 | 0 | 417 | 898 | 0 | 0 | 423 | 94 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 4% | 1% | 1% | 0% | 0% | 1% | 2% |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 |
| Actuated Green, G (s) | | | | | 24.6 | | 65.4 | 65.4 | | | 45.0 | 45.0 |
| Effective Green, g (s) | | | | | 25.6 | | 66.4 | 66.4 | | | 46.0 | 46.0 |
| Actuated g/C Ratio | | | | | 0.26 | | 0.66 | 0.66 | | | 0.46 | 0.46 |
| Clearance Time (s) | | | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Vehicle Extension (s) | | | | | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | | | | 805 | | 637 | 1248 | | | 807 | 631 |
| v/s Ratio Prot | | | | | | | 0.11 | c0.48 | | | 0.24 | |
| v/s Ratio Perm | | | | | 0.23 | | 0.33 | | | | | 0.07 |
| v/c Ratio | | | | | 0.92dr | | 0.65 | 0.72 | | | 0.52 | 0.15 |
| Uniform Delay, d1 | | | | | 35.8 | | 9.6 | 10.8 | | | 19.2 | 15.7 |
| Progression Factor | | | | | 1.00 | | 1.52 | 0.81 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | | 11.4 | | 1.8 | 2.6 | | | 2.4 | 0.5 |
| Delay (s) | | | | | 47.1 | | 16.4 | 11.4 | | | 21.6 | 16.2 |
| Level of Service | | | | | D | | B | B | | | C | B |
| Approach Delay (s) | | 0.0 | | | 47.1 | | | 13.0 | | | 20.3 | |
| Approach LOS | | A | | | D | | | B | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 24.0 | | HCM 2000 Level of Service | | | | | | C | |
| HCM 2000 Volume to Capacity ratio | | | 0.80 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | | | | | 12.0 | | |
| Intersection Capacity Utilization | | | 87.7% | | ICU Level of Service | | | | | E | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| dr Defacto Right Lane. Recode with 1 though lane as a right lane. | | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

2021 Existing Wkdy PM Peak
2: Park Avenue & Hinckley Way

12/22/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|-------|------|-------|-------|------|
| Lane Configurations | | ↕↕ | | | | | | ↕↕ | | ↕ | ↕ | |
| Traffic Volume (vph) | 430 | 31 | 323 | 0 | 0 | 0 | 0 | 753 | 64 | 182 | 262 | 0 |
| Future Volume (vph) | 430 | 31 | 323 | 0 | 0 | 0 | 0 | 753 | 64 | 182 | 262 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 215 | | | 1567 | | | 456 | | | 286 | |
| Travel Time (s) | | 4.9 | | | 35.6 | | | 10.4 | | | 6.5 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 0% | 7% | 2% | 2% | 2% | 2% | 1% | 0% | 0% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 922 | 0 | 0 | 0 | 0 | 0 | 918 | 0 | 212 | 305 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Detector Phase | 4 | 4 | | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 23.0 | 23.0 | | | | | | 23.0 | | 10.0 | 23.0 | |
| Total Split (s) | 30.0 | 30.0 | | | | | | 45.0 | | 25.0 | 70.0 | |
| Total Split (%) | 30.0% | 30.0% | | | | | | 45.0% | | 25.0% | 70.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | -1.0 | | | | | | -1.0 | | -1.0 | -1.0 | |
| Total Lost Time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | None | None | | | | | | C-Max | | None | C-Max | |
| v/c Ratio | | 0.95 | | | | | | 0.52 | | 0.49 | 0.24 | |
| Control Delay | | 49.0 | | | | | | 17.6 | | 18.5 | 4.2 | |
| Queue Delay | | 37.4 | | | | | | 0.0 | | 0.1 | 0.5 | |
| Total Delay | | 86.4 | | | | | | 17.6 | | 18.6 | 4.7 | |
| Queue Length 50th (ft) | | 255 | | | | | | 193 | | 29 | 40 | |
| Queue Length 95th (ft) | | #342 | | | | | | 260 | | m103 | m49 | |
| Internal Link Dist (ft) | | 135 | | | 1487 | | | 376 | | | 206 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 973 | | | | | | 1768 | | 584 | 1295 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | 53 | 604 | |
| Spillback Cap Reductn | | 123 | | | | | | 1 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 1.08 | | | | | | 0.52 | | 0.40 | 0.44 | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 60

2021 Existing Wkdy PM Peak
 2: Park Avenue & Hinckley Way

12/22/2021

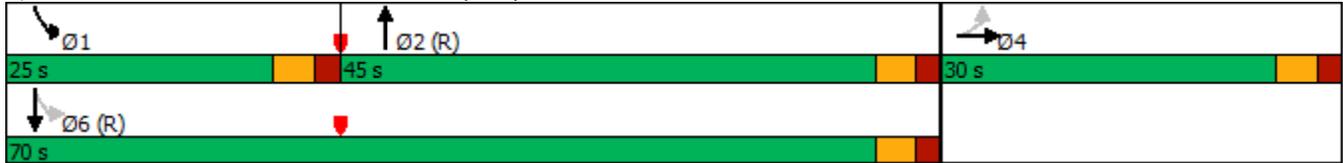
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Park Avenue & Hinckley Way



2021 Existing Wkdy PM Peak
2: Park Avenue & Hinckley Way

12/22/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|-------|------|-------|------|------|
| Lane Configurations | | ↕↕ | | | | | | ↕↕ | | ↗ | ↖ | |
| Traffic Volume (vph) | 430 | 31 | 323 | 0 | 0 | 0 | 0 | 753 | 64 | 182 | 262 | 0 |
| Future Volume (vph) | 430 | 31 | 323 | 0 | 0 | 0 | 0 | 753 | 64 | 182 | 262 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Total Lost time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 0.95 | | | | | | 0.95 | | 1.00 | 1.00 | |
| Frt | | 0.94 | | | | | | 0.99 | | 1.00 | 1.00 | |
| Flt Protected | | 0.97 | | | | | | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 3261 | | | | | | 3449 | | 1888 | 1963 | |
| Flt Permitted | | 0.97 | | | | | | 1.00 | | 0.21 | 1.00 | |
| Satd. Flow (perm) | | 3261 | | | | | | 3449 | | 417 | 1963 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 506 | 36 | 380 | 0 | 0 | 0 | 0 | 846 | 72 | 212 | 305 | 0 |
| RTOR Reduction (vph) | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 795 | 0 | 0 | 0 | 0 | 0 | 913 | 0 | 212 | 305 | 0 |
| Heavy Vehicles (%) | 0% | 7% | 2% | 2% | 2% | 2% | 1% | 0% | 0% | 2% | 0% | 0% |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Actuated Green, G (s) | | 25.0 | | | | | | 50.1 | | 65.0 | 65.0 | |
| Effective Green, g (s) | | 26.0 | | | | | | 51.1 | | 66.0 | 66.0 | |
| Actuated g/C Ratio | | 0.26 | | | | | | 0.51 | | 0.66 | 0.66 | |
| Clearance Time (s) | | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 847 | | | | | | 1762 | | 435 | 1295 | |
| v/s Ratio Prot | | | | | | | | c0.26 | | c0.05 | 0.16 | |
| v/s Ratio Perm | | 0.24 | | | | | | | | 0.27 | | |
| v/c Ratio | | 0.94 | | | | | | 0.52 | | 0.49 | 0.24 | |
| Uniform Delay, d1 | | 36.2 | | | | | | 16.3 | | 9.0 | 6.8 | |
| Progression Factor | | 1.00 | | | | | | 1.00 | | 2.29 | 0.55 | |
| Incremental Delay, d2 | | 17.7 | | | | | | 1.1 | | 0.7 | 0.4 | |
| Delay (s) | | 53.9 | | | | | | 17.4 | | 21.3 | 4.2 | |
| Level of Service | | D | | | | | | B | | C | A | |
| Approach Delay (s) | | 53.9 | | | 0.0 | | | 17.4 | | | 11.2 | |
| Approach LOS | | D | | | A | | | B | | | B | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 30.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 87.7% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

2021 Existing Wkdy PM Peak
 3: Park Avenue & Rutledge Road

12/22/2021



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 21 | 778 | 15 | 12 | 573 |
| Future Volume (vph) | 6 | 21 | 778 | 15 | 12 | 573 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 10 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 1273 | | 240 | | | 456 |
| Travel Time (s) | 28.9 | | 5.5 | | | 10.4 |
| Peak Hour Factor | 0.63 | 0.63 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 10% | 0% | 1% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 43 | 0 | 901 | 0 | 0 | 665 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
3: Park Avenue & Rutledge Road

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 21 | 778 | 15 | 12 | 573 |
| Future Vol, veh/h | 6 | 21 | 778 | 15 | 12 | 573 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 63 | 63 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 1 | 10 | 0 | 1 |
| Mvmt Flow | 10 | 33 | 884 | 17 | 14 | 651 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-----|---|
| Conflicting Flow All | 1572 | 893 | 0 | 0 | 901 | 0 |
| Stage 1 | 893 | - | - | - | - | - |
| Stage 2 | 679 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 123 | 343 | - | - | 763 | - |
| Stage 1 | 403 | - | - | - | - | - |
| Stage 2 | 507 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 119 | 343 | - | - | 763 | - |
| Mov Cap-2 Maneuver | 119 | - | - | - | - | - |
| Stage 1 | 403 | - | - | - | - | - |
| Stage 2 | 492 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 23.1 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 242 | 763 |
| HCM Lane V/C Ratio | - | - | 0.177 | 0.018 |
| HCM Control Delay (s) | - | - | 23.1 | 9.8 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0.1 |

2021 Existing Wkdy PM Peak
 4: Park Avenue & Village Hill Road

12/22/2021



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 23 | 8 | 42 | 788 | 570 | 9 |
| Future Volume (vph) | 23 | 8 | 42 | 788 | 570 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 13 | 10 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 210 | | | 350 | 240 | |
| Travel Time (s) | 4.8 | | | 8.0 | 5.5 | |
| Peak Hour Factor | 0.78 | 0.78 | 0.88 | 0.88 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 1% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 4 | 1 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 39 | 0 | 0 | 943 | 650 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
4: Park Avenue & Village Hill Road

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | T | | T | |
| Traffic Vol, veh/h | 23 | 8 | 42 | 788 | 570 | 9 |
| Future Vol, veh/h | 23 | 8 | 42 | 788 | 570 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 78 | 78 | 88 | 88 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 1 | 0 |
| Mvmt Flow | 29 | 10 | 48 | 895 | 640 | 10 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1636 | 645 | 650 | 0 | - | 0 |
| Stage 1 | 645 | - | - | - | - | - |
| Stage 2 | 991 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 112 | 476 | 946 | - | - | - |
| Stage 1 | 526 | - | - | - | - | - |
| Stage 2 | 362 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 101 | 476 | 946 | - | - | - |
| Mov Cap-2 Maneuver | 101 | - | - | - | - | - |
| Stage 1 | 473 | - | - | - | - | - |
| Stage 2 | 362 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 45.8 | 0.5 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 946 | - | 127 | - | - |
| HCM Lane V/C Ratio | 0.05 | - | 0.313 | - | - |
| HCM Control Delay (s) | 9 | 0 | 45.8 | - | - |
| HCM Lane LOS | A | A | E | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 1.2 | - | - |

2021 Existing Wkdy PM Peak
6: Village Hill Road & Hinckley Way

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 771 | 0 | 0 | 0 | 0 | 8 |
| Future Volume (vph) | 771 | 0 | 0 | 0 | 0 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1162 | | | 207 | 195 | |
| Travel Time (s) | 26.4 | | | 4.7 | 4.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.63 | 0.63 |
| Heavy Vehicles (%) | 1% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 838 | 0 | 0 | 0 | 0 | 13 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
6: Village Hill Road & Hinckley Way

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 771 | 0 | 0 | 0 | 0 | 8 |
| Future Vol, veh/h | 771 | 0 | 0 | 0 | 0 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 63 | 63 |
| Heavy Vehicles, % | 1 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 838 | 0 | 0 | 0 | 0 | 13 |

| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 419 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 589 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 589 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 11.2 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 589 | - | - |
| HCM Lane V/C Ratio | 0.022 | - | - |
| HCM Control Delay (s) | 11.2 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - |

2021 Existing Wkdy PM Peak
 7: Dorset Road & Hinckley Way/Hinckley

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Volume (vph) | 779 | 0 | 0 | 0 | 0 | 3 |
| Future Volume (vph) | 779 | 0 | 0 | 0 | 0 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 207 | | | 133 | 148 | |
| Travel Time (s) | 4.7 | | | 3.0 | 3.4 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 1% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 875 | 0 | 0 | 0 | 0 | 6 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
7: Dorset Road & Hinckley Way/Hinckley

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 779 | 0 | 0 | 0 | 0 | 3 |
| Future Vol, veh/h | 779 | 0 | 0 | 0 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 92 | 92 | 50 | 50 |
| Heavy Vehicles, % | 1 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 875 | 0 | 0 | 0 | 0 | 6 |

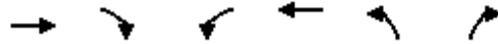
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 438 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 572 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 572 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | | NB | |
|----------------------|----|--|------|--|
| HCM Control Delay, s | 0 | | 11.4 | |
| HCM LOS | | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 572 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - |
| HCM Control Delay (s) | 11.4 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

2021 Existing Wkdy PM Peak
 8: Ross Road & Hinckley/Hinckley Way

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Volume (vph) | 782 | 0 | 0 | 0 | 0 | 2 |
| Future Volume (vph) | 782 | 0 | 0 | 0 | 0 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 133 | | | 215 | 143 | |
| Travel Time (s) | 3.0 | | | 4.9 | 3.3 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.92 | 0.92 | 0.25 | 0.25 |
| Heavy Vehicles (%) | 1% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 889 | 0 | 0 | 0 | 0 | 8 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
8: Ross Road & Hinckley/Hinckley Way

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 782 | 0 | 0 | 0 | 0 | 2 |
| Future Vol, veh/h | 782 | 0 | 0 | 0 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 92 | 92 | 25 | 25 |
| Heavy Vehicles, % | 1 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 889 | 0 | 0 | 0 | 0 | 8 |

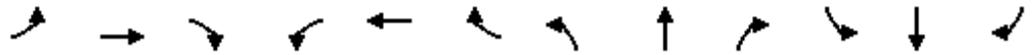
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 445 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 566 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 566 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 11.5 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 566 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | - |
| HCM Control Delay (s) | 11.5 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

2021 Existing Wkdy PM Peak
 9: Clifton Street & Rutledge Road

12/22/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 1 | 16 | 9 | 7 | 24 | 0 | 0 | 10 | 12 | 3 | 9 | 6 |
| Future Volume (vph) | 1 | 16 | 9 | 7 | 24 | 0 | 0 | 10 | 12 | 3 | 9 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1273 | | | 334 | | | 1007 | | | 309 | |
| Travel Time (s) | | 28.9 | | | 7.6 | | | 22.9 | | | 7.0 | |
| Peak Hour Factor | 0.63 | 0.63 | 0.63 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 29 | 0 | 0 | 24 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
9: Clifton Street & Rutledge Road

12/22/2021

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 16 | 9 | 7 | 24 | 0 | 0 | 10 | 12 | 3 | 9 | 6 |
| Future Vol, veh/h | 1 | 16 | 9 | 7 | 24 | 0 | 0 | 10 | 12 | 3 | 9 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 25 | 14 | 9 | 32 | 0 | 0 | 13 | 16 | 4 | 12 | 8 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|------|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 61 | 53 | 16 | 65 | 49 | 21 | 20 | 0 | 0 | 29 | 0 | 0 |
| Stage 1 | 24 | 24 | - | 21 | 21 | - | - | - | - | - | - | - |
| Stage 2 | 37 | 29 | - | 44 | 28 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 939 | 842 | 1069 | 934 | 846 | 1062 | 1609 | - | - | 1597 | - | - |
| Stage 1 | 999 | 879 | - | 1003 | 882 | - | - | - | - | - | - | - |
| Stage 2 | 984 | 875 | - | 975 | 876 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 910 | 839 | 1069 | 899 | 843 | 1062 | 1609 | - | - | 1597 | - | - |
| Mov Cap-2 Maneuver | 910 | 839 | - | 899 | 843 | - | - | - | - | - | - | - |
| Stage 1 | 999 | 876 | - | 1003 | 882 | - | - | - | - | - | - | - |
| Stage 2 | 948 | 875 | - | 931 | 873 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|----|--|-----|--|
| HCM Control Delay, s | 9.1 | | 9.4 | | 0 | | 1.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1609 | - | - | 909 | 855 | 1597 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.045 | 0.048 | 0.003 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.1 | 9.4 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0 | - | - |

2021 Existing Wkdy PM Peak
 11: Marsh Street & Evergreen Way

12/22/2021



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (vph) | 23 | 236 | 154 | 27 | 32 | 9 |
| Future Volume (vph) | 23 | 236 | 154 | 27 | 32 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 11 | 12 | 14 | 12 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 197 | 214 | | 454 | |
| Travel Time (s) | | 4.5 | 4.9 | | 10.3 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.77 | 0.77 | 0.68 | 0.68 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 312 | 235 | 0 | 60 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
11: Marsh Street & Evergreen Way

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SEL | SER |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 23 | 236 | 154 | 27 | 32 | 9 |
| Future Vol, veh/h | 23 | 236 | 154 | 27 | 32 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 77 | 77 | 68 | 68 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 28 | 284 | 200 | 35 | 47 | 13 |

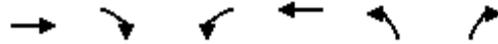
| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 235 | 0 | - | 0 | 558 |
| Stage 1 | - | - | - | - | 218 |
| Stage 2 | - | - | - | - | 340 |
| Critical Hdwy | 4.1 | - | - | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 |
| Pot Cap-1 Maneuver | 1344 | - | - | - | 494 |
| Stage 1 | - | - | - | - | 823 |
| Stage 2 | - | - | - | - | 725 |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1344 | - | - | - | 482 |
| Mov Cap-2 Maneuver | - | - | - | - | 482 |
| Stage 1 | - | - | - | - | 802 |
| Stage 2 | - | - | - | - | 725 |

| Approach | EB | WB | SE |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.7 | 0 | 12.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SELn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1344 | - | - | - | 531 |
| HCM Lane V/C Ratio | 0.021 | - | - | - | 0.114 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 12.6 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.4 |

2021 Existing Wkdy PM Peak
 12: School Field Drive & Marsh Street

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 259 | 0 | 0 | 163 | 0 | 0 |
| Future Volume (vph) | 259 | 0 | 0 | 163 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 589 | | | 197 | 319 | |
| Travel Time (s) | 13.4 | | | 4.5 | 7.3 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.77 | 0.77 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 1% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 312 | 0 | 0 | 212 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
12: School Field Drive & Marsh Street

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 259 | 0 | 0 | 163 | 0 | 0 |
| Future Vol, veh/h | 259 | 0 | 0 | 163 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 77 | 77 | 92 | 92 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 312 | 0 | 0 | 212 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|-----|-----|
| Conflicting Flow All | 0 | 0 | 312 | 0 | 524 | 312 |
| Stage 1 | - | - | - | - | 312 | - |
| Stage 2 | - | - | - | - | 212 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1260 | - | 517 | 733 |
| Stage 1 | - | - | - | - | 747 | - |
| Stage 2 | - | - | - | - | 828 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1260 | - | 517 | 733 |
| Mov Cap-2 Maneuver | - | - | - | - | 517 | - |
| Stage 1 | - | - | - | - | 747 | - |
| Stage 2 | - | - | - | - | 828 | - |

| Approach | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | - | - | - | 1260 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

2021 Existing Wkdy PM Peak
 13: West School Drive & Marsh Street

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 258 | 10 | 72 | 173 | 8 | 90 |
| Future Volume (vph) | 258 | 10 | 72 | 173 | 8 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 10 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 214 | | | 239 | 305 | |
| Travel Time (s) | 4.9 | | | 5.4 | 6.9 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.66 | 0.66 | 0.55 | 0.55 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 1% | 0% | 1% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 336 | 0 | 0 | 371 | 179 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
13: West School Drive & Marsh Street

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 258 | 10 | 72 | 173 | 8 | 90 |
| Future Vol, veh/h | 258 | 10 | 72 | 173 | 8 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 66 | 66 | 55 | 55 |
| Heavy Vehicles, % | 1 | 0 | 1 | 1 | 0 | 1 |
| Mvmt Flow | 323 | 13 | 109 | 262 | 15 | 164 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 336 | 0 | 810 |
| Stage 1 | - | - | - | - | 330 |
| Stage 2 | - | - | - | - | 480 |
| Critical Hdwy | - | - | 4.11 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.209 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1229 | - | 352 |
| Stage 1 | - | - | - | - | 733 |
| Stage 2 | - | - | - | - | 627 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1229 | - | 315 |
| Mov Cap-2 Maneuver | - | - | - | - | 315 |
| Stage 1 | - | - | - | - | 733 |
| Stage 2 | - | - | - | - | 562 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 2.4 | 12.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 647 | - | - | 1229 | - |
| HCM Lane V/C Ratio | 0.275 | - | - | 0.089 | - |
| HCM Control Delay (s) | 12.7 | - | - | 8.2 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.1 | - | - | 0.3 | - |

2021 Existing Wkdy PM Peak
 14: East School Drive & Marsh Street

12/22/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 347 | 0 | 0 | 242 | 1 | 1 | 0 | 17 | 7 | 0 | 2 |
| Future Volume (vph) | 1 | 347 | 0 | 0 | 242 | 1 | 1 | 0 | 17 | 7 | 0 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 12 | 16 | 12 | 12 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 239 | | | 282 | | | 257 | | | 207 | |
| Travel Time (s) | | 5.4 | | | 6.4 | | | 5.8 | | | 4.7 | |
| Peak Hour Factor | 0.69 | 0.69 | 0.69 | 0.69 | 0.69 | 0.69 | 0.64 | 0.64 | 0.64 | 0.45 | 0.45 | 0.45 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 504 | 0 | 0 | 352 | 0 | 0 | 29 | 0 | 0 | 20 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
14: East School Drive & Marsh Street

12/22/2021

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 347 | 0 | 0 | 242 | 1 | 1 | 0 | 17 | 7 | 0 | 2 |
| Future Vol, veh/h | 1 | 347 | 0 | 0 | 242 | 1 | 1 | 0 | 17 | 7 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 69 | 69 | 69 | 69 | 69 | 69 | 64 | 64 | 64 | 45 | 45 | 45 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 503 | 0 | 0 | 351 | 1 | 2 | 0 | 27 | 16 | 0 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 352 | 0 | 0 | 503 | 0 | 0 | 859 | 857 | 503 | 871 | 857 | 352 |
| Stage 1 | - | - | - | - | - | - | 505 | 505 | - | 352 | 352 | - |
| Stage 2 | - | - | - | - | - | - | 354 | 352 | - | 519 | 505 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1218 | - | - | 1072 | - | - | 279 | 297 | 573 | 274 | 297 | 696 |
| Stage 1 | - | - | - | - | - | - | 553 | 544 | - | 669 | 635 | - |
| Stage 2 | - | - | - | - | - | - | 667 | 635 | - | 544 | 544 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1218 | - | - | 1072 | - | - | 277 | 297 | 573 | 261 | 297 | 696 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 277 | 297 | - | 261 | 297 | - |
| Stage 1 | - | - | - | - | - | - | 552 | 543 | - | 668 | 635 | - |
| Stage 2 | - | - | - | - | - | - | 663 | 635 | - | 518 | 543 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|----|--|--|----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0 | | | 0 | | | 12 | | | 17.7 | | |
| HCM LOS | | | | | | | B | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 541 | 1218 | - | - | 1072 | - | - | 303 |
| HCM Lane V/C Ratio | 0.052 | 0.001 | - | - | - | - | - | 0.066 |
| HCM Control Delay (s) | 12 | 8 | 0 | - | 0 | - | - | 17.7 |
| HCM Lane LOS | B | A | A | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

2021 Existing Wkdy PM Peak
 15: West School Drive & Prospect Street

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 527 | 1 | 3 | 650 | 2 | 0 |
| Future Volume (vph) | 527 | 1 | 3 | 650 | 2 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 12 | 9 | 8 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 234 | | | 427 | 292 | |
| Travel Time (s) | 5.3 | | | 9.7 | 6.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.87 | 0.87 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 574 | 0 | 0 | 750 | 4 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
15: West School Drive & Prospect Street

