

EXPANDED PROJECT NOTIFICATION FORM

# 60 Kilmarnock Street

Boston, MA



**PROONENT**

60 Kilmarnock (Boston)  
Owner, LLC

**IN ASSOCIATION WITH:**

CBT Architects  
Goulston and Storrs  
Haley & Aldrich  
The Green Engineer  
Halverson Design  
L.A. Fuess Partners

**SUBMITTED TO**

Boston Redevelopment Authority  
d/b/a Boston Planning & Development Agency

**PREPARED BY**



JULY 9 2018

July 9, 2018

BY EMAIL AND HAND DELIVERY

Mr. Brian P. Golden, Director  
Boston Planning and Development Agency  
Boston City Hall, Ninth Floor  
Boston, Massachusetts 02201

Re: Cover Letter for the Expanded Project Notification Form  
60, 67-75, 70-80 Kilmarnock Street and 59-75 Queensberry Street, Fenway

Dear Director Golden:

On behalf of 60 Kilmarnock (Boston) Owner, LLC (the “Proponent”), a joint venture affiliate of Cabot, Cabot & Forbes and CIM Group, and in accordance with the Executive Order relative to the provision of mitigation by development projects in Boston, we are pleased to submit this Expanded Project Notification Form (“EPNF”) for Large Project Review under Article 80B of the Boston Zoning Code for a residential development project with a ground floor retail component (the “Project”), to be located at 60, 67-75, 70-80 Kilmarnock Street and 59-75 Queensberry Street (the “Project Site”) in the Fenway neighborhood.

The Project proposes to construct new residential buildings, totaling approximately 420,800 square feet. The Project will further the ongoing revitalization of the Fenway neighborhood by replacing surface parking, aging parking garages, and single-story buildings with quality transit-oriented housing at a scale and density that compliments the existing and established neighborhood. The Project Site offers neighborhood scale amenities that residents desire within easy access to public transportation, universities, cultural institutions, and quality open spaces.

The enclosed EPNF presents details about the Project and provides an analysis of its potential impacts, including transportation/traffic, environmental, infrastructure, and historic. Based on the comprehensive approach to addressing potential impacts and mitigation similar to the level of information typically normally presented in a Draft Project Impact Report, it is the desire of the Proponent that the BPDA, after reviewing public and agency comments as well as any further responses to comments made by the Proponent, will issue a Scoping Determination Waiving Further Review pursuant to the Article 80B process.

We look forward to working collaboratively with you and your staff, and other city agencies and members of the community to develop the best redevelopment plan for this location. We anticipate that the BPDA will public notice of the receipt of this EPNF within five

Mr. Brian P. Golden  
July 9, 2018  
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days, as required by Section 80A-2(3). Requests for copies of the EPNF should be directed to Seth Lattrell at (617) 607-2973 or via email at slattrell@vhb.com.

If you have any questions, please do not hesitate to contact me.

Very truly yours,

A handwritten signature in blue ink that reads "Jay Doherty". The signature is written in a cursive style with a large initial "J" and a long horizontal stroke at the end.

Jay Doherty  
Cabot, Cabot & Forbes  
(617) 603-4000

cc: Jonathan Greeley, BPDA  
Tim Czerwienski, BPDA  
Yissel Guerrero, Mayor's Office of Neighborhood Services

# 60 Kilmarnock Street

Boston, Massachusetts

SUBMITTED TO **Boston Planning & Development Agency**

One City Hall Square  
Boston, MA 02201

PROPONENT **60 Kilmarnock (Boston) Owner, LLC**

c/o Cabot, Cabot & Forbes  
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*In association with:*

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July 9, 2018



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# 1

## Project Description

In accordance with Article 80B of the City of Boston Zoning Code (the "Code"), 60 Kilmarnock (Boston) Owner, LLC, an affiliate of Cabot, Cabot & Forbes and the CIM Group ("the Proponent") respectfully submits this "expanded" Project Notification Form ("EPNF") to the Boston Redevelopment Authority, d/b/a Boston Planning and Development Agency (the "BPDA") for the redevelopment of six parcels located at 60, 67-75, and 70-80 Kilmarnock Street and 59-75 Queensberry Street in Boston, Massachusetts (the "Project Site"). The Project is anticipated to include approximately 443 residential units with approximately 7,800 square feet of retail and/or restaurant area, approximately 250 parking spaces, and covered bike storage for approximately 443 bicycles (the "Project").

The Project will make improvements to the Fenway neighborhood by replacing surface parking, aging parking garages, and single-story buildings with quality transit-oriented housing at a scale and density that complements the existing and established neighborhood. The Project Site offers neighborhood scale amenities that residents desire within easy access to public transportation, universities, cultural institutions, and quality open spaces.

This chapter provides an overview of the existing site conditions and describes the Project. This chapter also presents Project-related benefits, an analysis of alternatives, and a description of community outreach efforts.

### 1.1 Site Context and Existing Conditions

The Project Site contains approximately 2.16 acres of land located in Boston's Fenway neighborhood, and is currently the location of two existing buildings, as well as two surface parking lots and two parking garages containing approximately 300 parking spaces. Refer to Figure 1.1 for the site location map. The Project Site is located to the north of the Emerald Necklace, a linear park system that runs through Boston and Brookline. The area to the north of the Project Site near Fenway Park has undergone significant redevelopment in recent years and continues to grow. The Project Site is well served by public transportation as it is located approximately 0.5 miles from Fenway Station, Yawkey Station, Kenmore Station, and Longwood Station, which collectively provide access to all branches of the MBTA Green Line and Commuter Rail. The area is also served by multiple bus routes, including the Route 55 Bus which stops adjacent to the Project Site. Refer to Figures 1.2 and 1.3 for site context and existing site conditions. Refer to Chapter 4, *Transportation*, for additional information on area transit.

The Project Site is proximate to a number of social and cultural attractions including the Museum of Fine Arts, the Isabella Stewart Gardner Museum, the Mapparium, and Fenway Park. Boston Children's Hospital, Brigham and Women's Hospital, and Beth Israel Deaconess Hospital are all located less than a mile from the Project Site, as are numerous educational institutions.

### **1.1.1 Property Description**

The Project Site consists of six parcels: 60 Kilmarnock Street (Parcels One and Two); 67-75 Kilmarnock Street (Parcels One and Two); 70-80 Kilmarnock Street; and 59-75 Queensberry Street.

The Project Site includes two groups of contiguous parcels separated by Kilmarnock Street which contain approximately 300 existing parking spaces. The first group of contiguous parcels comprises 60 Kilmarnock Street (Parcels One and Two), 70-80 Kilmarnock Street and 59-75 Queensberry Street (collectively, the "East Site"), which totals approximately 74,263 square feet (including portions of Private Alley 934 that abut the parcels) and has approximately 425 feet of frontage on Queensberry Street and 221 feet of frontage on Kilmarnock Street. The East Site currently supports a taxi cab maintenance and parking facility, a single-story retail building, and game-day and event parking facilities.

The second group of contiguous parcels comprises 67-75 Kilmarnock Street (Parcels One and Two, collectively, the "West Site"), which totals approximately 19,689 square feet (including portions of Private Alley 933 that abut the parcels) and has approximately 143 feet of frontage on Queensberry Street and 138 feet of frontage on Kilmarnock Street. The West Site currently supports a single-story retail building and a surface parking lot. Refer to Figure 1.4 for the Project Site survey plan, and Figure 1.5 for Existing Site Photographs.

### **1.1.2 Site Ownership**

The entirety of the Project Site is owned by 60 Kilmarnock (Boston) Owner, LLC.

## **1.2 Project Description**

### **1.2.1 Description and Overall Design Approach**

The Project includes new residential buildings in the Fenway Neighborhood District of Boston totaling approximately 420,800 square feet. The Project will occupy the north intersection of Queensberry and Kilmarnock Streets and provide approximately 443 units to the Fenway neighborhood. The addition of these two new residential buildings with main entry presence near the corner of Queensberry and Kilmarnock Street will improve the safety and vitality of the area. In addition, a small retail and/or restaurant space adjacent to the existing "Restaurant Row" building at the corner of Kilmarnock and Peterborough Streets will further improve

the vibrancy of the neighborhood. The Project will provide landscaped areas surrounding the proposed buildings designed to establish continuity with the existing neighborhood and streetscape.

The Project has evolved through extensive site investigations, planning studies, and the help of community and City input, leading to a general scale, articulation and building use that complements the existing neighborhood. Moreover, part of the Project will incorporate "For Sale" condominium units which will increase home ownership opportunities in the neighborhood; a primary goal stated within The Community Vision for a Fenway Urban Village (May 2015) and a desire heard multiple times in community meetings.

Specifically, the Project includes the following:

- › The removal of two existing parking structures as well as the adjacent surface parking lots and two small retail structures.
- › The rejuvenation of prominent corner parcels previously used mainly for vehicular use.
- › The construction of pedestrian-friendly landscaped areas surrounding the Project Site, including an improved alley articulation and sidewalk.
- › The redevelopment of the two individual city blocks strengthening the neighborhood scale and continuity of street wall façade, supporting a stronger neighborhood identity.
- › The addition of new housing stock to assist in Mayor Walsh's challenge of adding 53,000 housing units by 2030 (*Housing a Changing City: Boston 2030*).

Refer to Figure 1.6 for the Proposed Conditions Site Plan.

### **1.2.2 Development Program**

Below is a table noting the proposed uses and their approximate areas for each development site.

**Table 1-1 Proposed Development Program**

<b>Use</b>	<b>Size<sup>1</sup></b>	<b>Quantity</b>
<b>West Site</b>		
Residential	84,000 SF	77 Units
Parking		58 Spaces (including stackers)
<b>East Site</b>		
Residential	329,000 SF	366 Units
Retail and/or Restaurant	7,800 SF	
Parking		192 Spaces (including stackers)
<b>Project Total</b>	<b>420,800 SF</b>	<b>443 Residential Units</b> <b>250 Parking Spaces</b> <b>443 Bike Storage Spaces</b>

<sup>1</sup> All areas are provided as Gross Floor Area as defined by the Boston Zoning Code.

### 1.2.3 Description of Project Components

The Project includes the construction of multiple new buildings on two distinct sites. The West Site includes an eight-story residential building with one floor of parking below grade. The East Site includes three distinct ground floor footprints connected through their upper stories, which together form an eight-story mixed-use building with mostly residential units, residential amenities, a small retail and/or restaurant component and one story of below grade parking. The below grade parking area for the West Site will be accessed through existing Private Alley 933 and for the East Site through existing Private Alley 934. The Project will also incorporate approximately 443 bicycle parking spaces in accordance with City of Boston Bicycle Guidelines.

### 1.2.4 Overview of Site and Public Realm Improvements

Both buildings will be approximately 82 to 89.5' feet in height; however, the buildings are stepped back near the 55-foot height from adjacent grade to increase visible daylight from street level and to fit within the surrounding context. The buildings are also set back from the property line to augment the sidewalk character and create pedestrian friendly landscaped zones between the sidewalks and building edge. Additionally, the building mass is arranged to create landscaped courtyards and improve the street-level pedestrian experience. These design features are aligned with the Land Use and Urban Design Guidelines<sup>1</sup> for the Fenway area.

<sup>1</sup> Boston Redevelopment Authority and Fenway Planning Task Force. *Land Use and Urban Design Guidelines, Fenway Special Study Areas*. Prepared by ICON Architecture, Inc. in March 2002.



### 1.2.5 Project Schedule and Phasing

It is anticipated that the Project will be constructed in two phases, which may or may not be built together. Construction on the East Site is anticipated to last 30 months, while construction on the West Site is anticipated to last 24 months.

## 1.3 Project Benefits

The Project will substantially revitalize the Project Site and serve to integrate and connect the surrounding neighborhoods through the creation of a vibrant, mixed-use and transit-oriented development. The Project will deliver numerous public benefits, including considerable urban design and public realm improvements, a mix of new job opportunities, and new tax revenues. The Project will also remove approximately 300 game day and event parking spaces from the neighborhood.

Additional public benefits for the surrounding neighborhoods and the City of Boston are summarized in the following subsections and described in detail in the chapters that follow.

#### **Public Realm/Open Space Activation**

- › The rejuvenation of prominent corner parcels previously used mainly for vehicular use.
- › The construction of pedestrian-friendly landscaped areas surrounding the Project Site, including an improved alley articulation and sidewalk.
- › The redevelopment of the two individual city blocks strengthening the neighborhood scale and continuity of street wall façade and supporting a stronger neighborhood identity.

#### **Transportation**

- › The reduction of peak hour traffic volumes compared to the existing game day and event parking conditions.
- › Avoidance of excess on-site parking to encourage use of alternative modes of transportation such as walking, biking, and public transportation.
- › The inclusion of covered bicycle storage capacity on site in accordance with the City of Boston Bicycle Guidelines, as well as public bicycle racks to support ground floor retail and/or restaurant space and visitors.

#### **Environment/Sustainability**

- › The improvement of water quality by collecting and treating stormwater runoff through a series of structural Best Management Practices.
- › The compliance with Article 37 (Green Buildings) of the Code by demonstrating compliance with the LEEDv4 program.

- › The incorporation of many sustainable design measures into the buildings and meeting the Massachusetts Stretch Energy Code requirements to be 10 percent better than ASHRAE 90.1-2013.
- › Improve the neighborhood streetscape by incorporating landscaped zones.

### **Socioeconomic**

- › As part of the Project's IDP program, the Proponent has committed, in advance of receiving approvals for the Project, to contribute funds necessary for the acquisition (and corresponding preservation) of affordable housing units within the Newcastle/Saranac Apartments, located approximately 0.75 miles from the Project Site.
- › The addition of new housing stock to assist in Mayor Walsh's challenge of adding 53,000 housing units by 2030 (*Housing a Changing City: Boston 2030*).
- › The creation of permanent jobs relating to the retail and/or restaurant use and property management, as well as 500 construction jobs in a variety of trades.

## **1.4 Regulatory Context**

Table 1-2 presents a preliminary list of permits and approvals from governmental agencies that are expected to be required for the Project. It is possible that only some of these permits or actions will be required, or that additional permits or actions will be required.

**Table 1-2 List of Anticipated Permits/Approvals**

<b>Agency/Department</b>	<b>Permit/Approval/Action</b>
<b>Federal</b>	
Federal Aviation Administration	Determination of no hazard to air navigation (buildings and crane – <i>as applicable</i> )
United States Environmental Protection Agency	NPDES Notice of Intent for Dewatering General Permit NPDES Notice of Intent for Construction General Permit SWPPP
<b>State</b>	
Massachusetts Department of Environmental Protection (MassDEP), Division of Air Quality	Emergency Generator Self-Certification ( <i>as needed/required</i> )
MassDEP, Bureau of Waste Prevention	Notice of Construction or Demolition
Massachusetts Architectural Access Board (MAAB)	Variances ( <i>as needed/required</i> )
<b>City</b>	
Boston Zoning Board of Appeal	Conditional Use Permit for Groundwater Conservation Overlay District and restaurant uses Variances for certain bulk, dimensional and parking requirements, as detailed in Section 1.4.1 below
Boston Civic Design Commission	Schematic Design Review

Boston Fire Department	Approval of Fire Safety Equipment Fuel Oil Storage Permit Place of Assembly Permit(s) - (Amenity space egress drawing review; Place of Assembly compliance walk-through).
Boston Inspectional Services Department	Demolition Permits Building Permits Parking Garage Permit / Flammable Storage License Certificates of Occupancy
Boston Landmarks Commission (BLC)	Article 85 Demolition Delay Determination Neighborhood Design Overlay District Review <sup>1</sup>
Boston Planning and Development Agency	Article 80B Large Project Review
Boston Public Improvement Commission	Approvals for sidewalk and/or curb reconstruction or temporary construction encroachments
Boston Public Safety Commission Committee on Licenses	Garage License
Boston Public Works Department	Street Opening Permit Curb Cut Permit ( <i>if required</i> ) Sidewalk Occupancy Permit
Boston Transportation Department	Construction Management Plan (CMP) Transportation Access Plan Agreement (TAPA)
Boston Water and Sewer Commission	Site Plan Review/General Service Application Construction Dewatering Permit Cross-Connection Backflow Approval Cut & Cap

- 1- BLC review of Projects within a Neighborhood Design Overlay District is anticipated to occur through the Article 80 review process. No additional design review by BLC is anticipated.

### 1.4.1 Local Planning and Regulatory Controls

The following subsections describe the Project's compliance with local planning and regulatory controls.

#### City of Boston Zoning

The Property is currently located in two separate Residential Subdistricts of the Fenway Neighborhood District: the Multifamily Residential/Local Services ("MFR/LS") Subdistrict and the Multifamily Residential-2 ("MFR-2") Subdistrict. The Property is also located entirely within the Neighborhood Design Overlay District ("NDOD"), the Groundwater Conservation Overlay District ("GCOD"), and the Restricted Parking Overlay District ("RPOD"). For purposes of zoning calculations such as Floor Area Ratio ("FAR") and setbacks, Usable Open Space per Dwelling Unit, and required parking, the East Site and the West Site are separate zoning lots, such that each site's compliance with zoning requirements is evaluated independently. Refer to Figure 1.4 for the Project Site survey plan.

The Project's multifamily residential and accessory parking uses are allowed as-of-right in both Subdistricts. Retail use on Kilmarnock Street, which is located within the MFR/LS Subdistrict, is allowed as-of-right; the use of the commercial space on Kilmarnock Street for restaurant uses is conditional and would require a conditional use permit. The Project will also require a conditional use permit pursuant the regulations of the GCOD.

In both Subdistricts, the maximum FAR is 4.0. The Project will slightly exceed the maximum FAR allowed as of right, with an FAR of approximately 4.6 on the East Site and 4.2 on the West Site, so variances from the Board of Appeal will be required. The Project also requires variances to exceed the maximum Building Height of 75 feet. The Usable Open Space planned for the Project is expected to be at grade, as well as on elevated levels such as residential balconies, roof decks and green roof systems. As the Project's design continues to evolve, the Project could seek a variance for the Usable Open Space per Dwelling Unit requirement of the Code. The Project will also comply with the minimum yard setback requirements, except for the minimum rear yard requirement along a portion of the East Site, which will require a variance.

Table F of Article 66 of the Code states that both the minimum and maximum number of parking spaces per dwelling unit is 0.75, which requires the Project to provide 252 parking spaces on the East Site and 58 parking spaces on the West Site. The Project will meet such requirement on the West Site by providing approximately 58 parking spaces, some of which will be provided by parking stackers. The Project is expected to provide approximately 192 parking spaces on the East Site (including some stackers), which may require a variance from the minimum parking requirement in Table F.

### **Article 80 Large Project Review**

The Project exceeds the threshold of 50,000 square feet of development, which requires Large Project Review by the BPDA pursuant to Article 80B, Large Project Review of the Code. The Proponent commenced Large Project Review under Article 80 of the Code with the filing of a Letter of Intent with the BPDA on December 13, 2017, which indicated the Proponent's intent to file an EPNF in connection with the Project.

This EPNF meets the requirements of Large Project Review by presenting details about the Project and providing an analysis of transportation, environmental protection, infrastructure, and other components of the proposed Project, to inform city agencies and neighborhood residents about the Project, its potential impacts, and proposed mitigation proposed to address those potential impacts. Based on a comprehensive approach to address potential impacts similar to the level of information normally presented in a Draft Project Impact Report ("DPIR"), the Proponent requests that the BPDA, after reviewing public and agency comments on this EPNF and any further responses to comments made by the Proponent, issue a

Scoping Determination Waiving Further Review pursuant to Section 80B-5(3)(d) of the Code.

### **Massachusetts Environmental Policy Act**

The Project is not subject to environmental review by the Secretary of the Executive Office of Energy and Environmental Affairs under the Massachusetts Environmental Policy Act, as the Project will not exceed any of the MEPA review thresholds set forth in 301 CMR 11.03.

### **Chapter 91 Jurisdiction**

The Project Site is located in landlocked tidelands, and as such, is outside of Chapter 91 licensing jurisdiction pursuant to 310 CMR 9.04(2). A Public Benefits Determination under 301 CMR 13.02 is not required as the Project is not subject to MEPA review.

### **Historic and Design Resource Reviews**

Boston Landmarks Commission ("BLC") review will be required under the Neighborhood Design Overlay District provisions of Article 66 of the Code. BLC may also review the proposed demolition of the existing buildings pursuant to the provisions of Article 85 of the Code.

In conjunction with Large Project Review, the Project will be subject to Boston Civic Design Commission ("BCDC") review because it involves construction of a building having a GFA in excess of 100,000 square feet.

## **1.5 Agency Coordination & Community Outreach**

The Proponent has met with residents, neighborhood groups, community leaders, business owners, elected officials, City of Boston officials, and other stakeholders to seek input and feedback in developing the proposed Project. The Proponent is committed to maintaining an open dialogue on the Project with interested parties.

## 1.6 Development Team

The following lists the key members of the development team for the Project:

### Proponent

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c/o Cabot, Cabot & Forbes  
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## 1.7 Legal Information

### 1.7.1 Legal Judgments Adverse to the Project

The Proponent is not aware of any legal judgments in effect or legal actions pending that are adverse to the Project.

### 1.7.2 History of Tax Arrears on Property

The Proponent is not in tax arrears on any property owned within the City of Boston.