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↔ | | | ↔ | ↔ | |
| Traffic Vol, veh/h | 527 | 1 | 3 | 650 | 2 | 0 |
| Future Vol, veh/h | 527 | 1 | 3 | 650 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 87 | 87 | 50 | 50 |
| Heavy Vehicles, % | 2 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 573 | 1 | 3 | 747 | 4 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 574 | 0 | 1327 |
| Stage 1 | - | - | - | - | 574 |
| Stage 2 | - | - | - | - | 753 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1009 | - | 173 |
| Stage 1 | - | - | - | - | 567 |
| Stage 2 | - | - | - | - | 469 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1009 | - | 172 |
| Mov Cap-2 Maneuver | - | - | - | - | 172 |
| Stage 1 | - | - | - | - | 567 |
| Stage 2 | - | - | - | - | 467 |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 26.4 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 172 | - | - | 1009 | - |
| HCM Lane V/C Ratio | 0.023 | - | - | 0.003 | - |
| HCM Control Delay (s) | 26.4 | - | - | 8.6 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

2021 Existing Wkdy PM Peak
 16: East School Drive & Prospect Street

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 519 | 8 | 6 | 640 | 13 | 5 |
| Future Volume (vph) | 519 | 8 | 6 | 640 | 13 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 13 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 427 | | | 812 | 298 | |
| Travel Time (s) | 9.7 | | | 18.5 | 6.8 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.88 | 0.88 | 0.64 | 0.64 |
| Heavy Vehicles (%) | 0% | 50% | 50% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 567 | 0 | 0 | 734 | 28 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2021 Existing Wkdy PM Peak
16: East School Drive & Prospect Street

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 519 | 8 | 6 | 640 | 13 | 5 |
| Future Vol, veh/h | 519 | 8 | 6 | 640 | 13 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 88 | 88 | 64 | 64 |
| Heavy Vehicles, % | 0 | 50 | 50 | 2 | 0 | 0 |
| Mvmt Flow | 558 | 9 | 7 | 727 | 20 | 8 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0 | 0 | 567 | 0 | 1304 |
| Stage 1 | - | - | - | - | 563 |
| Stage 2 | - | - | - | - | 741 |
| Critical Hdwy | - | - | 4.6 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.65 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 805 | - | 179 |
| Stage 1 | - | - | - | - | 574 |
| Stage 2 | - | - | - | - | 475 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 805 | - | 176 |
| Mov Cap-2 Maneuver | - | - | - | - | 176 |
| Stage 1 | - | - | - | - | 574 |
| Stage 2 | - | - | - | - | 468 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.1 | 24.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 216 | - | - | 805 | - |
| HCM Lane V/C Ratio | 0.13 | - | - | 0.008 | - |
| HCM Control Delay (s) | 24.1 | - | - | 9.5 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0 | - |

MOVEMENT SUMMARY

Site: Park Street/Prospect Street/marsh Street

2021 Existing Wkdy AM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| SouthEast: Prospect Street | | | | | | | | | | | |
| 3x | L2 | 92 | 0.0 | 0.371 | 8.1 | LOS A | 1.7 | 43.6 | 0.41 | 0.31 | 32.9 |
| 18ax | R1 | 243 | 3.0 | 0.371 | 8.1 | LOS A | 1.7 | 43.6 | 0.41 | 0.31 | 32.5 |
| Approach | | 336 | 2.2 | 0.371 | 8.1 | LOS A | 1.7 | 43.6 | 0.41 | 0.31 | 32.6 |
| North: Park Avenue | | | | | | | | | | | |
| 7a | L1 | 560 | 1.0 | 0.983 | 44.3 | LOS E | 40.3 | 1011.2 | 1.00 | 0.74 | 21.2 |
| 14a | R1 | 448 | 0.0 | 0.983 | 44.3 | LOS E | 40.3 | 1011.2 | 1.00 | 0.74 | 21.3 |
| Approach | | 1008 | 0.6 | 0.983 | 44.3 | LOS E | 40.3 | 1011.2 | 1.00 | 0.74 | 21.3 |
| SouthWest: Marsh Street | | | | | | | | | | | |
| 5ax | L1 | 199 | 0.0 | 0.447 | 12.3 | LOS B | 2.1 | 53.7 | 0.65 | 0.69 | 30.0 |
| 12x | R2 | 88 | 0.0 | 0.447 | 12.3 | LOS B | 2.1 | 53.7 | 0.65 | 0.69 | 29.5 |
| Approach | | 287 | 0.0 | 0.447 | 12.3 | LOS B | 2.1 | 53.7 | 0.65 | 0.69 | 29.9 |
| All Vehicles | | 1630 | 0.8 | 0.983 | 31.2 | LOS D | 40.3 | 1011.2 | 0.82 | 0.64 | 24.2 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Park Street/Prospect Street/marsh Street

2021 Existing Wkdy PM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------------|--------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Flows Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| SouthEast: Prospect Street | | | | | | | | | | | |
| 3x | L2 | 111 | 0.0 | 0.865 | 29.6 | LOS D | 12.2 | 309.7 | 0.98 | 1.12 | 25.2 |
| 18ax | R1 | 598 | 2.0 | 0.865 | 29.6 | LOS D | 12.2 | 309.7 | 0.98 | 1.12 | 25.0 |
| Approach | | 709 | 1.7 | 0.865 | 29.6 | LOS D | 12.2 | 309.7 | 0.98 | 1.12 | 25.1 |
| North: Park Avenue | | | | | | | | | | | |
| 7a | L1 | 475 | 1.0 | 0.626 | 12.5 | LOS B | 4.7 | 117.8 | 0.48 | 0.30 | 29.9 |
| 14a | R1 | 153 | 0.0 | 0.626 | 12.5 | LOS B | 4.7 | 117.8 | 0.48 | 0.30 | 29.9 |
| Approach | | 628 | 0.8 | 0.626 | 12.5 | LOS B | 4.7 | 117.8 | 0.48 | 0.30 | 29.9 |
| SouthWest: Marsh Street | | | | | | | | | | | |
| 5ax | L1 | 304 | 0.0 | 0.577 | 14.8 | LOS B | 3.5 | 88.3 | 0.70 | 0.77 | 29.0 |
| 12x | R2 | 99 | 0.0 | 0.577 | 14.8 | LOS B | 3.5 | 88.3 | 0.70 | 0.77 | 28.5 |
| Approach | | 403 | 0.0 | 0.577 | 14.8 | LOS B | 3.5 | 88.3 | 0.70 | 0.77 | 28.9 |
| All Vehicles | | 1740 | 1.0 | 0.865 | 20.0 | LOS C | 12.2 | 309.7 | 0.73 | 0.74 | 27.5 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: Prospect Street/Clifton Street

2021 Existing Wkdy AM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Clifton Street NB | | | | | | | | | | | |
| 3 | L2 | 289 | 2.0 | 0.311 | 6.7 | LOS A | 1.4 | 36.0 | 0.25 | 0.14 | 30.9 |
| 8 | T1 | 17 | 0.0 | 0.311 | 6.7 | LOS A | 1.4 | 36.0 | 0.25 | 0.14 | 31.2 |
| 18 | R2 | 10 | 0.0 | 0.311 | 6.7 | LOS A | 1.4 | 36.0 | 0.25 | 0.14 | 30.7 |
| Approach | | 316 | 1.8 | 0.311 | 6.7 | LOS A | 1.4 | 36.0 | 0.25 | 0.14 | 30.9 |
| East: Prospect Street WB | | | | | | | | | | | |
| 1 | L2 | 4 | 25.0 | 0.062 | 5.2 | LOS A | 0.2 | 5.3 | 0.39 | 0.29 | 31.9 |
| 6 | T1 | 41 | 0.0 | 0.062 | 5.2 | LOS A | 0.2 | 5.3 | 0.39 | 0.29 | 33.1 |
| 16 | R2 | 3 | 33.0 | 0.062 | 5.2 | LOS A | 0.2 | 5.3 | 0.39 | 0.29 | 31.4 |
| Approach | | 49 | 4.4 | 0.062 | 5.2 | LOS A | 0.2 | 5.3 | 0.39 | 0.29 | 32.8 |
| North: Clifton Street SB | | | | | | | | | | | |
| 7 | L2 | 10 | 0.0 | 0.026 | 4.7 | LOS A | 0.1 | 2.2 | 0.39 | 0.27 | 32.4 |
| 4 | T1 | 9 | 0.0 | 0.026 | 4.7 | LOS A | 0.1 | 2.2 | 0.39 | 0.27 | 32.7 |
| 14 | R2 | 2 | 0.0 | 0.026 | 4.7 | LOS A | 0.1 | 2.2 | 0.39 | 0.27 | 32.1 |
| Approach | | 21 | 0.0 | 0.026 | 4.7 | LOS A | 0.1 | 2.2 | 0.39 | 0.27 | 32.5 |
| West: Prospect Street EB | | | | | | | | | | | |
| 5 | L2 | 3 | 0.0 | 0.554 | 10.1 | LOS B | 4.0 | 100.0 | 0.19 | 0.06 | 30.6 |
| 2 | T1 | 71 | 3.0 | 0.554 | 10.1 | LOS B | 4.0 | 100.0 | 0.19 | 0.06 | 30.8 |
| 12 | R2 | 530 | 1.0 | 0.554 | 10.1 | LOS B | 4.0 | 100.0 | 0.19 | 0.06 | 30.4 |
| Approach | | 604 | 1.2 | 0.554 | 10.1 | LOS B | 4.0 | 100.0 | 0.19 | 0.06 | 30.4 |
| All Vehicles | | 990 | 1.6 | 0.554 | 8.7 | LOS A | 4.0 | 100.0 | 0.22 | 0.10 | 30.7 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: Prospect Street/Clifton Street

2021 Existing Wkdy PM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------------|--------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Flows Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Clifton Street NB | | | | | | | | | | | |
| 3 | L2 | 625 | 2.0 | 0.617 | 11.8 | LOS B | 4.8 | 121.9 | 0.31 | 0.14 | 28.8 |
| 8 | T1 | 7 | 0.0 | 0.617 | 11.8 | LOS B | 4.8 | 121.9 | 0.31 | 0.14 | 29.0 |
| 18 | R2 | 20 | 8.0 | 0.617 | 11.8 | LOS B | 4.8 | 121.9 | 0.31 | 0.14 | 28.4 |
| Approach | | 651 | 2.2 | 0.617 | 11.8 | LOS B | 4.8 | 121.9 | 0.31 | 0.14 | 28.8 |
| East: Prospect Street WB | | | | | | | | | | | |
| 1 | L2 | 7 | 0.0 | 0.145 | 8.0 | LOS A | 0.5 | 12.4 | 0.56 | 0.56 | 31.5 |
| 6 | T1 | 71 | 2.0 | 0.145 | 8.0 | LOS A | 0.5 | 12.4 | 0.56 | 0.56 | 31.7 |
| 16 | R2 | 7 | 0.0 | 0.145 | 8.0 | LOS A | 0.5 | 12.4 | 0.56 | 0.56 | 31.2 |
| Approach | | 84 | 1.7 | 0.145 | 8.0 | LOS A | 0.5 | 12.4 | 0.56 | 0.56 | 31.6 |
| North: Clifton Street SB | | | | | | | | | | | |
| 7 | L2 | 4 | 0.0 | 0.045 | 7.1 | LOS A | 0.1 | 3.7 | 0.55 | 0.51 | 31.8 |
| 4 | T1 | 16 | 0.0 | 0.045 | 7.1 | LOS A | 0.1 | 3.7 | 0.55 | 0.51 | 32.0 |
| 14 | R2 | 4 | 0.0 | 0.045 | 7.1 | LOS A | 0.1 | 3.7 | 0.55 | 0.51 | 31.5 |
| Approach | | 25 | 0.0 | 0.045 | 7.1 | LOS A | 0.1 | 3.7 | 0.55 | 0.51 | 31.9 |
| West: Prospect Street EB | | | | | | | | | | | |
| 5 | L2 | 9 | 0.0 | 0.498 | 9.0 | LOS A | 3.3 | 81.3 | 0.18 | 0.07 | 31.1 |
| 2 | T1 | 35 | 0.0 | 0.498 | 9.0 | LOS A | 3.3 | 81.3 | 0.18 | 0.07 | 31.4 |
| 12 | R2 | 504 | 0.0 | 0.498 | 9.0 | LOS A | 3.3 | 81.3 | 0.18 | 0.07 | 30.9 |
| Approach | | 548 | 0.0 | 0.498 | 9.0 | LOS A | 3.3 | 81.3 | 0.18 | 0.07 | 30.9 |
| All Vehicles | | 1308 | 1.2 | 0.617 | 10.3 | LOS B | 4.8 | 121.9 | 0.27 | 0.14 | 29.9 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

2029 No-Build Intersection Capacity Analysis Worksheets



2029 No Build Wkdy AM Peak
1: Park Avenue & Concord Turnpike

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|-------|-------|------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | ↕↕ | | ↗ | ↖ | | | ↖ | ↗ |
| Traffic Volume (vph) | 0 | 0 | 0 | 298 | 153 | 171 | 238 | 353 | 0 | 0 | 763 | 126 |
| Future Volume (vph) | 0 | 0 | 0 | 298 | 153 | 171 | 238 | 353 | 0 | 0 | 763 | 126 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 75 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 358 | | | 392 | | | 286 | | | | 154 |
| Travel Time (s) | | 8.1 | | | 8.9 | | | 6.5 | | | | 3.5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 6% | 0% | 3% | 0% | 0% | 2% | 1% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 749 | 0 | 287 | 425 | 0 | 0 | 908 | 150 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Minimum Split (s) | | | | 23.0 | 23.0 | | 10.0 | 23.0 | | | 23.0 | 23.0 |
| Total Split (s) | | | | 30.0 | 30.0 | | 25.0 | 70.0 | | | 45.0 | 45.0 |
| Total Split (%) | | | | 30.0% | 30.0% | | 25.0% | 70.0% | | | 45.0% | 45.0% |
| Yellow Time (s) | | | | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | -1.0 | | -1.0 | -1.0 | | | -1.0 | -1.0 |
| Total Lost Time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Recall Mode | | | | None | None | | None | C-Max | | | C-Max | C-Max |
| v/c Ratio | | | | | 0.91 | | 0.76 | 0.35 | | | 1.13 | 0.22 |
| Control Delay | | | | | 53.1 | | 51.1 | 7.0 | | | 102.6 | 10.1 |
| Queue Delay | | | | | 6.7 | | 1.2 | 0.5 | | | 0.0 | 0.0 |
| Total Delay | | | | | 59.8 | | 52.3 | 7.5 | | | 102.6 | 10.1 |
| Queue Length 50th (ft) | | | | | 243 | | 147 | 86 | | | ~682 | 26 |
| Queue Length 95th (ft) | | | | | #304 | | 219 | 112 | | | #875 | 63 |
| Internal Link Dist (ft) | | 278 | | | 312 | | | 206 | | | 74 | |
| Turn Bay Length (ft) | | | | | | | | | | | | 75 |
| Base Capacity (vph) | | | | | 824 | | 462 | 1220 | | | 803 | 680 |
| Starvation Cap Reductn | | | | | 0 | | 54 | 401 | | | 0 | 0 |
| Spillback Cap Reductn | | | | | 54 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | | | | 0.97 | | 0.70 | 0.52 | | | 1.13 | 0.22 |

Intersection Summary

Area Type: Other
Cycle Length: 100

2029 No Build Wkdy AM Peak
1: Park Avenue & Concord Turnpike

01/24/2022

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

~ 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: 1: Park Avenue & Concord Turnpike



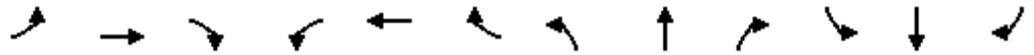
2029 No Build Wkdy AM Peak
1: Park Avenue & Concord Turnpike

01/24/2022

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | | | |  | |  |  | | |  |  | |
| Traffic Volume (vph) | 0 | 0 | 0 | 298 | 153 | 171 | 238 | 353 | 0 | 0 | 763 | 126 | |
| Future Volume (vph) | 0 | 0 | 0 | 298 | 153 | 171 | 238 | 353 | 0 | 0 | 763 | 126 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 | |
| Total Lost time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 | |
| Lane Util. Factor | | | | | 0.95 | | 1.00 | 1.00 | | | 1.00 | 1.00 | |
| Fr _t | | | | | 0.96 | | 1.00 | 1.00 | | | 1.00 | 0.85 | |
| Fl _t Protected | | | | | 0.98 | | 0.95 | 1.00 | | | 1.00 | 1.00 | |
| Satd. Flow (prot) | | | | | 3169 | | 1865 | 1845 | | | 1739 | 1386 | |
| Fl _t Permitted | | | | | 0.98 | | 0.08 | 1.00 | | | 1.00 | 1.00 | |
| Satd. Flow (perm) | | | | | 3169 | | 157 | 1845 | | | 1739 | 1386 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | |
| Adj. Flow (vph) | 0 | 0 | 0 | 359 | 184 | 206 | 287 | 425 | 0 | 0 | 908 | 150 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 749 | 0 | 287 | 425 | 0 | 0 | 908 | 109 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 6% | 0% | 3% | 0% | 0% | 2% | 1% | |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm | |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | | |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 | |
| Actuated Green, G (s) | | | | | 24.9 | | 65.1 | 65.1 | | | 45.1 | 45.1 | |
| Effective Green, g (s) | | | | | 25.9 | | 66.1 | 66.1 | | | 46.1 | 46.1 | |
| Actuated g/C Ratio | | | | | 0.26 | | 0.66 | 0.66 | | | 0.46 | 0.46 | |
| Clearance Time (s) | | | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | | | | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | | | 820 | | 377 | 1219 | | | 801 | 638 | |
| v/s Ratio Prot | | | | | | | c0.12 | 0.23 | | | c0.52 | | |
| v/s Ratio Perm | | | | | 0.24 | | 0.38 | | | | | 0.08 | |
| v/c Ratio | | | | | 0.91 | | 0.76 | 0.35 | | | 1.13 | 0.17 | |
| Uniform Delay, d ₁ | | | | | 36.0 | | 28.4 | 7.5 | | | 26.9 | 15.8 | |
| Progression Factor | | | | | 1.00 | | 1.78 | 0.82 | | | 1.00 | 1.00 | |
| Incremental Delay, d ₂ | | | | | 14.5 | | 8.2 | 0.7 | | | 75.3 | 0.6 | |
| Delay (s) | | | | | 50.4 | | 58.7 | 6.9 | | | 102.3 | 16.3 | |
| Level of Service | | | | | D | | E | A | | | F | B | |
| Approach Delay (s) | | 0.0 | | | 50.4 | | | 27.8 | | | 90.1 | | |
| Approach LOS | | A | | | D | | | C | | | F | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 60.7 | | HCM 2000 Level of Service | | | | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 1.00 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | | | | | 12.0 | | | |
| Intersection Capacity Utilization | | | 91.2% | | ICU Level of Service | | | | | F | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

2029 No Build Wkdy AM Peak
2: Park Avenue & Hinckley Way

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|-------|------|-------|-------|------|
| Lane Configurations | | ↕↕ | | | | | | ↕↕ | | ↕ | ↕ | |
| Traffic Volume (vph) | 195 | 40 | 337 | 0 | 0 | 0 | 0 | 396 | 49 | 405 | 656 | 0 |
| Future Volume (vph) | 195 | 40 | 337 | 0 | 0 | 0 | 0 | 396 | 49 | 405 | 656 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 215 | | | 1567 | | | 456 | | | | 286 |
| Travel Time (s) | | 4.9 | | | 35.6 | | | 10.4 | | | | 6.5 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.92 | 0.92 | 0.92 | 0.82 | 0.82 | 0.82 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 1% | 6% | 1% | 2% | 2% | 2% | 0% | 3% | 2% | 0% | 1% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 666 | 0 | 0 | 0 | 0 | 0 | 543 | 0 | 455 | 737 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Detector Phase | 4 | 4 | | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 23.0 | 23.0 | | | | | | 23.0 | | 10.0 | 23.0 | |
| Total Split (s) | 30.0 | 30.0 | | | | | | 45.0 | | 25.0 | 70.0 | |
| Total Split (%) | 30.0% | 30.0% | | | | | | 45.0% | | 25.0% | 70.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | -1.0 | | | | | | -1.0 | | -1.0 | -1.0 | |
| Total Lost Time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | None | None | | | | | | C-Max | | None | C-Max | |
| v/c Ratio | | 0.77 | | | | | | 0.32 | | 0.63 | 0.53 | |
| Control Delay | | 28.5 | | | | | | 15.9 | | 11.5 | 7.7 | |
| Queue Delay | | 0.5 | | | | | | 0.0 | | 2.1 | 25.5 | |
| Total Delay | | 29.1 | | | | | | 15.9 | | 13.6 | 33.2 | |
| Queue Length 50th (ft) | | 130 | | | | | | 100 | | 117 | 198 | |
| Queue Length 95th (ft) | | 170 | | | | | | 147 | | m119 | m192 | |
| Internal Link Dist (ft) | | 135 | | | 1487 | | | 376 | | | 206 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1018 | | | | | | 1722 | | 785 | 1383 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | 196 | 666 | |
| Spillback Cap Reductn | | 96 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.72 | | | | | | 0.32 | | 0.77 | 1.03 | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 60

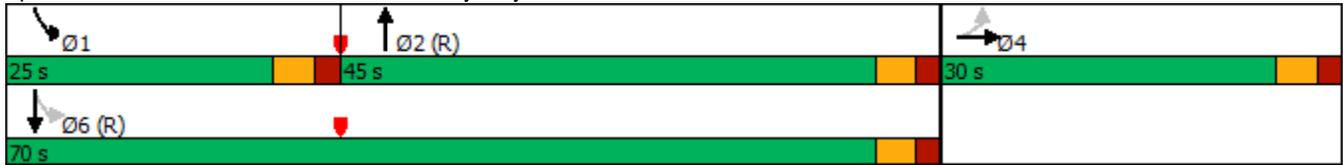
2029 No Build Wkdy AM Peak
2: Park Avenue & Hinckley Way

01/24/2022

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Park Avenue & Hinckley Way



2029 No Build Wkdy AM Peak
2: Park Avenue & Hinckley Way

01/24/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations | | ↕↕ | | | | | | ↕↕ | | ↗ | ↖ | |
| Traffic Volume (vph) | 195 | 40 | 337 | 0 | 0 | 0 | 0 | 396 | 49 | 405 | 656 | 0 |
| Future Volume (vph) | 195 | 40 | 337 | 0 | 0 | 0 | 0 | 396 | 49 | 405 | 656 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Total Lost time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 0.95 | | | | | | 0.95 | | 1.00 | 1.00 | |
| Frt | | 0.91 | | | | | | 0.98 | | 1.00 | 1.00 | |
| Flt Protected | | 0.98 | | | | | | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 3193 | | | | | | 3335 | | 1925 | 1944 | |
| Flt Permitted | | 0.98 | | | | | | 1.00 | | 0.38 | 1.00 | |
| Satd. Flow (perm) | | 3193 | | | | | | 3335 | | 761 | 1944 | |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.92 | 0.92 | 0.92 | 0.82 | 0.82 | 0.82 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 227 | 47 | 392 | 0 | 0 | 0 | 0 | 483 | 60 | 455 | 737 | 0 |
| RTOR Reduction (vph) | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 464 | 0 | 0 | 0 | 0 | 0 | 535 | 0 | 455 | 737 | 0 |
| Heavy Vehicles (%) | 1% | 6% | 1% | 2% | 2% | 2% | 0% | 3% | 2% | 0% | 1% | 0% |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Actuated Green, G (s) | | 19.8 | | | | | | 50.5 | | 70.2 | 70.2 | |
| Effective Green, g (s) | | 20.8 | | | | | | 51.5 | | 71.2 | 71.2 | |
| Actuated g/C Ratio | | 0.21 | | | | | | 0.52 | | 0.71 | 0.71 | |
| Clearance Time (s) | | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 664 | | | | | | 1717 | | 724 | 1384 | |
| v/s Ratio Prot | | | | | | | | 0.16 | | c0.10 | 0.38 | |
| v/s Ratio Perm | | 0.15 | | | | | | | | c0.35 | | |
| v/c Ratio | | 0.70 | | | | | | 0.31 | | 0.63 | 0.53 | |
| Uniform Delay, d1 | | 36.7 | | | | | | 14.0 | | 6.3 | 6.7 | |
| Progression Factor | | 1.00 | | | | | | 1.00 | | 1.79 | 0.98 | |
| Incremental Delay, d2 | | 3.2 | | | | | | 0.5 | | 0.2 | 0.1 | |
| Delay (s) | | 39.9 | | | | | | 14.5 | | 11.3 | 6.6 | |
| Level of Service | | D | | | | | | B | | B | A | |
| Approach Delay (s) | | 39.9 | | | 0.0 | | | 14.5 | | | 8.4 | |
| Approach LOS | | D | | | A | | | B | | | A | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 18.5 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 91.2% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

2029 No Build Wkdy AM Peak
 3: Park Avenue & Rutledge Road

01/24/2022



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 31 | 414 | 10 | 21 | 972 |
| Future Volume (vph) | 10 | 31 | 414 | 10 | 21 | 972 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 10 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 1273 | | 240 | | | 456 |
| Travel Time (s) | 28.9 | | 5.5 | | | 10.4 |
| Peak Hour Factor | 0.73 | 0.73 | 0.76 | 0.76 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 0% | 4% | 3% | 0% | 0% | 2% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 56 | 0 | 558 | 0 | 0 | 1154 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
3: Park Avenue & Rutledge Road

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | W | T | T | T | T |
| Traffic Vol, veh/h | 10 | 31 | 414 | 10 | 21 | 972 |
| Future Vol, veh/h | 10 | 31 | 414 | 10 | 21 | 972 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 73 | 73 | 76 | 76 | 86 | 86 |
| Heavy Vehicles, % | 0 | 4 | 3 | 0 | 0 | 2 |
| Mvmt Flow | 14 | 42 | 545 | 13 | 24 | 1130 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 1730 | 552 | 0 | 0 | 558 | 0 |
| Stage 1 | 552 | - | - | - | - | - |
| Stage 2 | 1178 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.24 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.336 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 98 | 530 | - | - | 1023 | - |
| Stage 1 | 581 | - | - | - | - | - |
| Stage 2 | 295 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 92 | 530 | - | - | 1023 | - |
| Mov Cap-2 Maneuver | 92 | - | - | - | - | - |
| Stage 1 | 581 | - | - | - | - | - |
| Stage 2 | 276 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 24 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 245 | 1023 |
| HCM Lane V/C Ratio | - | - | 0.229 | 0.024 |
| HCM Control Delay (s) | - | - | 24 | 8.6 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0.1 |

2029 No Build Wkdy AM Peak
 4: Park Avenue & Village Hill Road

01/24/2022



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 24 | 17 | 416 | 963 | 19 |
| Future Volume (vph) | 8 | 24 | 17 | 416 | 963 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 13 | 10 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 210 | | | 350 | 240 | |
| Travel Time (s) | 4.8 | | | 8.0 | 5.5 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.75 | 0.75 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 1% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 37 | 0 | 0 | 578 | 1103 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
4: Park Avenue & Village Hill Road

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | T | | T | |
| Traffic Vol, veh/h | 8 | 24 | 17 | 416 | 963 | 19 |
| Future Vol, veh/h | 8 | 24 | 17 | 416 | 963 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 75 | 75 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 1 | 0 |
| Mvmt Flow | 9 | 28 | 23 | 555 | 1082 | 21 |

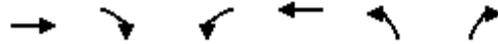
| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1694 | 1093 | 1103 | 0 | - | 0 |
| Stage 1 | 1093 | - | - | - | - | - |
| Stage 2 | 601 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 103 | 263 | 640 | - | - | - |
| Stage 1 | 324 | - | - | - | - | - |
| Stage 2 | 551 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 98 | 263 | 640 | - | - | - |
| Mov Cap-2 Maneuver | 98 | - | - | - | - | - |
| Stage 1 | 307 | - | - | - | - | - |
| Stage 2 | 551 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 29.3 | 0.4 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 640 | - | 185 | - | - |
| HCM Lane V/C Ratio | 0.035 | - | 0.201 | - | - |
| HCM Control Delay (s) | 10.8 | 0 | 29.3 | - | - |
| HCM Lane LOS | B | A | D | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.7 | - | - |

2029 No Build Wkdy AM Peak
6: Village Hill Road & Hinckley Way

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 565 | 0 | 0 | 0 | 0 | 6 |
| Future Volume (vph) | 565 | 0 | 0 | 0 | 0 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1162 | | | 207 | 195 | |
| Travel Time (s) | 26.4 | | | 4.7 | 4.4 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.92 | 0.92 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 2% | 2% | 17% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 657 | 0 | 0 | 0 | 0 | 12 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
6: Village Hill Road & Hinckley Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 565 | 0 | 0 | 0 | 0 | 6 |
| Future Vol, veh/h | 565 | 0 | 0 | 0 | 0 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 92 | 92 | 50 | 50 |
| Heavy Vehicles, % | 2 | 0 | 2 | 2 | 2 | 17 |
| Mvmt Flow | 657 | 0 | 0 | 0 | 0 | 12 |

| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|------|
| Conflicting Flow All | 0 | 0 | - | 329 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 7.24 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.47 |
| Pot Cap-1 Maneuver | - | - | 0 | 625 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 625 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 10.9 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 625 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | - |
| HCM Control Delay (s) | 10.9 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - |

2029 No Build Wkdy AM Peak
 7: Dorset Road & Hinckley Way/Hinckley

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 571 | 0 | 0 | 0 | 0 | 1 |
| Future Volume (vph) | 571 | 0 | 0 | 0 | 0 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 207 | | | 133 | 148 | |
| Travel Time (s) | 4.7 | | | 3.0 | 3.4 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.25 | 0.25 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 642 | 0 | 0 | 0 | 0 | 4 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
7: Dorset Road & Hinckley Way/Hinckley

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 571 | 0 | 0 | 0 | 0 | 1 |
| Future Vol, veh/h | 571 | 0 | 0 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 92 | 92 | 25 | 25 |
| Heavy Vehicles, % | 2 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 642 | 0 | 0 | 0 | 0 | 4 |

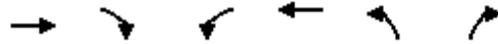
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 321 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 681 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 681 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 10.3 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 681 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - |
| HCM Control Delay (s) | 10.3 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

2029 No Build Wkdy AM Peak
 8: Ross Road & Hinckley/Hinckley Way

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 572 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 572 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 133 | | | 215 | 143 | |
| Travel Time (s) | 3.0 | | | 4.9 | 3.3 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 643 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
 8: Ross Road & Hinckley/Hinckley Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 572 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 572 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 643 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 322 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 680 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 680 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|----|
| HCM Control Delay, s | 0 | 0 |
| HCM LOS | | A |

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

2029 No Build Wkdy AM Peak
 9: Clifton Street & Rutledge Road

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 1 | 11 | 6 | 2 | 23 | 1 | 4 | 10 | 6 | 4 | 7 | 3 |
| Future Volume (vph) | 1 | 11 | 6 | 2 | 23 | 1 | 4 | 10 | 6 | 4 | 7 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1273 | | | 334 | | | 1007 | | | 309 | |
| Travel Time (s) | | 28.9 | | | 7.6 | | | 22.9 | | | 7.0 | |
| Peak Hour Factor | 0.35 | 0.35 | 0.35 | 0.61 | 0.61 | 0.61 | 0.56 | 0.56 | 0.56 | 0.65 | 0.65 | 0.65 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 12% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 51 | 0 | 0 | 43 | 0 | 0 | 36 | 0 | 0 | 22 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
9: Clifton Street & Rutledge Road

01/24/2022

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 11 | 6 | 2 | 23 | 1 | 4 | 10 | 6 | 4 | 7 | 3 |
| Future Vol, veh/h | 1 | 11 | 6 | 2 | 23 | 1 | 4 | 10 | 6 | 4 | 7 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 35 | 35 | 35 | 61 | 61 | 61 | 56 | 56 | 56 | 65 | 65 | 65 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 12 | 0 |
| Mvmt Flow | 3 | 31 | 17 | 3 | 38 | 2 | 7 | 18 | 11 | 6 | 11 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|------|-------|--------|---|------|---|---|
| Conflicting Flow All | 84 | 69 | 14 | 88 | 66 | 24 | 16 | 0 | 0 | 29 | 0 | 0 |
| Stage 1 | 26 | 26 | - | 38 | 38 | - | - | - | - | - | - | - |
| Stage 2 | 58 | 43 | - | 50 | 28 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.35 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.425 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 908 | 825 | 1072 | 902 | 829 | 1058 | 1464 | - | - | 1597 | - | - |
| Stage 1 | 997 | 878 | - | 982 | 867 | - | - | - | - | - | - | - |
| Stage 2 | 959 | 863 | - | 968 | 876 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 869 | 818 | 1072 | 856 | 822 | 1058 | 1464 | - | - | 1597 | - | - |
| Mov Cap-2 Maneuver | 869 | 818 | - | 856 | 822 | - | - | - | - | - | - | - |
| Stage 1 | 992 | 874 | - | 977 | 863 | - | - | - | - | - | - | - |
| Stage 2 | 911 | 859 | - | 915 | 872 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 9.3 | 9.6 | 1.5 | 2.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1464 | - | - | 891 | 832 | 1597 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.058 | 0.051 | 0.004 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.3 | 9.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0 | - | - |

2029 No Build Wkdy AM Peak
 11: Marsh Street & Evergreen Way

01/24/2022



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (vph) | 19 | 124 | 259 | 17 | 29 | 15 |
| Future Volume (vph) | 19 | 124 | 259 | 17 | 29 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 11 | 12 | 14 | 12 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 197 | 214 | | 454 | |
| Travel Time (s) | | 4.5 | 4.9 | | 10.3 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.83 | 0.83 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 6% | 1% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 181 | 332 | 0 | 47 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
 11: Marsh Street & Evergreen Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SEL | SER |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 19 | 124 | 259 | 17 | 29 | 15 |
| Future Vol, veh/h | 19 | 124 | 259 | 17 | 29 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 83 | 83 | 95 | 95 |
| Heavy Vehicles, % | 6 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 24 | 157 | 312 | 20 | 31 | 16 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 332 | 0 | - | 0 | 527 322 |
| Stage 1 | - | - | - | - | 322 - |
| Stage 2 | - | - | - | - | 205 - |
| Critical Hdwy | 4.16 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1205 | - | - | - | 515 724 |
| Stage 1 | - | - | - | - | 739 - |
| Stage 2 | - | - | - | - | 834 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1205 | - | - | - | 504 724 |
| Mov Cap-2 Maneuver | - | - | - | - | 504 - |
| Stage 1 | - | - | - | - | 723 - |
| Stage 2 | - | - | - | - | 834 - |

| Approach | EB | WB | SE |
|----------------------|-----|----|----|
| HCM Control Delay, s | 1.1 | 0 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SELn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1205 | - | - | - | 562 |
| HCM Lane V/C Ratio | 0.02 | - | - | - | 0.082 |
| HCM Control Delay (s) | 8 | 0 | - | - | 12 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

2029 No Build Wkdy AM Peak
 12: School Field Drive & Marsh Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 143 | 0 | 0 | 274 | 0 | 0 |
| Future Volume (vph) | 143 | 0 | 0 | 274 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 589 | | | 197 | 319 | |
| Travel Time (s) | 13.4 | | | 4.5 | 7.3 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.83 | 0.83 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 1% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 181 | 0 | 0 | 330 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
12: School Field Drive & Marsh Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 143 | 0 | 0 | 274 | 0 | 0 |
| Future Vol, veh/h | 143 | 0 | 0 | 274 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 83 | 83 | 92 | 92 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 181 | 0 | 0 | 330 | 0 | 0 |

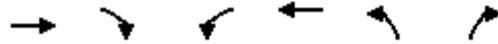
| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | | |
|----------------------|--------|--------|--------|--------|-----|-----|
| Conflicting Flow All | 0 | 0 | 181 | 0 | 511 | 181 |
| Stage 1 | - | - | - | - | 181 | - |
| Stage 2 | - | - | - | - | 330 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1407 | - | 526 | 867 |
| Stage 1 | - | - | - | - | 855 | - |
| Stage 2 | - | - | - | - | 733 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1407 | - | 526 | 867 |
| Mov Cap-2 Maneuver | - | - | - | - | 526 | - |
| Stage 1 | - | - | - | - | 855 | - |
| Stage 2 | - | - | - | - | 733 | - |

| Approach | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | - | - | - | 1407 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

2029 No Build Wkdy AM Peak
 13: West School Drive & Marsh Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 133 | 20 | 249 | 271 | 5 | 83 |
| Future Volume (vph) | 133 | 20 | 249 | 271 | 5 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 10 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 214 | | | 239 | 305 | |
| Travel Time (s) | 4.9 | | | 5.4 | 6.9 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.73 | 0.73 | 0.63 | 0.63 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 1% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 171 | 0 | 0 | 712 | 140 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
 13: West School Drive & Marsh Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 133 | 20 | 249 | 271 | 5 | 83 |
| Future Vol, veh/h | 133 | 20 | 249 | 271 | 5 | 83 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 73 | 73 | 63 | 63 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 149 | 22 | 341 | 371 | 8 | 132 |

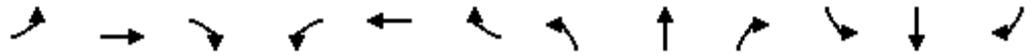
| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0 | 0 | 171 | 0 | 1213 |
| Stage 1 | - | - | - | - | 160 |
| Stage 2 | - | - | - | - | 1053 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1418 | - | 203 |
| Stage 1 | - | - | - | - | 874 |
| Stage 2 | - | - | - | - | 339 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1418 | - | 141 |
| Mov Cap-2 Maneuver | - | - | - | - | 141 |
| Stage 1 | - | - | - | - | 874 |
| Stage 2 | - | - | - | - | 236 |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 4 | 11.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 684 | - | - | 1418 | - |
| HCM Lane V/C Ratio | 0.204 | - | - | 0.241 | - |
| HCM Control Delay (s) | 11.6 | - | - | 8.3 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.8 | - | - | 0.9 | - |

2029 No Build Wkdy AM Peak
 14: East School Drive & Marsh Street

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 214 | 0 | 0 | 525 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Future Volume (vph) | 2 | 214 | 0 | 0 | 525 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 12 | 16 | 12 | 12 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 239 | | | 282 | | | 257 | | | 207 | |
| Travel Time (s) | | 5.4 | | | 6.4 | | | 5.8 | | | 4.7 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.72 | 0.72 | 0.72 | 0.68 | 0.68 | 0.68 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 274 | 0 | 0 | 732 | 0 | 0 | 95 | 0 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
 14: East School Drive & Marsh Street

01/24/2022

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 214 | 0 | 0 | 525 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Future Vol, veh/h | 2 | 214 | 0 | 0 | 525 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 72 | 72 | 72 | 68 | 68 | 68 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 271 | 0 | 0 | 729 | 3 | 7 | 0 | 88 | 0 | 0 | 0 |

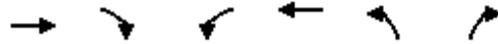
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-----|--------|------|-----|
| Conflicting Flow All | 732 | 0 | 0 | 271 | 0 | 0 | 1008 | 1009 | 271 | 1052 | 1008 | 731 |
| Stage 1 | - | - | - | - | - | - | 277 | 277 | - | 731 | 731 | - |
| Stage 2 | - | - | - | - | - | - | 731 | 732 | - | 321 | 277 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 882 | - | - | 1304 | - | - | 221 | 242 | 773 | 206 | 242 | 425 |
| Stage 1 | - | - | - | - | - | - | 734 | 685 | - | 416 | 430 | - |
| Stage 2 | - | - | - | - | - | - | 416 | 430 | - | 695 | 685 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 882 | - | - | 1304 | - | - | 220 | 241 | 773 | 182 | 241 | 425 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 220 | 241 | - | 182 | 241 | - |
| Stage 1 | - | - | - | - | - | - | 731 | 682 | - | 414 | 430 | - |
| Stage 2 | - | - | - | - | - | - | 416 | 430 | - | 613 | 682 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|----|
| HCM Control Delay, s | 0.1 | 0 | 11.5 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 648 | 882 | - | - | 1304 | - | - | - |
| HCM Lane V/C Ratio | 0.148 | 0.003 | - | - | - | - | - | - |
| HCM Control Delay (s) | 11.5 | 9.1 | 0 | - | 0 | - | - | 0 |
| HCM Lane LOS | B | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.5 | 0 | - | - | 0 | - | - | - |

2029 No Build Wkdy AM Peak
 15: West School Drive & Prospect Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 640 | 1 | 1 | 329 | 1 | 1 |
| Future Volume (vph) | 640 | 1 | 1 | 329 | 1 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 12 | 9 | 8 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 234 | | | 427 | 292 | |
| Travel Time (s) | 5.3 | | | 9.7 | 6.6 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.87 | 0.87 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 4% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 682 | 0 | 0 | 379 | 4 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
 15: West School Drive & Prospect Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 640 | 1 | 1 | 329 | 1 | 1 |
| Future Vol, veh/h | 640 | 1 | 1 | 329 | 1 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 87 | 87 | 50 | 50 |
| Heavy Vehicles, % | 2 | 0 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 681 | 1 | 1 | 378 | 2 | 2 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 682 | 0 | 1062 |
| Stage 1 | - | - | - | - | 682 |
| Stage 2 | - | - | - | - | 380 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 920 | - | 250 |
| Stage 1 | - | - | - | - | 506 |
| Stage 2 | - | - | - | - | 696 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 920 | - | 250 |
| Mov Cap-2 Maneuver | - | - | - | - | 250 |
| Stage 1 | - | - | - | - | 506 |
| Stage 2 | - | - | - | - | 695 |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 16.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 322 | - | - | 920 | - |
| HCM Lane V/C Ratio | 0.012 | - | - | 0.001 | - |
| HCM Control Delay (s) | 16.3 | - | - | 8.9 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

2029 No Build Wkdy AM Peak
 16: East School Drive & Prospect Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 618 | 23 | 6 | 322 | 8 | 2 |
| Future Volume (vph) | 618 | 23 | 6 | 322 | 8 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 13 | 12 |
| Link Speed (mph) | 30 | | | 30 | | |
| Link Distance (ft) | 427 | | | 812 | | |
| Travel Time (s) | 9.7 | | | 18.5 | | |
| Peak Hour Factor | 0.94 | 0.94 | 0.88 | 0.88 | 0.42 | 0.42 |
| Heavy Vehicles (%) | 2% | 22% | 33% | 1% | 88% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 681 | 0 | 0 | 373 | 24 | 0 |
| Sign Control | Free | | | Free | | |
| | | | | Stop | | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No Build Wkdy AM Peak
 16: East School Drive & Prospect Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↔ | | ↔ | | ↔ | |
| Traffic Vol, veh/h | 618 | 23 | 6 | 322 | 8 | 2 |
| Future Vol, veh/h | 618 | 23 | 6 | 322 | 8 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 88 | 88 | 42 | 42 |
| Heavy Vehicles, % | 2 | 22 | 33 | 1 | 88 | 0 |
| Mvmt Flow | 657 | 24 | 7 | 366 | 19 | 5 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 681 | 0 | 1049 |
| Stage 1 | - | - | - | - | 669 |
| Stage 2 | - | - | - | - | 380 |
| Critical Hdwy | - | - | 4.43 | - | 7.28 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.28 |
| Critical Hdwy Stg 2 | - | - | - | - | 6.28 |
| Follow-up Hdwy | - | - | 2.497 | - | 4.292 |
| Pot Cap-1 Maneuver | - | - | 782 | - | 176 |
| Stage 1 | - | - | - | - | 379 |
| Stage 2 | - | - | - | - | 538 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 782 | - | 174 |
| Mov Cap-2 Maneuver | - | - | - | - | 174 |
| Stage 1 | - | - | - | - | 379 |
| Stage 2 | - | - | - | - | 532 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.2 | 25.5 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 199 | - | - | 782 | - |
| HCM Lane V/C Ratio | 0.12 | - | - | 0.009 | - |
| HCM Control Delay (s) | 25.5 | - | - | 9.6 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0 | - |

2029 No-Build Wkdy PM Peak
1: Park Avenue & Concord Turnpike

12/22/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|-------|--------|------|-------|-------|------|------|------|-------|
| Lane Configurations | | | | | ↕↕ | | ↗ | ↖ | | | ↖ | ↗ |
| Traffic Volume (vph) | 0 | 0 | 0 | 65 | 267 | 332 | 404 | 870 | 0 | 0 | 416 | 135 |
| Future Volume (vph) | 0 | 0 | 0 | 65 | 267 | 332 | 404 | 870 | 0 | 0 | 416 | 135 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 75 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 358 | | | 392 | | | 286 | | | | 154 |
| Travel Time (s) | | 8.1 | | | 8.9 | | | 6.5 | | | | 3.5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 4% | 1% | 1% | 0% | 0% | 1% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 772 | 0 | 449 | 967 | 0 | 0 | 457 | 148 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 5.0 | 5.0 | | 5.0 | 5.0 | | | | 5.0 |
| Minimum Split (s) | | | | 23.0 | 23.0 | | 10.0 | 23.0 | | | | 23.0 |
| Total Split (s) | | | | 30.0 | 30.0 | | 25.0 | 70.0 | | | | 45.0 |
| Total Split (%) | | | | 30.0% | 30.0% | | 25.0% | 70.0% | | | | 45.0% |
| Yellow Time (s) | | | | 3.0 | 3.0 | | 3.0 | 3.0 | | | | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | | 2.0 | 2.0 | | | | 2.0 |
| Lost Time Adjust (s) | | | | | -1.0 | | -1.0 | -1.0 | | | | -1.0 |
| Total Lost Time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | | 4.0 |
| Lead/Lag | | | | | | | Lead | | | | | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | | Yes |
| Recall Mode | | | | None | None | | None | C-Max | | | | C-Max |
| v/c Ratio | | | | | 0.97dr | | 0.74 | 0.78 | | | | 0.58 |
| Control Delay | | | | | 57.6 | | 21.0 | 13.1 | | | | 25.1 |
| Queue Delay | | | | | 0.0 | | 1.5 | 2.1 | | | | 0.0 |
| Total Delay | | | | | 57.6 | | 22.5 | 15.2 | | | | 25.1 |
| Queue Length 50th (ft) | | | | | 254 | | 125 | 259 | | | | 212 |
| Queue Length 95th (ft) | | | | | #344 | | m207 | m287 | | | | 337 |
| Internal Link Dist (ft) | | 278 | | | 312 | | | 206 | | | | 74 |
| Turn Bay Length (ft) | | | | | | | | | | | | 75 |
| Base Capacity (vph) | | | | | 818 | | 656 | 1241 | | | | 786 |
| Starvation Cap Reductn | | | | | 0 | | 82 | 150 | | | | 0 |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | | 0 |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | | 0 |
| Reduced v/c Ratio | | | | | 0.94 | | 0.78 | 0.89 | | | | 0.58 |

Intersection Summary

Area Type: Other
Cycle Length: 100

2029 No-Build Wkdy PM Peak
1: Park Avenue & Concord Turnpike

12/22/2021

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Park Avenue & Concord Turnpike