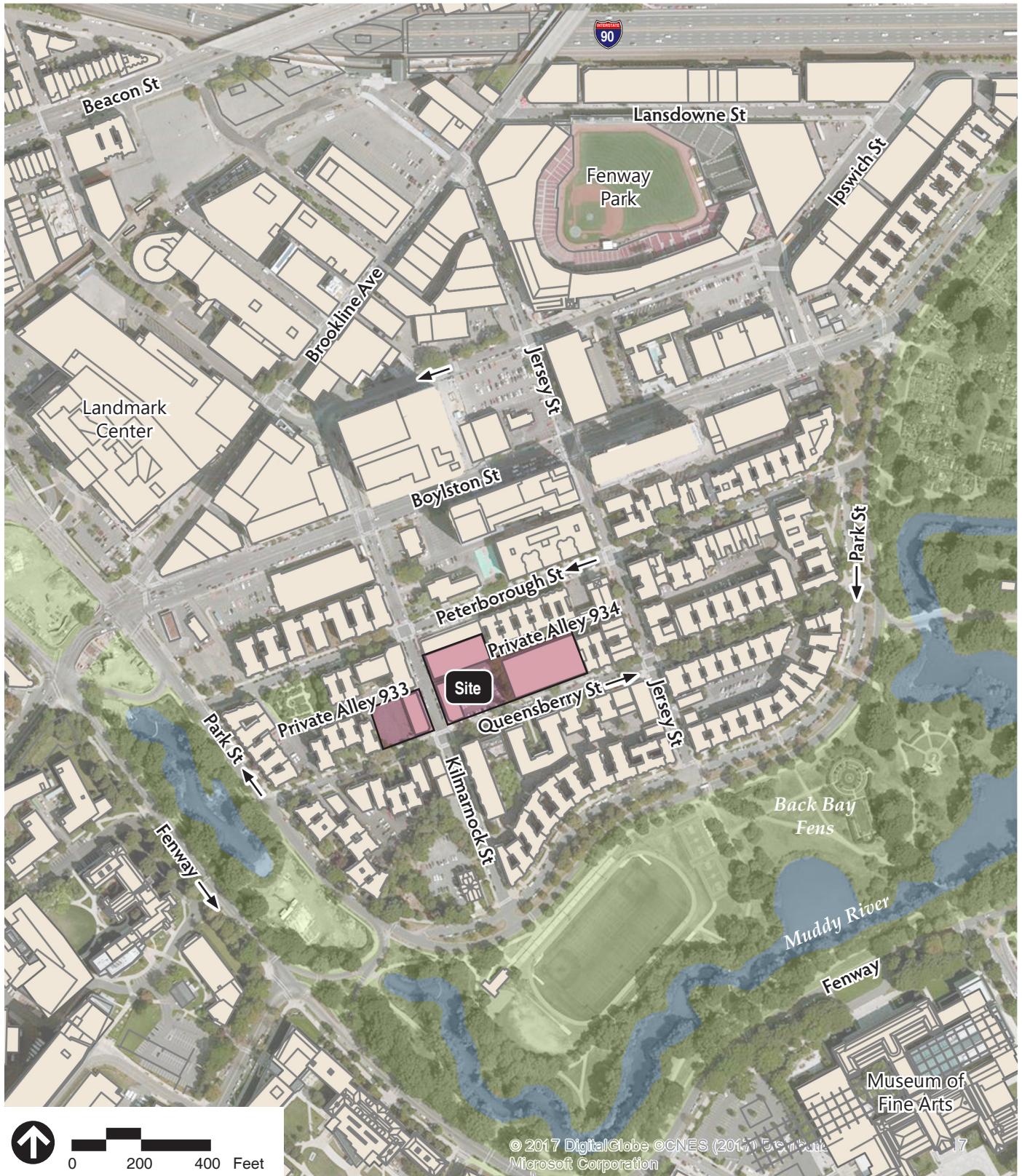
Source: ArcGIS Online Massachusetts USGS Quad



Figure 1.1  
Locus Map

**60 Kilmarnock**  
**Boston, Massachusetts**





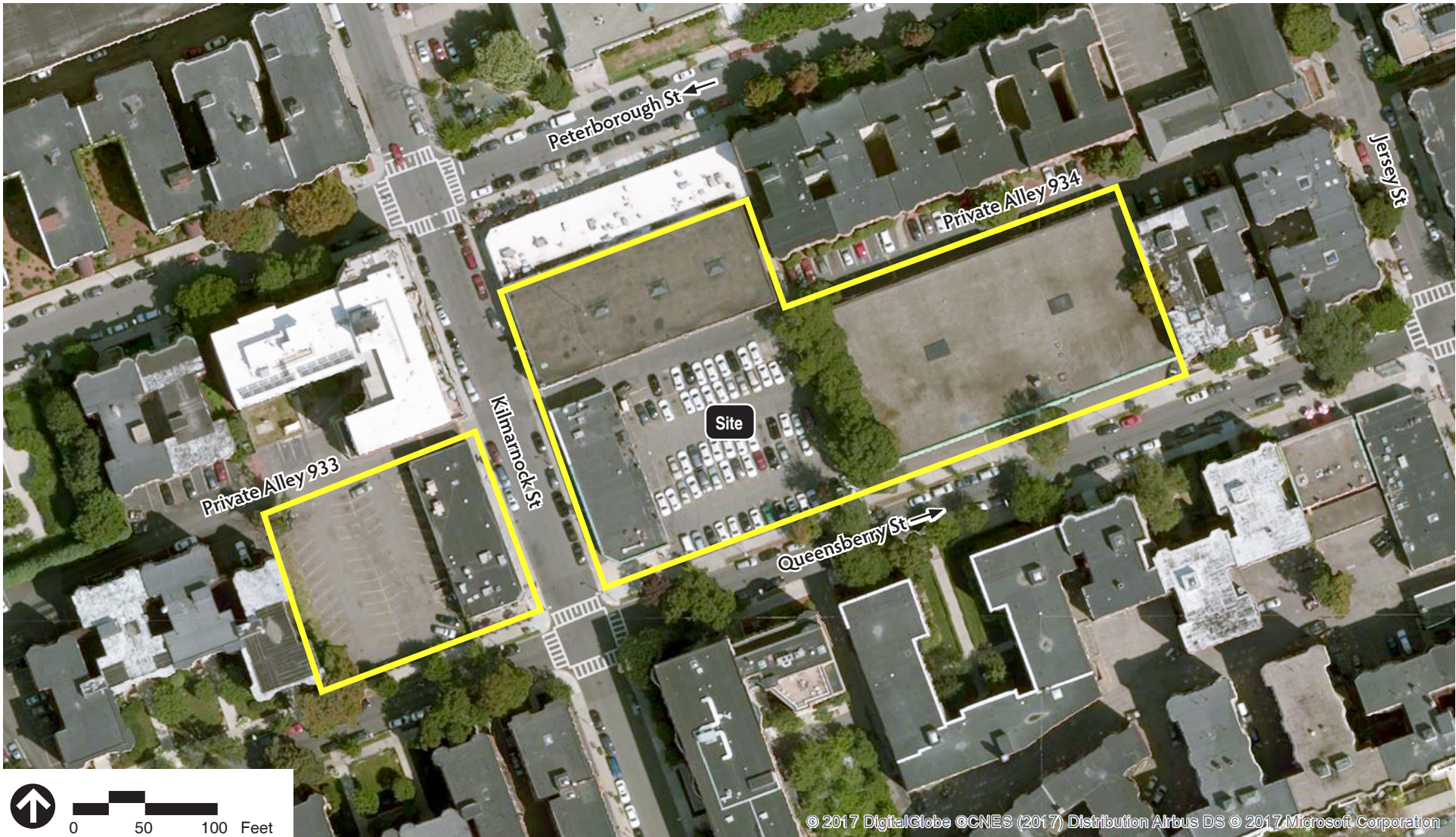
Source: ArcGIS Online Bing Aerial



Figure 1.2  
Project Site Context

**60 Kilmarnock  
Boston, Massachusetts**





Source: ArcGIS Online Bing Aerial



Figure 1.3  
Existing Conditions Site Plan

**60 Kilmarnock  
Boston, Massachusetts**

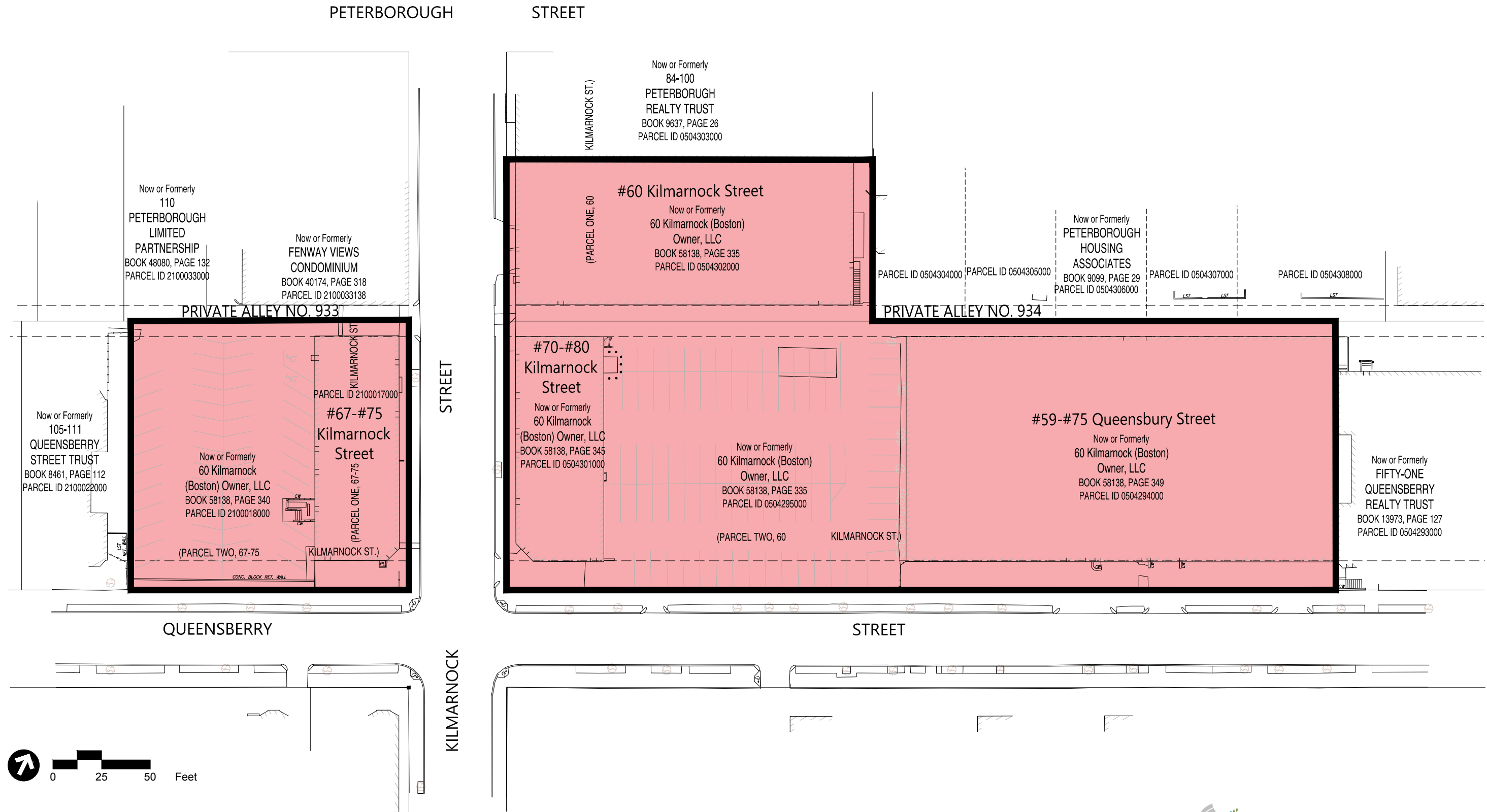
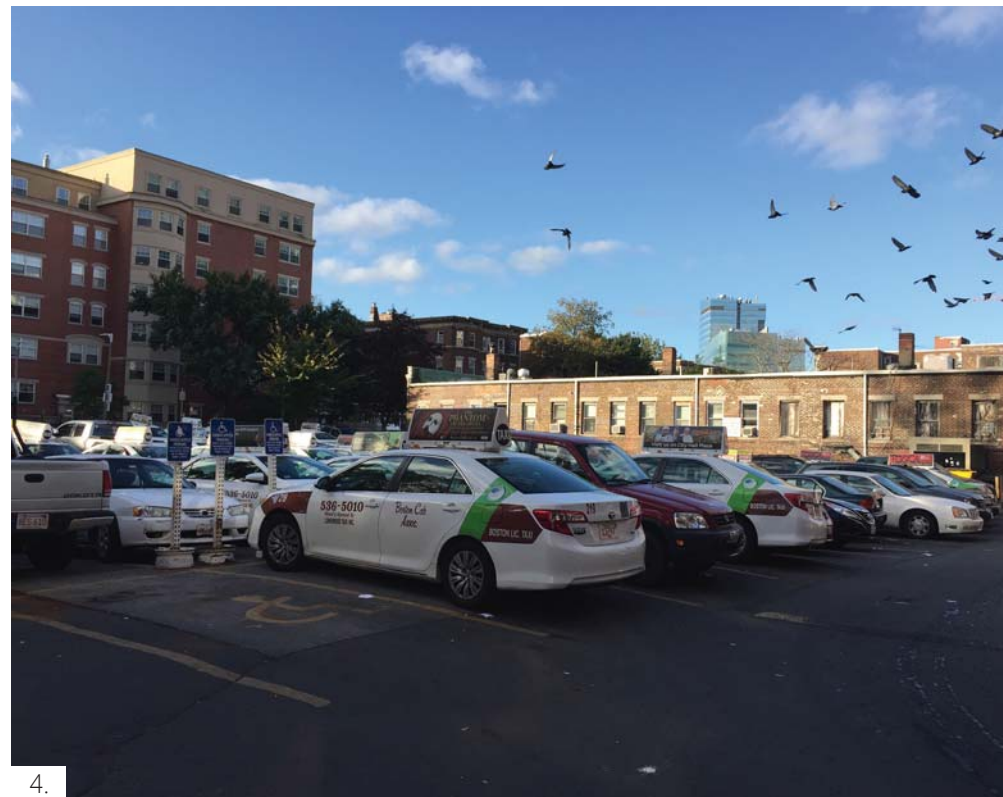


Figure 1.4  
Existing Site Survey





Source Info

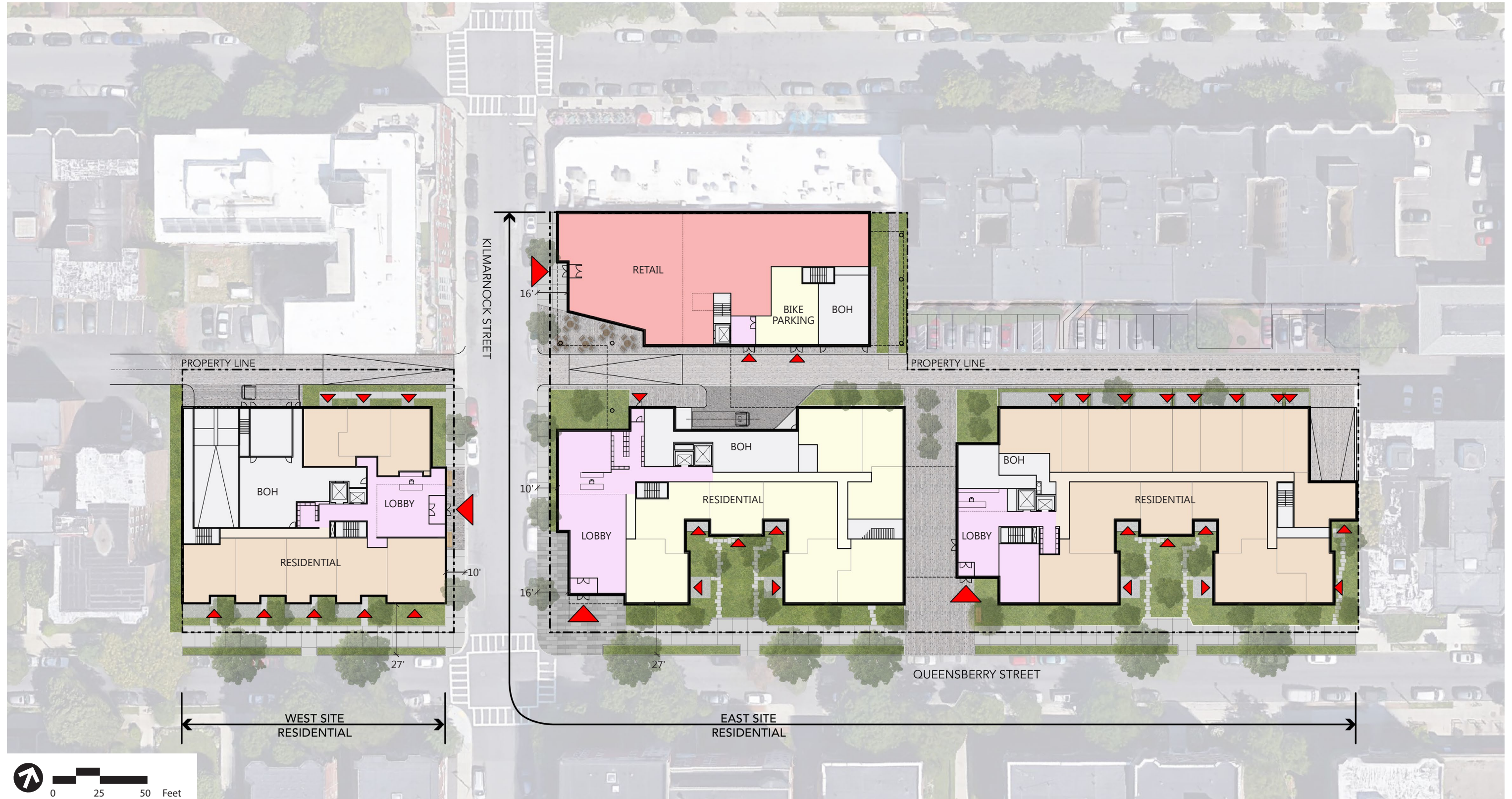
- 1. Garage entrance on Kilmarnock Street
- 2. Private alleyway
- 3. Garage entrance off alleyway
- 4. Open air parking lot
- 5. Garage along Queensberry Street
- 6. Single story retail on Kilmarnock



Figure 1.5  
Existing Site Photographs

**60 Kilmarnock  
Boston, Massachusetts**





- ▲ Primary Building Entry
- ▲ Secondary Entry

**cbt** Figure 1.6  
Proposed Conditions Site Plan

# 2

## Urban Design

This chapter addresses the urban design approach for the Project, including significant public realm improvements and consistency with planning initiatives for the Fenway Neighborhood. The Project will revitalize the intersection between Kilmarnock Street and Queensberry Street by supplanting the current vehicular uses of the Project Site with residential and retail and/or restaurant uses. The existing neighborhood's character is defined by its continuous building façades, courtyards, and landscape zones. The two proposed buildings enhance those definitions and will reinforce the urban fabric of the neighborhood.

### 2.1 Summary of Key Findings & Benefits

The Project will offer community and public benefits which enhance the Fenway neighborhood. The removal of the existing parking garages and surface parking lots to provide new housing options with ample landscaped zones, courtyards, and new vibrant neighborhood retail and/or restaurant uses along Kilmarnock Street will activate and unite the surrounding Fenway neighborhood.

The key findings and benefits of these new residential buildings are:

- › Construction of approximately 443 much-needed residential units;
- › Completion of the urban city blocks with new, appropriately scaled buildings, which complement the overall character of the neighborhood;
- › Improved urban streetscape with new landscaped zones, courtyards, and sidewalks;
- › Courtyards and streetscape will be activated by providing unit entries and unit balconies accessed through the courtyard further encouraging pedestrian activity;
- › Enhanced pedestrian-friendly access to the alleyways with unit and building entries fronting the proposed landscaped alleyways for improved activity and safety; and
- › New retail and/or restaurant opportunity adjacent to "Restaurant Row" will help activate Kilmarnock Street and support greater local economic activity. The retail and/or restaurant is planned to take advantage of the building set back and sidewalk areas within the property to not encroach on public sidewalk.

### 2.2 Planning and Neighborhood Context

The Project is located within the Fenway neighborhood district of Boston which has a strong and well-established character. The neighborhood is bounded to the East,

South and West by the Back Bay Fens Park, part of the Emerald Necklace and bordered on the North by Boylston Street, a central through-way for Boston. The immediate neighborhood is nestled in the knuckle created by the Emerald Necklace and creates an extension of the park due to its remarkable vegetation and landscaped areas. The Project will leverage these generous “green” areas and implement new areas in the Project Site to enhance the pedestrian experience and integrate to the Projects immediate context.

The existing building stock is mostly 50 to 75-foot-tall residential buildings; a scale that is reinforced by the existing tree canopy. Building heights are moderated by articulated building bases and caps, creating a tripartite reading of the façades. The scale of the buildings is further expressed with smaller sized window openings, which was a result of the construction methods of the time. Refer to Figure 2.1 for building massing. The existing building material pallet is mostly masonry, with the majority being dimensional brick of colors ranging from light creams to deep reds. Buildings along the major streets such as Queensberry Street are set back from the sidewalk edge creating buffer zones between the sidewalk and building entries. Moreover, some of these buffer zones are further extended by courtyards articulated through the building massing.

### **2.3 Project Planning Principles and Design Goals**

The Project is planned to improve the presence of the Queensberry and Kilmarnock Street corner, as well as implement and extend the landscaped areas and building language of the neighborhood and more specifically along Queensberry Street. Emphasis is placed on the pedestrian experience and public realm using the landscaped buffers and building massing that steps back from the street and courtyards, bordered with active façades of residential and retail and/or restaurant use. The scale of the Project Site is further reduced by active pedestrian-friendly paths that allow permeability through the site.

Each street that borders the East and West Sites has been examined to determine the appropriate character of the sidewalk and building façades that further reinforce the character of the neighborhood. Queensberry Street is partly defined by setting back the building façades, creating a landscape buffer between the sidewalk and the building mass. These buffers extend into landscaped courtyards that create a discernable rhythm along Queensberry Street. The rhythm is also evident in the window bays that protrude from the building face. Kilmarnock Street along with the other smaller parallel streets create the feeder paths that lead directly to the Back Bay Fens. By virtue of this access, Kilmarnock Street allows some of the existing buildings to create slightly smaller buffer zones, or none at all, accentuating a more hurried experience for the pedestrian. Nonetheless, the Project aims to create meaningful setbacks on Kilmarnock Street that articulate areas of pause and entry. Moreover, these smaller setbacks help resolve the transition to the more generous courtyards and buffer zones along Queensberry Street, placing a greater emphasis on the building corners.



## 2.4 Building Design Concept

The Project, consisting of separate buildings on two distinct sites, endeavors to synthesize the character of the neighborhood through unique but complementary building designs.

The West Site consists of an eight-story, approximately 84,000 square foot residential building with below-grade parking for approximately 58 vehicles. Refer to Figures 2.2a-2.2d. The 19,689-square foot parcel is rectangular, occupying the corner of Queensberry and Kilmarnock Streets, as well as bordered on the north by Private Alley 933. The building mass is "L" shaped with an approximately 15-foot set-back along Queensberry Street to align with the adjacent context. Along Kilmarnock Street the building is set back roughly five feet to allow for a comfortable building entry adjacent to the public sidewalk which will be widened. The massing is further alleviated by a seven-foot massing set back along Queensberry Street articulated around the 55-foot height above adjacent grade, sixth floor, which is also a strong reference to the contextual heights of the immediate buildings and consistent with the goal of street wall continuity stated within the Land Use and Urban Design Guidelines (March 2002) for the Fenway area. The main building entry is along Kilmarnock Street to provide a strong residential presence and activity on the street. Townhouse type units with individual entries are proposed along Queensberry Street, which has a more residential scale and slightly quieter character. Moreover, to assist with the activation and enhancement of the private alley, ground floor units have been given individual direct entries and landscaped buffer zones from the alley, a strategy similarly employed along Queensberry Street.