2029 No-Build Wkdy PM Peak
1: Park Avenue & Concord Turnpike

12/22/2021

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | | | |  | |  |  | | |  |  | |
| Traffic Volume (vph) | 0 | 0 | 0 | 65 | 267 | 332 | 404 | 870 | 0 | 0 | 416 | 135 | |
| Future Volume (vph) | 0 | 0 | 0 | 65 | 267 | 332 | 404 | 870 | 0 | 0 | 416 | 135 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 | |
| Total Lost time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 | |
| Lane Util. Factor | | | | | 0.95 | | 1.00 | 1.00 | | | 1.00 | 1.00 | |
| Fr _t | | | | | 0.93 | | 1.00 | 1.00 | | | 1.00 | 0.85 | |
| Fl _t Protected | | | | | 1.00 | | 0.95 | 1.00 | | | 1.00 | 1.00 | |
| Satd. Flow (prot) | | | | | 3149 | | 1847 | 1881 | | | 1756 | 1372 | |
| Fl _t Permitted | | | | | 1.00 | | 0.31 | 1.00 | | | 1.00 | 1.00 | |
| Satd. Flow (perm) | | | | | 3149 | | 597 | 1881 | | | 1756 | 1372 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 0 | 0 | 0 | 76 | 310 | 386 | 449 | 967 | 0 | 0 | 457 | 148 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 772 | 0 | 449 | 967 | 0 | 0 | 457 | 104 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 4% | 1% | 1% | 0% | 0% | 1% | 2% | |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm | |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | | |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 | |
| Actuated Green, G (s) | | | | | 25.0 | | 65.0 | 65.0 | | | 43.8 | 43.8 | |
| Effective Green, g (s) | | | | | 26.0 | | 66.0 | 66.0 | | | 44.8 | 44.8 | |
| Actuated g/C Ratio | | | | | 0.26 | | 0.66 | 0.66 | | | 0.45 | 0.45 | |
| Clearance Time (s) | | | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | | | | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | | | 818 | | 609 | 1241 | | | 786 | 614 | |
| v/s Ratio Prot | | | | | | | 0.13 | c0.51 | | | 0.26 | | |
| v/s Ratio Perm | | | | | 0.25 | | 0.36 | | | | | 0.08 | |
| v/c Ratio | | | | | 0.97dr | | 0.74 | 0.78 | | | 0.58 | 0.17 | |
| Uniform Delay, d ₁ | | | | | 36.3 | | 10.9 | 11.9 | | | 20.6 | 16.5 | |
| Progression Factor | | | | | 1.00 | | 1.97 | 0.78 | | | 1.00 | 1.00 | |
| Incremental Delay, d ₂ | | | | | 19.0 | | 3.1 | 3.2 | | | 3.1 | 0.6 | |
| Delay (s) | | | | | 55.3 | | 24.5 | 12.5 | | | 23.7 | 17.1 | |
| Level of Service | | | | | E | | C | B | | | C | B | |
| Approach Delay (s) | | 0.0 | | | 55.3 | | | 16.3 | | | 22.1 | | |
| Approach LOS | | A | | | E | | | B | | | C | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 28.4 | | HCM 2000 Level of Service | | | | | | C | | |
| HCM 2000 Volume to Capacity ratio | | | 0.86 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | | | | | | 12.0 | | |
| Intersection Capacity Utilization | | | 94.6% | | ICU Level of Service | | | | | | F | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| dr Defacto Right Lane. Recode with 1 though lane as a right lane. | | | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

2029 No-Build Wkdy PM Peak
2: Park Avenue & Hinckley Way

12/22/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|-------|------|-------|-------|------|
| Lane Configurations | | ↕↕ | | | | | | ↕↕ | | ↕ | ↕ | |
| Traffic Volume (vph) | 465 | 35 | 348 | 0 | 0 | 0 | 0 | 809 | 69 | 200 | 281 | 0 |
| Future Volume (vph) | 465 | 35 | 348 | 0 | 0 | 0 | 0 | 809 | 69 | 200 | 281 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 215 | | | 1567 | | | 456 | | | 286 | |
| Travel Time (s) | | 4.9 | | | 35.6 | | | 10.4 | | | 6.5 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 0% | 7% | 2% | 2% | 2% | 2% | 1% | 0% | 0% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 997 | 0 | 0 | 0 | 0 | 0 | 987 | 0 | 233 | 327 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Detector Phase | 4 | 4 | | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 23.0 | 23.0 | | | | | | 23.0 | | 10.0 | 23.0 | |
| Total Split (s) | 30.0 | 30.0 | | | | | | 45.0 | | 25.0 | 70.0 | |
| Total Split (%) | 30.0% | 30.0% | | | | | | 45.0% | | 25.0% | 70.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | -1.0 | | | | | | -1.0 | | -1.0 | -1.0 | |
| Total Lost Time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | None | None | | | | | | C-Max | | None | C-Max | |
| v/c Ratio | | 1.02 | | | | | | 0.57 | | 0.55 | 0.25 | |
| Control Delay | | 66.5 | | | | | | 19.4 | | 24.7 | 4.2 | |
| Queue Delay | | 28.8 | | | | | | 0.0 | | 0.2 | 0.6 | |
| Total Delay | | 95.3 | | | | | | 19.4 | | 24.9 | 4.8 | |
| Queue Length 50th (ft) | | ~312 | | | | | | 215 | | 62 | 41 | |
| Queue Length 95th (ft) | | #395 | | | | | | 306 | | m132 | m53 | |
| Internal Link Dist (ft) | | 135 | | | 1487 | | | 376 | | | 206 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 973 | | | | | | 1731 | | 559 | 1295 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | 56 | 614 | |
| Spillback Cap Reductn | | 139 | | | | | | 1 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 1.20 | | | | | | 0.57 | | 0.46 | 0.48 | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 60

2029 No-Build Wkdy PM Peak
 2: Park Avenue & Hinckley Way

12/22/2021

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

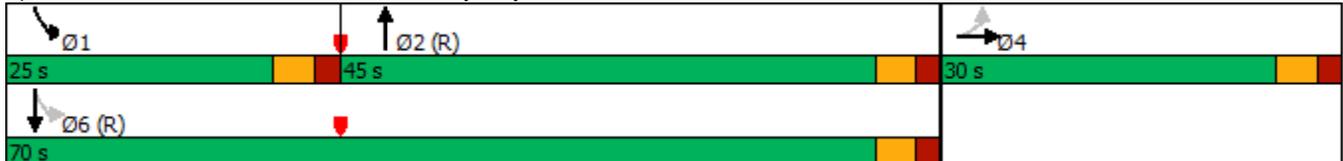
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Park Avenue & Hinckley Way



2029 No-Build Wkdy PM Peak
2: Park Avenue & Hinckley Way

12/22/2021



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations | | ↕↕ | | | | | | ↕↕ | | ↗ | ↖ | |
| Traffic Volume (vph) | 465 | 35 | 348 | 0 | 0 | 0 | 0 | 809 | 69 | 200 | 281 | 0 |
| Future Volume (vph) | 465 | 35 | 348 | 0 | 0 | 0 | 0 | 809 | 69 | 200 | 281 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Total Lost time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 0.95 | | | | | | 0.95 | | 1.00 | 1.00 | |
| Frt | | 0.94 | | | | | | 0.99 | | 1.00 | 1.00 | |
| Flt Protected | | 0.97 | | | | | | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 3261 | | | | | | 3448 | | 1888 | 1963 | |
| Flt Permitted | | 0.97 | | | | | | 1.00 | | 0.18 | 1.00 | |
| Satd. Flow (perm) | | 3261 | | | | | | 3448 | | 361 | 1963 | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 547 | 41 | 409 | 0 | 0 | 0 | 0 | 909 | 78 | 233 | 327 | 0 |
| RTOR Reduction (vph) | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 871 | 0 | 0 | 0 | 0 | 0 | 982 | 0 | 233 | 327 | 0 |
| Heavy Vehicles (%) | 0% | 7% | 2% | 2% | 2% | 2% | 1% | 0% | 0% | 2% | 0% | 0% |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Actuated Green, G (s) | | 25.0 | | | | | | 49.1 | | 65.0 | 65.0 | |
| Effective Green, g (s) | | 26.0 | | | | | | 50.1 | | 66.0 | 66.0 | |
| Actuated g/C Ratio | | 0.26 | | | | | | 0.50 | | 0.66 | 0.66 | |
| Clearance Time (s) | | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 847 | | | | | | 1727 | | 419 | 1295 | |
| v/s Ratio Prot | | | | | | | | 0.28 | | c0.07 | 0.17 | |
| v/s Ratio Perm | | 0.27 | | | | | | | | c0.30 | | |
| v/c Ratio | | 1.03 | | | | | | 0.57 | | 0.56 | 0.25 | |
| Uniform Delay, d1 | | 37.0 | | | | | | 17.4 | | 10.0 | 6.9 | |
| Progression Factor | | 1.00 | | | | | | 1.00 | | 3.06 | 0.54 | |
| Incremental Delay, d2 | | 38.4 | | | | | | 1.4 | | 1.3 | 0.4 | |
| Delay (s) | | 75.4 | | | | | | 18.8 | | 32.0 | 4.2 | |
| Level of Service | | E | | | | | | B | | C | A | |
| Approach Delay (s) | | 75.4 | | | 0.0 | | | 18.8 | | | 15.7 | |
| Approach LOS | | E | | | A | | | B | | | B | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 40.3 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 94.6% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

2029 No-Build Wkdy PM Peak
 3: Park Avenue & Rutledge Road

12/22/2021



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 22 | 856 | 16 | 13 | 616 |
| Future Volume (vph) | 7 | 22 | 856 | 16 | 13 | 616 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 10 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 1273 | | 240 | | | 456 |
| Travel Time (s) | 28.9 | | 5.5 | | | 10.4 |
| Peak Hour Factor | 0.63 | 0.63 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 10% | 0% | 1% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 46 | 0 | 991 | 0 | 0 | 715 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
3: Park Avenue & Rutledge Road

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | W | T | T | T | T |
| Traffic Vol, veh/h | 7 | 22 | 856 | 16 | 13 | 616 |
| Future Vol, veh/h | 7 | 22 | 856 | 16 | 13 | 616 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 63 | 63 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 1 | 10 | 0 | 1 |
| Mvmt Flow | 11 | 35 | 973 | 18 | 15 | 700 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-----|---|
| Conflicting Flow All | 1712 | 982 | 0 | 0 | 991 | 0 |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 101 | 305 | - | - | 706 | - |
| Stage 1 | 366 | - | - | - | - | - |
| Stage 2 | 481 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 97 | 305 | - | - | 706 | - |
| Mov Cap-2 Maneuver | 97 | - | - | - | - | - |
| Stage 1 | 366 | - | - | - | - | - |
| Stage 2 | 464 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 28.2 | 0 | 0.2 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 201 | 706 |
| HCM Lane V/C Ratio | - | - | 0.229 | 0.021 |
| HCM Control Delay (s) | - | - | 28.2 | 10.2 |
| HCM Lane LOS | - | - | D | B |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0.1 |

2029 No-Build Wkdy PM Peak
 4: Park Avenue & Village Hill Road

12/22/2021



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 9 | 45 | 847 | 613 | 10 |
| Future Volume (vph) | 25 | 9 | 45 | 847 | 613 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 13 | 10 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 210 | | | 350 | 240 | |
| Travel Time (s) | 4.8 | | | 8.0 | 5.5 | |
| Peak Hour Factor | 0.78 | 0.78 | 0.88 | 0.88 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 1% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 4 | 1 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 44 | 0 | 0 | 1014 | 700 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
4: Park Avenue & Village Hill Road

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | T | | T | |
| Traffic Vol, veh/h | 25 | 9 | 45 | 847 | 613 | 10 |
| Future Vol, veh/h | 25 | 9 | 45 | 847 | 613 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 78 | 78 | 88 | 88 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 1 | 0 |
| Mvmt Flow | 32 | 12 | 51 | 963 | 689 | 11 |

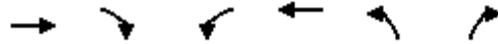
| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1760 | 695 | 700 | 0 | - | 0 |
| Stage 1 | 695 | - | - | - | - | - |
| Stage 2 | 1065 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 94 | 446 | 906 | - | - | - |
| Stage 1 | 499 | - | - | - | - | - |
| Stage 2 | 334 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 83 | 446 | 906 | - | - | - |
| Mov Cap-2 Maneuver | 83 | - | - | - | - | - |
| Stage 1 | 439 | - | - | - | - | - |
| Stage 2 | 334 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 60.9 | 0.5 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 906 | - | 106 | - | - |
| HCM Lane V/C Ratio | 0.056 | - | 0.411 | - | - |
| HCM Control Delay (s) | 9.2 | 0 | 60.9 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 1.7 | - | - |

2029 No-Build Wkdy PM Peak
 6: Village Hill Road & Hinckley Way

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 834 | 0 | 0 | 0 | 0 | 9 |
| Future Volume (vph) | 834 | 0 | 0 | 0 | 0 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1162 | | | 207 | 195 | |
| Travel Time (s) | 26.4 | | | 4.7 | 4.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.63 | 0.63 |
| Heavy Vehicles (%) | 1% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 907 | 0 | 0 | 0 | 0 | 14 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
6: Village Hill Road & Hinckley Way

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 834 | 0 | 0 | 0 | 0 | 9 |
| Future Vol, veh/h | 834 | 0 | 0 | 0 | 0 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 63 | 63 |
| Heavy Vehicles, % | 1 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 907 | 0 | 0 | 0 | 0 | 14 |

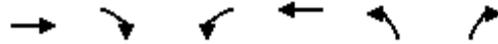
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 454 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 559 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 559 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 11.6 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 559 | - | - |
| HCM Lane V/C Ratio | 0.026 | - | - |
| HCM Control Delay (s) | 11.6 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - |

2029 No-Build Wkdy PM Peak
 7: Dorset Road & Hinckley Way/Hinckley

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Volume (vph) | 843 | 0 | 0 | 0 | 0 | 3 |
| Future Volume (vph) | 843 | 0 | 0 | 0 | 0 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 207 | | | 133 | 148 | |
| Travel Time (s) | 4.7 | | | 3.0 | 3.4 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 1% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 947 | 0 | 0 | 0 | 0 | 6 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
7: Dorset Road & Hinckley Way/Hinckley

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 843 | 0 | 0 | 0 | 0 | 3 |
| Future Vol, veh/h | 843 | 0 | 0 | 0 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 92 | 92 | 50 | 50 |
| Heavy Vehicles, % | 1 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 947 | 0 | 0 | 0 | 0 | 6 |

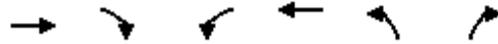
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 474 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 542 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 542 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 11.7 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 542 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - |
| HCM Control Delay (s) | 11.7 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

2029 No-Build Wkdy PM Peak
 8: Ross Road & Hinckley/Hinckley Way

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 846 | 0 | 0 | 0 | 0 | 2 |
| Future Volume (vph) | 846 | 0 | 0 | 0 | 0 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 133 | | | 215 | 143 | |
| Travel Time (s) | 3.0 | | | 4.9 | 3.3 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.92 | 0.92 | 0.25 | 0.25 |
| Heavy Vehicles (%) | 1% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 961 | 0 | 0 | 0 | 0 | 8 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
 8: Ross Road & Hinckley/Hinckley Way

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 846 | 0 | 0 | 0 | 0 | 2 |
| Future Vol, veh/h | 846 | 0 | 0 | 0 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 92 | 92 | 25 | 25 |
| Heavy Vehicles, % | 1 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 961 | 0 | 0 | 0 | 0 | 8 |

| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 481 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 537 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 537 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 11.8 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 537 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | - |
| HCM Control Delay (s) | 11.8 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

2029 No-Build Wkdy PM Peak
 9: Clifton Street & Rutledge Road

12/22/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 1 | 17 | 10 | 8 | 26 | 0 | 0 | 11 | 13 | 3 | 10 | 6 |
| Future Volume (vph) | 1 | 17 | 10 | 8 | 26 | 0 | 0 | 11 | 13 | 3 | 10 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1273 | | | 334 | | | 1007 | | | 309 | |
| Travel Time (s) | | 28.9 | | | 7.6 | | | 22.9 | | | 7.0 | |
| Peak Hour Factor | 0.63 | 0.63 | 0.63 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 45 | 0 | 0 | 46 | 0 | 0 | 32 | 0 | 0 | 25 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
9: Clifton Street & Rutledge Road

12/22/2021

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 17 | 10 | 8 | 26 | 0 | 0 | 11 | 13 | 3 | 10 | 6 |
| Future Vol, veh/h | 1 | 17 | 10 | 8 | 26 | 0 | 0 | 11 | 13 | 3 | 10 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 27 | 16 | 11 | 35 | 0 | 0 | 15 | 17 | 4 | 13 | 8 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 66 | 57 | 17 | 71 | 53 | 24 | 21 | 0 | 0 | 32 | 0 | 0 |
| Stage 1 | 25 | 25 | - | 24 | 24 | - | - | - | - | - | - | - |
| Stage 2 | 41 | 32 | - | 47 | 29 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 932 | 838 | 1068 | 925 | 842 | 1058 | 1608 | - | - | 1593 | - | - |
| Stage 1 | 998 | 878 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 979 | 872 | - | 972 | 875 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 900 | 835 | 1068 | 887 | 839 | 1058 | 1608 | - | - | 1593 | - | - |
| Mov Cap-2 Maneuver | 900 | 835 | - | 887 | 839 | - | - | - | - | - | - | - |
| Stage 1 | 998 | 875 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 940 | 872 | - | 925 | 872 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|----|-----|
| HCM Control Delay, s | 9.2 | 9.5 | 0 | 1.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1608 | - | - | 908 | 850 | 1593 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.049 | 0.053 | 0.003 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.2 | 9.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0 | - | - |

2029 No-Build Wkdy PM Peak
 11: Marsh Street & Evergreen Way

12/22/2021



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (vph) | 25 | 254 | 166 | 29 | 35 | 10 |
| Future Volume (vph) | 25 | 254 | 166 | 29 | 35 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 11 | 12 | 14 | 12 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 197 | 214 | | 454 | |
| Travel Time (s) | | 4.5 | 4.9 | | 10.3 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.77 | 0.77 | 0.68 | 0.68 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 336 | 254 | 0 | 66 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
11: Marsh Street & Evergreen Way

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SEL | SER |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 25 | 254 | 166 | 29 | 35 | 10 |
| Future Vol, veh/h | 25 | 254 | 166 | 29 | 35 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 77 | 77 | 68 | 68 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 30 | 306 | 216 | 38 | 51 | 15 |

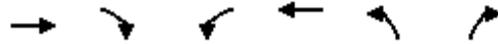
| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 254 | 0 | - | 0 | 601 235 |
| Stage 1 | - | - | - | - | 235 - |
| Stage 2 | - | - | - | - | 366 - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1323 | - | - | - | 467 809 |
| Stage 1 | - | - | - | - | 809 - |
| Stage 2 | - | - | - | - | 706 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1323 | - | - | - | 454 809 |
| Mov Cap-2 Maneuver | - | - | - | - | 454 - |
| Stage 1 | - | - | - | - | 787 - |
| Stage 2 | - | - | - | - | 706 - |

| Approach | EB | WB | SE |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.7 | 0 | 13.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SELn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1323 | - | - | - | 503 |
| HCM Lane V/C Ratio | 0.023 | - | - | - | 0.132 |
| HCM Control Delay (s) | 7.8 | 0 | - | - | 13.2 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.5 |

2029 No-Build Wkdy PM Peak
 12: School Field Drive & Marsh Street

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 279 | 0 | 0 | 176 | 0 | 0 |
| Future Volume (vph) | 279 | 0 | 0 | 176 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 589 | | | 197 | 319 | |
| Travel Time (s) | 13.4 | | | 4.5 | 7.3 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.77 | 0.77 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 1% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 336 | 0 | 0 | 229 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
 12: School Field Drive & Marsh Street

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 279 | 0 | 0 | 176 | 0 | 0 |
| Future Vol, veh/h | 279 | 0 | 0 | 176 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 77 | 77 | 92 | 92 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 336 | 0 | 0 | 229 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 0 | 0 | 336 | 0 | 565 336 |
| Stage 1 | - | - | - | - | 336 - |
| Stage 2 | - | - | - | - | 229 - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | - | - | 1235 | - | 490 711 |
| Stage 1 | - | - | - | - | 728 - |
| Stage 2 | - | - | - | - | 814 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1235 | - | 490 711 |
| Mov Cap-2 Maneuver | - | - | - | - | 490 - |
| Stage 1 | - | - | - | - | 728 - |
| Stage 2 | - | - | - | - | 814 - |

| Approach | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | - | - | - | 1235 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

2029 No-Build Wkdy PM Peak
 13: West School Drive & Marsh Street

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 279 | 10 | 72 | 187 | 8 | 90 |
| Future Volume (vph) | 279 | 10 | 72 | 187 | 8 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 10 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 214 | | | 239 | 305 | |
| Travel Time (s) | 4.9 | | | 5.4 | 6.9 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.66 | 0.66 | 0.55 | 0.55 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 1% | 0% | 1% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 362 | 0 | 0 | 392 | 179 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
 13: West School Drive & Marsh Street

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 279 | 10 | 72 | 187 | 8 | 90 |
| Future Vol, veh/h | 279 | 10 | 72 | 187 | 8 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 66 | 66 | 55 | 55 |
| Heavy Vehicles, % | 1 | 0 | 1 | 1 | 0 | 1 |
| Mvmt Flow | 349 | 13 | 109 | 283 | 15 | 164 |

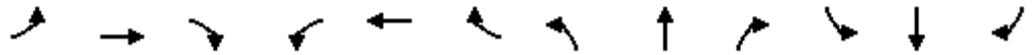
| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 0 | 0 | 362 | 0 | 857 356 |
| Stage 1 | - | - | - | - | 356 - |
| Stage 2 | - | - | - | - | 501 - |
| Critical Hdwy | - | - | 4.11 | - | 6.4 6.21 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | - | - | 2.209 | - | 3.5 3.309 |
| Pot Cap-1 Maneuver | - | - | 1202 | - | 330 690 |
| Stage 1 | - | - | - | - | 713 - |
| Stage 2 | - | - | - | - | 613 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1202 | - | 294 690 |
| Mov Cap-2 Maneuver | - | - | - | - | 294 - |
| Stage 1 | - | - | - | - | 713 - |
| Stage 2 | - | - | - | - | 547 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 2.3 | 13.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 622 | - | - | 1202 | - |
| HCM Lane V/C Ratio | 0.286 | - | - | 0.091 | - |
| HCM Control Delay (s) | 13.1 | - | - | 8.3 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.2 | - | - | 0.3 | - |

2029 No-Build Wkdy PM Peak
 14: East School Drive & Marsh Street

12/22/2021



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 369 | 0 | 0 | 256 | 1 | 1 | 0 | 17 | 7 | 0 | 2 |
| Future Volume (vph) | 1 | 369 | 0 | 0 | 256 | 1 | 1 | 0 | 17 | 7 | 0 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 12 | 16 | 12 | 12 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 239 | | | 282 | | | 257 | | | 207 | |
| Travel Time (s) | | 5.4 | | | 6.4 | | | 5.8 | | | 4.7 | |
| Peak Hour Factor | 0.69 | 0.69 | 0.69 | 0.69 | 0.69 | 0.69 | 0.64 | 0.64 | 0.64 | 0.45 | 0.45 | 0.45 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 536 | 0 | 0 | 372 | 0 | 0 | 29 | 0 | 0 | 20 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
 14: East School Drive & Marsh Street

12/22/2021

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 369 | 0 | 0 | 256 | 1 | 1 | 0 | 17 | 7 | 0 | 2 |
| Future Vol, veh/h | 1 | 369 | 0 | 0 | 256 | 1 | 1 | 0 | 17 | 7 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 69 | 69 | 69 | 69 | 69 | 69 | 64 | 64 | 64 | 45 | 45 | 45 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 535 | 0 | 0 | 371 | 1 | 2 | 0 | 27 | 16 | 0 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 372 | 0 | 0 | 535 | 0 | 0 | 911 | 909 | 535 | 923 | 909 | 372 |
| Stage 1 | - | - | - | - | - | - | 537 | 537 | - | 372 | 372 | - |
| Stage 2 | - | - | - | - | - | - | 374 | 372 | - | 551 | 537 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1198 | - | - | 1043 | - | - | 257 | 277 | 549 | 252 | 277 | 678 |
| Stage 1 | - | - | - | - | - | - | 532 | 526 | - | 653 | 622 | - |
| Stage 2 | - | - | - | - | - | - | 651 | 622 | - | 522 | 526 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1198 | - | - | 1043 | - | - | 255 | 277 | 549 | 240 | 277 | 678 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 255 | 277 | - | 240 | 277 | - |
| Stage 1 | - | - | - | - | - | - | 531 | 525 | - | 652 | 622 | - |
| Stage 2 | - | - | - | - | - | - | 647 | 622 | - | 496 | 525 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0 | | | 0 | | | 12.4 | | | 18.8 | | |
| HCM LOS | | | | | | | B | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 516 | 1198 | - | - | 1043 | - | - | 280 |
| HCM Lane V/C Ratio | 0.055 | 0.001 | - | - | - | - | - | 0.071 |
| HCM Control Delay (s) | 12.4 | 8 | 0 | - | 0 | - | - | 18.8 |
| HCM Lane LOS | B | A | A | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

2029 No-Build Wkdy PM Peak
 15: West School Drive & Prospect Street

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 569 | 1 | 3 | 702 | 2 | 0 |
| Future Volume (vph) | 569 | 1 | 3 | 702 | 2 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 12 | 9 | 8 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 234 | | | 427 | 292 | |
| Travel Time (s) | 5.3 | | | 9.7 | 6.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.87 | 0.87 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 619 | 0 | 0 | 810 | 4 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
15: West School Drive & Prospect Street

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 569 | 1 | 3 | 702 | 2 | 0 |
| Future Vol, veh/h | 569 | 1 | 3 | 702 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 87 | 87 | 50 | 50 |
| Heavy Vehicles, % | 2 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 618 | 1 | 3 | 807 | 4 | 0 |

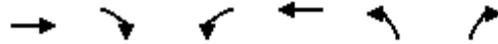
| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 619 | 0 | 1432 |
| Stage 1 | - | - | - | - | 619 |
| Stage 2 | - | - | - | - | 813 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 971 | - | 149 |
| Stage 1 | - | - | - | - | 541 |
| Stage 2 | - | - | - | - | 440 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 971 | - | 148 |
| Mov Cap-2 Maneuver | - | - | - | - | 148 |
| Stage 1 | - | - | - | - | 541 |
| Stage 2 | - | - | - | - | 437 |

| Approach | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 30 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 148 | - | - | 971 | - |
| HCM Lane V/C Ratio | 0.027 | - | - | 0.004 | - |
| HCM Control Delay (s) | 30 | - | - | 8.7 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

2029 No-Build Wkdy PM Peak
 16: East School Drive & Prospect Street

12/22/2021



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 561 | 8 | 6 | 692 | 13 | 5 |
| Future Volume (vph) | 561 | 8 | 6 | 692 | 13 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 13 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 427 | | | 812 | 298 | |
| Travel Time (s) | 9.7 | | | 18.5 | 6.8 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.88 | 0.88 | 0.64 | 0.64 |
| Heavy Vehicles (%) | 0% | 50% | 50% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 612 | 0 | 0 | 793 | 28 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 No-Build Wkdy PM Peak
 16: East School Drive & Prospect Street

12/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 561 | 8 | 6 | 692 | 13 | 5 |
| Future Vol, veh/h | 561 | 8 | 6 | 692 | 13 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 88 | 88 | 64 | 64 |
| Heavy Vehicles, % | 0 | 50 | 50 | 2 | 0 | 0 |
| Mvmt Flow | 603 | 9 | 7 | 786 | 20 | 8 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 612 | 0 | 1408 |
| Stage 1 | - | - | - | - | 608 |
| Stage 2 | - | - | - | - | 800 |
| Critical Hdwy | - | - | 4.6 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.65 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 772 | - | 155 |
| Stage 1 | - | - | - | - | 547 |
| Stage 2 | - | - | - | - | 446 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 772 | - | 153 |
| Mov Cap-2 Maneuver | - | - | - | - | 153 |
| Stage 1 | - | - | - | - | 547 |
| Stage 2 | - | - | - | - | 439 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.1 | 27.3 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 189 | - | - | 772 | - |
| HCM Lane V/C Ratio | 0.149 | - | - | 0.009 | - |
| HCM Control Delay (s) | 27.3 | - | - | 9.7 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0 | - |

MOVEMENT SUMMARY

 Site: Park Street/Prospect Street/marsh Street

2029 No-Build Wkdy AM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------|------------|---------------|-------------------|------------------|--------------------------------|----------------------|--------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Total | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | of Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| SouthEast: Prospect Street | | | | | | | | | | | |
| 3x | L2 | 96 | 0.0 | 0.399 | 8.6 | LOS A | 1.9 | 48.4 | 0.44 | 0.34 | 32.6 |
| 18ax | R1 | 263 | 3.0 | 0.399 | 8.6 | LOS A | 1.9 | 48.4 | 0.44 | 0.34 | 32.3 |
| Approach | | 359 | 2.2 | 0.399 | 8.6 | LOS A | 1.9 | 48.4 | 0.44 | 0.34 | 32.4 |
| North: Park Avenue | | | | | | | | | | | |
| 7a | L1 | 607 | 1.0 | 1.051 | 62.3 | LOS F | 63.8 | 1601.4 | 1.00 | 1.01 | 18.2 |
| 14a | R1 | 466 | 0.0 | 1.051 | 62.3 | LOS F | 63.8 | 1601.4 | 1.00 | 1.01 | 18.2 |
| Approach | | 1073 | 0.6 | 1.051 | 62.3 | LOS F | 63.8 | 1601.4 | 1.00 | 1.01 | 18.2 |
| SouthWest: Marsh Street | | | | | | | | | | | |
| 5ax | L1 | 208 | 0.0 | 0.472 | 13.1 | LOS B | 2.3 | 58.6 | 0.67 | 0.71 | 29.7 |
| 12x | R2 | 90 | 0.0 | 0.472 | 13.1 | LOS B | 2.3 | 58.6 | 0.67 | 0.71 | 29.2 |
| Approach | | 298 | 0.0 | 0.472 | 13.1 | LOS B | 2.3 | 58.6 | 0.67 | 0.71 | 29.6 |
| All Vehicles | | 1729 | 0.8 | 1.051 | 42.7 | LOS E | 63.8 | 1601.4 | 0.83 | 0.82 | 21.6 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: Park Street/Prospect Street/marsh Street

2029 No-Build Wkdy PM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|-----------------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------------|--------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Flows Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| SouthEast: Prospect Street | | | | | | | | | | | |
| 3x | L2 | 117 | 0.0 | 0.950 | 43.1 | LOS E | 19.5 | 493.3 | 1.00 | 1.36 | 21.9 |
| 18ax | R1 | 648 | 2.0 | 0.950 | 43.1 | LOS E | 19.5 | 493.3 | 1.00 | 1.36 | 21.8 |
| Approach | | 765 | 1.7 | 0.950 | 43.1 | LOS E | 19.5 | 493.3 | 1.00 | 1.36 | 21.8 |
| North: Park Avenue | | | | | | | | | | | |
| 7a | L1 | 514 | 1.0 | 0.678 | 14.2 | LOS B | 5.6 | 140.9 | 0.54 | 0.36 | 29.2 |
| 14a | R1 | 162 | 0.0 | 0.678 | 14.2 | LOS B | 5.6 | 140.9 | 0.54 | 0.36 | 29.2 |
| Approach | | 676 | 0.8 | 0.678 | 14.2 | LOS B | 5.6 | 140.9 | 0.54 | 0.36 | 29.2 |
| SouthWest: Marsh Street | | | | | | | | | | | |
| 5ax | L1 | 322 | 0.0 | 0.635 | 17.4 | LOS C | 4.2 | 105.7 | 0.75 | 0.84 | 28.1 |
| 12x | R2 | 105 | 0.0 | 0.635 | 17.4 | LOS C | 4.2 | 105.7 | 0.75 | 0.84 | 27.6 |
| Approach | | 427 | 0.0 | 0.635 | 17.4 | LOS C | 4.2 | 105.7 | 0.75 | 0.84 | 27.9 |
| All Vehicles | | 1868 | 1.0 | 0.950 | 26.8 | LOS D | 19.5 | 493.3 | 0.78 | 0.88 | 25.4 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: Prospect Street/Clifton Street

2029 No-Build Wkdy AM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|-----------------------|------------|------------------|----------------------|------------------|--------------------------------------|----------------------------|--------------|--------------------------------|----------------------|
| Mov ID | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | of Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Clifton Street NB | | | | | | | | | | | |
| 3 | L2 | 309 | 2.0 | 0.334 | 7.0 | LOS A | 1.6 | 39.8 | 0.27 | 0.15 | 30.8 |
| 8 | T1 | 18 | 0.0 | 0.334 | 7.0 | LOS A | 1.6 | 39.8 | 0.27 | 0.15 | 31.1 |
| 18 | R2 | 11 | 0.0 | 0.334 | 7.0 | LOS A | 1.6 | 39.8 | 0.27 | 0.15 | 30.6 |
| Approach | | 338 | 1.8 | 0.334 | 7.0 | LOS A | 1.6 | 39.8 | 0.27 | 0.15 | 30.8 |
| East: Prospect Street WB | | | | | | | | | | | |
| 1 | L2 | 4 | 25.0 | 0.067 | 5.3 | LOS A | 0.2 | 5.8 | 0.40 | 0.31 | 31.8 |
| 6 | T1 | 45 | 0.0 | 0.067 | 5.3 | LOS A | 0.2 | 5.8 | 0.40 | 0.31 | 33.0 |
| 16 | R2 | 3 | 33.0 | 0.067 | 5.3 | LOS A | 0.2 | 5.8 | 0.40 | 0.31 | 31.4 |
| Approach | | 52 | 4.1 | 0.067 | 5.3 | LOS A | 0.2 | 5.8 | 0.40 | 0.31 | 32.8 |
| North: Clifton Street SB | | | | | | | | | | | |
| 7 | L2 | 11 | 0.0 | 0.030 | 4.9 | LOS A | 0.1 | 2.6 | 0.41 | 0.30 | 32.4 |
| 4 | T1 | 11 | 0.0 | 0.030 | 4.9 | LOS A | 0.1 | 2.6 | 0.41 | 0.30 | 32.6 |
| 14 | R2 | 2 | 0.0 | 0.030 | 4.9 | LOS A | 0.1 | 2.6 | 0.41 | 0.30 | 32.1 |
| Approach | | 24 | 0.0 | 0.030 | 4.9 | LOS A | 0.1 | 2.6 | 0.41 | 0.30 | 32.5 |
| West: Prospect Street EB | | | | | | | | | | | |
| 5 | L2 | 3 | 0.0 | 0.597 | 11.1 | LOS B | 4.7 | 117.7 | 0.22 | 0.08 | 30.2 |
| 2 | T1 | 76 | 3.0 | 0.597 | 11.1 | LOS B | 4.7 | 117.7 | 0.22 | 0.08 | 30.4 |
| 12 | R2 | 570 | 1.0 | 0.597 | 11.1 | LOS B | 4.7 | 117.7 | 0.22 | 0.08 | 29.9 |
| Approach | | 649 | 1.2 | 0.597 | 11.1 | LOS B | 4.7 | 117.7 | 0.22 | 0.08 | 30.0 |
| All Vehicles | | 1063 | 1.5 | 0.597 | 9.4 | LOS A | 4.7 | 117.7 | 0.25 | 0.12 | 30.4 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Prospect Street/Clifton Street

2029 No-Build Wkdy PM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Clifton Street NB | | | | | | | | | | | |
| 3 | L2 | 676 | 2.0 | 0.671 | 13.5 | LOS B | 5.9 | 148.9 | 0.36 | 0.17 | 28.2 |
| 8 | T1 | 8 | 0.0 | 0.671 | 13.5 | LOS B | 5.9 | 148.9 | 0.36 | 0.17 | 28.4 |
| 18 | R2 | 21 | 8.0 | 0.671 | 13.5 | LOS B | 5.9 | 148.9 | 0.36 | 0.17 | 27.8 |
| Approach | | 704 | 2.2 | 0.671 | 13.5 | LOS B | 5.9 | 148.9 | 0.36 | 0.17 | 28.2 |
| East: Prospect Street WB | | | | | | | | | | | |
| 1 | L2 | 7 | 0.0 | 0.163 | 8.7 | LOS A | 0.6 | 14.0 | 0.58 | 0.58 | 31.2 |
| 6 | T1 | 76 | 2.0 | 0.163 | 8.7 | LOS A | 0.6 | 14.0 | 0.58 | 0.58 | 31.4 |
| 16 | R2 | 7 | 0.0 | 0.163 | 8.7 | LOS A | 0.6 | 14.0 | 0.58 | 0.58 | 30.9 |
| Approach | | 89 | 1.7 | 0.163 | 8.7 | LOS A | 0.6 | 14.0 | 0.58 | 0.58 | 31.3 |
| North: Clifton Street SB | | | | | | | | | | | |
| 7 | L2 | 4 | 0.0 | 0.050 | 7.5 | LOS A | 0.2 | 4.0 | 0.56 | 0.55 | 31.6 |
| 4 | T1 | 17 | 0.0 | 0.050 | 7.5 | LOS A | 0.2 | 4.0 | 0.56 | 0.55 | 31.8 |
| 14 | R2 | 4 | 0.0 | 0.050 | 7.5 | LOS A | 0.2 | 4.0 | 0.56 | 0.55 | 31.3 |
| Approach | | 26 | 0.0 | 0.050 | 7.5 | LOS A | 0.2 | 4.0 | 0.56 | 0.55 | 31.7 |
| West: Prospect Street EB | | | | | | | | | | | |
| 5 | L2 | 10 | 0.0 | 0.540 | 9.8 | LOS A | 3.8 | 95.7 | 0.20 | 0.07 | 30.8 |
| 2 | T1 | 38 | 0.0 | 0.540 | 9.8 | LOS A | 3.8 | 95.7 | 0.20 | 0.07 | 31.0 |
| 12 | R2 | 546 | 0.0 | 0.540 | 9.8 | LOS A | 3.8 | 95.7 | 0.20 | 0.07 | 30.5 |
| Approach | | 593 | 0.0 | 0.540 | 9.8 | LOS A | 3.8 | 95.7 | 0.20 | 0.07 | 30.5 |
| All Vehicles | | 1413 | 1.2 | 0.671 | 11.5 | LOS B | 5.9 | 148.9 | 0.31 | 0.16 | 29.4 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

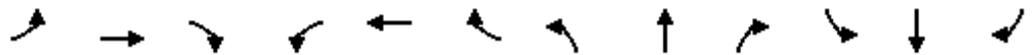
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

2029 Build Intersection Capacity Analysis Worksheets



2029 Build Wkdy AM Peak
1: Park Avenue & Concord Turnpike

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|-------|-------|------|-------|-------|------|------|------|-------|
| Lane Configurations | | | | | ↔↔ | | ↗ | ↖ | | | ↖ | ↗ |
| Traffic Volume (vph) | 0 | 0 | 0 | 308 | 143 | 171 | 232 | 353 | 0 | 0 | 773 | 116 |
| Future Volume (vph) | 0 | 0 | 0 | 308 | 143 | 171 | 232 | 353 | 0 | 0 | 773 | 116 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 75 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 358 | | | 392 | | | 286 | | | | 154 |
| Travel Time (s) | | 8.1 | | | 8.9 | | | 6.5 | | | | 3.5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 6% | 0% | 3% | 0% | 0% | 2% | 1% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 749 | 0 | 280 | 425 | 0 | 0 | 920 | 138 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | | 5 | 2 | | | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 5.0 | 5.0 | | 5.0 | 5.0 | | | | 5.0 |
| Minimum Split (s) | | | | 23.0 | 23.0 | | 10.0 | 23.0 | | | | 23.0 |
| Total Split (s) | | | | 30.0 | 30.0 | | 25.0 | 70.0 | | | | 45.0 |
| Total Split (%) | | | | 30.0% | 30.0% | | 25.0% | 70.0% | | | | 45.0% |
| Yellow Time (s) | | | | 3.0 | 3.0 | | 3.0 | 3.0 | | | | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | | 2.0 | 2.0 | | | | 2.0 |
| Lost Time Adjust (s) | | | | | -1.0 | | -1.0 | -1.0 | | | | -1.0 |
| Total Lost Time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | | 4.0 |
| Lead/Lag | | | | | | | Lead | | | | | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | | Yes |
| Recall Mode | | | | None | None | | None | C-Max | | | | C-Max |
| v/c Ratio | | | | | 0.91 | | 0.76 | 0.35 | | | | 1.14 |
| Control Delay | | | | | 53.2 | | 50.8 | 7.0 | | | | 105.8 |
| Queue Delay | | | | | 15.0 | | 0.9 | 0.5 | | | | 0.0 |
| Total Delay | | | | | 68.2 | | 51.8 | 7.5 | | | | 105.8 |
| Queue Length 50th (ft) | | | | | 244 | | 143 | 86 | | | | ~694 |
| Queue Length 95th (ft) | | | | | #304 | | 213 | 112 | | | | #890 |
| Internal Link Dist (ft) | | 278 | | | 312 | | | 206 | | | | 74 |
| Turn Bay Length (ft) | | | | | | | | | | | | 75 |
| Base Capacity (vph) | | | | | 823 | | 461 | 1219 | | | | 807 |
| Starvation Cap Reductn | | | | | 0 | | 49 | 403 | | | | 0 |
| Spillback Cap Reductn | | | | | 82 | | 0 | 0 | | | | 0 |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | | 0 |
| Reduced v/c Ratio | | | | | 1.01 | | 0.68 | 0.52 | | | | 1.14 |

Intersection Summary

Area Type: Other
Cycle Length: 100

2029 Build Wkdy AM Peak
1: Park Avenue & Concord Turnpike

01/24/2022

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

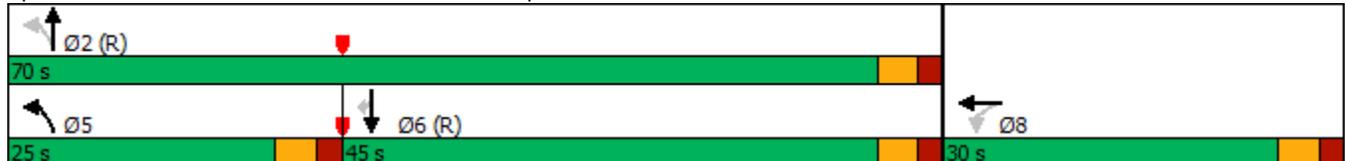
~ Volume exceeds capacity, queue is theoretically infinite.

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: 1: Park Avenue & Concord Turnpike



2029 Build Wkdy AM Peak
1: Park Avenue & Concord Turnpike

01/24/2022

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | | | |  | |  |  | | |  |  | |
| Traffic Volume (vph) | 0 | 0 | 0 | 308 | 143 | 171 | 232 | 353 | 0 | 0 | 773 | 116 | |
| Future Volume (vph) | 0 | 0 | 0 | 308 | 143 | 171 | 232 | 353 | 0 | 0 | 773 | 116 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 | |
| Total Lost time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 | |
| Lane Util. Factor | | | | | 0.95 | | 1.00 | 1.00 | | | 1.00 | 1.00 | |
| Frt | | | | | 0.96 | | 1.00 | 1.00 | | | 1.00 | 0.85 | |
| Flt Protected | | | | | 0.98 | | 0.95 | 1.00 | | | 1.00 | 1.00 | |
| Satd. Flow (prot) | | | | | 3167 | | 1865 | 1845 | | | 1739 | 1386 | |
| Flt Permitted | | | | | 0.98 | | 0.08 | 1.00 | | | 1.00 | 1.00 | |
| Satd. Flow (perm) | | | | | 3167 | | 156 | 1845 | | | 1739 | 1386 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | |
| Adj. Flow (vph) | 0 | 0 | 0 | 371 | 172 | 206 | 280 | 425 | 0 | 0 | 920 | 138 | |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 749 | 0 | 280 | 425 | 0 | 0 | 920 | 97 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 6% | 0% | 3% | 0% | 0% | 2% | 1% | |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm | |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | | |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 | |
| Actuated Green, G (s) | | | | | 24.9 | | 65.1 | 65.1 | | | 45.4 | 45.4 | |
| Effective Green, g (s) | | | | | 25.9 | | 66.1 | 66.1 | | | 46.4 | 46.4 | |
| Actuated g/C Ratio | | | | | 0.26 | | 0.66 | 0.66 | | | 0.46 | 0.46 | |
| Clearance Time (s) | | | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | | | | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | | | 820 | | 371 | 1219 | | | 806 | 643 | |
| v/s Ratio Prot | | | | | | | c0.12 | 0.23 | | | c0.53 | | |
| v/s Ratio Perm | | | | | 0.24 | | 0.38 | | | | | 0.07 | |
| v/c Ratio | | | | | 0.91 | | 0.75 | 0.35 | | | 1.14 | 0.15 | |
| Uniform Delay, d1 | | | | | 36.0 | | 28.3 | 7.5 | | | 26.8 | 15.4 | |
| Progression Factor | | | | | 1.00 | | 1.78 | 0.82 | | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | | | 14.5 | | 7.9 | 0.7 | | | 78.3 | 0.5 | |
| Delay (s) | | | | | 50.4 | | 58.3 | 6.8 | | | 105.1 | 15.9 | |
| Level of Service | | | | | D | | E | A | | | F | B | |
| Approach Delay (s) | | 0.0 | | | 50.4 | | | 27.3 | | | 93.5 | | |
| Approach LOS | | A | | | D | | | C | | | F | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 62.1 | | HCM 2000 Level of Service | | | | | | E | | |
| HCM 2000 Volume to Capacity ratio | | | 1.01 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | | | | | | 12.0 | | |
| Intersection Capacity Utilization | | | 91.6% | | ICU Level of Service | | | | | | F | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | | |

2029 Build Wkdy AM Peak
2: Park Avenue & Hinckley Way

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|-------|------|-------|-------|------|
| Lane Configurations | | ↕↕ | | | | | | ↕↕ | | ↕ | ↕ | |
| Traffic Volume (vph) | 186 | 40 | 346 | 0 | 0 | 0 | 0 | 390 | 49 | 405 | 676 | 0 |
| Future Volume (vph) | 186 | 40 | 346 | 0 | 0 | 0 | 0 | 390 | 49 | 405 | 676 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 215 | | | 1567 | | | 456 | | | | 286 |
| Travel Time (s) | | 4.9 | | | 35.6 | | | 10.4 | | | | 6.5 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.92 | 0.92 | 0.92 | 0.82 | 0.82 | 0.82 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 1% | 6% | 1% | 2% | 2% | 2% | 0% | 3% | 2% | 0% | 1% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 665 | 0 | 0 | 0 | 0 | 0 | 536 | 0 | 455 | 760 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Detector Phase | 4 | 4 | | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 23.0 | 23.0 | | | | | | 23.0 | | 10.0 | 23.0 | |
| Total Split (s) | 30.0 | 30.0 | | | | | | 45.0 | | 25.0 | 70.0 | |
| Total Split (%) | 30.0% | 30.0% | | | | | | 45.0% | | 25.0% | 70.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | -1.0 | | | | | | -1.0 | | -1.0 | -1.0 | |
| Total Lost Time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | None | None | | | | | | C-Max | | None | C-Max | |
| v/c Ratio | | 0.77 | | | | | | 0.31 | | 0.63 | 0.55 | |
| Control Delay | | 29.2 | | | | | | 16.0 | | 11.3 | 7.9 | |
| Queue Delay | | 0.5 | | | | | | 0.0 | | 2.2 | 33.6 | |
| Total Delay | | 29.7 | | | | | | 16.0 | | 13.5 | 41.5 | |
| Queue Length 50th (ft) | | 133 | | | | | | 99 | | 119 | 205 | |
| Queue Length 95th (ft) | | 174 | | | | | | 145 | | m119 | m199 | |
| Internal Link Dist (ft) | | 135 | | | 1487 | | | 376 | | | 206 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 1008 | | | | | | 1710 | | 786 | 1377 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | 201 | 655 | |
| Spillback Cap Reductn | | 88 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.72 | | | | | | 0.31 | | 0.78 | 1.05 | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 60

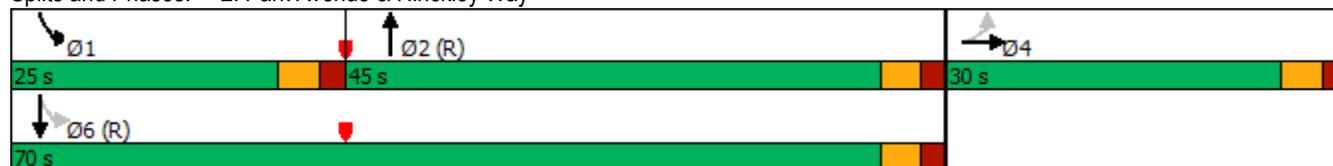
2029 Build Wkdy AM Peak
2: Park Avenue & Hinckley Way