The East Site consists of an eight-story, approximately 337,000 square foot residential building with below-grade parking for approximately 192 vehicles and approximately 7,800 square feet of retail and/or restaurant. Refer to Figures 2.3a-2.3d. The 74,263-square foot parcel is "L" in shape occupying the northeast corner of Queensberry and Kilmarnock Streets and is bordered and partially bifurcated on the north by Private Alley 934. The sinuous building mass is shaped to create courtyard spaces mainly along Queensberry Street and the private alley, as well and smaller courts along Kilmarnock to invite pedestrian activity and reinforce the neighborhood identity. The building is set back 15 feet along Queensberry Street to align with the existing context and allow for landscape buffer zones. Along Kilmarnock Street, the building setback varies to allow for a robust building entry. Smaller courtyards along Kilmarnock Street allow for pedestrian friendly areas including an area inclusive to the proposed retail and/or restaurant space adjacent to "Restaurant Row." It should be noted that the southern portion of the building along Queensberry Street is connected to the northern portion of the building along Kilmarnock Street via an elevated mass which is set back to articulate one of the courts. The massing is further alleviated by a roughly seven-foot massing setback and cornice line along Queensberry Street articulated around the 55-foot height above adjacent grade, sixth floor, which is also a strong reference to the contextual heights of the immediate buildings and consistent with the goal of street wall continuity stated

within the Land Use and Urban Design Guidelines (March 2002) for the Fenway area. Refer to Figure 2.3. A similar building setback occurs along Kilmarnock and Queensberry Street at the seventh and eighth floors at the north end of the building to negotiate between the scale closer to Peterborough Street and Queensberry Street. Flat type units with individual entries buffered by landscape zones are proposed along Private Alley 934 to activate and enhancement of the private alley.

While the material pallet of the Project is still being developed, the Project proposes to draw upon the rich contextual material of the neighborhood. Refer to Figures 2.4a and 2.4b for building elevations and 2.5a and 2.5b for building sections.

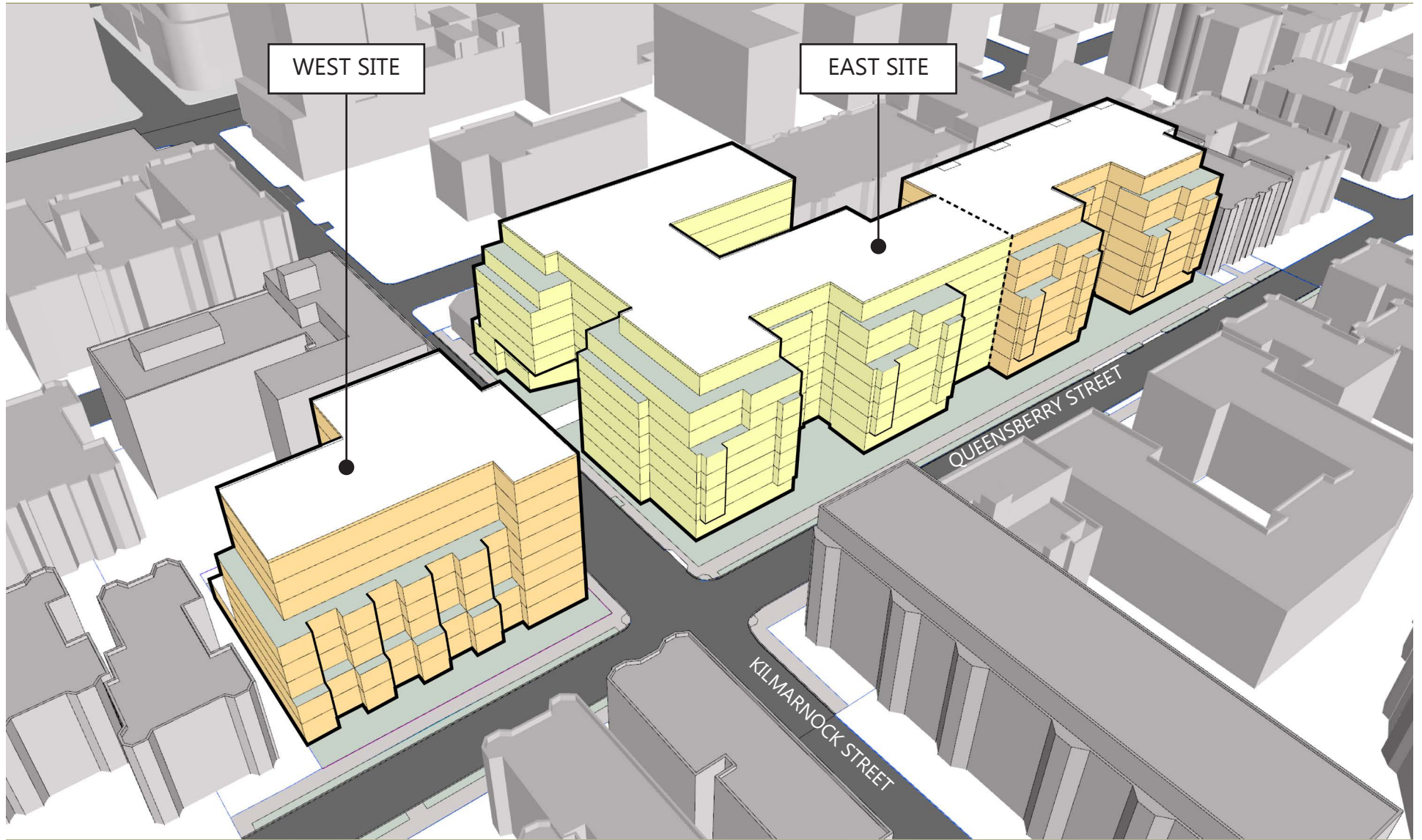
## 2.5 Public Realm Improvements

Along the public way, the Project will be proposing new sidewalk improvements as suggested by the guidance of the City of Boston's Complete Streets initiative and the Land Use and Urban Design Guidelines (March 2002) for the Fenway area. Part of the Complete Streets program will be to widen sidewalks by creating furnishing/greenscape zones along the street edge and the frontage zones in front of the buildings as well as adding new street trees. Sidewalk curbs will be restored and provided where existing curb cuts may exist. New building lighting will contribute to the public way and its safety. The greenscape zone and concrete sidewalks along Queensberry Street adjacent to the Project will be restored. Moreover, Private Alley 934 is also proposed to be improved through new hardscape paving, lighting, clear delineation between pedestrian, vehicular and soft scape zones.

Central to the design concept of the Project is the notion of the landscaped buffer zones and the development of the varied courtyards. Fronting these areas will be mostly residential spaces to invite greater pedestrian activity. The retail and/or restaurant space on the north side of the East Site will further generate pedestrian activity vital to the neighborhood and more immediately to "Restaurant Row." Refer to Figure 2.6 for building view perspectives.

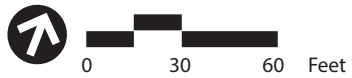
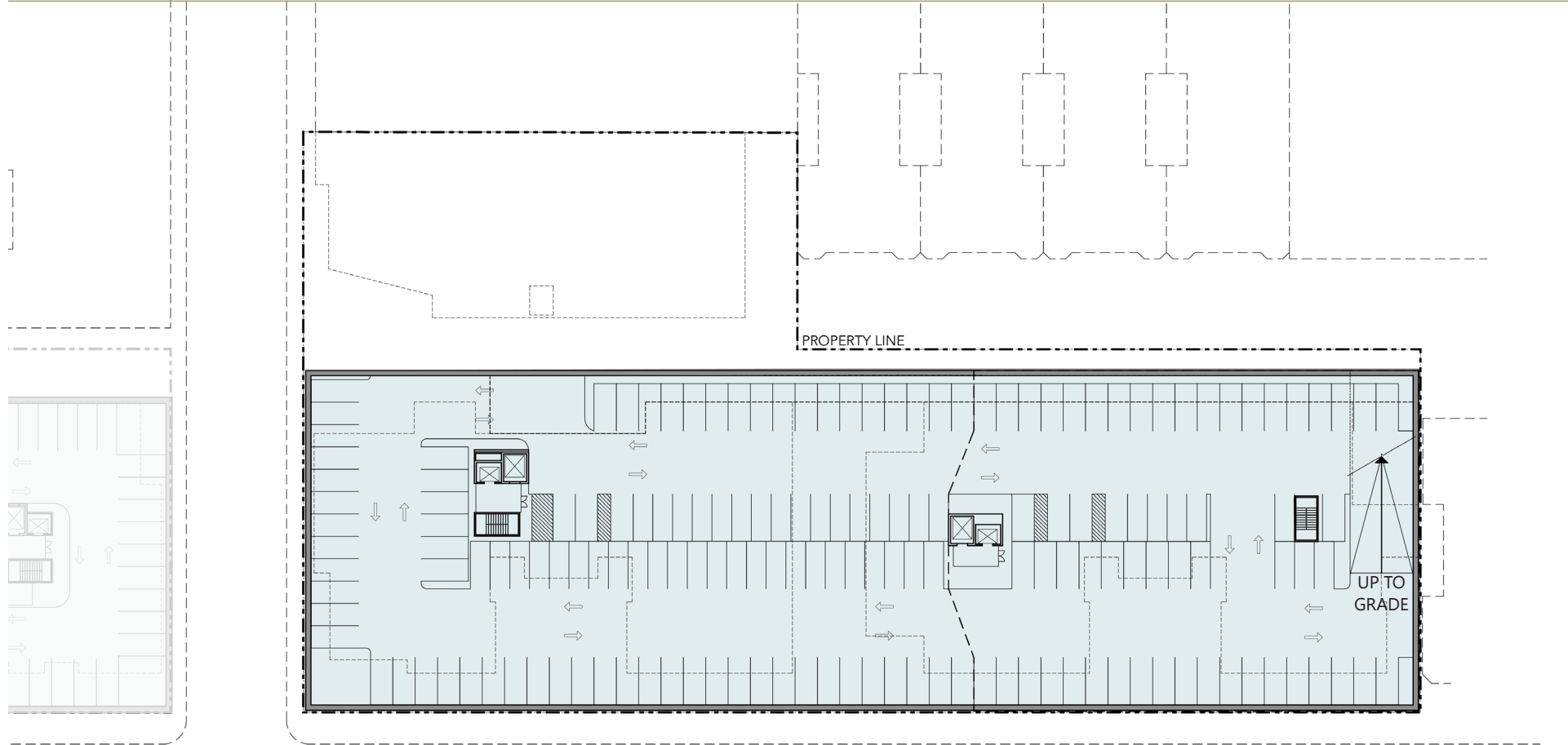
## 2.6 Site Accessibility

Please refer the BPDA Accessibility Checklist provided in Appendix A. Refer to Figure 2.7 for site accessibility.

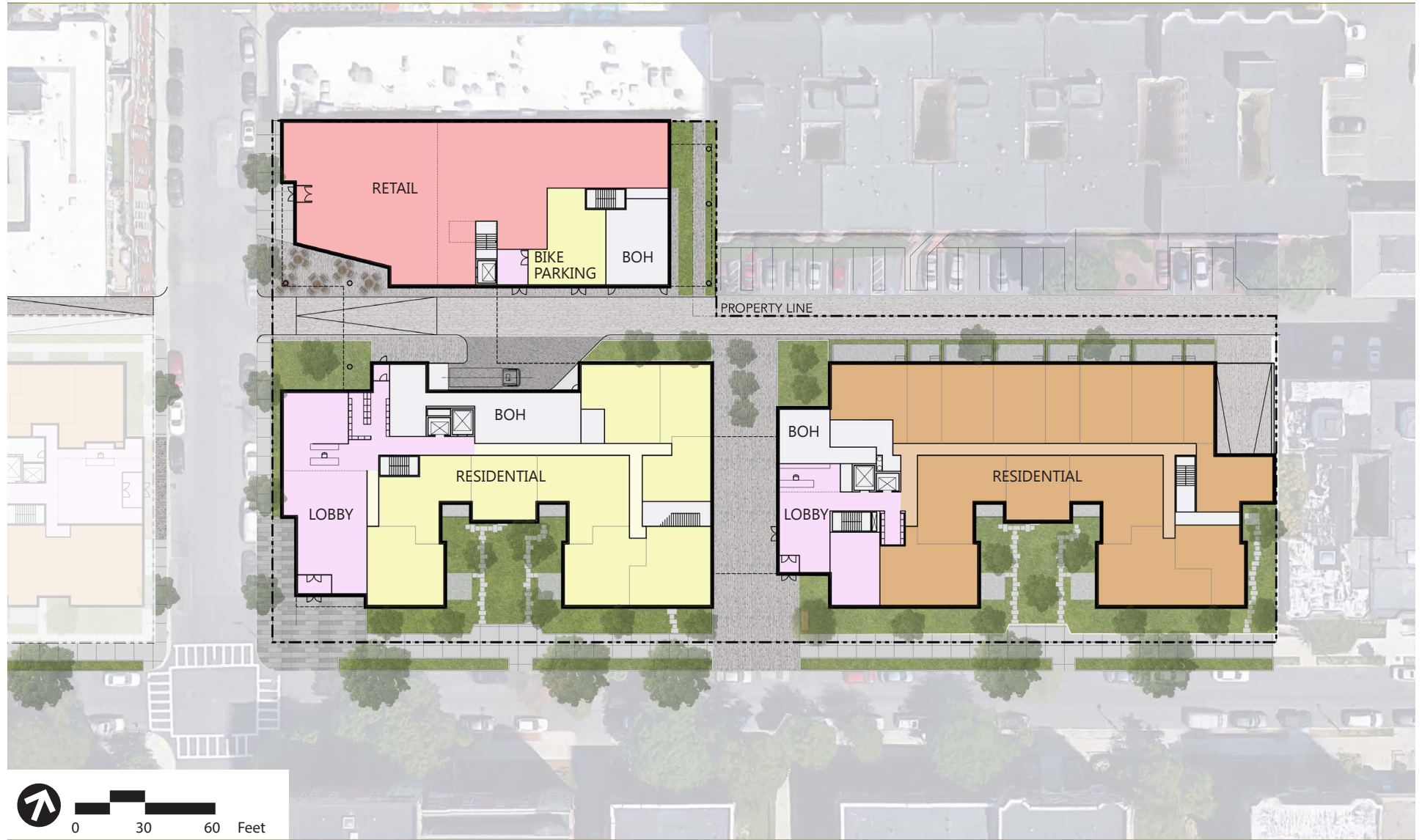


**cbt** Figure 2.1  
Project Massing

**60 Kilmarnock  
Boston, Massachusetts**



**cbt** Figure 2.2a  
East Site  
Below Grade Parking Plan  
**60 Kilmarnock**  
**Boston, Massachusetts**

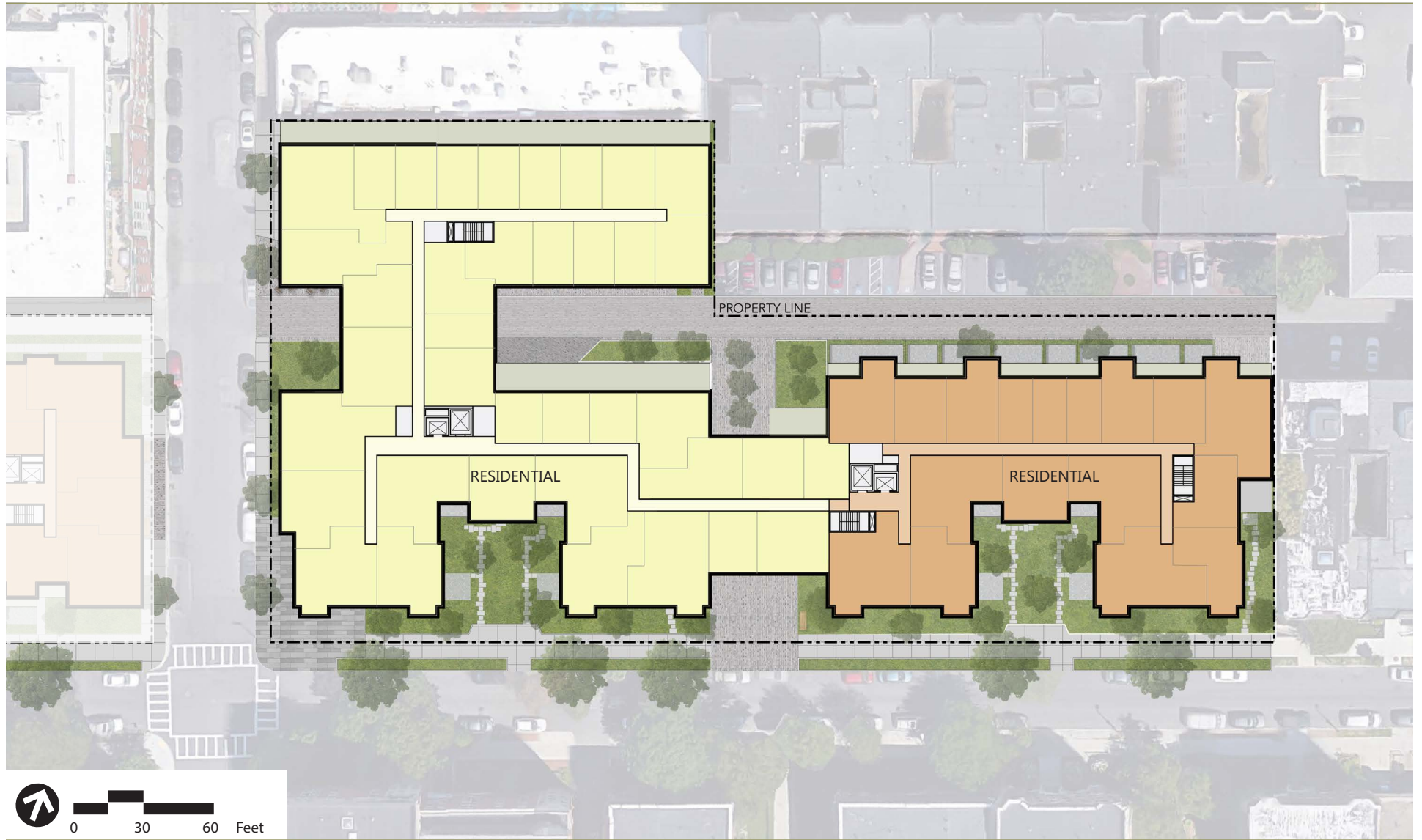


**cbt** Figure 2.2b  
East Site  
Ground Floor Plan  
**60 Kilmarnock**  
**Boston, Massachusetts**

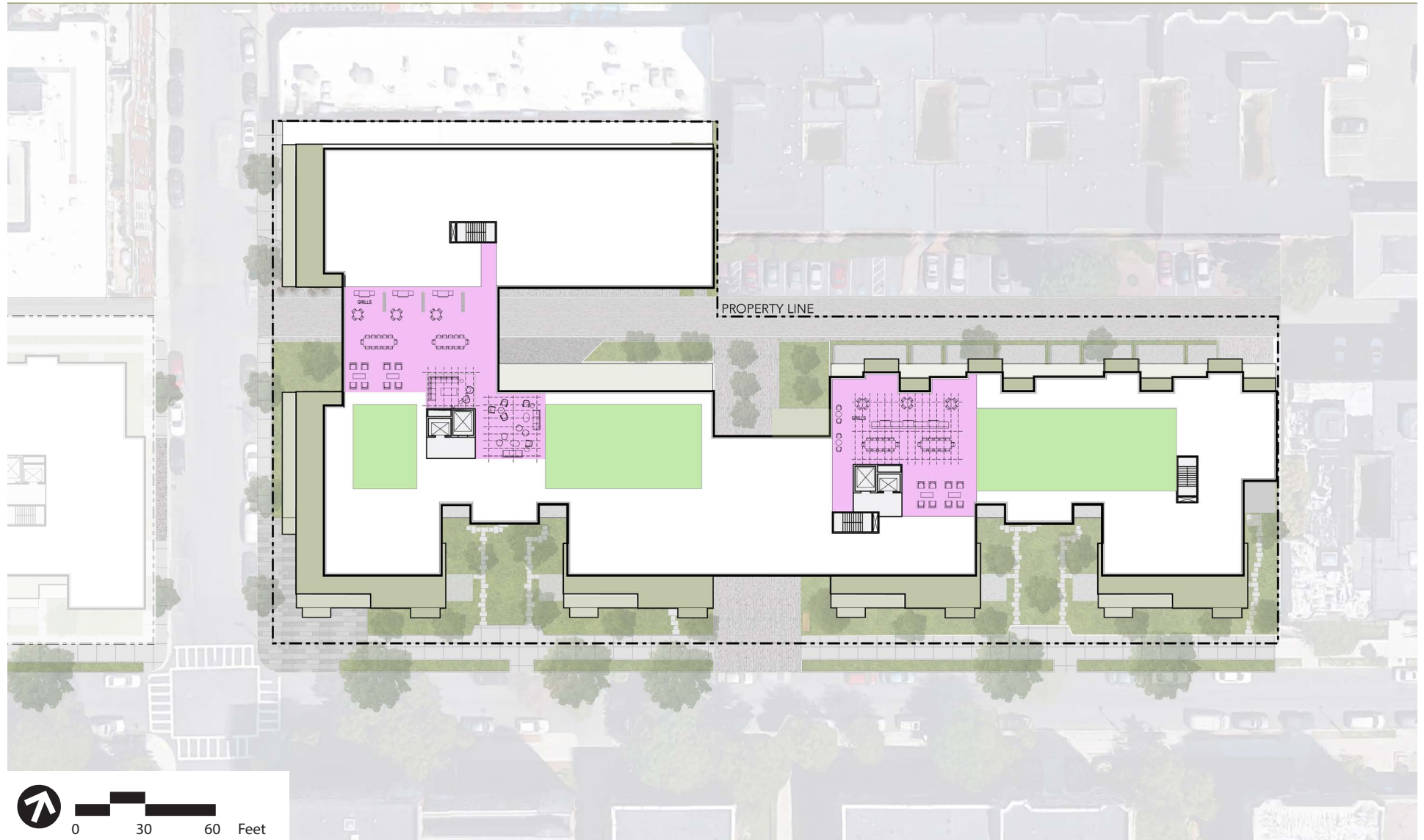




**cbt** Figure 2.2c  
East Site  
Second Floor Plan  
**60 Kilmarnock**  
**Boston, Massachusetts**

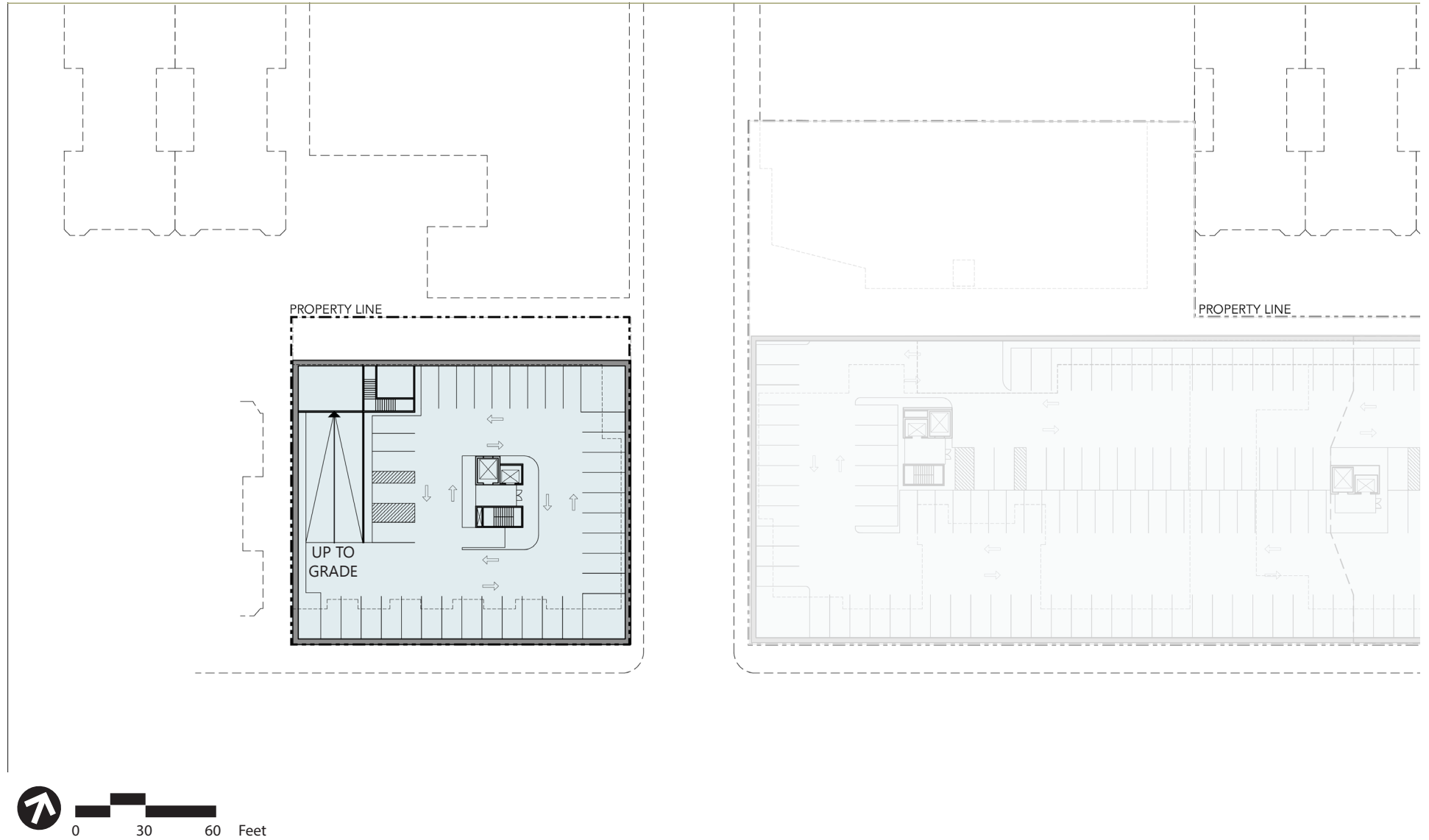


**cbt** Figure 2.2d  
East Site  
Typical Floor Plan  
**60 Kilmarnock**  
**Boston, Massachusetts**

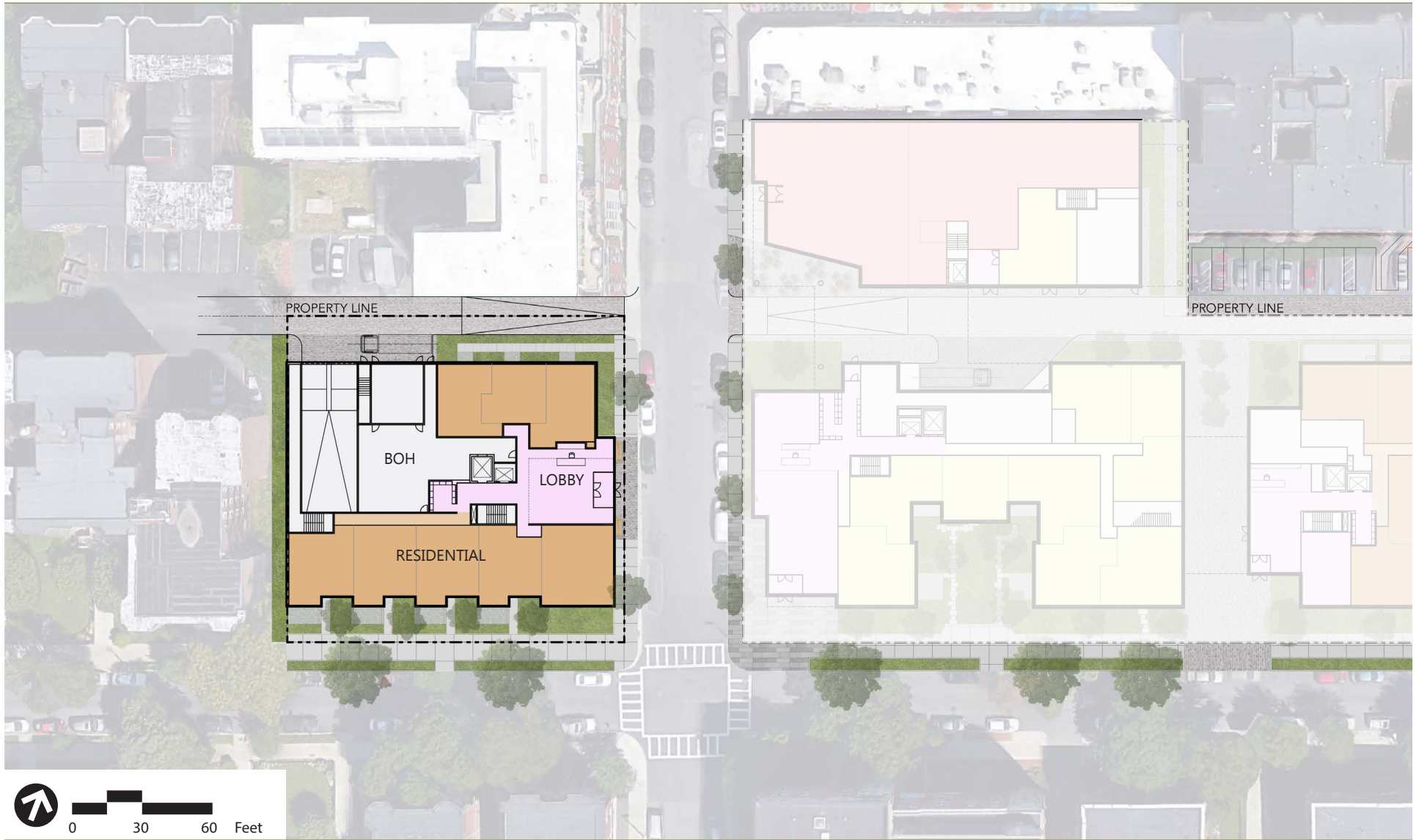


**cbt** Figure 2.2e  
East Site  
Roof Plan  
**60 Kilmarnock**  
**Boston, Massachusetts**

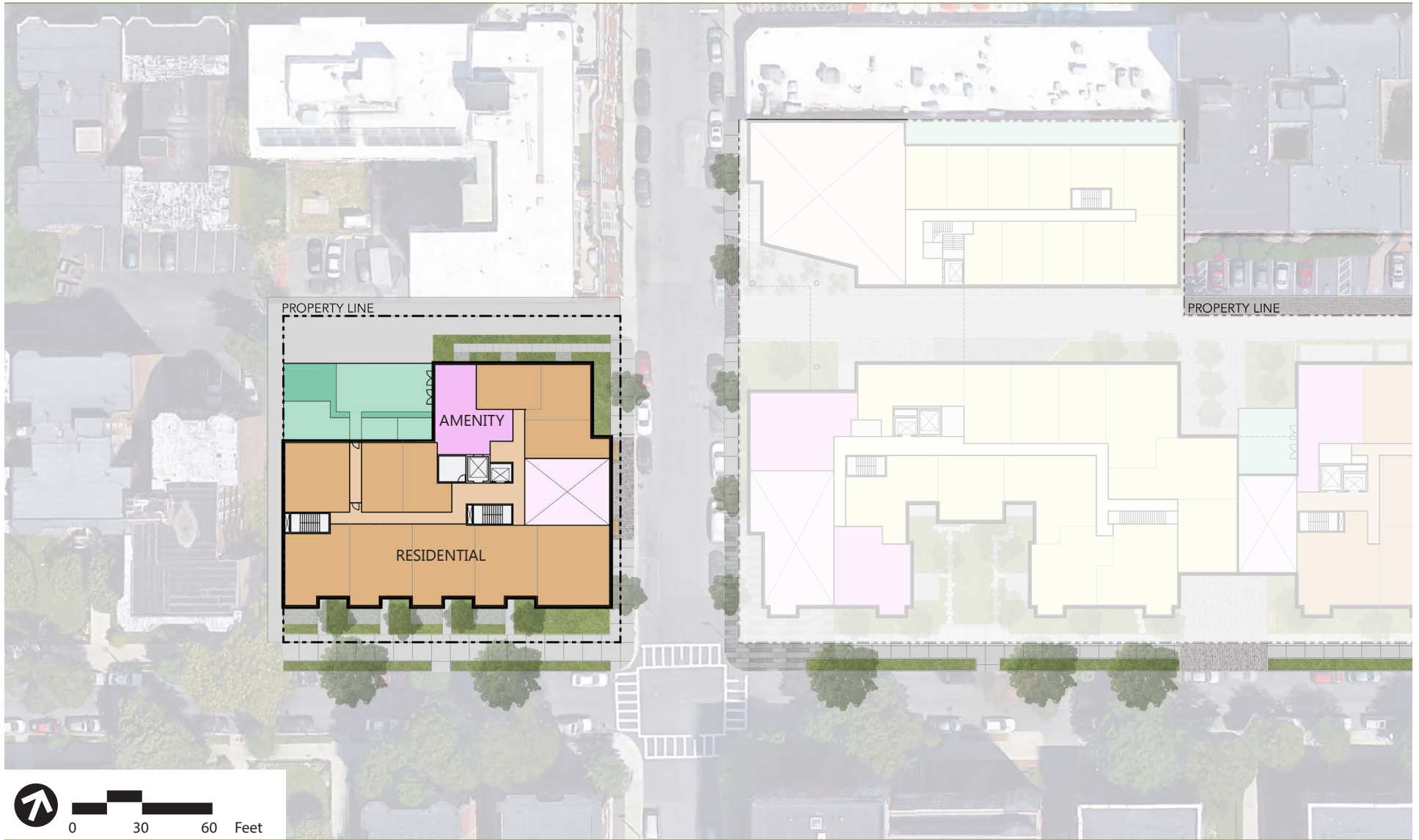




**cbt** Figure 2.3a  
West Site  
Below Grade Parking Plan  
**60 Kilmarnock**  
**Boston, Massachusetts**

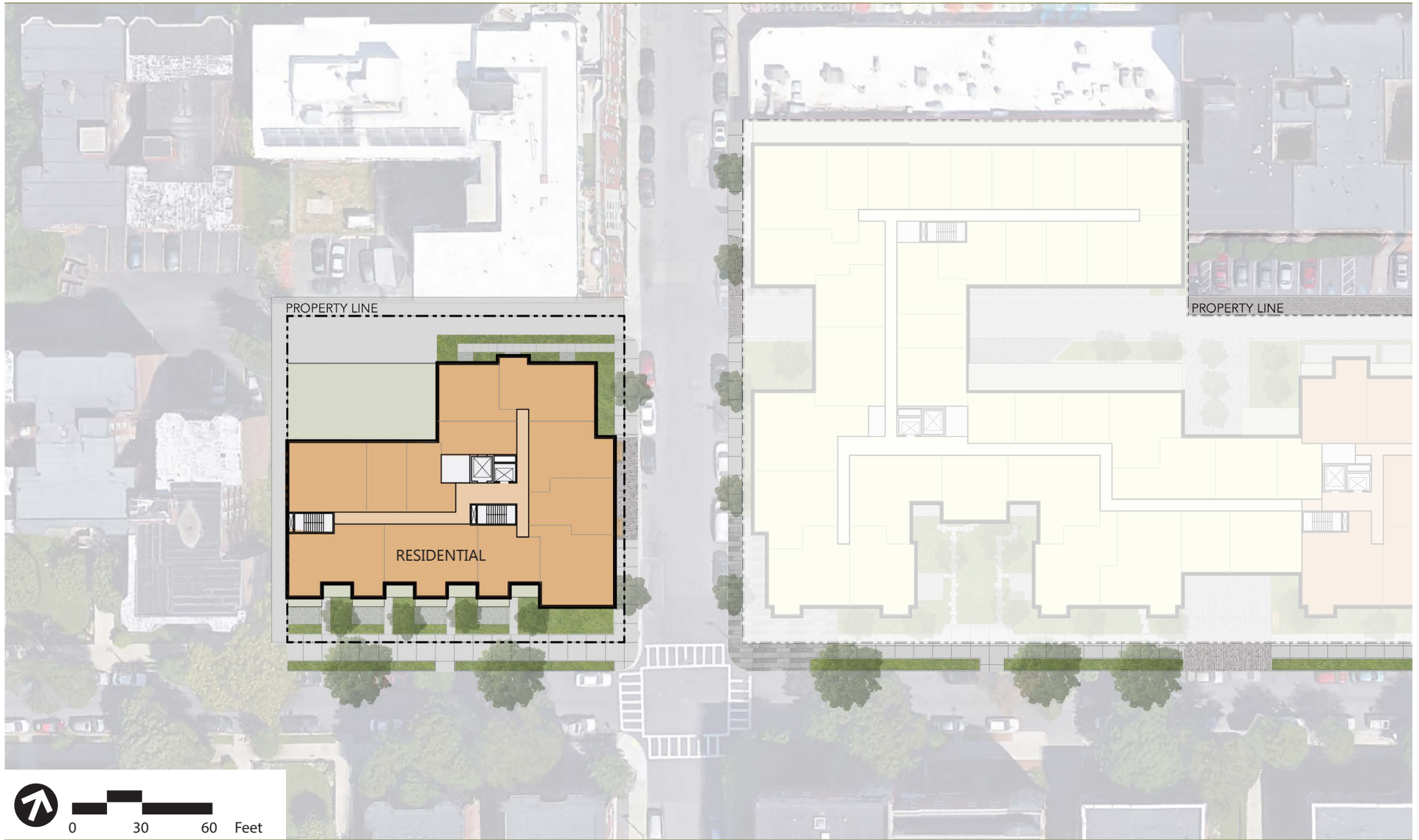


**cbt** Figure 2.3b  
West Site  
Ground Floor Plan  
**60 Kilmarnock**  
**Boston, Massachusetts**

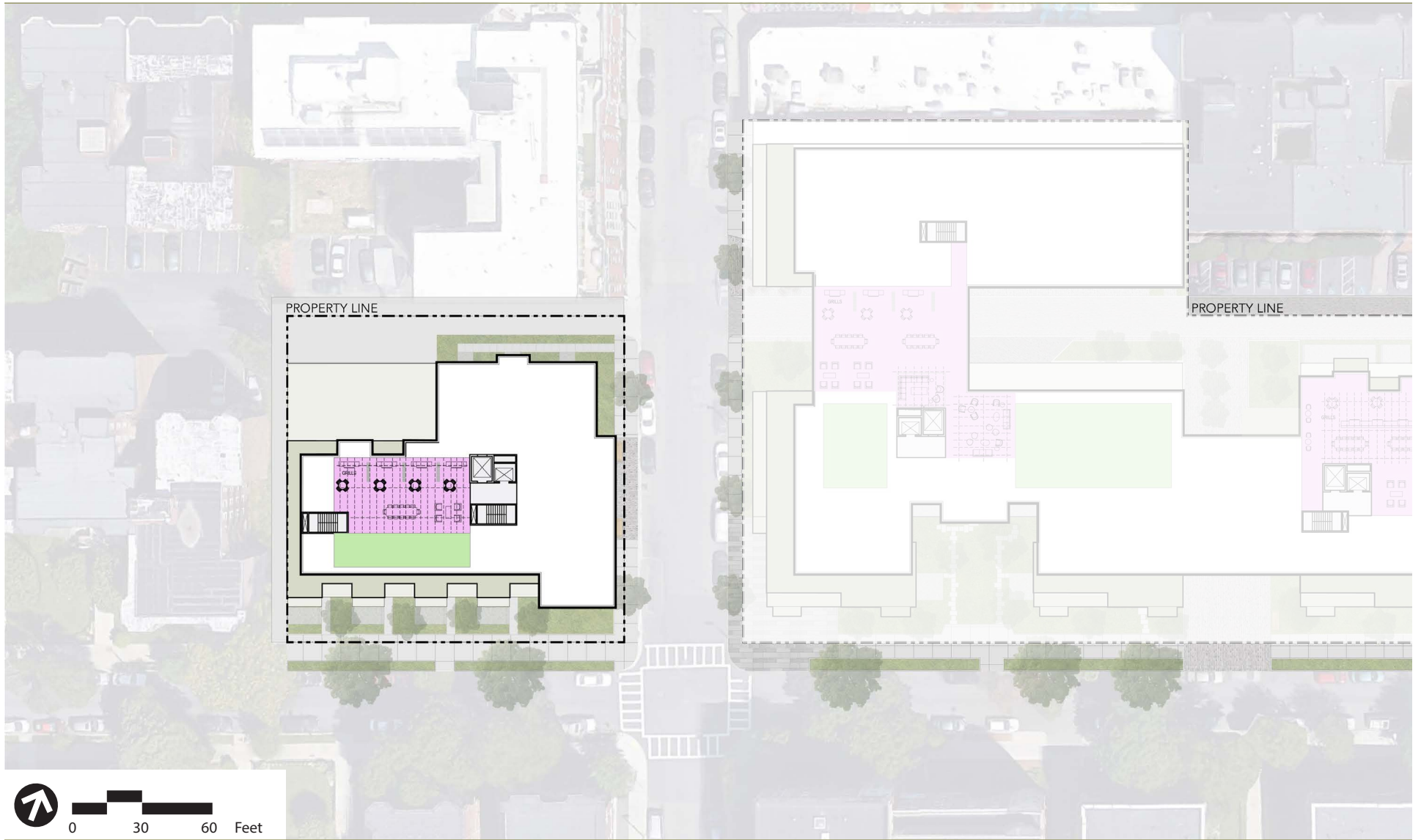


**cbt** Figure 2.3c  
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Second Floor Plan  
**60 Kilmarnock  
Boston, Massachusetts**

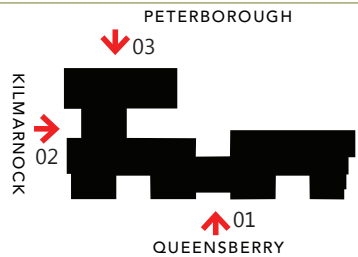
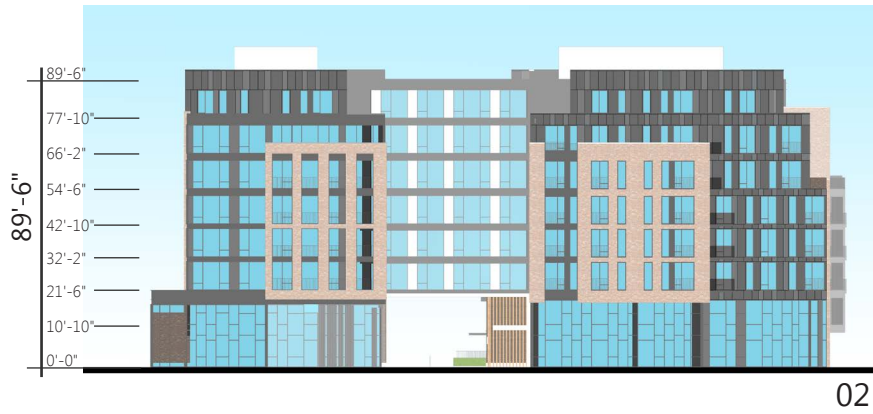
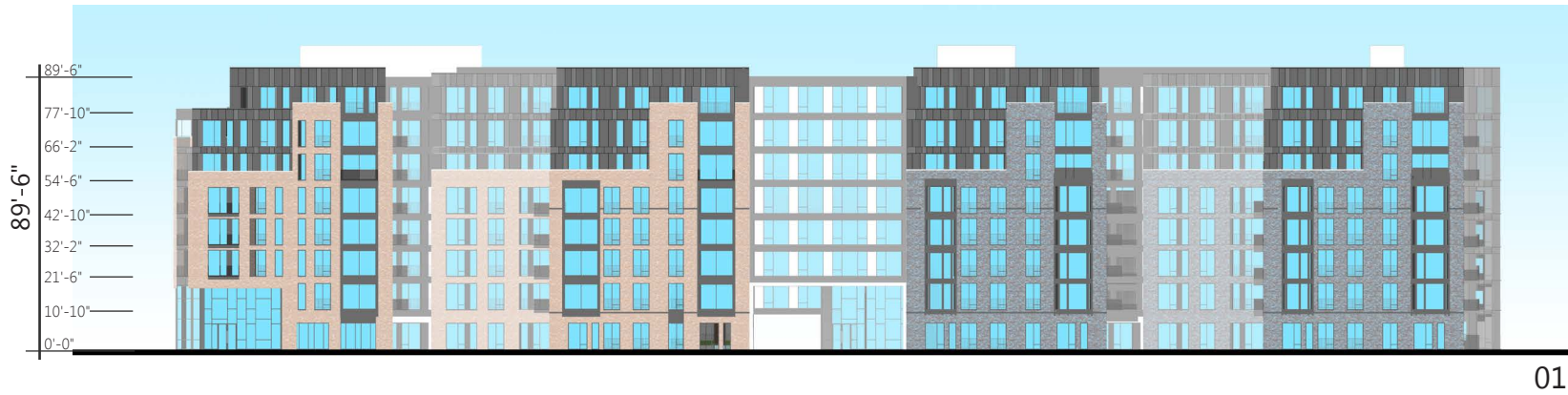




**cbt** Figure 2.3d  
West Site  
Typical Floor Plan  
**60 Kilmarnock  
Boston, Massachusetts**



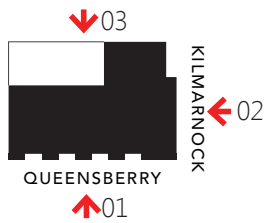
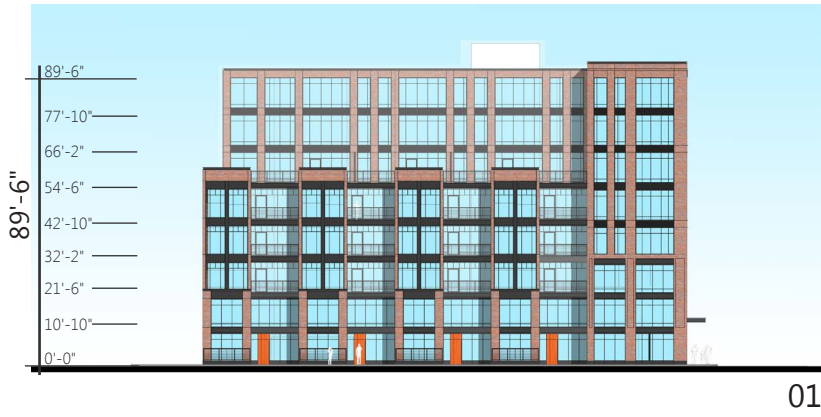
**cbt** Figure 2.3e  
West Site  
Roof Plan  
**60 Kilmarnock**  
**Boston, Massachusetts**