01/24/2022

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Park Avenue & Hinckley Way



2029 Build Wkdy AM Peak
2: Park Avenue & Hinckley Way

01/24/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations | | ↕↕ | | | | | | ↕↕ | | ↕ | ↕ | |
| Traffic Volume (vph) | 186 | 40 | 346 | 0 | 0 | 0 | 0 | 390 | 49 | 405 | 676 | 0 |
| Future Volume (vph) | 186 | 40 | 346 | 0 | 0 | 0 | 0 | 390 | 49 | 405 | 676 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Total Lost time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lane Util. Factor | | 0.95 | | | | | | 0.95 | | 1.00 | 1.00 | |
| Frt | | 0.91 | | | | | | 0.98 | | 1.00 | 1.00 | |
| Flt Protected | | 0.98 | | | | | | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 3187 | | | | | | 3335 | | 1925 | 1944 | |
| Flt Permitted | | 0.98 | | | | | | 1.00 | | 0.38 | 1.00 | |
| Satd. Flow (perm) | | 3187 | | | | | | 3335 | | 766 | 1944 | |
| Peak-hour factor, PHF | 0.86 | 0.86 | 0.86 | 0.92 | 0.92 | 0.92 | 0.82 | 0.82 | 0.82 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 216 | 47 | 402 | 0 | 0 | 0 | 0 | 476 | 60 | 455 | 760 | 0 |
| RTOR Reduction (vph) | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 473 | 0 | 0 | 0 | 0 | 0 | 528 | 0 | 455 | 760 | 0 |
| Heavy Vehicles (%) | 1% | 6% | 1% | 2% | 2% | 2% | 0% | 3% | 2% | 0% | 1% | 0% |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Actuated Green, G (s) | | 20.1 | | | | | | 50.1 | | 69.9 | 69.9 | |
| Effective Green, g (s) | | 21.1 | | | | | | 51.1 | | 70.9 | 70.9 | |
| Actuated g/C Ratio | | 0.21 | | | | | | 0.51 | | 0.71 | 0.71 | |
| Clearance Time (s) | | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 672 | | | | | | 1704 | | 726 | 1378 | |
| v/s Ratio Prot | | | | | | | | 0.16 | | c0.10 | 0.39 | |
| v/s Ratio Perm | | 0.15 | | | | | | | | c0.35 | | |
| v/c Ratio | | 0.70 | | | | | | 0.31 | | 0.63 | 0.55 | |
| Uniform Delay, d1 | | 36.6 | | | | | | 14.2 | | 6.4 | 7.0 | |
| Progression Factor | | 1.00 | | | | | | 1.00 | | 1.73 | 0.97 | |
| Incremental Delay, d2 | | 3.4 | | | | | | 0.5 | | 0.2 | 0.1 | |
| Delay (s) | | 39.9 | | | | | | 14.7 | | 11.2 | 6.9 | |
| Level of Service | | D | | | | | | B | | B | A | |
| Approach Delay (s) | | 39.9 | | | 0.0 | | | 14.7 | | | 8.5 | |
| Approach LOS | | D | | | A | | | B | | | A | |

Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 18.5 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 91.6% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

2029 Build Wkdy AM Peak
 3: Park Avenue & Rutledge Road

01/24/2022



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 31 | 408 | 10 | 21 | 1001 |
| Future Volume (vph) | 10 | 31 | 408 | 10 | 21 | 1001 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 10 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 1273 | | 240 | | | 456 |
| Travel Time (s) | 28.9 | | 5.5 | | | 10.4 |
| Peak Hour Factor | 0.73 | 0.73 | 0.76 | 0.76 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 0% | 4% | 3% | 0% | 0% | 2% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 56 | 0 | 550 | 0 | 0 | 1188 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
3: Park Avenue & Rutledge Road

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 31 | 408 | 10 | 21 | 1001 |
| Future Vol, veh/h | 10 | 31 | 408 | 10 | 21 | 1001 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 73 | 73 | 76 | 76 | 86 | 86 |
| Heavy Vehicles, % | 0 | 4 | 3 | 0 | 0 | 2 |
| Mvmt Flow | 14 | 42 | 537 | 13 | 24 | 1164 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 1756 | 544 | 0 | 0 | 550 | 0 |
| Stage 1 | 544 | - | - | - | - | - |
| Stage 2 | 1212 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.24 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.336 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 95 | 535 | - | - | 1030 | - |
| Stage 1 | 586 | - | - | - | - | - |
| Stage 2 | 284 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 89 | 535 | - | - | 1030 | - |
| Mov Cap-2 Maneuver | 89 | - | - | - | - | - |
| Stage 1 | 586 | - | - | - | - | - |
| Stage 2 | 265 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 24.4 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 241 | 1030 |
| HCM Lane V/C Ratio | - | - | 0.233 | 0.024 |
| HCM Control Delay (s) | - | - | 24.4 | 8.6 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0.1 |

2029 Build Wkdy AM Peak
 4: Park Avenue & Village Hill Road

01/24/2022



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 24 | 17 | 410 | 992 | 19 |
| Future Volume (vph) | 8 | 24 | 17 | 410 | 992 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 13 | 10 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 210 | | | 180 | 240 | |
| Travel Time (s) | 4.8 | | | 4.1 | 5.5 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.75 | 0.75 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 1% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 37 | 0 | 0 | 570 | 1136 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
4: Park Avenue & Village Hill Road

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 8 | 24 | 17 | 410 | 992 | 19 |
| Future Vol, veh/h | 8 | 24 | 17 | 410 | 992 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 75 | 75 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 1 | 0 |
| Mvmt Flow | 9 | 28 | 23 | 547 | 1115 | 21 |

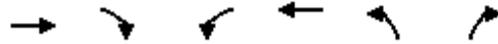
| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1719 | 1126 | 1136 | 0 | - | 0 |
| Stage 1 | 1126 | - | - | - | - | - |
| Stage 2 | 593 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 100 | 252 | 622 | - | - | - |
| Stage 1 | 313 | - | - | - | - | - |
| Stage 2 | 556 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 95 | 252 | 622 | - | - | - |
| Mov Cap-2 Maneuver | 95 | - | - | - | - | - |
| Stage 1 | 296 | - | - | - | - | - |
| Stage 2 | 556 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 30.5 | 0.4 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 622 | - | 178 | - | - |
| HCM Lane V/C Ratio | 0.036 | - | 0.209 | - | - |
| HCM Control Delay (s) | 11 | 0 | 30.5 | - | - |
| HCM Lane LOS | B | A | D | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.8 | - | - |

2029 Build Wkdy AM Peak
6: Village Hill Road & Hinckley Way

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 565 | 0 | 0 | 0 | 0 | 6 |
| Future Volume (vph) | 565 | 0 | 0 | 0 | 0 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1162 | | | 207 | 195 | |
| Travel Time (s) | 26.4 | | | 4.7 | 4.4 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.92 | 0.92 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 2% | 2% | 17% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 657 | 0 | 0 | 0 | 0 | 12 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
6: Village Hill Road & Hinckley Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 565 | 0 | 0 | 0 | 0 | 6 |
| Future Vol, veh/h | 565 | 0 | 0 | 0 | 0 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 86 | 86 | 92 | 92 | 50 | 50 |
| Heavy Vehicles, % | 2 | 0 | 2 | 2 | 2 | 17 |
| Mvmt Flow | 657 | 0 | 0 | 0 | 0 | 12 |

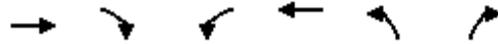
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|------|
| Conflicting Flow All | 0 | 0 | - | 329 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 7.24 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.47 |
| Pot Cap-1 Maneuver | - | - | 0 | 625 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 625 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 10.9 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 625 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | - |
| HCM Control Delay (s) | 10.9 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - |

2029 Build Wkdy AM Peak
 7: Dorset Road & Hinckley Way/Hinckley

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 571 | 0 | 0 | 0 | 0 | 1 |
| Future Volume (vph) | 571 | 0 | 0 | 0 | 0 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 207 | | | 133 | 148 | |
| Travel Time (s) | 4.7 | | | 3.0 | 3.4 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.25 | 0.25 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 642 | 0 | 0 | 0 | 0 | 4 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
7: Dorset Road & Hinckley Way/Hinckley

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 571 | 0 | 0 | 0 | 0 | 1 |
| Future Vol, veh/h | 571 | 0 | 0 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 92 | 92 | 25 | 25 |
| Heavy Vehicles, % | 2 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 642 | 0 | 0 | 0 | 0 | 4 |

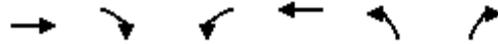
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 321 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 681 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 681 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 10.3 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 681 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - |
| HCM Control Delay (s) | 10.3 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

2029 Build Wkdy AM Peak
 8: Ross Road & Hinckley/Hinckley Way

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 572 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 572 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 133 | | | 215 | 143 | |
| Travel Time (s) | 3.0 | | | 4.9 | 3.3 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 2% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 643 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

2029 Build Wkdy AM Peak
8: Ross Road & Hinckley/Hinckley Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 572 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 572 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 643 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 322 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 680 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 680 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|----|
| HCM Control Delay, s | 0 | 0 |
| HCM LOS | | A |

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

2029 Build Wkdy AM Peak
 9: Clifton Street & Rutledge Road

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 1 | 11 | 6 | 2 | 23 | 1 | 4 | 10 | 6 | 4 | 7 | 3 |
| Future Volume (vph) | 1 | 11 | 6 | 2 | 23 | 1 | 4 | 10 | 6 | 4 | 7 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1273 | | | 334 | | | 1007 | | | 309 | |
| Travel Time (s) | | 28.9 | | | 7.6 | | | 22.9 | | | 7.0 | |
| Peak Hour Factor | 0.35 | 0.35 | 0.35 | 0.61 | 0.61 | 0.61 | 0.56 | 0.56 | 0.56 | 0.65 | 0.65 | 0.65 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 0% | 0% | 0% | 12% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 51 | 0 | 0 | 43 | 0 | 0 | 36 | 0 | 0 | 22 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
9: Clifton Street & Rutledge Road

01/24/2022

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 11 | 6 | 2 | 23 | 1 | 4 | 10 | 6 | 4 | 7 | 3 |
| Future Vol, veh/h | 1 | 11 | 6 | 2 | 23 | 1 | 4 | 10 | 6 | 4 | 7 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 35 | 35 | 35 | 61 | 61 | 61 | 56 | 56 | 56 | 65 | 65 | 65 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 12 | 0 |
| Mvmt Flow | 3 | 31 | 17 | 3 | 38 | 2 | 7 | 18 | 11 | 6 | 11 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|------|-------|--------|---|------|---|---|
| Conflicting Flow All | 84 | 69 | 14 | 88 | 66 | 24 | 16 | 0 | 0 | 29 | 0 | 0 |
| Stage 1 | 26 | 26 | - | 38 | 38 | - | - | - | - | - | - | - |
| Stage 2 | 58 | 43 | - | 50 | 28 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.35 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.425 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 908 | 825 | 1072 | 902 | 829 | 1058 | 1464 | - | - | 1597 | - | - |
| Stage 1 | 997 | 878 | - | 982 | 867 | - | - | - | - | - | - | - |
| Stage 2 | 959 | 863 | - | 968 | 876 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 869 | 818 | 1072 | 856 | 822 | 1058 | 1464 | - | - | 1597 | - | - |
| Mov Cap-2 Maneuver | 869 | 818 | - | 856 | 822 | - | - | - | - | - | - | - |
| Stage 1 | 992 | 874 | - | 977 | 863 | - | - | - | - | - | - | - |
| Stage 2 | 911 | 859 | - | 915 | 872 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 9.3 | 9.6 | 1.5 | 2.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1464 | - | - | 891 | 832 | 1597 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.058 | 0.051 | 0.004 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.3 | 9.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0 | - | - |

2029 Build Wkdy AM Peak
 11: Marsh Street & Evergreen Way

01/24/2022



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (vph) | 19 | 119 | 259 | 17 | 29 | 15 |
| Future Volume (vph) | 19 | 119 | 259 | 17 | 29 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 11 | 12 | 14 | 12 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 197 | 214 | | 454 | |
| Travel Time (s) | | 4.5 | 4.9 | | 10.3 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.83 | 0.83 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 6% | 1% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 175 | 332 | 0 | 47 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
 11: Marsh Street & Evergreen Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SEL | SER |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 19 | 119 | 259 | 17 | 29 | 15 |
| Future Vol, veh/h | 19 | 119 | 259 | 17 | 29 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 83 | 83 | 95 | 95 |
| Heavy Vehicles, % | 6 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 24 | 151 | 312 | 20 | 31 | 16 |

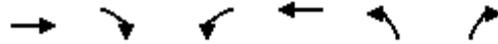
| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 332 | 0 | - | 0 | 521 322 |
| Stage 1 | - | - | - | - | 322 - |
| Stage 2 | - | - | - | - | 199 - |
| Critical Hdwy | 4.16 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1205 | - | - | - | 519 724 |
| Stage 1 | - | - | - | - | 739 - |
| Stage 2 | - | - | - | - | 839 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1205 | - | - | - | 508 724 |
| Mov Cap-2 Maneuver | - | - | - | - | 508 - |
| Stage 1 | - | - | - | - | 723 - |
| Stage 2 | - | - | - | - | 839 - |

| Approach | EB | WB | SE |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.1 | 0 | 11.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SELn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1205 | - | - | - | 566 |
| HCM Lane V/C Ratio | 0.02 | - | - | - | 0.082 |
| HCM Control Delay (s) | 8 | 0 | - | - | 11.9 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

2029 Build Wkdy AM Peak
 12: School Field Drive & Marsh Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 138 | 5 | 0 | 274 | 0 | 0 |
| Future Volume (vph) | 138 | 5 | 0 | 274 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 589 | | | 197 | 319 | |
| Travel Time (s) | 13.4 | | | 4.5 | 7.3 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.83 | 0.83 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 1% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 181 | 0 | 0 | 330 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
12: School Field Drive & Marsh Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 138 | 5 | 0 | 274 | 0 | 0 |
| Future Vol, veh/h | 138 | 5 | 0 | 274 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 83 | 83 | 92 | 92 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 175 | 6 | 0 | 330 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 181 | 0 | 508 |
| Stage 1 | - | - | - | - | 178 |
| Stage 2 | - | - | - | - | 330 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1407 | - | 528 |
| Stage 1 | - | - | - | - | 858 |
| Stage 2 | - | - | - | - | 733 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1407 | - | 528 |
| Mov Cap-2 Maneuver | - | - | - | - | 528 |
| Stage 1 | - | - | - | - | 858 |
| Stage 2 | - | - | - | - | 733 |

| Approach | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | - | - | - | 1407 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

2029 Build Wkdy AM Peak
 13: West School Drive & Marsh Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 143 | 5 | 170 | 271 | 5 | 83 |
| Future Volume (vph) | 143 | 5 | 170 | 271 | 5 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 10 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 214 | | | 239 | 305 | |
| Travel Time (s) | 4.9 | | | 5.4 | 6.9 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.73 | 0.73 | 0.63 | 0.63 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 1% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 167 | 0 | 0 | 604 | 140 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
13: West School Drive & Marsh Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 143 | 5 | 170 | 271 | 5 | 83 |
| Future Vol, veh/h | 143 | 5 | 170 | 271 | 5 | 83 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 73 | 73 | 63 | 63 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 161 | 6 | 233 | 371 | 8 | 132 |

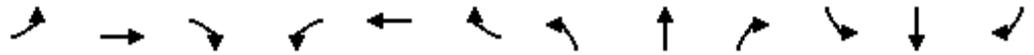
| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 167 | 0 |
| Stage 1 | - | - | - | 164 |
| Stage 2 | - | - | - | 837 |
| Critical Hdwy | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | - | - | 1423 | - |
| Stage 1 | - | - | - | 870 |
| Stage 2 | - | - | - | 428 |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1423 | - |
| Mov Cap-2 Maneuver | - | - | - | 215 |
| Stage 1 | - | - | - | 870 |
| Stage 2 | - | - | - | 340 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 3.1 | 10.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 753 | - | - | 1423 | - |
| HCM Lane V/C Ratio | 0.186 | - | - | 0.164 | - |
| HCM Control Delay (s) | 10.9 | - | - | 8 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.6 | - |

2029 Build Wkdy AM Peak
 14: East School Drive & Marsh Street

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 2 | 224 | 0 | 0 | 436 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Future Volume (vph) | 2 | 224 | 0 | 0 | 436 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 12 | 16 | 12 | 12 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 239 | | | 282 | | | 257 | | | 207 | |
| Travel Time (s) | | 5.4 | | | 6.4 | | | 5.8 | | | 4.7 | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.72 | 0.72 | 0.72 | 0.68 | 0.68 | 0.68 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 287 | 0 | 0 | 609 | 0 | 0 | 95 | 0 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
14: East School Drive & Marsh Street

01/24/2022

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 224 | 0 | 0 | 436 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Future Vol, veh/h | 2 | 224 | 0 | 0 | 436 | 2 | 5 | 0 | 60 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 72 | 72 | 72 | 68 | 68 | 68 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 284 | 0 | 0 | 606 | 3 | 7 | 0 | 88 | 0 | 0 | 0 |

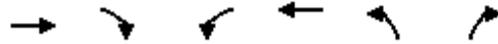
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 609 | 0 | 0 | 284 | 0 | 0 | 898 | 899 | 284 | 942 | 898 | 608 |
| Stage 1 | - | - | - | - | - | - | 290 | 290 | - | 608 | 608 | - |
| Stage 2 | - | - | - | - | - | - | 608 | 609 | - | 334 | 290 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 979 | - | - | 1290 | - | - | 262 | 281 | 760 | 245 | 281 | 499 |
| Stage 1 | - | - | - | - | - | - | 722 | 676 | - | 486 | 489 | - |
| Stage 2 | - | - | - | - | - | - | 486 | 488 | - | 684 | 676 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 979 | - | - | 1290 | - | - | 261 | 280 | 760 | 216 | 280 | 499 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 261 | 280 | - | 216 | 280 | - |
| Stage 1 | - | - | - | - | - | - | 719 | 673 | - | 484 | 489 | - |
| Stage 2 | - | - | - | - | - | - | 486 | 488 | - | 602 | 673 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|----|
| HCM Control Delay, s | 0.1 | 0 | 11.3 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 663 | 979 | - | - | 1290 | - | - | - |
| HCM Lane V/C Ratio | 0.144 | 0.003 | - | - | - | - | - | - |
| HCM Control Delay (s) | 11.3 | 8.7 | 0 | - | 0 | - | - | 0 |
| HCM Lane LOS | B | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.5 | 0 | - | - | 0 | - | - | - |

2029 Build Wkdy AM Peak
 15: West School Drive & Prospect Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 645 | 1 | 1 | 302 | 1 | 1 |
| Future Volume (vph) | 645 | 1 | 1 | 302 | 1 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 12 | 9 | 8 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 234 | | | 228 | 292 | |
| Travel Time (s) | 5.3 | | | 5.2 | 6.6 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.87 | 0.87 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 4% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 687 | 0 | 0 | 348 | 4 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
15: West School Drive & Prospect Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 645 | 1 | 1 | 302 | 1 | 1 |
| Future Vol, veh/h | 645 | 1 | 1 | 302 | 1 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 87 | 87 | 50 | 50 |
| Heavy Vehicles, % | 2 | 0 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 686 | 1 | 1 | 347 | 2 | 2 |

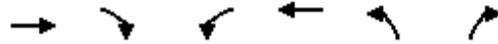
| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 687 | 0 | 1036 |
| Stage 1 | - | - | - | - | 687 |
| Stage 2 | - | - | - | - | 349 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 916 | - | 259 |
| Stage 1 | - | - | - | - | 503 |
| Stage 2 | - | - | - | - | 719 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 916 | - | 259 |
| Mov Cap-2 Maneuver | - | - | - | - | 259 |
| Stage 1 | - | - | - | - | 503 |
| Stage 2 | - | - | - | - | 718 |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 16.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 329 | - | - | 916 | - |
| HCM Lane V/C Ratio | 0.012 | - | - | 0.001 | - |
| HCM Control Delay (s) | 16.1 | - | - | 8.9 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

2029 Build Wkdy AM Peak
 16: East School Drive & Prospect Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 618 | 23 | 6 | 322 | 8 | 2 |
| Future Volume (vph) | 618 | 23 | 6 | 322 | 8 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 13 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 199 | | | 812 | 298 | |
| Travel Time (s) | 4.5 | | | 18.5 | 6.8 | |
| Peak Hour Factor | 0.94 | 0.94 | 0.88 | 0.88 | 0.42 | 0.42 |
| Heavy Vehicles (%) | 2% | 22% | 33% | 1% | 88% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 681 | 0 | 0 | 373 | 24 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
 16: East School Drive & Prospect Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↔ | | ↔ | | ↔ | |
| Traffic Vol, veh/h | 618 | 23 | 6 | 322 | 8 | 2 |
| Future Vol, veh/h | 618 | 23 | 6 | 322 | 8 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 88 | 88 | 42 | 42 |
| Heavy Vehicles, % | 2 | 22 | 33 | 1 | 88 | 0 |
| Mvmt Flow | 657 | 24 | 7 | 366 | 19 | 5 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 681 | 0 | 1049 |
| Stage 1 | - | - | - | - | 669 |
| Stage 2 | - | - | - | - | 380 |
| Critical Hdwy | - | - | 4.43 | - | 7.28 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.28 |
| Critical Hdwy Stg 2 | - | - | - | - | 6.28 |
| Follow-up Hdwy | - | - | 2.497 | - | 4.292 |
| Pot Cap-1 Maneuver | - | - | 782 | - | 176 |
| Stage 1 | - | - | - | - | 379 |
| Stage 2 | - | - | - | - | 538 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 782 | - | 174 |
| Mov Cap-2 Maneuver | - | - | - | - | 174 |
| Stage 1 | - | - | - | - | 379 |
| Stage 2 | - | - | - | - | 532 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.2 | 25.5 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 199 | - | - | 782 | - |
| HCM Lane V/C Ratio | 0.12 | - | - | 0.009 | - |
| HCM Control Delay (s) | 25.5 | - | - | 9.6 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0 | - |

2029 Build Wkdy AM Peak
 17: Park Avenue & East Lot Driveway

01/24/2022



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 427 | 5 | 87 | 929 |
| Future Volume (vph) | 0 | 0 | 427 | 5 | 87 | 929 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 390 | | 170 | | | 180 |
| Travel Time (s) | 8.9 | | 3.9 | | | 4.1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 469 | 0 | 0 | 1105 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy AM Peak
17: Park Avenue & East Lot Driveway

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 427 | 5 | 87 | 929 |
| Future Vol, veh/h | 0 | 0 | 427 | 5 | 87 | 929 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 464 | 5 | 95 | 1010 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1667 | 467 | 0 | 0 | 469 |
| Stage 1 | 467 | - | - | - | - |
| Stage 2 | 1200 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 106 | 596 | - | - | 1093 |
| Stage 1 | 631 | - | - | - | - |
| Stage 2 | 285 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 85 | 596 | - | - | 1093 |
| Mov Cap-2 Maneuver | 85 | - | - | - | - |
| Stage 1 | 631 | - | - | - | - |
| Stage 2 | 229 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0 | 0 | 0.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-----|-------|
| Capacity (veh/h) | - | - | - | 1093 |
| HCM Lane V/C Ratio | - | - | - | 0.087 |
| HCM Control Delay (s) | - | - | 0 | 8.6 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.3 |

2029 Build Wkdy AM Peak
 18: Prospect Street & East Lot Driveway

01/24/2022



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (vph) | 5 | 641 | 303 | 27 | 0 | 0 |
| Future Volume (vph) | 5 | 641 | 303 | 27 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 228 | 199 | | 244 | |
| Travel Time (s) | | 5.2 | 4.5 | | 5.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 702 | 358 | 0 | 0 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

2029 Build Wkdy AM Peak
 18: Prospect Street & East Lot Driveway

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 5 | 641 | 303 | 27 | 0 | 0 |
| Future Vol, veh/h | 5 | 641 | 303 | 27 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 697 | 329 | 29 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 358 | 0 | - | 0 | 1051 344 |
| Stage 1 | - | - | - | - | 344 - |
| Stage 2 | - | - | - | - | 707 - |
| 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 | 1201 | - | - | - | 251 699 |
| Stage 1 | - | - | - | - | 718 - |
| Stage 2 | - | - | - | - | 489 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1201 | - | - | - | 249 699 |
| Mov Cap-2 Maneuver | - | - | - | - | 249 - |
| Stage 1 | - | - | - | - | 713 - |
| Stage 2 | - | - | - | - | 489 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.1 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1201 | - | - | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | - | - |
| HCM Control Delay (s) | 8 | 0 | - | - | 0 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