**cbt** Figure 2.4a  
East Site Elevations

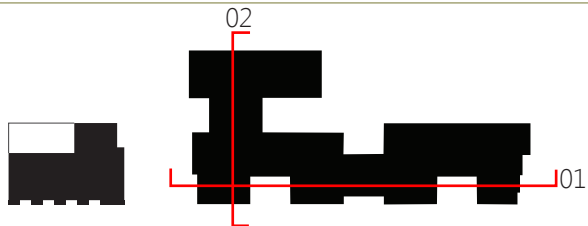
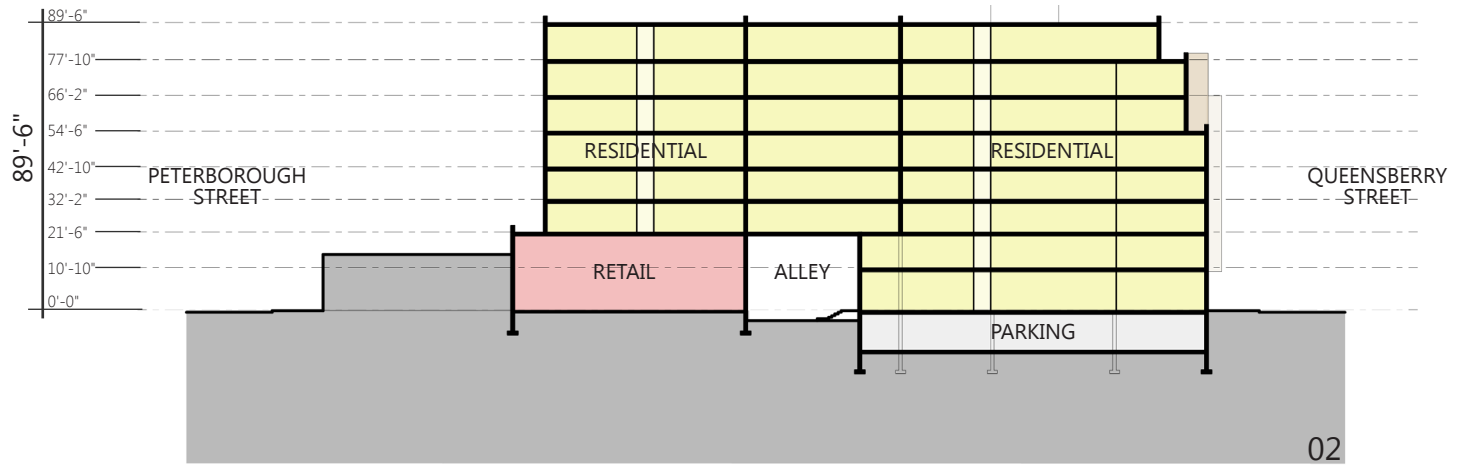
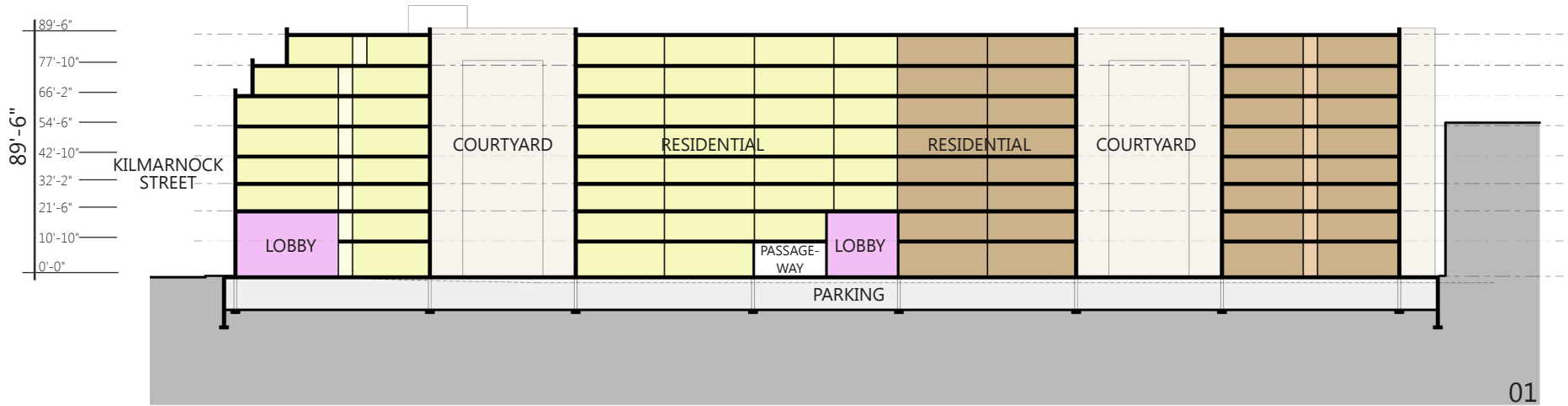
**60 Kilmarnock  
Boston, Massachusetts**





**cbt** Figure 2.4b  
West Site Elevations

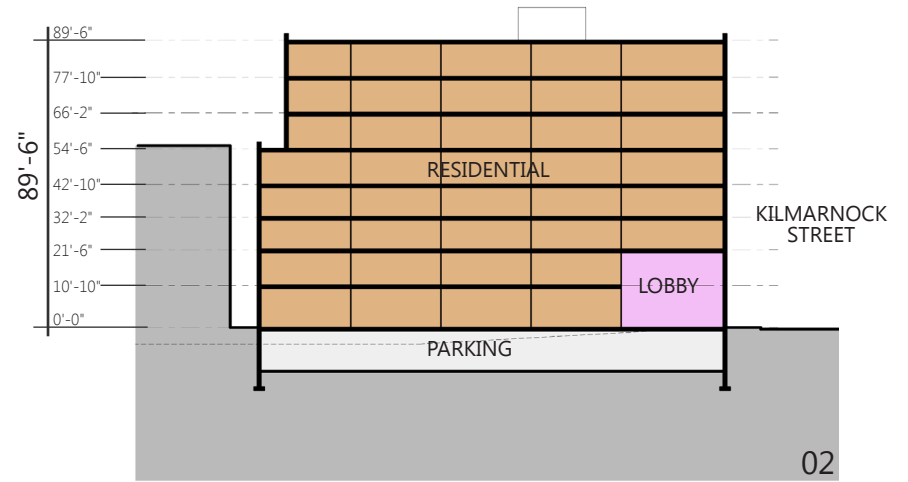
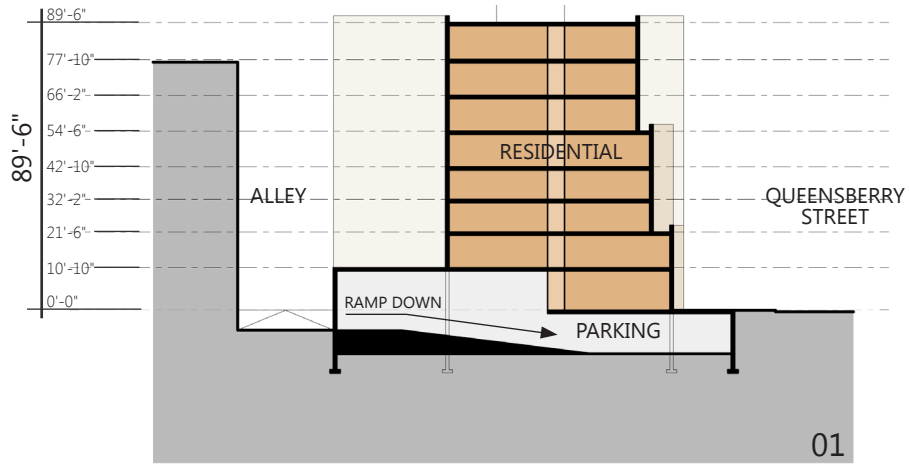
**60 Kilmarnock**  
**Boston, Massachusetts**



**cbt** Figure 2.5a  
East Site Sections

**60 Kilmarnock  
Boston, Massachusetts**





**cbt** Figure 2.5b  
West Site Sections

**60 Kilmarnock  
Boston, Massachusetts**



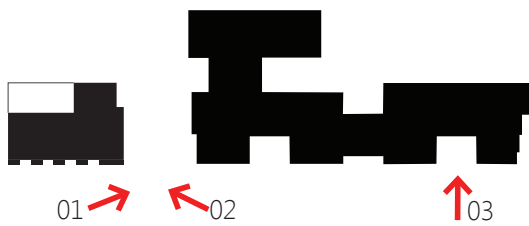
01



02



03



**cbt** Figure 2.6  
Building View Perspectives

**60 Kilmarnock  
Boston, Massachusetts**



# 3

## Sustainability/Green Building and Climate Change Resiliency

The following chapter describes the overall approach to sustainable design, construction, and operation for the Project. Included is a preliminary assessment of green building design, in compliance with the requirements of Article 37 of the Code relative to the City's Green Building policies and procedures ("Article 37"). It identifies consistency with the U.S. Green Building Council's ("USGBC") Leadership in Energy and Environmental Design ("LEED") version 4 ("v4") rating system based on early design. This chapter also discusses the susceptibility of the Project Site to predicted climate change impacts, in accordance with the BPDA Climate Change Preparedness and Resiliency Policy ("Resiliency Policy"). The required Climate Change Preparedness and Resiliency Checklist ("Resiliency Checklist") has been completed for the Project and is provided in Appendix B.

### 3.1 Summary of Key Findings and Benefits

Key findings and benefits related to sustainability/green building design and climate change preparedness include the following Project attributes:

- › Complies with Article 37, Green Buildings of the Code by demonstrating compliance with the LEEDv4 program.
- › Meets the Massachusetts Stretch Energy Code requirements to be 10 percent better than ASHRAE 90.1-2013.
- › Building design will include high-efficiency building systems (mechanical, plumbing and electrical), and a high-performance building envelope.
- › Sustainable design measures such as LED lighting within the common areas and units, low flush and flow plumbing fixtures, building energy management systems, and healthy interior environments, are a few of the features that are being considered for inclusion in the Project.
- › According to City of Boston sea level rise mapping, the Project Site is not located within a flood hazard area.

### 3.2 Regulatory Context

#### 3.2.1 Article 37

Through Article 37 – Green Buildings, the City of Boston encourages major building projects to be "planned, designed, constructed, and managed to minimize adverse

environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in Boston.” Any project that is subject to Article 80, Large Project Review is also subject to the requirements of Article 37.

An interdisciplinary committee, the Boston Interagency Green Building Committee (“IGBC”), consisting of at least one representative from certain city agencies, including the BPDA, Boston Environment Department (“BED”), BTM, the Inspectional Services Department, and the Mayor’s Office advises the BPDA on a proposed project’s compliance with Article 37.

### **Boston Green Building Credits**

Appendix A of Article 37 lists “Boston Green Building Credits,” which are credits that may be included in the calculation toward achieving a LEED certifiable project. These credits were developed by the City and are intended to address local issues unique to development in Boston. The credits include Groundwater Recharge and Modern Mobility.

## **3.2.2 Massachusetts Stretch Energy Code**

As part of the Green Communities Act of 2008, Massachusetts developed an optional building code, known as the “Stretch Energy Code,” that gives cities and towns the ability to choose stronger energy performance in buildings than otherwise required under the state building code. Codified by the Board of Building Regulations and Standards as 780 CMR Appendix 115.AA of the 9th edition Massachusetts Building Code, the Stretch Energy Code is an appendix to the Massachusetts Building Code, based on further amendments to the International Energy Conservation Code (“IECC”). The Stretch Energy Code increases the energy efficiency code requirements for new construction and major residential renovations or additions in municipalities that adopt it. The Stretch Energy Code applies to new commercial buildings over 5,000 square feet and multi-family residential buildings over three stories. The City of Boston adopted the Stretch Energy Code, which became mandatory on July 1, 2011.

On July 1, 2014, the IECC 2009 and ASHRAE 90.1-2007 ceased to be a code option for non-Stretch Energy Code communities, and the IECC 2012 and ASHRAE standard 90.1-2010 became the new/updated state-wide energy code.

Effective January 1, 2017, the IECC 2015/ASHRAE 90.1-2013 standard became the new/updated state-wide energy code as an amendment to the 9th edition of the State Building Code, and the Stretch Energy Code was amended to require 10 percent greater energy efficiency compared to ASHRAE 90.1-2013. Given the adoption of the most-recently revised Stretch Energy Code, the Project has incorporated these new requirements into its basis of design.

### **3.2.3 BPDA Climate Change Preparedness and Resiliency Policy**

In conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the BPDA requires projects subject to Boston Zoning Article 80 Small and Large Project Review to complete the Resiliency Checklist to assess potential adverse impacts that might arise under future climate conditions, and any project resiliency, preparedness, and/or mitigation measures identified early in the design stage. The Resiliency Checklist is reviewed by the IGBC.

## **3.3 Sustainability and Green Building Design Approach**

### **3.3.1 Overall Approach to Sustainability**

The Project is located on a previously developed site in the Fenway neighborhood of Boston. It is located in close proximity to public transportation with access to multiple bus routes, the MBTA Green Line Station at Kenmore and Fenway and the Commuter Rail Station at Fenway. Access to the Massachusetts Turnpike and Storrow Drive is close, which provides the Project with connections to additional major transportation arteries. In this way, the Project supports Smart Growth objectives.

The Proponent intends to include environmentally conscious strategies throughout the Project that will benefit residents, owners and tenants. The Project Team is planning to explore viable opportunities in energy conservation and sustainable design throughout the duration of the design process. Ultimately, they will determine which of the assessed strategies are appropriate energy conservation and sustainable design measures suitable for integration into the final development documents and buildings.

The building design will include high-efficiency building systems (mechanical, plumbing and electrical), and a high-performance building envelope. Sustainable design measures such as LED lighting within the common areas and units, low flush and flow plumbing fixtures, building energy management systems and healthy interior environments are a few of the energy efficiency measures the team is considering including in the design of the buildings.

### **3.3.2 Article 37 Compliance**

Article 37 requires new building projects to be designed to meet the compliance level of LEED certifiable in alignment with the applicable LEEDv4 rating system. Each of the buildings of the development will satisfy this requirement. Refer to Figure 3.1 for a preliminary LEEDv4 rating system checklist for both residential buildings.

The Project will use the USGBC LEED for New Construction ("LEED-NC") v4 rating system as guidance to demonstrate compliance with Article 37 (i.e., LEED certifiable); it will meet the prerequisites and a minimum of 40 LEED credit points. The narrative



below summarizes the sustainable design approach for the overall development and the component buildings.

### **3.3.3 Key LEEDv4 Credits to be Achieved**

#### Integrative Process (IP)

The Project Team plans to meet regularly to ensure the individual members from consulting firms involved are collaborating and communicating. Sustainable design focused workshops will be held early on to assist the team in establishing shared sustainable design and energy efficiency goals for the Project. As the design progresses, there will be multiple sustainable design focused workshops to ensure the entire team is engaged throughout the design and construction process.

The Project Team has contacted Eversource and National Grid to set up a meeting to discuss the incentive programs and potential Energy Conservation Measures for the Project.

#### Location and Transportation (LT)

The Project Site is located within the vibrant Fenway neighborhood of Boston. It is within easy walking distance of multiple modes of Public Transportation. There are several bus stops located within 0.25 miles of the Project Site and each of the MBTA Fenway and Kenmore Green line 'D' train stations are approximately 0.5-mile walking distance from the site in either direction.

Building residents will have access to structured below-grade parking with parking spaces allocated for low-emitting/fuel-efficient vehicles and electric vehicle ("EV") parking stations. There are approximately 202<sup>1</sup> parking spaces provided for residents. There will be a minimum of five percent (11 spaces) designated Low Emission, Fuel-Efficient ("LEFE") vehicle parking spaces and a minimum of five EV charging stations installed within the parking garage.

The Project includes wide sidewalks and paved interior pathways to support pedestrian safety. Exterior short-term bike storage for visitors and retail patrons will be provided at exterior locations within the Project Site. Residents will have access to enclosed secure bike storage areas within the parking structure. Boston has reduced the speed limit on all City streets to 25 mph which qualifies them to be safe for cyclists with or without a designated bike lane.

The immediate neighborhood provides a wide variety of services with pedestrian and cyclist access including restaurants, grocery stores, banks, and Fenway Park. It is also within walking distance of Northeastern University and Wentworth Institute of

<sup>1</sup> Through the use of stackers, the Project can provide approximately 250 structured parking spaces. The number of LEFE and EV spaces within the development will be determined based on the final parking count.

Technology. The Project Site currently has a Walk Score of 95 making it a 'Walker's Paradise.'

#### Sustainable Sites (SS)

The Project Site is composed of previously developed parcels in a densely developed Boston neighborhood. The Project Site is designated on an HUD Qualified Census Tract.

The Project is designed to incorporate pervious and open spaces through landscaping, and shared open space, pedestrian-oriented streetscapes and green roofs. The inclusion of these permeable areas helps reduce rainwater runoff and contain it on site.

A proposed, Project-wide stormwater management plan is expected to be developed to address the rate, runoff, and quality of the site rainwater. As described more fully in Chapter 7, *Infrastructure*, the Project will be designed to meet BWSC and MassDEP stormwater management requirements. Project benefits may include, but are not limited to, improving stormwater quality, reducing stormwater runoff volume, and controlling peak rates of runoff by incorporating new stormwater management and treatment systems on site. As an added benefit, the Project is considering the implementation of at-grade landscaping and green roof areas. Stormwater runoff from the site is expected to be treated to remove suspended solids prior to being released into the City system.

#### Water Efficiency (WE)

The Project will reduce potable water use for both sewage conveyance and irrigation needs. The Project Team plans to specify low-flow/high-efficiency domestic and commercial plumbing fixtures including the following:

- › Residential: 1.28 gallons per flush (gpf) Water Closet (WC), 1.5 gallons per minute (gpm) Lavatory faucet; 1.5 gpm shower head; 1.5 gpm kitchen faucet
- › Commercial: 1.28 gpf WC; 0.125 gpf urinal; 0.35 gpm Lavatory faucet (metered); 1.5 gpm shower head

Through the specification of low flow and high-efficiency plumbing fixtures each building will exceed a 20 percent annual potable water use reduction for interior water use and sewage conveyance.

The on-grade landscaped areas will include mixture of drought tolerant trees, shrubs, and groundcover that grow well in an urban environment. The irrigation system will be designed to use 50 percent less potable water when compared to a mid-summer baseline.

#### Energy & Atmosphere (EA)

The proposed buildings will be designed with high-efficiency building systems and a high-performance building envelope. Alternative energy strategies that may be considered for further investigation include photovoltaic arrays and co-generation.



The proposed HVAC system designs for the residential buildings may include vertical stack water source heat pumps and a central plant for ventilation air and hot/chilled water distribution.

Refrigerants with low global warming and ozone depleting potential will be specified for use in applicable building systems equipment.

Each of the buildings, including the parking structures, will target lighting power densities 10-20 percent below code through the use of LED lighting and lighting controls systems.

Preliminary energy modeling estimates the project will have an annual site energy use that is approximately 18.6 percent below the ASHRAE 90.1-2013 baseline and an annual cost savings of approximately 10.5% below the ASHRAE 90.1-2010 baseline (LEED metric).

Once the design has progressed into schematic design, early energy modeling will be used to conduct energy assessments to ensure the proposed designs meets both the State Stretch Energy Code and LEEDv4 prerequisite criteria. The Stretch Code compliance model will be compared to an ASHRAE 90.1-2013 baseline and the LEED model will be compared to the ASHRAE 90.1-2010 baseline.

Additionally, the Proponent plans to engage a Commissioning Agent ("CxA") to perform fundamental commissioning services including providing reviews of design documents. The CxA may be engaged to include an enhanced commissioning scope of work. The CxA will continue through construction and ultimately confirm the building systems are installed and function as intended and desired.

#### Materials and Resources (MR)

The Project will specify materials and products that are environmentally responsible and are transparent regarding the harvest and/or extraction of raw materials and the manufacturing processes. The Project Team will endeavor to specify materials and products with compliant environmental and health product declarations to reduce the impact of the Project on the environment overall.

Waste management will be addressed both during construction and post occupancy. The construction manager will implement a construction waste management plan to divert a minimum of 75 percent of the construction waste and demolition debris comprised of at least four different waste streams.

Post occupancy, collected recyclables will be accommodated in a central location within each of the buildings. Residents will bring their recyclables to a central storage room. The residential buildings may incorporate trash and recycling chutes on each floor. A contracted waste management company will pick up the collected recyclables on a regular basis.

#### Indoor Environmental Quality (IEQ)

The Project will have a healthy interior environment through the use of low VOC containing interior construction and finish materials and an efficient ASHRAE 62.1

compliant ventilation system. Each building will be non-smoking and no smoking will be allowed within 25 feet of the building including on residential terraces and occupied roofscapes.

The construction manager will be required to implement a compliant Indoor Air Quality Management Plan for the construction and pre-occupancy phases of the Project.

The building envelope design includes large areas of vision glazing with ample access to daylight and views for the residential units.

The residential building thermal comfort systems and controls will be designed to meet the requirements of ASHRAE 55-2010 for all applicable mechanically ventilated regularly occupied spaces.

#### Innovation in Design (ID)

The Project's landscape design will explore innovative approaches to design, construction, operations, and maintenance including low mercury lighting, public outreach/education, an integrated pest management policy, and green housekeeping.

#### Regional Priority Credits (RPC)

Applicable regional priority credits for the Project may include:

- › SS High Priority Site
- › SS Rainwater Management
- › Indoor Water Use Reduction (4 pt threshold)
- › EA Renewable Energy Production (2 pt threshold)
- › EA Optimize Energy Performance (8 pt threshold)

#### **Boston Green Building Credits**

At this preliminary design stage, the Project will evaluate achieving two of the four available Boston Green Building credits (Appendix A of Article 37):

#### Groundwater Recharge

At a minimum, the Project will meet the requirements of the BWSC and the requirements of the Groundwater Conservation Overlay District ("GCOD"), ground water recharge standards. At this early stage of design, the Project has not fully assessed the quantity of rainwater that may be diverted from the municipal storm water system; the infiltration rates, seasonal high groundwater elevations, and locations of soil and/or groundwater contamination have not been evaluated. These factors may limit the Project from infiltrating in certain areas.