2029 Build Wkdy PM Peak
1: Park Avenue & Concord Turnpike

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|-------|--------|------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | ↕↕ | | ↕ | ↕ | | | ↕ | ↕ |
| Traffic Volume (vph) | 0 | 0 | 0 | 65 | 267 | 332 | 413 | 880 | 0 | 0 | 416 | 135 |
| Future Volume (vph) | 0 | 0 | 0 | 65 | 267 | 332 | 413 | 880 | 0 | 0 | 416 | 135 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 75 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 358 | | | 392 | | | 286 | | | | 154 |
| Travel Time (s) | | 8.1 | | | 8.9 | | | 6.5 | | | | 3.5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 4% | 1% | 1% | 0% | 0% | 1% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 772 | 0 | 459 | 978 | 0 | 0 | 457 | 148 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 |
| Detector Phase | | | | 8 | 8 | | 5 | 2 | | | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Minimum Split (s) | | | | 23.0 | 23.0 | | 10.0 | 23.0 | | | 23.0 | 23.0 |
| Total Split (s) | | | | 30.0 | 30.0 | | 25.0 | 70.0 | | | 45.0 | 45.0 |
| Total Split (%) | | | | 30.0% | 30.0% | | 25.0% | 70.0% | | | 45.0% | 45.0% |
| Yellow Time (s) | | | | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 2.0 | 2.0 | | 2.0 | 2.0 | | | 2.0 | 2.0 |
| Lost Time Adjust (s) | | | | | -1.0 | | -1.0 | -1.0 | | | -1.0 | -1.0 |
| Total Lost Time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | Yes |
| Recall Mode | | | | None | None | | None | C-Max | | | C-Max | C-Max |
| v/c Ratio | | | | | 0.97dr | | 0.75 | 0.79 | | | 0.58 | 0.23 |
| Control Delay | | | | | 57.6 | | 22.0 | 13.5 | | | 25.3 | 10.0 |
| Queue Delay | | | | | 0.0 | | 1.9 | 2.5 | | | 0.0 | 0.0 |
| Total Delay | | | | | 57.6 | | 23.9 | 15.9 | | | 25.3 | 10.0 |
| Queue Length 50th (ft) | | | | | 254 | | 132 | 259 | | | 213 | 25 |
| Queue Length 95th (ft) | | | | | #344 | | m218 | m288 | | | 337 | 68 |
| Internal Link Dist (ft) | | 278 | | | 312 | | | 206 | | | 74 | |
| Turn Bay Length (ft) | | | | | | | | | | | | 75 |
| Base Capacity (vph) | | | | | 818 | | 655 | 1241 | | | 782 | 655 |
| Starvation Cap Reductn | | | | | 0 | | 86 | 154 | | | 0 | 0 |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | | | | 0.94 | | 0.81 | 0.90 | | | 0.58 | 0.23 |

Intersection Summary
 Area Type: Other
 Cycle Length: 100

2029 Build Wkdy PM Peak
1: Park Avenue & Concord Turnpike

01/24/2022

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 1: Park Avenue & Concord Turnpike



2029 Build Wkdy PM Peak
1: Park Avenue & Concord Turnpike

01/24/2022

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|------|------|-------|------|---------------------------|------|-------|-------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 65 | 267 | 332 | 413 | 880 | 0 | 0 | 416 | 135 |
| Future Volume (vph) | 0 | 0 | 0 | 65 | 267 | 332 | 413 | 880 | 0 | 0 | 416 | 135 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 12 | 11 | 11 | 13 | 12 | 12 | 12 | 10 | 8 |
| Total Lost time (s) | | | | | 4.0 | | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lane Util. Factor | | | | | 0.95 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Frt | | | | | 0.93 | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | | | | 1.00 | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | | | | 3149 | | 1847 | 1881 | | | 1756 | 1372 |
| Flt Permitted | | | | | 1.00 | | 0.31 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | | | | 3149 | | 594 | 1881 | | | 1756 | 1372 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 0 | 0 | 0 | 76 | 310 | 386 | 459 | 978 | 0 | 0 | 457 | 148 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 772 | 0 | 459 | 978 | 0 | 0 | 457 | 104 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 4% | 1% | 1% | 0% | 0% | 1% | 2% |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | 2 | | | | | 6 |
| Actuated Green, G (s) | | | | | 25.0 | | 65.0 | 65.0 | | | 43.6 | 43.6 |
| Effective Green, g (s) | | | | | 26.0 | | 66.0 | 66.0 | | | 44.6 | 44.6 |
| Actuated g/C Ratio | | | | | 0.26 | | 0.66 | 0.66 | | | 0.45 | 0.45 |
| Clearance Time (s) | | | | | 5.0 | | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Vehicle Extension (s) | | | | | 3.0 | | 3.0 | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | | | | 818 | | 610 | 1241 | | | 783 | 611 |
| v/s Ratio Prot | | | | | | | 0.13 | c0.52 | | | 0.26 | |
| v/s Ratio Perm | | | | | 0.25 | | 0.37 | | | | | 0.08 |
| v/c Ratio | | | | | 0.97dr | | 0.75 | 0.79 | | | 0.58 | 0.17 |
| Uniform Delay, d1 | | | | | 36.3 | | 11.1 | 12.0 | | | 20.7 | 16.6 |
| Progression Factor | | | | | 1.00 | | 1.99 | 0.79 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | | 19.0 | | 3.4 | 3.3 | | | 3.2 | 0.6 |
| Delay (s) | | | | | 55.3 | | 25.5 | 12.8 | | | 23.9 | 17.2 |
| Level of Service | | | | | E | | C | B | | | C | B |
| Approach Delay (s) | | 0.0 | | | 55.3 | | | 16.9 | | | 22.3 | |
| Approach LOS | | A | | | E | | | B | | | C | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 28.6 | | HCM 2000 Level of Service | | | | | | C | |
| HCM 2000 Volume to Capacity ratio | | | 0.87 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | Sum of lost time (s) | | | | | | 12.0 | |
| Intersection Capacity Utilization | | | 95.2% | | ICU Level of Service | | | | | | F | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| dr Defacto Right Lane. Recode with 1 though lane as a right lane. | | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

2029 Build Wkdy PM Peak
2: Park Avenue & Hinckley Way

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|------|------|------|------|-------|------|-------|-------|------|
| Lane Configurations | | ↔↔ | | | | | | ↔↔ | | ↔ | ↔ | |
| Traffic Volume (vph) | 465 | 35 | 342 | 0 | 0 | 0 | 0 | 828 | 79 | 200 | 281 | 0 |
| Future Volume (vph) | 465 | 35 | 342 | 0 | 0 | 0 | 0 | 828 | 79 | 200 | 281 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 215 | | | 1567 | | | 456 | | | | 286 |
| Travel Time (s) | | 4.9 | | | 35.6 | | | 10.4 | | | | 6.5 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 0% | 7% | 2% | 2% | 2% | 2% | 1% | 0% | 0% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 990 | 0 | 0 | 0 | 0 | 0 | 1019 | 0 | 233 | 327 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |
| Detector Phase | 4 | 4 | | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 23.0 | 23.0 | | | | | | 23.0 | | 10.0 | 23.0 | |
| Total Split (s) | 30.0 | 30.0 | | | | | | 45.0 | | 25.0 | 70.0 | |
| Total Split (%) | 30.0% | 30.0% | | | | | | 45.0% | | 25.0% | 70.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | -1.0 | | | | | | -1.0 | | -1.0 | -1.0 | |
| Total Lost Time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | None | None | | | | | | C-Max | | None | C-Max | |
| v/c Ratio | | 1.02 | | | | | | 0.59 | | 0.57 | 0.25 | |
| Control Delay | | 66.0 | | | | | | 20.0 | | 26.9 | 4.2 | |
| Queue Delay | | 29.7 | | | | | | 0.0 | | 0.3 | 0.6 | |
| Total Delay | | 95.7 | | | | | | 20.0 | | 27.2 | 4.8 | |
| Queue Length 50th (ft) | | ~310 | | | | | | 225 | | 70 | 41 | |
| Queue Length 95th (ft) | | #393 | | | | | | 324 | | m138 | m53 | |
| Internal Link Dist (ft) | | 135 | | | 1487 | | | 376 | | | 206 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 969 | | | | | | 1720 | | 548 | 1295 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | 57 | 616 | |
| Spillback Cap Reductn | | 150 | | | | | | 1 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 1.21 | | | | | | 0.59 | | 0.47 | 0.48 | |

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 60

2029 Build Wkdy PM Peak
 2: Park Avenue & Hinckley Way

01/24/2022

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

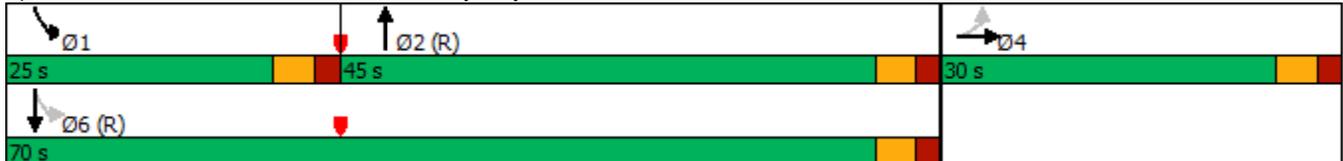
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

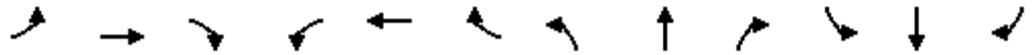
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Park Avenue & Hinckley Way



2029 Build Wkdy PM Peak
2: Park Avenue & Hinckley Way

01/24/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
|-----------------------------------|------|------|-------|------|------|------|------|------|------|-------|------|---------------------------|------|
| Lane Configurations | | ↕↕ | | | | | | ↕↕ | | ↕ | ↕ | | |
| Traffic Volume (vph) | 465 | 35 | 342 | 0 | 0 | 0 | 0 | 828 | 79 | 200 | 281 | 0 | |
| Future Volume (vph) | 465 | 35 | 342 | 0 | 0 | 0 | 0 | 828 | 79 | 200 | 281 | 0 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 14 | 13 | 12 | |
| Total Lost time (s) | | 4.0 | | | | | | 4.0 | | 4.0 | 4.0 | | |
| Lane Util. Factor | | 0.95 | | | | | | 0.95 | | 1.00 | 1.00 | | |
| Frt | | 0.94 | | | | | | 0.99 | | 1.00 | 1.00 | | |
| Flt Protected | | 0.97 | | | | | | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | | 3263 | | | | | | 3444 | | 1888 | 1963 | | |
| Flt Permitted | | 0.97 | | | | | | 1.00 | | 0.17 | 1.00 | | |
| Satd. Flow (perm) | | 3263 | | | | | | 3444 | | 338 | 1963 | | |
| Peak-hour factor, PHF | 0.85 | 0.85 | 0.85 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 | |
| Adj. Flow (vph) | 547 | 41 | 402 | 0 | 0 | 0 | 0 | 930 | 89 | 233 | 327 | 0 | |
| RTOR Reduction (vph) | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | |
| Lane Group Flow (vph) | 0 | 869 | 0 | 0 | 0 | 0 | 0 | 1013 | 0 | 233 | 327 | 0 | |
| Heavy Vehicles (%) | 0% | 7% | 2% | 2% | 2% | 2% | 1% | 0% | 0% | 2% | 0% | 0% | |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | | |
| Permitted Phases | 4 | | | | | | | | | 6 | | | |
| Actuated Green, G (s) | | 25.0 | | | | | | 48.8 | | 65.0 | 65.0 | | |
| Effective Green, g (s) | | 26.0 | | | | | | 49.8 | | 66.0 | 66.0 | | |
| Actuated g/C Ratio | | 0.26 | | | | | | 0.50 | | 0.66 | 0.66 | | |
| Clearance Time (s) | | 5.0 | | | | | | 5.0 | | 5.0 | 5.0 | | |
| Vehicle Extension (s) | | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | | 848 | | | | | | 1715 | | 412 | 1295 | | |
| v/s Ratio Prot | | | | | | | | 0.29 | | c0.07 | 0.17 | | |
| v/s Ratio Perm | | 0.27 | | | | | | | | c0.30 | | | |
| v/c Ratio | | 1.02 | | | | | | 0.59 | | 0.57 | 0.25 | | |
| Uniform Delay, d1 | | 37.0 | | | | | | 17.9 | | 10.5 | 6.9 | | |
| Progression Factor | | 1.00 | | | | | | 1.00 | | 3.19 | 0.54 | | |
| Incremental Delay, d2 | | 37.2 | | | | | | 1.5 | | 1.4 | 0.4 | | |
| Delay (s) | | 74.2 | | | | | | 19.4 | | 34.9 | 4.2 | | |
| Level of Service | | E | | | | | | B | | C | A | | |
| Approach Delay (s) | | 74.2 | | | 0.0 | | | 19.4 | | | 16.9 | | |
| Approach LOS | | E | | | A | | | B | | | B | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 40.0 | | | | | | | | | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | | | 0.72 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 100.0 | | | | | | | | | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | | | 95.2% | | | | | | | | | ICU Level of Service | F |
| Analysis Period (min) | | | 15 | | | | | | | | | | |

c Critical Lane Group

2029 Build Wkdy PM Peak
 3: Park Avenue & Rutledge Road

01/24/2022



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 7 | 22 | 885 | 16 | 13 | 610 |
| Future Volume (vph) | 7 | 22 | 885 | 16 | 13 | 610 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 10 | 12 | 12 | 10 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 1273 | | 240 | | | 456 |
| Travel Time (s) | 28.9 | | 5.5 | | | 10.4 |
| Peak Hour Factor | 0.63 | 0.63 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 10% | 0% | 1% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 46 | 0 | 1024 | 0 | 0 | 708 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
3: Park Avenue & Rutledge Road

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 22 | 885 | 16 | 13 | 610 |
| Future Vol, veh/h | 7 | 22 | 885 | 16 | 13 | 610 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 63 | 63 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 1 | 10 | 0 | 1 |
| Mvmt Flow | 11 | 35 | 1006 | 18 | 15 | 693 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1738 | 1015 | 0 | 0 | 1024 |
| Stage 1 | 1015 | - | - | - | - |
| Stage 2 | 723 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 97 | 292 | - | - | 686 |
| Stage 1 | 353 | - | - | - | - |
| Stage 2 | 484 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 94 | 292 | - | - | 686 |
| Mov Cap-2 Maneuver | 94 | - | - | - | - |
| Stage 1 | 353 | - | - | - | - |
| Stage 2 | 467 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 29.2 | 0 | 0.2 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 194 | 686 |
| HCM Lane V/C Ratio | - | - | 0.237 | 0.022 |
| HCM Control Delay (s) | - | - | 29.2 | 10.4 |
| HCM Lane LOS | - | - | D | B |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0.1 |

2029 Build Wkdy PM Peak
 4: Park Avenue & Village Hill Road

01/24/2022



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 9 | 45 | 876 | 607 | 10 |
| Future Volume (vph) | 25 | 9 | 45 | 876 | 607 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 13 | 10 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 210 | | | 160 | 240 | |
| Travel Time (s) | 4.8 | | | 3.6 | 5.5 | |
| Peak Hour Factor | 0.78 | 0.78 | 0.88 | 0.88 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 1% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 4 | 1 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 44 | 0 | 0 | 1046 | 693 | 0 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
4: Park Avenue & Village Hill Road

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | T | | T | |
| Traffic Vol, veh/h | 25 | 9 | 45 | 876 | 607 | 10 |
| Future Vol, veh/h | 25 | 9 | 45 | 876 | 607 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 78 | 78 | 88 | 88 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 1 | 0 |
| Mvmt Flow | 32 | 12 | 51 | 995 | 682 | 11 |

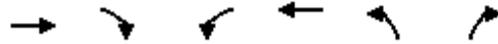
| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-----|--------|---|
| Conflicting Flow All | 1785 | 688 | 693 | 0 | 0 |
| Stage 1 | 688 | - | - | - | - |
| Stage 2 | 1097 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - |
| Pot Cap-1 Maneuver | 91 | 450 | 912 | - | - |
| Stage 1 | 503 | - | - | - | - |
| Stage 2 | 323 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 80 | 450 | 912 | - | - |
| Mov Cap-2 Maneuver | 80 | - | - | - | - |
| Stage 1 | 440 | - | - | - | - |
| Stage 2 | 323 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 64.4 | 0.4 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 912 | - | 102 | - | - |
| HCM Lane V/C Ratio | 0.056 | - | 0.427 | - | - |
| HCM Control Delay (s) | 9.2 | 0 | 64.4 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 1.8 | - | - |

2029 Build Wkdy PM Peak
6: Village Hill Road & Hinckley Way

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↗ |
| Traffic Volume (vph) | 834 | 0 | 0 | 0 | 0 | 9 |
| Future Volume (vph) | 834 | 0 | 0 | 0 | 0 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1162 | | | 207 | 195 | |
| Travel Time (s) | 26.4 | | | 4.7 | 4.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.63 | 0.63 |
| Heavy Vehicles (%) | 1% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 907 | 0 | 0 | 0 | 0 | 14 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
6: Village Hill Road & Hinckley Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 834 | 0 | 0 | 0 | 0 | 9 |
| Future Vol, veh/h | 834 | 0 | 0 | 0 | 0 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 63 | 63 |
| Heavy Vehicles, % | 1 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 907 | 0 | 0 | 0 | 0 | 14 |

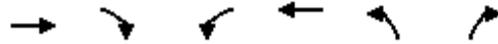
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 454 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 559 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 559 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 11.6 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 559 | - | - |
| HCM Lane V/C Ratio | 0.026 | - | - |
| HCM Control Delay (s) | 11.6 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - |

2029 Build Wkdy PM Peak
 7: Dorset Road & Hinckley Way/Hinckley

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Volume (vph) | 843 | 0 | 0 | 0 | 0 | 3 |
| Future Volume (vph) | 843 | 0 | 0 | 0 | 0 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 207 | | | 133 | 148 | |
| Travel Time (s) | 4.7 | | | 3.0 | 3.4 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 1% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 947 | 0 | 0 | 0 | 0 | 6 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
7: Dorset Road & Hinckley Way/Hinckley

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 843 | 0 | 0 | 0 | 0 | 3 |
| Future Vol, veh/h | 843 | 0 | 0 | 0 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 92 | 92 | 50 | 50 |
| Heavy Vehicles, % | 1 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 947 | 0 | 0 | 0 | 0 | 6 |

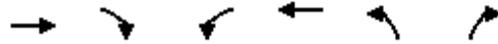
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 474 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 542 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 542 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 11.7 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 542 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - |
| HCM Control Delay (s) | 11.7 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

2029 Build Wkdy PM Peak
 8: Ross Road & Hinckley/Hinckley Way

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Volume (vph) | 846 | 0 | 0 | 0 | 0 | 2 |
| Future Volume (vph) | 846 | 0 | 0 | 0 | 0 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 133 | | | 215 | 143 | |
| Travel Time (s) | 3.0 | | | 4.9 | 3.3 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.92 | 0.92 | 0.25 | 0.25 |
| Heavy Vehicles (%) | 1% | 0% | 2% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 961 | 0 | 0 | 0 | 0 | 8 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
 8: Ross Road & Hinckley/Hinckley Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑↑ | | | | | ↑ |
| Traffic Vol, veh/h | 846 | 0 | 0 | 0 | 0 | 2 |
| Future Vol, veh/h | 846 | 0 | 0 | 0 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | - | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 92 | 92 | 25 | 25 |
| Heavy Vehicles, % | 1 | 0 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 961 | 0 | 0 | 0 | 0 | 8 |

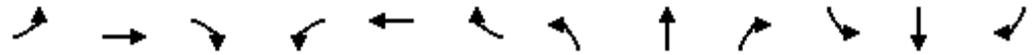
| Major/Minor | Major1 | | Minor1 | |
|----------------------|--------|---|--------|-----|
| Conflicting Flow All | 0 | 0 | - | 481 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | - | - | 3.3 |
| Pot Cap-1 Maneuver | - | - | 0 | 537 |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 537 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | NB |
|----------------------|----|------|
| HCM Control Delay, s | 0 | 11.8 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR |
|-----------------------|-------|-----|-----|
| Capacity (veh/h) | 537 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | - |
| HCM Control Delay (s) | 11.8 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

2029 Build Wkdy PM Peak
 9: Clifton Street & Rutledge Road

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 1 | 17 | 10 | 8 | 26 | 0 | 0 | 11 | 13 | 3 | 10 | 6 |
| Future Volume (vph) | 1 | 17 | 10 | 8 | 26 | 0 | 0 | 11 | 13 | 3 | 10 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 | 11 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1273 | | | 334 | | | 1007 | | | 309 | |
| Travel Time (s) | | 28.9 | | | 7.6 | | | 22.9 | | | 7.0 | |
| Peak Hour Factor | 0.63 | 0.63 | 0.63 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 45 | 0 | 0 | 46 | 0 | 0 | 32 | 0 | 0 | 25 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
9: Clifton Street & Rutledge Road

01/24/2022

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 17 | 10 | 8 | 26 | 0 | 0 | 11 | 13 | 3 | 10 | 6 |
| Future Vol, veh/h | 1 | 17 | 10 | 8 | 26 | 0 | 0 | 11 | 13 | 3 | 10 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 27 | 16 | 11 | 35 | 0 | 0 | 15 | 17 | 4 | 13 | 8 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 66 | 57 | 17 | 71 | 53 | 24 | 21 | 0 | 0 | 32 | 0 | 0 |
| Stage 1 | 25 | 25 | - | 24 | 24 | - | - | - | - | - | - | - |
| Stage 2 | 41 | 32 | - | 47 | 29 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 932 | 838 | 1068 | 925 | 842 | 1058 | 1608 | - | - | 1593 | - | - |
| Stage 1 | 998 | 878 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 979 | 872 | - | 972 | 875 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 900 | 835 | 1068 | 887 | 839 | 1058 | 1608 | - | - | 1593 | - | - |
| Mov Cap-2 Maneuver | 900 | 835 | - | 887 | 839 | - | - | - | - | - | - | - |
| Stage 1 | 998 | 875 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 940 | 872 | - | 925 | 872 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|----|-----|
| HCM Control Delay, s | 9.2 | 9.5 | 0 | 1.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1608 | - | - | 908 | 850 | 1593 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.049 | 0.053 | 0.003 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.2 | 9.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0 | - | - |

2029 Build Wkdy PM Peak
 11: Marsh Street & Evergreen Way

01/24/2022



| Lane Group | EBL | EBT | WBT | WBR | SEL | SER |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Volume (vph) | 25 | 254 | 166 | 29 | 35 | 10 |
| Future Volume (vph) | 25 | 254 | 166 | 29 | 35 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 11 | 12 | 14 | 12 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 197 | 214 | | 454 | |
| Travel Time (s) | | 4.5 | 4.9 | | 10.3 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.77 | 0.77 | 0.68 | 0.68 |
| Heavy Vehicles (%) | 0% | 1% | 1% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 336 | 254 | 0 | 66 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
 11: Marsh Street & Evergreen Way

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SEL | SER |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 25 | 254 | 166 | 29 | 35 | 10 |
| Future Vol, veh/h | 25 | 254 | 166 | 29 | 35 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 77 | 77 | 68 | 68 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 30 | 306 | 216 | 38 | 51 | 15 |

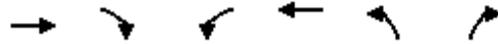
| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 254 | 0 | - | 0 | 601 235 |
| Stage 1 | - | - | - | - | 235 - |
| Stage 2 | - | - | - | - | 366 - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 1323 | - | - | - | 467 809 |
| Stage 1 | - | - | - | - | 809 - |
| Stage 2 | - | - | - | - | 706 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1323 | - | - | - | 454 809 |
| Mov Cap-2 Maneuver | - | - | - | - | 454 - |
| Stage 1 | - | - | - | - | 787 - |
| Stage 2 | - | - | - | - | 706 - |

| Approach | EB | WB | SE |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.7 | 0 | 13.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SELn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1323 | - | - | - | 503 |
| HCM Lane V/C Ratio | 0.023 | - | - | - | 0.132 |
| HCM Control Delay (s) | 7.8 | 0 | - | - | 13.2 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.5 |