#### Modern Mobility

The Project may elect to pursue the Boston Green Building credit for Modern Mobility through compliance with the Transportation Demand Management ("TDM")

prerequisites and project type credit requirements. As part of the transportation mitigation strategy, the Project provides ample access to multiple modes of public transportation, below-grade parking with EV stations and secure bike storage. Refer to Section 4.3.2.6 for more detail on the proposed comprehensive TDM plan.

#### **USGBC LEED Certification**

The Proponent may choose to register each of the proposed buildings in the development as individual projects with the USGBC through LEED Online.

#### **Preliminary Energy Conservation/GHG Emissions Reduction Approach**

In alignment with its regional efforts to reduce Greenhouse Gas (“GHG”) emissions and in support of Boston’s specific GHG emissions reduction targets, the team will continue to evaluate energy efficiency measures (“EEMs”) for possible inclusion in the Project. The EEMs may include such measures as high-performance glazing, increased insulation, low lighting power densities, low flow plumbing fixtures, high-efficiency mechanical and ventilation systems equipment, and alternative energy sources. Preliminary energy modeling was used for an early analysis of the possible impacts of energy efficiency measures.

The two buildings will meet the Stretch Code requirement to be a minimum of 10 percent below an ASHRAE 90.1-2013 baseline. Through the implementation of energy optimizing building design and systems, the Project is targeting an 18 percent annual energy use reduction. Additionally, the Project GHG emissions will equate to an estimated 14.9 percent reduction in stationary source CO<sub>2</sub> emissions. (Note that the percentages of energy use are different than emission reductions due to emissions conversion factors.)

Estimated energy use demand and costs and GHG emissions are preliminary and subject to change upon further design of the Project. Please refer the energy modeling analysis report included in Appendix C.

### **3.4 Climate Change Preparedness and Resiliency**

As required by the BPDA for all Large Project Review projects, the Proponent has considered anticipated changes in climate, which is reflected in the Resiliency Checklist provided in Appendix B. The Resiliency Checklist reflects the commitment of the Proponent to mitigate the impacts of climate change by considering a variety of strategies.

The following sections further describe how climate change has been considered in the early stages of the Project’s design.

#### **3.4.1 Sea Level Rise and Extreme Storms/Flooding**

The potential effects of climate change, including rising sea levels and more frequent extreme storms, increase the probability of coastal and riverine flooding and enlarge the 100-year floodplain. Utilizing the Coastal Flood Exceedance maps

published in the *MassDOT-FHWA Pilot Project Report: Climate Change and Extreme Weather, Vulnerability Assessments and Adaptation Options for the Central Artery/Tunnel* (June 2015), the Project Site is not at high risk of inundation from sea level rise during its design life.

Figures 3.2a and 3.2b show the 2030 (Figure 3.2a) and 2070 (Figure 3.2b) inundation probabilities from the high emissions scenario of the same flood risk model, developed by the Woods Hole Group. These maps show that there will be no flooding due to sea level rise in 2030 at or near the Project Site. In 2070, the projections also show minimal risk to the immediate Project Site despite the potential flooding of I-90 which could result in substantial flooding of regional transportation systems and the surrounding area. The Climate Ready Boston report, released in December 2016, indicated no change in sea level rise projections.

According to the BPDA Sea Level Rise Flood Hazard Area Mapping Tool, the Project Site is not located within an area of future coastal flooding conditions due to a one-percent annual storm event with 40 inches of sea level rise (the Sea Level Rise-Base Flood Elevation).

### **3.4.2 Extreme Weather Events**

This section examines how the Project may be affected by and will prepare for climate change-induced extreme weather events.

The 2011 Massachusetts Climate Change Adaptation Report projects an increase in extreme weather events which could consist of drought, tropical rainfall patterns (i.e., increased precipitation), extreme heat and cold stretches, an increase in the number of days with extreme heat (i.e., temperatures greater than 90°F and 100°F), and increased winter precipitation, yet fewer days of snow.

The latest Climate Ready Boston report, released in December 2016, predicts an increase in the days of extreme heat from previous research; an additional 10 days above 90 degrees by 2030 to 20-40 in total; and an additional 22 days above 90 degrees by 2070 to 25-90 in total. Projections for increased precipitation and sea level rise from previous reports have remained consistent, as do implications to the Project Site.

Please refer to the Resiliency Checklist in Appendix B for additional details on how the Project will respond to extreme weather conditions.



**LEED v4 BD+C: New Construction**  
Project Checklist

Project Name: **Fenway/Kilmarnock**  
Address: 60 Kilmarnock St  
Date: January 10, 2018

Y	?+	?-	N	Integrative Process	1
1	0	0	0	Credit 1 Integrative Process	1
<b>13</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>Location and Transportation</b>	<b>16</b>
x	x	x	x	Credit 1 LEED for Neighborhood Development Location	16
1				Credit 2 Sensitive Land Protection	1
1			1	Credit 3 High Priority Site	2
5				Credit 4 Surrounding Density and Diverse Uses	5
5				Credit 5 Access to Quality Transit	5
	1			Credit 6 Bicycle Facilities	1
	1			Credit 7 Reduced Parking Footprint	1
1				Credit 8 Green Vehicles	1
<b>3</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>Sustainable Sites</b>	<b>10</b>
Y				Prereq 1 Construction Activity Pollution Prevention	Required
1				Credit 1 Site Assessment	1
		1	1	Credit 2 Site Development - Protect or Restore Habitat	2
1				Credit 3 Open Space	1
	2		1	Credit 4 Rainwater Management	3
1			1	Credit 5 Heat Island Reduction	2
	1			Credit 6 Light Pollution Reduction	1
<b>4</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>Water Efficiency</b>	<b>11</b>
Y				Prereq 1 Outdoor Water Use Reduction	Required
Y				Prereq 2 Indoor Water Use Reduction	Required
Y				Prereq 3 Building-Level Water Metering	Required
1			1	Credit 1 Outdoor Water Use Reduction	2
2	1		3	Credit 2 Indoor Water Use Reduction	6
	1		1	Credit 3 Cooling Tower Water Use	2
1				Credit 4 Water Metering	1
<b>8</b>	<b>5</b>	<b>5</b>	<b>15</b>	<b>Energy and Atmosphere</b>	<b>33</b>
Y				Prereq 1 Fundamental Commissioning and Verification	Required
Y				Prereq 2 Minimum Energy Performance	Required
Y				Prereq 3 Building-Level Energy Metering	Required
Y				Prereq 4 Fundamental Refrigerant Management	Required
3	1	2		Credit 1 Enhanced Commissioning	6
5	3		10	Credit 2 Optimize Energy Performance	18
			1	Credit 3 Advanced Energy Metering	1
			2	Credit 4 Demand Response	2
		1	2	Credit 5 Renewable Energy Production	3
		1		Credit 6 Enhanced Refrigerant Management	1
	1	1		Credit 7 Green Power and Carbon Offsets	2

3	2	0	8	Materials and Resources	13
Y				Prereq 1 Storage and Collection of Recyclables	Required
Y				Prereq 2 Construction and Demolition Waste Management Planning	Required
			5	Credit 1 Building Life-Cycle Impact Reduction	5
1			1	Credit 2 Building Product Disclosure and Optimization - EPD	2
	1		1	Credit 3 Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1			1	Credit 4 Building Product Disclosure and Optimization - Material Ingredients	2
1	1			Credit 5 Construction and Demolition Waste Management	2
<b>6</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>Indoor Environmental Quality</b>	<b>16</b>
Y				Prereq 1 Minimum Indoor Air Quality Performance	Required
Y				Prereq 2 Environmental Tobacco Smoke Control	Required
1	1			Credit 1 Enhanced Indoor Air Quality Strategies	2
1		1	1	Credit 2 Low-Emitting Materials	3
1				Credit 3 Construction Indoor Air Quality Management Plan	1
			2	Credit 4 IAQ Assessment	2
1				Credit 5 Thermal Comfort	1
1			1	Credit 5 Interior Lighting	2
			3	Credit 5 Daylight	3
1				Credit 5 Quality Views	1
		1		Credit 5 Acoustic Performance	1
<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>Innovation</b>	<b>6</b>
1				Credit 1 Innovation Credit: TBD	1
1				Credit 2 Innovation Credit: TBD	1
	1			Credit 3 Innovation Credit: TBD	1
	1			Credit 4 Innovation Credit: TBD	1
	1			Credit 5 Pilot Credit: TBD	1
1				Credit 6 LEED Accredited Professional	1
<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>Regional Priority (earn up to 4 points)</b>	<b>4</b>
	1			Credit 1 EAc2 Optimize Energy Performance (17%/8 pts)	1
		1		Credit 2 LTc3 High Priority Site (2 points)	1
		1		Credit 3 #####	1
		1		Credit 4 #####	1
<b>41</b>	<b>19</b>	<b>11</b>	<b>39</b>	<b>TOTALS</b>	<b>Possible Points: 110</b>

Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110

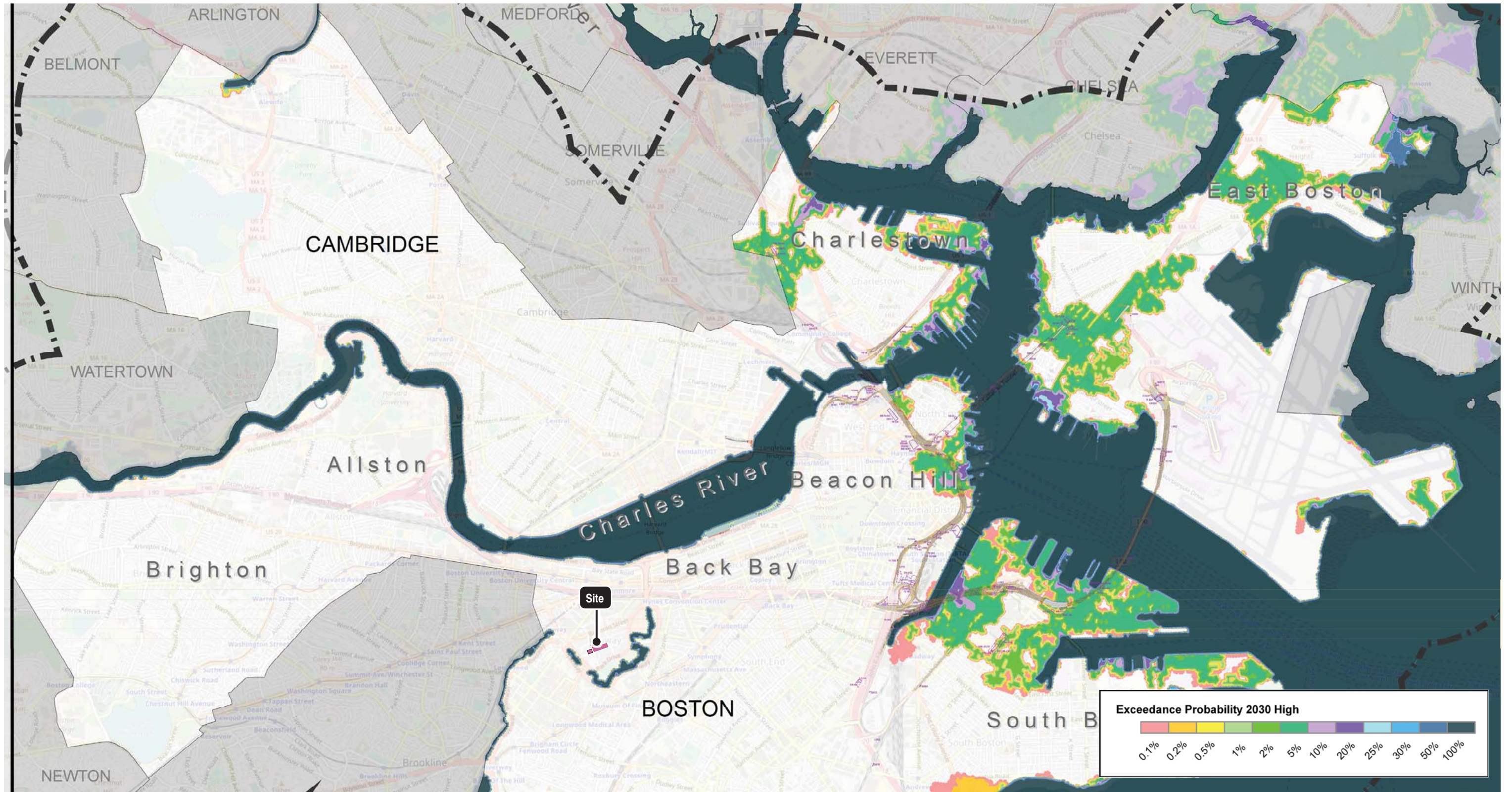
Source: The Green Engineer



Figure 3.1  
Preliminary LEEDv4 Scorecard

**60 Kilmarnock**  
**Boston, Massachusetts**





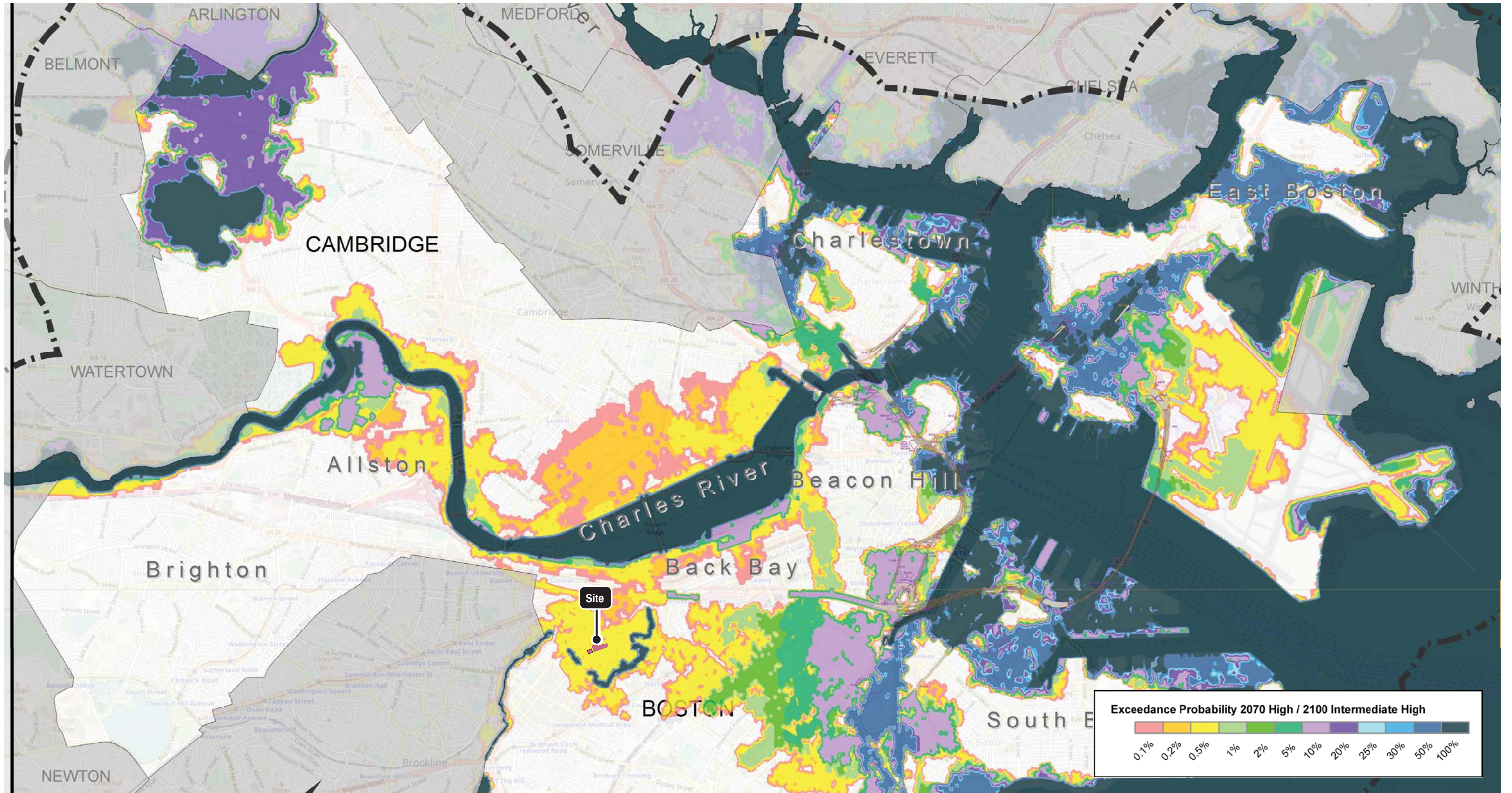
Source: MassDOT



Figure 3.2a  
2030 Coastal Flood Exceedance  
Probabilities (High Scenario)

**60 Kilmarnock  
Boston, Massachusetts**





Source: MassDOT



Figure 3.2b  
2070 Coastal Flood Exceedance  
Probabilities (High Scenario)

**60 Kilmarnock  
Boston, Massachusetts**



# 4

## Transportation

This chapter presents an evaluation and summary of existing and future transportation infrastructure and operations for the Project. The transportation study has been developed to understand and mitigate the transportation impacts of the Project and to develop appropriate transportation improvements in Boston's Fenway neighborhood. This study analyzes the following:

- › Vehicle traffic on study area roadways and intersections;
- › Vehicular level of service ("LOS") analysis;
- › Parking conditions;
- › Pedestrian volume and facilities;
- › Bicycle volume and facilities; and
- › Public transportation services.

In addition, this study quantifies and assesses the transportation impacts that are expected within the Project area under future conditions.

The purposes of these analyses are to:

- › Define and quantify existing transportation conditions in the Project study area;
- › Estimate the transportation impacts that will be generated under future conditions by the Project;
- › Develop a set of mitigation strategies and improvement measures which will help to lessen the transportation effects of the Project; and
- › Demonstrate that these transportation mitigation efforts will meet or exceed BPDA and BTD requirements, and will serve as public benefits.

The sections below provide an overview of the Project and a summary of findings of the transportation analysis, including anticipated impacts, proposed mitigation, a discussion of the study methodology, and a description of the study area.

Subsequent sections provide detailed discussions of existing and future conditions expected both with and without the Project.

### 4.1 Summary of Findings and Transportation Mitigation

The additional traffic generated by the Project will produce limited impacts to the surrounding transportation infrastructure. This is due, primarily, because the existing taxicab operation and other volumes associated with the operation of the two parking garages is similar in magnitude as the expected Project trip generation. The Project's location is also well-served by public transit, which further helps to reduce

the impact on surrounding streets by providing a strong opportunity for residents to proactively use public transportation and other transportation alternatives. The Project is not expected to result in any measurable changes to peak hour operating conditions at study area intersections. Figure 4.2 provides an illustrative site plan of the ground floor of the Project, indicating key transportation access, circulation and parking provisions. Key findings and actions include the following:

- › The Project is expected to generate approximately -16 entering and 6 exiting net-new vehicle trips during the weekday morning peak hour and approximately 18 entering and -5 exiting net-new vehicle trips during the weekday evening peak hour.
- › The traffic generated by the Project is expected to have minimal impacts on the area's transportation infrastructure with the implementation of the proposed site access plan, as generally peak hour traffic volumes are anticipated to be reduced or slightly increased with the Project in place.
- › The results of the analysis indicate that there will be no changes in LOS in the study area as a result of the Project.
- › The Project Site is currently well served by transportation infrastructure, including access to City arterial roadways and nearby public transit (Commuter Rail, Green Line, and multiple local bus routes).
- › The Proponent is committed to limiting on-site parking supporting the Project. Up to 250 off-street parking spaces will be provided in below-grade single level garages on each parcel both west and east of Kilmarnock Street. Approximately forty-eight (48) of these spaces will be provided via a stacker system. The garage west of Kilmarnock Street will provide approximately 58 spaces with stackers while the garage east of Kilmarnock Street will provide approximately 192 parking spaces with stackers. Limited parking will precipitate proactive public transportation, bicycle and pedestrian activity on-site.
- › Parking garage access and egress will be provided via Private Alley 934 to access the garage east of Kilmarnock Street and via Private Alley 933 to access the garage west of Kilmarnock Street.
- › There will be dedicated off-street loading docks to ensure that loading and service operations are handled internal to the building site and will not impact adjacent streets. Access to the loading area will be provided via Private Alley 934 and Private Alley 933.
- › The Proponent will provide covered bicycle storage capacity on-site in accordance with the City of Boston Bicycle Guidelines. The Project will also include public bike racks to support ground floor retail and/or restaurant space and visitors.
- › The Proponent will implement a proactive transportation demand management ("TDM") plan to encourage public transit use and other alternative forms of transportation. The Proponent will require any future third-party retail and/or restaurant tenants to implement their own proactive TDM plans.

## 4.2 Project Overview

The Project, located at 60 Kilmarnock Street, includes demolition of the existing Fenway Cab Parking infrastructure, including two parking garages, two surface parking lots and two commercial buildings, and the construction of an approximately 420,800 square foot development with ground floor retail and/or restaurant. As illustrated in Figure 4.1, the Project Site is separated by Kilmarnock Street. The West Site is bounded by Private Alley 933 to the north, Queensberry Street to the south, Kilmarnock Street to the east and existing buildings to the west. The East Site is bounded by Private Alley 934 and existing buildings to the north, Queensberry Street to the south, Kilmarnock Street to the west and existing buildings to the east. The Project will include approximately 443 residential units with approximately 7,800 square feet of ground floor retail and/or restaurant space.

Note that at the time the transportation study was conducted, it was determined that a conservative approach be taken to ensure that follow-on program adjustments would be adequately reflected and accounted for in the determination of expected traffic impacts associated with the Project. A summary of the estimated Project program that was used to support conduct of the transportation Study is presented below in Table 4-1. As such, this program is modestly higher than the proposed program that is described in greater detail in Chapter 1, *Project Description and General Information*.

**Table 4-1 Transportation Study Program Summary**

<b>Use</b>	<b>Approx. Size</b>
Residential	470 units
Parking	250 spaces*
Retail and/or Restaurant	10,000 GSF

\* 202 spaces plus an additional approximately 48 spaces with stackers

## 4.3 Methodology

The transportation analysis conforms to BTD's "Transportation Access Plans Guidelines" and uses standard methodologies, including the Institute of Transportation Engineers' trip generation and local travel characteristics as defined in *Access Boston 2000-2010*.

The analysis was conducted in two distinct stages. The first stage (existing conditions) involved a survey and compilation of existing transportation conditions within the study area (defined below) including:

- › An inventory of the transportation infrastructure within the defined Project study area;
- › Geometric and operational characteristics of study area roadways and intersections;

- › Existing traffic control at study area intersections (i.e., traffic signalization, stop signs, one-way streets, etc.);
- › Area off-street and on-street parking supply;
- › Pedestrian activity along study area roadways, and at study area intersections;
- › Bicycle activity and accommodations;
- › Public transportation options within the study area, including bus, trolley, commuter rail, and private shuttle bus options; and
- › Existing parking operations currently on-site.

In the second stage of the analysis (Evaluation of Long-Term Transportation Impacts), future transportation conditions were projected within the study area. The future No-Build condition includes an assessment of future transportation including background growth on area roadways and intersections, planned transportation infrastructure improvements, and growth related to other proposed projects within the study area (without consideration of the Project). The future No-Build Condition takes into consideration the projects that are planned and/or under construction within the Fenway area including those listed in Section 4.3.1.2. The future Build Condition assesses the No-Build Condition plus estimated traffic generated by the Project.

Roadway, pedestrian, and transit capacity for morning and evening peak commuter periods were studied and are summarized for the following conditions:

- › 2017 Existing Condition;
- › 2022 No-Build Condition; and
- › 2022 Build Condition.

Specific travel demand forecasts for the Project were assessed along with future transportation demands due to background traffic growth and traffic growth from other planned or approved projects within the study area. The year 2022 (five years) was selected as the horizon year for the purposes of quantifying and assessing future transportation impacts.

#### **4.4 Study Area**

The Project Site, bound by Queensberry Street, Kilmarnock Street, Private Alley 933, Private Alley 934 and existing buildings, is located within Boston's Fenway neighborhood. The Project study area includes 13 intersections that have been studied under both existing and future conditions. These intersections, illustrated in Figure 4.3, are listed below:

1. Park Drive at Peterborough Street;
2. Park Drive at Queensberry Street;
3. Boylston Street at Kilmarnock Street/Van Ness Street;
4. Boylston Street at Jersey Street;

5. Peterborough Street at Kilmarnock Street;
6. Peterborough Street at Jersey Street;
7. Kilmarnock Street at Private Alley 934/Private Alley 933/Deaconess Garage Driveway (modified in Build Condition);
8. Jersey Street at Private Alley 935/Private Alley 934;
9. Queensberry Street at Kilmarnock Street;
10. Queensberry Street at Jersey Street;
11. Park Drive at Kilmarnock Street;
12. Park Drive at Jersey Street; and
13. Queensberry Street at Queensberry Garage Driveway (removed in Build Condition).

These study area intersections were evaluated in detail using standard traffic engineering analysis techniques following BTM guidelines to identify incremental impacts of future traffic growth and site-generated traffic.

## **4.5 Existing Transportation Conditions**

This section describes existing transportation conditions, including an overview of roadway conditions, transit operations, pedestrian and bicycle facilities, and general site conditions. A discussion of the existing on- and off-street public parking supply is also provided.

### **4.5.1 Roadways**

#### **Queensberry Street**

This one-way roadway provides a single eastbound travel lane that extends from Park Drive to the west to Park Drive to the east. The north and south side of Queensberry Street provides resident permit and some 2-hour visitor parking. Sidewalks are provided along both sides of the street and crosswalks are provided at intersections. The existing Queensberry Garage driveway is located on Queensberry Street. All trips entering and exiting through this driveway travel eastbound on Queensberry Street.

#### **Kilmarnock Street**

Kilmarnock Street runs between the Project Site's East Site and West Site. The roadway provides two-way travel between Park Drive to the south and Brookline Avenue to the north. The east and west sides of Kilmarnock Street provide resident permit parking. Sidewalks are provided along both sides of the street and crosswalks are provided for crossings.

**Jersey Street**

Jersey Street is located east of the Project Site and provides two-way travel between Park Drive to the south and Boylston Street to the north. The east and west sides of Jersey Street provide resident permit parking. Sidewalks are provided along both sides of the street and all intersection provide crosswalks.

**Boylston Street**

Boylston Street is north of the Project Site and provides two westbound travel lanes, two eastbound travel lanes, and two parking lanes (one on either side). Boylston Street runs from Boston Common to the east to Park Drive to the west. The north and south sides of Boylston Street provide metered parking. Sidewalks are provided along both sides of the street and crosswalks are provided at intersections.

**Peterborough Street**

Peterborough Street is located north of the Project Site and provides one-way travel in the westbound direction from Park Drive to the west and to Park Drive to the east. The north side of Peterborough Street provides resident permit parking and the south side provides a mix of two-hour parking and resident parking. Sidewalks are provided along both sides of the street. Crosswalks are provided at intersections.

**Park Drive**

Park Drive wraps around the southern portion of the study area as it separates the Fenway neighborhood from the Back Bay Fens Park (the "Fens"). The roadway is one-way and provides two lanes, in the study area, in the westbound direction that extends from Boylston Street to the northeast to Mountfort Street to the northwest. There is also a carriage road that runs parallel to Park Drive just to the north. The carriage road provides a single lane of one-way travel in the westbound direction that extends from Peterborough Street in the northeast to where it merges with Park Drive just west of the Kilmarnock Street intersection. Resident permit parking is provided on the north and south sides of the carriage road and on the east side of Park Drive, after the Park Drive carriage road merge. Sidewalks are provided along the north side of the carriage road and the south side of Park Drive (along the Fens). Crosswalks are provided at intersection and midblock crossing locations.

**Private Alley 933**

Private Alley 933 runs parallel to a portion of the Project Site, on the north side. The roadway provides two-way travel between Private Alley 930 to the west and Kilmarnock Street to the east. Parking is prohibited along Private Alley 933; however, it provides access to the Kilmarnock Street surface parking lot (which is a part of the existing development) as well as other abutting property parking lots. Sidewalks and crosswalks are not provided along Private Alley 933.

**Private Alley 934**

Private Alley 934 runs parallel to the Project Site separating the Deaconess Garage from the Queensberry Street Garage. The roadway provides two-way travel between Kilmarnock Street in the west and Jersey Street in the east. Parking is prohibited along Private Alley 934; however, it provides access to the Deaconess and Queensberry Street Garages as well as surface parking lot, all of which are part of the existing development. Sidewalks and crosswalks are not provided along Private Alley 934.

**Private Alley 935**

Private Alley 935 is located east of the Project Site. The roadway provides two-way travel between Jersey Street to the west and Private Alley 906 to the east. Parking is prohibited along Private Alley 935 but provides access to abutting property parking lots. Sidewalks and crosswalks are not provided along Private Alley 935.

**4.5.2 Study Area Intersections****Park Drive/Peterborough Street**

Park Drive at Peterborough Street is a "T" unsignalized intersection located at the west end of Peterborough Street. Park Drive is one-way northbound (at this intersection) and Peterborough Street is one-way westbound and stop controlled. Parking is available on the north and south side of Peterborough Street and on the east side of Park Drive. Sidewalks are provided on the east and west sides of Park Drive as well as on the north and south sides of Peterborough Street. Crosswalks are provided across Peterborough Street and across the northern side of Park Drive.

**Park Drive/Queensberry Street**

Park Drive at Queensberry Street is a "T" unsignalized intersection located at the west end of Queensberry Street. Park Drive is a one-way northbound (at this intersection) roadway and Queensberry Street is a one-way eastbound roadway beginning at this intersection. The Queensberry Street approach is stop controlled. Parking is available on the north and south sides of Queensberry Street as well as on the east side of Park Drive. Sidewalks are provided on the east and west sides of Park Drive as well as on the north and south sides of Queensberry Street. Crosswalks are provided across Queensberry Street and across the northern side of Park Drive.

**Boylston Street/Kilmarnock Street**

Boylston Street at Kilmarnock Street is a four-legged signalized intersection. Boylston Street is a two-way roadway and provides two eastbound lanes, two westbound lanes, and two parking lanes. Kilmarnock Street is a two-way roadway that provides two lanes approaching from the north (one through/right turn and one left turn only) and a single shared lane approaching from the south along with



two parking lanes on the southern approach. Sidewalks are provided on all curbsides in this intersection. Crosswalks are provided across all legs of the intersection and pedestrians are accommodated within the intersection's signalization via concurrent pedestrian phases.

### **Boylston Street/Jersey Street**

Boylston Street at Jersey Street is a four-legged signalized intersection. Boylston Street is a two-way roadway that provides two eastbound lanes, two westbound lanes, and two parking lanes on either side. Jersey Street is a two-way roadway that is the southern leg of this intersection. Jersey Street has one lane in either direction. Hubway bike parking is available on the east side of Jersey Street and metered parking is available on the west side of Jersey Street. Sidewalks are provided on all curbsides in this intersection. Crosswalks are provided across all legs of the intersection and pedestrians are accommodated within the intersection's signalization via concurrent pedestrian phases.

### **Peterborough Street/Kilmarnock Street**

Peterborough Street at Kilmarnock Street is a four-legged unsignalized, all-way stop controlled intersection. Peterborough Street is a one-way westbound roadway. Kilmarnock Street is a two-way roadway running north-south. Parking is available on the north and south sides of Peterborough Street as well as the east and west sides of Kilmarnock Street. Sidewalks are provided on all curbsides in this intersection. Crosswalks are provided across all legs of the intersection.

### **Peterborough Street/Jersey Street**

Peterborough Street at Jersey Street is a four-legged unsignalized, all-way stop controlled intersection. Peterborough Street is a one-way westbound roadway. Jersey Street is a two-way roadway running north-south. Parking is available on the east and west sides of Jersey Street as well as on the north and south sides of Peterborough Street. Sidewalks are provided on all curbsides in this intersection. Crosswalks are provided across all legs of the intersection.

### **Kilmarnock Street/Private Alley 934/Private Alley 933**

Kilmarnock Street at Private Alley 934/Private Alley 933 is four-legged unsignalized intersection. Although no stop signs are present, it is assumed that the Alleys are stop controlled. Kilmarnock Street is a two-way roadway that runs north-south. The Private Alleys are narrow, one-lane, two-directional approaches. Sidewalks are provided along the east and west sides of Kilmarnock Street. No crosswalks are provided at this intersection.

### **Jersey Street/Private Alley 935/Private Alley 934**

Jersey Street at Private Alley 935/Private Alley 934 is a four-legged unsignalized intersection. Jersey Street is a two-way roadway that runs north-south. Although no

stop signs are present, it is assumed that the Alleys are stop controlled. Sidewalks are provided along the east and west sides of Jersey Street. No crosswalks are provided at this intersection.

### **Queensberry Street/Kilmarnock Street**

Queensberry Street at Kilmarnock Street is a four-legged unsignalized, all-way stop controlled intersection. Kilmarnock is a two-way roadway that runs north-south. Queensberry Street is one-way in the eastbound direction. Parking is available along the east and west sides of Kilmarnock Street as well as along the north and south sides of Queensberry Street. There is a bus stop on the north-west corner of the intersection. Sidewalks are provided on all curbsides in this intersection. Crosswalks are provided on all legs of the intersection.

### **Queensberry Street/Jersey Street**

Queensberry Street at Jersey Street is a four-legged unsignalized, all-way stop controlled intersection. Jersey Street is a two-way roadway that runs north-south. Queensberry is a one-way eastbound roadway. Parking is available along the east and west sides of Jersey Street as well as along the north and south sides of Queensberry Street. There is a bus stop on the south-west side of Queensberry street at this intersection. Sidewalks are provided on all curbsides in this intersection. Crosswalks are provided on all legs of the intersection.

### **Park Drive/Kilmarnock Street**

Park Drive at Kilmarnock Street is a five-legged unsignalized, stop controlled intersection. Park Drive and its carriage road run parallel to each other and are both one-way westbound roadways. The Park Drive carriage road has a one one-way lane with two parking lanes on the north and south sides. Park Drive runs parallel to the carriage road and has two one-way lanes with no parking. Kilmarnock Street operates as a two-way roadway with parking on the east and west sides but prohibits entering the neighborhood via Kilmarnock Street between the hours of 12:00 – 6:00 AM. Sidewalks are provided along the west and east sides of Kilmarnock Street, along the north side of the Park Drive carriage road, and along the south side of Park Drive. Crosswalks are provided across Kilmarnock and across the Park Drive carriage road as well as a median providing a sidewalk where pedestrians can safely travel between the north side of the carriage road to the south side of Park Drive. There is currently no existing crosswalk across Park Drive following apparent recent paving of Park Drive.

### **Park Drive/Jersey Street**

Park Drive at Jersey Street is a five-legged partially-signalized intersection. Park Drive and its carriage road run parallel to each other and are both one-way westbound roadways. The Park Drive carriage road has a one one-way lane with two parking lanes on the north and south sides. Park Drive runs parallel to the carriage

road and has two one-way lanes with no parking. Jersey Street operates as a two-way roadway with parking on the east and west sides but prohibits entering the neighborhood via Jersey Street between the hours of 12:00 – 6:00 AM. Sidewalks are provided along the west and east sides of Jersey Street, along the north side of the Park Drive carriage road, and along the south side of Park Drive. Crosswalks are provided across Jersey Street, the Park Drive carriage road and Park Drive as well as a median providing a sidewalk where pedestrians can safely travel between the north side of the carriage road to the south side of Park Drive. The signal controls Park Drive and the short leg of Jersey Street between Park Drive and the Park Drive carriage road accommodating pedestrians within the intersection's signalization via concurrent pedestrian phases. The north end of the intersection where Park Drive carriage road intersects Jersey Street is unsignalized.

### **4.5.3 Traffic Data Collection**

To estimate the existing traffic flow at the study area intersections, turning movement counts ("TMC"s) were conducted in September 2017 during typical (non-gameday) conditions. The TMCs collected vehicle (passenger and heavy vehicles), bicycle, and pedestrian volumes at the study area intersections. The morning (7:15 – 8:15 AM) and evening (4:30 – 5:30 PM) peak hour vehicle volumes are presented in Figure 4.4 and Figure 4.5.

#### **4.5.3.1 Red Sox Game Day Observations**

Due to the proximity of the Project Site to Fenway Park, supplemental area observations were also conducted during two Red Sox home games in September to observe and quantify how the existing surface lot and parking garages are utilized approaching game time as well as traffic operations the neighborhood. Overall, no additional queueing (with the exception of Boylston Street) or dangerous conflicts were observed as compared to typical day operations.

The surface lot on the West Site was fully occupied by approximately 7:45 PM, shortly after the start of the Red Sox game. It is estimated that 45 spaces of the approximately 50 total spaces were utilized by game day parkers. The Queensberry Garage was about 75 percent occupied by 8:30 PM with about 40 spaces of the approximately 180 total spaces utilized by game day parkers. From these observations, it is estimated that the existing Project Site accommodates around 85 Red Sox game day patron vehicles.

### **4.5.4 Pedestrians**

Sidewalks along the roadway network near the Project Site are generally in good condition, except for the Private Alley 933, 934 and 935. Striped crosswalks and pedestrian signals are available at all signalized intersections. High levels of pedestrians were observed throughout the study area. The morning and evening peak hour pedestrian volumes are shown in Figures 4.6 and 4.7 respectively.

Pedestrian volumes adjacent to the Project Site along Kilmarnock Street were approximately 102 pedestrians during the morning peak hour and 251 pedestrians during the evening peak hour. South of the Project Site, along Queensberry Street were approximately 72 pedestrians during the morning peak hour and 93 pedestrians during the evening peak hour.

#### **4.5.4.1 Red Sox Game Day Pedestrian Activity**

During Red Sox game day events, the pedestrian volumes during the peak hour prior to game time grow substantially to approximately 425 pedestrians on Kilmarnock Street and 200 pedestrians on Queensberry Street.

#### **4.5.5 Bicycles**

Bicycle volumes were collected throughout the study area during the morning and evening peak hours. Morning peak hour bicycle volumes can be found in Figure 4.8. There are about 15 bicyclists traveling along Kilmarnock Street adjacent to the Project Site and seven bicyclists traveling along Queensberry Street south of the Project Site. Evening peak hour bicycle volumes can be found in Figure 4.9. There are approximately 18 bicyclists traveling along Kilmarnock Street adjacent to the Project Site and seven bicyclists traveling along Queensberry Street south of the Project Site.

Though no bicycle facilities are provided in the existing study area's roadways, the Emerald Necklace/Back Bay Fens located approximately 650 feet from the Project Site provides public recreational space, including paths for bicyclists and pedestrians.

#### **4.5.5.1 Red Sox Game Day Bicycle Activity**

Peak bicycle volumes during the peak hour prior to game time on Red Sox game days were observed at approximately 30 bicyclists traveling along Kilmarnock Street through the Project Site and 10 bicyclists traveling along Queensberry Street south of the Project Site.

#### **4.5.6 Public Transportation**

The Project Site is currently served by several Massachusetts Bay Transportation Authority's ("MBTA") public transportation services as shown in Figure 4.10. Numerous MBTA bus routes are available within a half-mile distance from the Project Site. The Green Line's D branch Fenway Station is the closest subway stop to the Project Site, located about four-tenths of a mile to the northwest. The Green Line's Kenmore Station (for the B, C and D branches) to the northeast is located approximately half mile from the Project Site. Eight local bus routes serve the study area. The stop nearest the Project Site is 0.10- mile north of the Project Site at Kilmarnock Street at Peterborough Street. This bus stop is serviced MBTA Route 55. Additionally, the Framingham/Worcester Commuter Rail line is accessible from the



Project Site via the Yawkey Station. Peak period frequencies/headways for MBTA services are summarized in Table 4-2.

**Table 4-2 MBTA Service**

<b>Transit Line / Route</b>	<b>Origin / Destination</b>	<b>Rush-Hour Frequency (minutes)</b>
Route 8	Harbor Point/UMass – Kenmore Station	12 - 25
Route 19	Fields Corner Station – Kenmore Station or Ruggles Station	4 - 30
Route 47	Central Square, Cambridge – Broadway Station	10-20
Route 55	Jersey & Queensberry – Copley Square or Park & Tremont Streets via Ipswich Street	15 – 30
Route 57	Watertown Yard or Oak Square – Kenmore Station	3 - 10
Route 60	Chestnut Hill – Kenmore Station	20 - 35
Route 65	Brighton Center – Kenmore Station	10 - 11
Route CT2	Sullivan Station – Ruggles Station	20
Green Line – Fenway Station or Kenmore Station	Park Street – Boston College (B), North Station – Cleveland Circle (C), Park Street – Riverside (D), Lechmere – Heath Street (E)	6 – 7
Commuter Rail	Yawkey Station – Framingham/Worcester	Schedule Varies

Source: MBTA Winter 2018

A description of each MBTA bus and subway line that services the Project Site is provided below:

**Route 8 – Harbor Point/UMass – Kenmore Station**

This route connects Kenmore Station in the Fenway Neighborhood with Harbor Point/UMass in Dorchester via the Ruggles Station and Boston University (BU) Medical Campus. The nearest bus stop to the Project Site is located at 132 Brookline Avenue opposite Fullerton Street. Stops along the route connect to the Green Line, Orange Line, Red Line, Silver Line, and Commuter Rail. The bus route runs on the weekdays from 5:15 AM to 1:00 AM with 12-25 minute headways during peak hours. On Saturday, service runs from 6:30 AM to 1:00 AM, and on Sunday, service is from 6:30 AM to 1:00 AM.

**Route 19 – Fields Corner Station – Kenmore Station or Ruggles Station**

This route connects Kenmore Station or Ruggles Station in the Fenway Neighborhood with Fields Corner in Dorchester. The nearest bus stop to the Project Site is located at 132 Brookline Avenue opposite Fullerton Street. Stops along the route connect to the Green Line, Orange Line, Red Line, Silver Line, and Commuter Rail. The bus route runs on weekdays from 6:10 AM to 7:45 PM with 4-30 minute headways during peak hours.

**Route 47 – Central Square, Cambridge – Broadway Station**

This route connects Central Square in Cambridge with the Broadway Station. The nearest bus stop to the Project Site is located at Fenway Station. Stops along the bus route connect to the Green Line, Orange Line, Red Line, and Commuter Rail. The weekday service runs from 5:15 AM to 1:25 AM with 10-20 minute headways during peak hours. On Saturday, the bus route runs from 5:00 AM to 1:40 AM, and Sunday service is from 7:30 AM to 1:05 AM.

**Route 55 - Jersey & Queensberry – Copley Square or Park & Tremont Streets via Ipswich Street**

This route connects the Park Street and Tremont Street intersection by the Boston Common and Copley Square to the Fenway/Kenmore area via Ipswich Street. The nearest bus stop to the Project Site is located at the corner of Kilmarnock Street at Peterborough Street. Various stops along the bus route connect to the Green Line, Red Line, and Silver Line. The weekday service runs from 5:50 AM to 11:10 PM with 15-30 minute headways during peak hours. On Saturday, the service runs from 6:00 AM to 11:10 PM, and Sunday service is from 8:15 AM to 11:10 PM.

**Route 57 – Watertown Yard or Oak Square – Kenmore Station**

This route connects Watertown Yard or Oak Square to the Kenmore Station. The nearest bus stop to the Project Site is located at the Fenway Station. Stops along the bus route connect to the Green Line. The weekday service runs from 4:30 AM to 1:30 AM with 3-10 minute headways during peak hours. On Saturday, the service runs from 4:30 AM to 1:20 AM, and Sunday service is from 6:00 AM to 1:30 AM.

**Route 60 – Chestnut Hill – Kenmore Station**

This route connects Chestnut Hill Mall in Brookline to Kenmore Station in the Fenway neighborhood. The nearest bus stop to the Project Site is located at 132 Brookline Avenue opposite Fullerton Street. Stops along this route connect to the Green Line. The weekday service runs from 4:55 AM to 12:20 AM with 20-35 minute headways during peak hours. On Saturday, the service runs from 4:55 AM to 1:00 AM, and Sunday service is from 6:00 AM to 9:50 PM.

**Route 65 – Brighton Center – Kenmore Station**

This route connects Brighton Center to Copley Square to Kenmore Station in the Fenway neighborhood. The nearest bus stop to the Project Site is located at 132 Brookline Avenue opposite Fullerton Street. Stops along this route connect to the Green Line. The weekday service runs from 6:15 AM to 9:00 PM with 10-11 minute headways during peak hours. On Saturday, the service runs from 6:45 AM to 6:40 PM. There is no Sunday service.

**Route CT2 – Sullivan Station – Ruggles Station**

This route connects Sullivan Station in Charlestown to Ruggles Station in Boston via Vassar Street. The nearest bus stop to the Project Site is located at Fenway Station. Stops along the route connect to the Green Line, Orange Line, Red Line and Commuter Rail. The weekday service runs from 5:55 AM to 7:40 PM with 20-minute headways during peak hours. There is no weekend service.

**Green Line – B, C, D, E Lines**

The Green Line has four routes that travel through Boston and then branch off to serve the surrounding communities. The B Line extends to Boston College in Brighton, the C Line extends to Cleveland Circle in Brighton, and the D Line extends to Riverside Station in Newton. The nearest stop to the Project Site is located at Fenway Station or Kenmore Station. The weekday service runs from 5:00 AM to 1:00 AM with 6-7 minute headways during rush hour. On Saturday, service runs from 4:45 AM to 1:00 AM, and Sunday service is from 5:20 AM to 1:00 AM.

**Commuter Rail - Yawkey Station – Framingham/Worcester**

The Yawkey Station on David Ortiz Drive services the Framingham/Worcester Line. The trains depart from South Station in Boston and end at their respective route destinations. Schedule information varies according to the time of day, day of the week, and destination.