2029 Build Wkdy PM Peak
 12: School Field Drive & Marsh Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 279 | 0 | 0 | 176 | 0 | 0 |
| Future Volume (vph) | 279 | 0 | 0 | 176 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 9 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 589 | | | 197 | 319 | |
| Travel Time (s) | 13.4 | | | 4.5 | 7.3 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.77 | 0.77 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 1% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 336 | 0 | 0 | 229 | 0 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
12: School Field Drive & Marsh Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 279 | 0 | 0 | 176 | 0 | 0 |
| Future Vol, veh/h | 279 | 0 | 0 | 176 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 77 | 77 | 92 | 92 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 336 | 0 | 0 | 229 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 336 | 0 | 565 |
| Stage 1 | - | - | - | - | 336 |
| Stage 2 | - | - | - | - | 229 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1235 | - | 490 |
| Stage 1 | - | - | - | - | 728 |
| Stage 2 | - | - | - | - | 814 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1235 | - | 490 |
| Mov Cap-2 Maneuver | - | - | - | - | 490 |
| Stage 1 | - | - | - | - | 728 |
| Stage 2 | - | - | - | - | 814 |

| Approach | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | - | - | - | 1235 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

2029 Build Wkdy PM Peak
 13: West School Drive & Marsh Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 279 | 10 | 72 | 191 | 4 | 65 |
| Future Volume (vph) | 279 | 10 | 72 | 191 | 4 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 10 | 11 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 214 | | | 239 | 305 | |
| Travel Time (s) | 4.9 | | | 5.4 | 6.9 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.66 | 0.66 | 0.55 | 0.55 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 1% | 0% | 1% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 362 | 0 | 0 | 398 | 125 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
13: West School Drive & Marsh Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 279 | 10 | 72 | 191 | 4 | 65 |
| Future Vol, veh/h | 279 | 10 | 72 | 191 | 4 | 65 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 66 | 66 | 55 | 55 |
| Heavy Vehicles, % | 1 | 0 | 1 | 1 | 0 | 1 |
| Mvmt Flow | 349 | 13 | 109 | 289 | 7 | 118 |

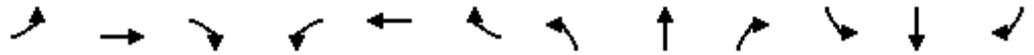
| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 0 | 0 | 362 | 0 | 863 356 |
| Stage 1 | - | - | - | - | 356 - |
| Stage 2 | - | - | - | - | 507 - |
| Critical Hdwy | - | - | 4.11 | - | 6.4 6.21 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | - | - | 2.209 | - | 3.5 3.309 |
| Pot Cap-1 Maneuver | - | - | 1202 | - | 328 690 |
| Stage 1 | - | - | - | - | 713 - |
| Stage 2 | - | - | - | - | 609 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1202 | - | 293 690 |
| Mov Cap-2 Maneuver | - | - | - | - | 293 - |
| Stage 1 | - | - | - | - | 713 - |
| Stage 2 | - | - | - | - | 543 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 2.3 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 640 | - | - | 1202 | - |
| HCM Lane V/C Ratio | 0.196 | - | - | 0.091 | - |
| HCM Control Delay (s) | 12 | - | - | 8.3 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.3 | - |

2029 Build Wkdy PM Peak
 14: East School Drive & Marsh Street

01/24/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 344 | 0 | 0 | 260 | 1 | 1 | 0 | 12 | 7 | 0 | 2 |
| Future Volume (vph) | 1 | 344 | 0 | 0 | 260 | 1 | 1 | 0 | 12 | 7 | 0 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 12 | 16 | 12 | 12 | 12 | 12 | 12 | 9 | 12 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 239 | | | 282 | | | 257 | | | 207 | |
| Travel Time (s) | | 5.4 | | | 6.4 | | | 5.8 | | | 4.7 | |
| Peak Hour Factor | 0.69 | 0.69 | 0.69 | 0.69 | 0.69 | 0.69 | 0.64 | 0.64 | 0.64 | 0.45 | 0.45 | 0.45 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 500 | 0 | 0 | 378 | 0 | 0 | 21 | 0 | 0 | 20 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
14: East School Drive & Marsh Street

01/24/2022

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 344 | 0 | 0 | 260 | 1 | 1 | 0 | 12 | 7 | 0 | 2 |
| Future Vol, veh/h | 1 | 344 | 0 | 0 | 260 | 1 | 1 | 0 | 12 | 7 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 69 | 69 | 69 | 69 | 69 | 69 | 64 | 64 | 64 | 45 | 45 | 45 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 499 | 0 | 0 | 377 | 1 | 2 | 0 | 19 | 16 | 0 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 378 | 0 | 0 | 499 | 0 | 0 | 881 | 879 | 499 | 889 | 879 | 378 |
| Stage 1 | - | - | - | - | - | - | 501 | 501 | - | 378 | 378 | - |
| Stage 2 | - | - | - | - | - | - | 380 | 378 | - | 511 | 501 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1192 | - | - | 1075 | - | - | 269 | 288 | 576 | 266 | 288 | 673 |
| Stage 1 | - | - | - | - | - | - | 556 | 546 | - | 648 | 619 | - |
| Stage 2 | - | - | - | - | - | - | 646 | 619 | - | 549 | 546 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1192 | - | - | 1075 | - | - | 267 | 288 | 576 | 257 | 288 | 673 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 267 | 288 | - | 257 | 288 | - |
| Stage 1 | - | - | - | - | - | - | 555 | 545 | - | 647 | 619 | - |
| Stage 2 | - | - | - | - | - | - | 642 | 619 | - | 531 | 545 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0 | | | 0 | | | 12.1 | | | 17.9 | | |
| HCM LOS | | | | | | | B | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 529 | 1192 | - | - | 1075 | - | - | 298 |
| HCM Lane V/C Ratio | 0.038 | 0.001 | - | - | - | - | - | 0.067 |
| HCM Control Delay (s) | 12.1 | 8 | 0 | - | 0 | - | - | 17.9 |
| HCM Lane LOS | B | A | A | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

2029 Build Wkdy PM Peak
 15: West School Drive & Prospect Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 553 | 1 | 3 | 704 | 2 | 0 |
| Future Volume (vph) | 553 | 1 | 3 | 704 | 2 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 12 | 12 | 9 | 8 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 234 | | | 228 | 292 | |
| Travel Time (s) | 5.3 | | | 5.2 | 6.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.87 | 0.87 | 0.50 | 0.50 |
| Heavy Vehicles (%) | 2% | 0% | 0% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 602 | 0 | 0 | 812 | 4 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
15: West School Drive & Prospect Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 553 | 1 | 3 | 704 | 2 | 0 |
| Future Vol, veh/h | 553 | 1 | 3 | 704 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 87 | 87 | 50 | 50 |
| Heavy Vehicles, % | 2 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 601 | 1 | 3 | 809 | 4 | 0 |

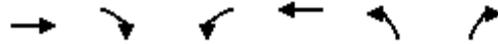
| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 602 | 0 | 1417 |
| Stage 1 | - | - | - | - | 602 |
| Stage 2 | - | - | - | - | 815 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 985 | - | 153 |
| Stage 1 | - | - | - | - | 551 |
| Stage 2 | - | - | - | - | 439 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 985 | - | 152 |
| Mov Cap-2 Maneuver | - | - | - | - | 152 |
| Stage 1 | - | - | - | - | 551 |
| Stage 2 | - | - | - | - | 436 |

| Approach | EB | WB | NB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 29.3 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 152 | - | - | 985 | - |
| HCM Lane V/C Ratio | 0.026 | - | - | 0.004 | - |
| HCM Control Delay (s) | 29.3 | - | - | 8.7 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

2029 Build Wkdy PM Peak
 16: East School Drive & Prospect Street

01/24/2022



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 561 | 8 | 6 | 692 | 13 | 5 |
| Future Volume (vph) | 561 | 8 | 6 | 692 | 13 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 9 | 12 | 12 | 9 | 13 | 12 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 199 | | | 812 | 298 | |
| Travel Time (s) | 4.5 | | | 18.5 | 6.8 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.88 | 0.88 | 0.64 | 0.64 |
| Heavy Vehicles (%) | 0% | 50% | 50% | 2% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 612 | 0 | 0 | 793 | 28 | 0 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
 16: East School Drive & Prospect Street

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 561 | 8 | 6 | 692 | 13 | 5 |
| Future Vol, veh/h | 561 | 8 | 6 | 692 | 13 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 88 | 88 | 64 | 64 |
| Heavy Vehicles, % | 0 | 50 | 50 | 2 | 0 | 0 |
| Mvmt Flow | 603 | 9 | 7 | 786 | 20 | 8 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 612 | 0 | 1408 |
| Stage 1 | - | - | - | - | 608 |
| Stage 2 | - | - | - | - | 800 |
| Critical Hdwy | - | - | 4.6 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.65 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 772 | - | 155 |
| Stage 1 | - | - | - | - | 547 |
| Stage 2 | - | - | - | - | 446 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 772 | - | 153 |
| Mov Cap-2 Maneuver | - | - | - | - | 153 |
| Stage 1 | - | - | - | - | 547 |
| Stage 2 | - | - | - | - | 439 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.1 | 27.3 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 189 | - | - | 772 | - |
| HCM Lane V/C Ratio | 0.149 | - | - | 0.009 | - |
| HCM Control Delay (s) | 27.3 | - | - | 9.7 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0 | - |

2029 Build Wkdy PM Peak
 17: Park Avenue & East Lot Driveway

01/24/2022



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 2 | 49 | 872 | 0 | 0 | 616 |
| Future Volume (vph) | 2 | 49 | 872 | 0 | 0 | 616 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 378 | | 190 | | | 160 |
| Travel Time (s) | 8.6 | | 4.3 | | | 3.6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 55 | 0 | 948 | 0 | 0 | 670 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2029 Build Wkdy PM Peak
17: Park Avenue & East Lot Driveway

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 2 | 49 | 872 | 0 | 0 | 616 |
| Future Vol, veh/h | 2 | 49 | 872 | 0 | 0 | 616 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 53 | 948 | 0 | 0 | 670 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1618 | 948 | 0 | 0 | 948 |
| Stage 1 | 948 | - | - | - | - |
| Stage 2 | 670 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 114 | 316 | - | - | 724 |
| Stage 1 | 377 | - | - | - | - |
| Stage 2 | 509 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 114 | 316 | - | - | 724 |
| Mov Cap-2 Maneuver | 114 | - | - | - | - |
| Stage 1 | 377 | - | - | - | - |
| Stage 2 | 509 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 20 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-----|
| Capacity (veh/h) | - | - | 295 | 724 |
| HCM Lane V/C Ratio | - | - | 0.188 | - |
| HCM Control Delay (s) | - | - | 20 | 0 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0 |

2029 Build Wkdy PM Peak
 18: Prospect Street & East Lot Driveway

01/24/2022



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 553 | 705 | 0 | 16 | 2 |
| Future Volume (vph) | 0 | 553 | 705 | 0 | 16 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 228 | 199 | | 223 | |
| Travel Time (s) | | 5.2 | 4.5 | | 5.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 601 | 766 | 0 | 19 | 0 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

2029 Build Wkdy PM Peak
 18: Prospect Street & East Lot Driveway

01/24/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 0 | 553 | 705 | 0 | 16 | 2 |
| Future Vol, veh/h | 0 | 553 | 705 | 0 | 16 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 601 | 766 | 0 | 17 | 2 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 766 | 0 | - | 0 | 1367 766 |
| Stage 1 | - | - | - | - | 766 - |
| Stage 2 | - | - | - | - | 601 - |
| 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 | 847 | - | - | - | 162 403 |
| Stage 1 | - | - | - | - | 459 - |
| Stage 2 | - | - | - | - | 547 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 847 | - | - | - | 162 403 |
| Mov Cap-2 Maneuver | - | - | - | - | 162 - |
| Stage 1 | - | - | - | - | 459 - |
| Stage 2 | - | - | - | - | 547 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 28.3 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-----|-----|-----|-----|-------|
| Capacity (veh/h) | 847 | - | - | - | 174 |
| HCM Lane V/C Ratio | - | - | - | - | 0.112 |
| HCM Control Delay (s) | 0 | - | - | - | 28.3 |
| HCM Lane LOS | A | - | - | - | D |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 |

MOVEMENT SUMMARY

 Site: Park Street/Prospect Street/marsh Street

2029 Build Wkdy AM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------|-------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop Queued | Effective Stop Rate per veh | Average Speed mph |
| SouthEast: Prospect Street | | | | | | | | | | | |
| 3x | L2 | 73 | 0.0 | 0.369 | 8.2 | LOS A | 1.7 | 43.1 | 0.43 | 0.33 | 33.0 |
| 18ax | R1 | 257 | 3.0 | 0.369 | 8.2 | LOS A | 1.7 | 43.1 | 0.43 | 0.33 | 32.6 |
| Approach | | 329 | 2.3 | 0.369 | 8.2 | LOS A | 1.7 | 43.1 | 0.43 | 0.33 | 32.7 |
| North: Park Avenue | | | | | | | | | | | |
| 7a | L1 | 607 | 1.0 | 0.967 | 40.3 | LOS E | 31.8 | 799.7 | 1.00 | 0.58 | 22.0 |
| 14a | R1 | 403 | 0.0 | 0.967 | 40.3 | LOS E | 31.8 | 799.7 | 1.00 | 0.58 | 22.1 |
| Approach | | 1010 | 0.6 | 0.967 | 40.3 | LOS E | 31.8 | 799.7 | 1.00 | 0.58 | 22.1 |
| SouthWest: Marsh Street | | | | | | | | | | | |
| 5ax | L1 | 213 | 0.0 | 0.504 | 14.2 | LOS B | 2.6 | 64.8 | 0.69 | 0.75 | 29.3 |
| 12x | R2 | 96 | 0.0 | 0.504 | 14.2 | LOS B | 2.6 | 64.8 | 0.69 | 0.75 | 28.8 |
| Approach | | 309 | 0.0 | 0.504 | 14.2 | LOS B | 2.6 | 64.8 | 0.69 | 0.75 | 29.1 |
| All Vehicles | | 1648 | 0.8 | 0.967 | 29.0 | LOS D | 31.8 | 799.7 | 0.83 | 0.56 | 24.8 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: Park Street/Prospect Street/marsh Street

2029 Build Wkdy PM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| SouthEast: Prospect Street | | | | | | | | | | | |
| 3x | L2 | 120 | 0.0 | 0.935 | 39.7 | LOS E | 18.2 | 462.1 | 1.00 | 1.28 | 22.7 |
| 18ax | R1 | 650 | 2.0 | 0.935 | 39.7 | LOS E | 18.2 | 462.1 | 1.00 | 1.28 | 22.5 |
| Approach | | 770 | 1.7 | 0.935 | 39.7 | LOS E | 18.2 | 462.1 | 1.00 | 1.28 | 22.5 |
| North: Park Avenue | | | | | | | | | | | |
| 7a | L1 | 508 | 1.0 | 0.675 | 14.2 | LOS B | 5.5 | 139.0 | 0.54 | 0.36 | 29.2 |
| 14a | R1 | 164 | 0.0 | 0.675 | 14.2 | LOS B | 5.5 | 139.0 | 0.54 | 0.36 | 29.3 |
| Approach | | 672 | 0.8 | 0.675 | 14.2 | LOS B | 5.5 | 139.0 | 0.54 | 0.36 | 29.2 |
| SouthWest: Marsh Street | | | | | | | | | | | |
| 5ax | L1 | 300 | 0.0 | 0.583 | 15.4 | LOS C | 3.6 | 88.8 | 0.72 | 0.78 | 28.7 |
| 12x | R2 | 95 | 0.0 | 0.583 | 15.4 | LOS C | 3.6 | 88.8 | 0.72 | 0.78 | 28.3 |
| Approach | | 395 | 0.0 | 0.583 | 15.4 | LOS C | 3.6 | 88.8 | 0.72 | 0.78 | 28.6 |
| All Vehicles | | 1836 | 1.0 | 0.935 | 25.1 | LOS D | 18.2 | 462.1 | 0.77 | 0.83 | 25.9 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: Prospect Street/Clifton Street

2029 Build Wkdy AM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------------|--------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Clifton Street NB | | | | | | | | | | | |
| 3 | L2 | 309 | 2.0 | 0.334 | 7.0 | LOS A | 1.6 | 39.8 | 0.27 | 0.15 | 30.8 |
| 8 | T1 | 18 | 0.0 | 0.334 | 7.0 | LOS A | 1.6 | 39.8 | 0.27 | 0.15 | 31.1 |
| 18 | R2 | 11 | 0.0 | 0.334 | 7.0 | LOS A | 1.6 | 39.8 | 0.27 | 0.15 | 30.6 |
| Approach | | 338 | 1.8 | 0.334 | 7.0 | LOS A | 1.6 | 39.8 | 0.27 | 0.15 | 30.8 |
| East: Prospect Street WB | | | | | | | | | | | |
| 1 | L2 | 4 | 25.0 | 0.067 | 5.3 | LOS A | 0.2 | 5.8 | 0.40 | 0.31 | 31.8 |
| 6 | T1 | 45 | 0.0 | 0.067 | 5.3 | LOS A | 0.2 | 5.8 | 0.40 | 0.31 | 33.0 |
| 16 | R2 | 3 | 33.0 | 0.067 | 5.3 | LOS A | 0.2 | 5.8 | 0.40 | 0.31 | 31.4 |
| Approach | | 52 | 4.1 | 0.067 | 5.3 | LOS A | 0.2 | 5.8 | 0.40 | 0.31 | 32.8 |
| North: Clifton Street SB | | | | | | | | | | | |
| 7 | L2 | 11 | 0.0 | 0.030 | 4.9 | LOS A | 0.1 | 2.6 | 0.41 | 0.30 | 32.4 |
| 4 | T1 | 11 | 0.0 | 0.030 | 4.9 | LOS A | 0.1 | 2.6 | 0.41 | 0.30 | 32.6 |
| 14 | R2 | 2 | 0.0 | 0.030 | 4.9 | LOS A | 0.1 | 2.6 | 0.41 | 0.30 | 32.1 |
| Approach | | 24 | 0.0 | 0.030 | 4.9 | LOS A | 0.1 | 2.6 | 0.41 | 0.30 | 32.5 |
| West: Prospect Street EB | | | | | | | | | | | |
| 5 | L2 | 3 | 0.0 | 0.597 | 11.1 | LOS B | 4.7 | 117.7 | 0.22 | 0.08 | 30.2 |
| 2 | T1 | 76 | 3.0 | 0.597 | 11.1 | LOS B | 4.7 | 117.7 | 0.22 | 0.08 | 30.4 |
| 12 | R2 | 570 | 1.0 | 0.597 | 11.1 | LOS B | 4.7 | 117.7 | 0.22 | 0.08 | 29.9 |
| Approach | | 649 | 1.2 | 0.597 | 11.1 | LOS B | 4.7 | 117.7 | 0.22 | 0.08 | 30.0 |
| All Vehicles | | 1063 | 1.5 | 0.597 | 9.4 | LOS A | 4.7 | 117.7 | 0.25 | 0.12 | 30.4 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Prospect Street/Clifton Street

2029 Build Wkdy PM
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------------|--------------|-----------------------------|-------------------|
| Mov ID | OD Mov | Demand Flows Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Queue Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Clifton Street NB | | | | | | | | | | | |
| 3 | L2 | 676 | 2.0 | 0.671 | 13.5 | LOS B | 5.9 | 148.9 | 0.36 | 0.17 | 28.2 |
| 8 | T1 | 8 | 0.0 | 0.671 | 13.5 | LOS B | 5.9 | 148.9 | 0.36 | 0.17 | 28.4 |
| 18 | R2 | 21 | 8.0 | 0.671 | 13.5 | LOS B | 5.9 | 148.9 | 0.36 | 0.17 | 27.8 |
| Approach | | 704 | 2.2 | 0.671 | 13.5 | LOS B | 5.9 | 148.9 | 0.36 | 0.17 | 28.2 |
| East: Prospect Street WB | | | | | | | | | | | |
| 1 | L2 | 7 | 0.0 | 0.163 | 8.7 | LOS A | 0.6 | 14.0 | 0.58 | 0.58 | 31.2 |
| 6 | T1 | 76 | 2.0 | 0.163 | 8.7 | LOS A | 0.6 | 14.0 | 0.58 | 0.58 | 31.4 |
| 16 | R2 | 7 | 0.0 | 0.163 | 8.7 | LOS A | 0.6 | 14.0 | 0.58 | 0.58 | 30.9 |
| Approach | | 89 | 1.7 | 0.163 | 8.7 | LOS A | 0.6 | 14.0 | 0.58 | 0.58 | 31.3 |
| North: Clifton Street SB | | | | | | | | | | | |
| 7 | L2 | 4 | 0.0 | 0.050 | 7.5 | LOS A | 0.2 | 4.0 | 0.56 | 0.55 | 31.6 |
| 4 | T1 | 17 | 0.0 | 0.050 | 7.5 | LOS A | 0.2 | 4.0 | 0.56 | 0.55 | 31.8 |
| 14 | R2 | 4 | 0.0 | 0.050 | 7.5 | LOS A | 0.2 | 4.0 | 0.56 | 0.55 | 31.3 |
| Approach | | 26 | 0.0 | 0.050 | 7.5 | LOS A | 0.2 | 4.0 | 0.56 | 0.55 | 31.7 |
| West: Prospect Street EB | | | | | | | | | | | |
| 5 | L2 | 10 | 0.0 | 0.540 | 9.8 | LOS A | 3.8 | 95.7 | 0.20 | 0.07 | 30.8 |
| 2 | T1 | 38 | 0.0 | 0.540 | 9.8 | LOS A | 3.8 | 95.7 | 0.20 | 0.07 | 31.0 |
| 12 | R2 | 546 | 0.0 | 0.540 | 9.8 | LOS A | 3.8 | 95.7 | 0.20 | 0.07 | 30.5 |
| Approach | | 593 | 0.0 | 0.540 | 9.8 | LOS A | 3.8 | 95.7 | 0.20 | 0.07 | 30.5 |
| All Vehicles | | 1413 | 1.2 | 0.671 | 11.5 | LOS B | 5.9 | 148.9 | 0.31 | 0.16 | 29.4 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

PARKING DEMAND OBSERVATION STUDY



Parking Observation Key Map



- A Jordan Athletic Center
- B Ice Rink/Tennis Courts (seasonal)
- C Admision Office
- D Melvoin Academic Center
- E Morse Building
- F Science Center
- G Hamilton Chapel
- H Elliot House
- H Health Office (Ground Level of Elliot)
- I Atkins Building
- J Saunders House
- K Howe House
- L MacPerson Room (1st Floor)
- L Shaler House (2nd Floor)
- M Main Office
- N Dining Hall (2nd Floor)
- O William H. Byrnes Library
- O Lynch Center: *IT Dept., Communications Dept., Book Store*
- P Robsham Arts Center/Kraft Theater
- Q Prenatt Music Center
- R Underwood House Dormitory
- S Speare House Dormitory
- T Alumni House
- U Main Parking Lot
- V Visitor Parking Lot
- W Maintenance "Hobby House"
- X Maintenance - Deliveries

Athletic Fields

- 1 Football/Lacrosse
- 2 Soccer
- 3 Baseball
- 4 Baseball
- 5 Soccer/Lacrosse
- 6 Gallagher Field (Baseball)
- 7 Football
- 8 Track

BELMONT HILL SCHOOL
350 PROSPECT STREET
BELMONT, MA 02478
WWW.BELMONTHILL.ORG

PARKING COUNT
7:00 AM to 4:00 PM

| Time | | 1 | 2 | 3 | 4 | 5 |
|-------------|--|----------|----------|----------|----------|----------|
| 7:00 | | 4 | 13 | 1 | 3 | 22 |
| 7:30 | | 18 | 18 | 3 | 5 | 21 |
| 8:00 | | 61 | 24 | 5 | 11 | 24 |
| 8:30 | | 122 | 26 | 7 | 13 | 24 |
| 9:00 | | 137 | 27 | 9 | 15 | 28 |
| 9:30 | | 142 | 26 | 9 | 15 | 29 |
| 10:00 | | 147 | 28 | 9 | 15 | 27 |

| Time | | 1 | 2 | 3 | 4 | 5 |
|-------------|--|----------|----------|----------|----------|----------|
| 1:00 | | 135 | 32 | 10 | 11 | 23 |
| 1:30 | | 122 | 23 | 10 | 9 | 21 |
| 2:00 | | 108 | 28 | 17 | 10 | 16 |
| 2:30 | | 101 | 25 | 18 | 5 | 19 |
| 3:00 | | 76 | 22 | 17 | 5 | 20 |
| 3:30 | | 61 | 14 | 12 | 3 | 17 |
| 4:00 | | 46 | 12 | 11 | 2 | 16 |