**4.5.7 Existing Parking**

Existing curb regulations near the Project Site primarily include resident permit parking only along Peterborough Street, Queensberry Street, Kilmarnock Street and Jersey Street with a 2-hour restriction in select areas. These and the surrounding on-street parking regulations within a 0.25-mile of the Site are presented in Figure 4.11.

There are several off-street public parking garages within the study area. The public parking options located within the study area are presented in Figure 4.12. Within the study area, there are approximately 1,650 public parking spaces.

## 4.6 Future Transportation Conditions

Two future conditions scenarios were evaluated for a five-year time horizon (2022) to assess the potential Project-related traffic impacts: the No-Build and Build Condition. These future conditions are summarized in the sections below.

### 4.6.1 2022 No-Build Condition

The 2022 No-Build Condition was developed to evaluate future transportation conditions in the traffic study area without consideration of the Project. In accordance with BTD guidelines, this future analysis year represents a five-year horizon (2022) from existing conditions (2017). The No-Build Condition provides insight into future traffic conditions resulting from regional growth and traffic generated by specific planned projects that are expected to affect the local roadway network.

#### 4.6.1.1 General Background Growth

To account for general background growth of area traffic, an annualized growth rate was developed and applied to the existing condition peak hour traffic volumes to reasonably account for future traffic growth in the study area.

An annualized growth rate of half a percent (0.5%) per year between 2017 and 2022 was applied to the 2017 Existing Condition. The growth rate accounts for regional growth outside of the Fenway neighborhood and is consistent with recent traffic studies for other developments within the area.

#### 4.6.1.2 Area Development Projects

In addition to the background growth rate, traffic projections for several specific and applicable Article 80-submitted projects were incorporated into the development of the No-Build Condition. These include the following development projects:

- 2 Charlesgate West – Construction of a 343,819 GSF development including 310 residential units and 10,000 SF of retail.
- 1350 Boylston Street – Currently constructing a new 200,000 GSF building including 200 residential units and ground floor retail space.
- 819 Beacon Street Project– Construction of an office building in support of Boston Children’s Hospital including ground-floor retail and 432 parking spaces.
- Landmark Center– Construction of a 506,000 SF 14-story office/laboratory building.
- The Pierce – Construction of a 30-story, 390,460 GSF building including 360 residential units and 20,500 SF of commercial space.



#### **4.6.1.3 Area Roadway Improvements Projects**

The City's future plans of area roadway improvements were researched to see how they may impact the Project's study area intersections. The city plans to make a series of improvements along Boylston Street including accommodating bicycles by removing existing street parking on Boylston Street to allow a buffer between vehicle travel lanes and bicycles. There are also plans to remove the eastbound left turn lane onto Richard B. Ross Way. These roadway improvements result in the narrowing of existing travel lanes which has been incorporated into the 2022 No-Build analysis.

#### **4.6.1.4 2022 No-Build Traffic Volumes**

The 2017 Existing Condition volumes were adjusted to 2022 using a growth rate of half a percent per year. The applicable projects that are either planned, approved and/or under construction were then added to these adjusted volumes to create the 2022 No-Build Condition weekday morning and evening peak hour traffic volumes. Figures 4.13 and 4.14 present the 2022 No-Build Condition traffic volume networks for the weekday morning and evening peak hours, respectively.

#### **4.6.2 2022 Build Condition**

The 2022 Build Condition traffic volumes for study area roadways were developed by estimating Project-generated traffic volumes, distributing these volumes, and assigning them to the study area roadways. The traffic volumes expected to be generated by the Project were added to the 2022 No-Build Condition traffic volumes to create the 2022 Build Condition traffic volume networks.

#### **4.6.2.1 Project-Generated Traffic Volumes**

To estimate traffic impacts of the Project, it is necessary to determine the traffic volumes expected to be generated by the Project. The process on how this volume estimate is calculated is described below.

##### **Unadjusted Trip Generation**

The trip generation for the Project was based on standard Institute of Transportation Engineers ("ITE") trip rates published in ITE's *Trip Generation, 10<sup>th</sup> Edition*. ITE trip generation Land Use Codes ("LUC") Multifamily Housing (Mid-Rise) (221) and Quality Restaurant (931) were used to estimate the new trips generated by the Project. LUC 931 produces conservatively high trip rates for the analysis of the retail and/or restaurant component. In order to provide a conservative analysis, the project program was increased slightly and 470 residential units and 10 ksf of restaurant space were analyzed for the trip generation. A summary of unadjusted trip generation for the Project is presented below in Table 4-3.

**Table 4-3 Unadjusted Project Generated Vehicle Trips**

		<b>Residential</b>	<b>Retail</b>	<b>Total</b>
<b>Daily</b>	In	1,278	419	1,697
	<u>Out</u>	<u>1,278</u>	<u>419</u>	<u>1,697</u>
	Total	2,556	838	3,394
<b>Morning Peak Hour</b>	In	44	6	50
	<u>Out</u>	<u>125</u>	<u>1</u>	<u>126</u>
	Total	169	7	176
<b>Evening Peak Hour</b>	In	126	52	178
	<u>Out</u>	<u>81</u>	<u>26</u>	<u>107</u>
	Total	207	78	285

Source: ITE Trip Generation, 10<sup>th</sup> Edition, 2017

National Household Travel Survey vehicle occupancy rates ("VOR") of 1.13 persons per vehicle was applied to residential trips and 1.67 persons per vehicle was applied to the retail trips to determine person-trip rates. These trips are presented in Table 4-4.

**Table 4-4 Project Generated Person Trips**

		<b>Residential</b>	<b>Retail</b>	<b>Total</b>
<b>Daily</b>	In	1,445	700	2,145
	<u>Out</u>	<u>1,445</u>	<u>700</u>	<u>2,145</u>
	Total	2,890	1,400	4,290
<b>Morning Peak Hour</b>	In	50	10	60
	<u>Out</u>	<u>141</u>	<u>2</u>	<u>143</u>
	Total	191	12	203
<b>Evening Peak Hour</b>	In	143	87	230
	<u>Out</u>	<u>91</u>	<u>43</u>	<u>134</u>
	Total	234	130	364

Source: ITE Trip Generation, 10<sup>th</sup> Edition, 2017

As quantified in Table 4-4, the Project is anticipated to generate 4,290 daily person trips based on ITE methodology, which includes 203 person trips during the weekday morning peak hour and 364 person trips during the evening peak hour.

### **Adjusted Trip Generation**

Trip generation estimates presented in Table 4-4 do not include any adjustments to reflect public transit, walking trips, or bicycle trips that are characteristic of an urban downtown location. This mode-share calculation is critical to the evaluation of

overall Project-related traffic impacts as there will be a mixture of automobile travel, public transit, and walk/bike trips to the Project Site.

As previously discussed, the Project will benefit from MBTA bus, transit, and commuter rail services. There will also be measurable component of walking and bicycling trips to and from the surrounding neighborhood and within the Fenway neighborhood.

Typically, mode shares are based on the BTD reference documents published under the *Access Boston 2000-2012* initiative. The BTD mode shares for Zone 4 were used for the trip generation. The mode share splits for the trip generation estimate and provided in Table 4-5.

**Table 4-5 Mode Shares**

	<b>Auto</b>	<b>Transit</b>	<b>Walk/Bike/Other</b>
<b>Residential</b>			
Daily	24%	19%	57%
AM/PM Peaks	21%	15%	64%
<b>Retail</b>			
Daily	33%	21%	46%
AM/PM Peaks	33%	31%	36%

Source: BTD Guidelines Zone 4

The adjusted trip generation estimates are presented in Table 4-6. As shown, the Project is expected to generate a total of 38 vehicle trips (11 entering, and 27 exiting) during the weekday morning peak hour, and a total of 65 vehicle trips (41 entering, and 24 exiting) during the weekday evening peak hour. On a daily basis, the Project is expected to generate 890 vehicle-trips (445 entering, and 445 exiting) on a weekday.

**Table 4-6 Trip Generation by Mode**

		<b>Auto (vehicle)</b>	<b>Transit (person)</b>	<b>Walk/Bike/Other (person)</b>
<b>Daily</b>	In	445	421	1,145
	<u>Out</u>	<u>445</u>	<u>421</u>	<u>1,145</u>
	Total	890	842	2,290
<b>Morning Peak Hour</b>	In	11	10	35
	<u>Out</u>	<u>27</u>	<u>22</u>	<u>91</u>
	Total	38	32	126
<b>Evening Peak Hour</b>	In	41	45	118
	<u>Out</u>	<u>24</u>	<u>25</u>	<u>71</u>
	Total	65	70	189

### Existing Trip Credit

The existing uses produce significant vehicle trips due to the parking garages and the taxi cab operation. Due to this, a study was conducted to determine what vehicle trip credit should be taken for the existing uses on-site that would be permanently eliminated in connection with the future construction of the Project.

The vehicle trip credit was determined from TMCs collected in September 2017, as previously discussed in Section 4.2.3. It was assumed that upon demolition of the existing site, 100 percent of the Deaconess Garage trips (entering and exiting via Kilmarnock Street) and the Queensberry Garage trips (entering and exiting via Queensberry Street) will be removed from the roadway network. Credit was also taken for portions of the trips on the Private Alleys. Private Alley 934 provides access to both the Deaconess and Queensberry Garage and a surface parking lot used by the taxis. In addition, Private Alley 934 provides access to some residential spaces on the north side of Private Alley 934 which are unassociated with the Project Site and will remain. Private Alley 933 provides access to a surface lot within the Project Site as well as some residential parking unassociated with the development. To remain conservative, trip credits were taken for 50 percent of Private Alley 934 and 25 percent of Private Alley 933 vehicle trips. Trip credits (i.e. trips to be removed from roadway network due to removal of existing Fenway Cab site) are presented in Table 4-7.

**Table 4-7 Net New Project-Generated Vehicle Trips**

		<b>Project Generated Trips</b>	<b>Credits (Ex site trips)<sup>1</sup></b>	<b>Net New Vehicle Trips</b>
<b>Morning Peak Hour</b>				
	In	11	(-27)	(-16)
	<u>Out</u>	<u>27</u>	<u>(-21)</u>	<u>6</u>
	Total	38	(-48)	(-10)
<b>Evening Peak Hour</b>				
	In	41	(-23)	18
	<u>Out</u>	<u>24</u>	<u>(-29)</u>	<u>(-5)</u>
	Total	65	(-52)	13

#### 4.6.2.1 Auto Trip Distribution

Having estimated changes in auto trips associated with the Project, the next step in the analysis involves the assignment of these trips to the local roadway network based on geographic distribution of project traffic. The directional distribution of Project traffic is a function of several variables. These include the relative locations and densities of population, competing uses, existing travel patterns, and the efficiency of the roadways leading to the site.

Trip distribution patterns were developed based on BTD's guidelines for Zone 4 trip distribution data. The distribution is summarized in Figure 4.15.

#### **4.6.2.2 2022 Build Traffic Volumes**

The net-new vehicle trips, shown in Table 4-7, were then assigned to the Project's driveway/garage ramps. The resulting trips are illustrated in Figure 4.16 and Figure 4.17 for the weekday morning peak hour and evening peak hour, respectively.

These net-new vehicle trips were then added to the 2022 No-Build Condition traffic networks. The resulting 2022 Build Condition networks are shown in Figure 4.18 and Figure 4.19 for the weekday morning peak hour and evening peak hour, respectively. A comprehensive operational and LOS analysis of all study area intersections is presented in the following sections.

#### **4.6.2.3 Pedestrians / Bicycles**

As shown previously in Table 4-6, the Project is expected to generate 126 morning peak hour pedestrian/bicycle/other trips and 189 evening peak hour pedestrian/bicycle/other trips. It is expected that many residents and patrons will choose to walk or bike between the many amenities and destinations within the Fenway neighborhood.

#### **4.6.2.4 Public Transportation**

As shown previously in Table 4-6, the Project is expected to generate a total of 32 transit trips during the morning peak hour and 70 transit trips during the evening peak hour. As discussed previously, this Project Site is well-served by existing transit infrastructure. The transit trips generated by the Project will be able to easily access the Green Line, local bus routes and the Commuter Rail at Yawkey Station.

#### **4.6.2.5 Loading and Service**

All loading and service operations, including move-in and move-out, will be accommodated by dedicated off-street loading docks. As seen in Figure 4.2, two loading docks will be provided within the development. One dock will service Project buildings east of Kilmarnock Street and is internal to the building and will not impact adjacent streets/alleys. A separate dock will service Project buildings west of Kilmarnock Street and is located off Private Alley 933. The west dock will be accessed via Private Alley 933 and the east dock will be accessed via Private Alley 934.

Whenever possible, loading and service activities will occur during off-peak hours. Permanent "No-Idling" signs will be posted in the loading area.

#### **4.6.2.6 Transportation Demand Management**

Consistent with the City's goals to reduce auto-dependency, the Project and its Proponent will proactively incorporate TDM measures to encourage alternative modes of transportation. The goal of the Project's TDM plan is to reduce the use of single occupant vehicles ("SOV"s) by encouraging carpooling and vanpooling,



bicycle commuting and walking, and increased use of the area's public transportation system by residents.

The Proponent will consider the following TDM programs as part of the Project to encourage residents to use alternatives to SOV travel:

- › Provide secure bicycle storage for building tenants and their employees and visitors in accordance with the City of Boston Bicycle Guidelines.
- › Bike racks will be provided at select, highly-visible locations within the site. The racks will be securely mounted and feature current designs to properly secure bikes of all kinds. These racks will be located at centralized locations to serve the proposed retail and/or restaurant use (both customers and employees).
- › A space for a car-sharing service will be provided, such as ZipCar<sup>®</sup>, within the new garage.
- › Space on-site for an EV charging station will be provided within the new garage.
- › Preferential parking for alternative-fueled and/or hybrid vehicles will be provided.
- › Retail and/or restaurant tenant will be encouraged to provide employer subsidies to employees who purchase monthly or multiple trip transit passes.
- › Retail and/or restaurant tenant will be encouraged to provide a guaranteed ride home program, in conjunction with MassRIDES, to eliminate an often-cited deterrent to carpool and vanpool participation.
- › Retail and/or restaurant tenant will be encouraged to offer direct deposit payment for monthly transit passes to employees.
- › An on-site Transportation Coordinator will be designated to oversee parking and loading operations as well as to promote alternative transportation measures. The person assigned to this role will coordinate with residential and retail and/or restaurant tenants to help promote a reduced reliance on single-occupant motor-vehicle travel to the Project Site. To that end, the TDM measures identified in the following sections will be implemented under the direction and supervision of this person. The duties of the transportation coordinator may include, but not be limited to:
  - Acting as a liaison with residential and retail and/or restaurant employers and MassRIDES.
  - Assisting residential and retail and/or restaurant employees and residents with ride matching and transportation planning.
  - Disseminating information on alternate modes of transportation and developing transportation related marketing and education materials, including a website. This includes posting relevant public transit information potentially at an outdoor kiosk included as part of the Project. This would include, but is not limited to, providing transit information such as maps and schedules to new residents and tenants in an orientation package.

- Developing and maintaining information pertaining to pedestrian and cycling access to and from the Project Site.
- Encouraging tenants to provide on-site transit pass sales to employees.

## 4.7 Traffic Operations Analysis

Consistent with BTD's guidelines, *Synchro* software was used to model LOS operations at the study area intersections. LOS is a qualitative measure of control delay at an intersection providing an index to the operational qualities of a roadway or intersection.

LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating condition. LOS thresholds differ for signalized and unsignalized intersections. Longer delays at signalized intersections than at unsignalized intersections are perceived as acceptable.

Table 4-8 below presents the LOS threshold criteria as defined in the *2000 Highway Capacity Manual* ("HCM").

**Table 4-8 Level of Service Criteria**

<b>Level of Service</b>	<b>Un-signalized Intersection Control Delay (sec/veh)</b>	<b>Signalized Intersection Control Delay (sec/veh)</b>
LOS A	0-10	≤ 10
LOS B	> 10-15	> 10-20
LOS C	> 15-25	> 20-35
LOS D	> 25-35	> 35-55
LOS E	> 35-50	> 55-80
LOS F	> 50	> 80

Source: 2000 HCM

Adjustments were made to the *Synchro* model to include characteristics of each intersection, such as geometry, signal timings, heavy vehicles, bus operations, parking activity, and pedestrian crossings.

The LOS results of the analyses are summarized for each intersection in Table 4-9 for the Existing, No-Build, and Build conditions. Detailed results including delay by movement, queuing and volume-to-capacity ratio are presented below in Table 4-10 through 4-21 and the detailed *Synchro* results are presented in Appendix D.

The traffic model includes a conservative approach to future traffic trends by forecasting an increase in background traffic and assigning specific known development projects to the study area as required by the BTD.

LOS analyses for the 2022 Build Condition, as shown in Table 4-9, indicate that the development of the Project Site and its associated traffic cause minimal changes in overall LOS at the signalized intersections analyzed. As can be expected in an urban

area, several of the study area intersections operate with long delays either on some of their individual approaches or for the entire intersection, with or without the Project.

**Table 4-9 Intersection Level of Service (LOS) Summary**

Intersection	AM Peak Hour			PM Peak Hour		
	Existing	No-Build	Build	Existing	No-Build	Build
Park Drive/ Peterborough Street	A	A	A	A	A	A
Park Drive/ Queensberry Street	A	A	A	A	A	A
Kilmarnock Street/ Boylston Street	B	B	B	B	C	C
Jersey Street/Boylston Street	B	C	C	B	C	C
Kilmarnock Street/ Peterborough Street	A	A	A	A	A	A
Jersey Street/ Peterborough Street	A	A	A	A	A	A
Kilmarnock Street/ Deaconess Garage	A	A	-	A	A	-
Kilmarnock Street/ Private Alley 933/934	A	A	A	A	A	A
Jersey Street/ Private Alley 934/935	A	A	A	A	A	A
Kilmarnock Street/ Queensberry Street	A	A	A	A	A	A
Jersey Street/ Queensberry Street	A	A	A	A	A	A
Kilmarnock Street/ Park Drive carriage road	A	A	A	A	A	A
Park Drive/ Kilmarnock Street	A	A	A	A	A	A
Jersey Street/ Park Drive carriage road	A	A	A	A	A	A
Park Drive/ Jersey Street	B	B	B	B	B	B
Queensberry Street/ Queensberry Street Garage	A	A	-	A	A	-

**Table 4-10 Existing Condition (2017) Signalized Intersection LOS Summary –  
AM Peak Hour**

<b>Intersection/Approach</b>	<b>LOS</b>	<b>Delay (sec.)</b>	<b>V/C Ratio</b>	<b>95<sup>th</sup> % Queue (feet)</b>
<b>Kilmarnock Street/Boylston Street</b>	<b>B</b>	<b>12.6</b>	<b>0.52</b>	-
EB Boylston Street Left/Thru/Right	B	14.1	0.66	283
WB Boylston Street Left/Thru/Right	A	8.4	0.46	111
NB Kilmarnock Street Left/Thru/Right	C	13.2	0.17	34
SB Kilmarnock Street Left	C	27.6	0.24	61
SB Kilmarnock Street Thru/Right	C	16.1	0.06	20
<b>Jersey Street/Boylston Street</b>	<b>B</b>	<b>16.0</b>	<b>0.60</b>	-
EB Boylston Street Thru/Right	A	9.9	0.75	120
WB Boylston Street Left/Thru	C	24.4	0.75	295
NB Jersey Street Left/Thru/Right	B	18.7	0.38	92
<b>Park Drive/Jersey Street</b>	<b>B</b>	<b>11.4</b>	<b>0.17</b>	-
WB Park Drive Thru	B	11.5	0.29	76
SB Jersey Street Right	B	0.2	0.08	0

**Table 4-11 Existing Condition (2017) Un-signalized Intersection LOS Summary –  
AM Peak Hour**

<b>Intersection/Approach</b>	<b>LOS</b>	<b>Delay (sec.)</b>	<b>V/C Ratio</b>	<b>95<sup>th</sup> % Queue (feet)</b>
<b>Park Drive/Peterborough Street</b>	<b>A</b>	<b>2.1</b>	-	-
WB Peterborough Street Right	C	20.1	0.31	32
NB Park Drive Thru	-	0.0	0.26	0
<b>Park Drive/Queensberry Street</b>	<b>A</b>	<b>0.0</b>	-	-
NB Park Drive Thru	-	0.0	0.34	0
NB Park Drive Thru/Right	-	0.0	0.25	0
<b>Kilmarnock Street/Peterborough Street</b>	<b>A</b>	<b>7.9</b>	-	-
WB Peterborough Street Left/Thru/Right	A	8.0	-	-
NB Kilmarnock Street Left/Thru	A	7.8	-	-
SB Kilmarnock Street Thru/Right	A	7.8	-	-
<b>Jersey Street/Peterborough Street</b>	<b>A</b>	<b>8.1</b>	-	-
WB Peterborough Street Left/Thru/Right	A	8.0	-	-

NB Jersey Street Left/Thru	A	8.4	-	-
SB Jersey Street Thru/Right	A	7.4	-	-
<b>Kilmarnock Street/Deaconess Garage</b>	<b>A</b>	<b>0.5</b>	-	-
WB Deaconess Garage Left/Right	A	9.1	0.01	1
NB Kilmarnock Street Thru/Right	-	0.0	0.06	0
SB Kilmarnock Street Thru/Left	A	0.4	0.00	0
<b>Kilmarnock Street/Private Alley 933/934</b>	<b>A</b>	<b>2.9</b>	-	-
EB Private Alley 933 Left/Thru/Right	B	10.0	0.02	2
WB Private Alley 934 Left/Thru/Right	A	9.0	0.03	2
NB Kilmarnock Street Left/Thru/Right	-	0.0	0.00	0
SB Kilmarnock Street Left/Thru/Right	A	0.6	0.00	0
<b>Jersey Street/Private Alley 934/935</b>	<b>A</b>	<b>1.4</b>	-	-
EB Private Alley 934 Left/Thru/Right	B	11.8	0.01	1
WB Private Alley 935 Left/Thru/Right	B	10.8	0.02	2
NB Jersey Street Left/Thru/Right	A	0.1	0.00	0
SB Jersey Street Left/Thru/Right	A	1.1	0.00	0
<b>Kilmarnock Street/Queensberry Street</b>	<b>A</b>	<b>8.0</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.1	-	-
NB Kilmarnock Street Thru/Right	A	7.1	-	-
SB Kilmarnock Street Left/Thru	A	8.2	-	-
<b>Jersey Street/Queensberry Street</b>	<b>A</b>	<b>8.1</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.4	-	-
NB Jersey Street Thru/Right	A	7.4	-	-
SB Jersey Street Left/Thru	A	7.9	-	-
<b>Kilmarnock Street/Park Drive carriage road</b>	<b>A</b>	<b>2.3</b>	-	-
WB Park Drive carriage road Left/Thru/Right	A	9.1	0.01	1
NB Kilmarnock Street Left/Thru	A	1.0	0.00	0
SB Kilmarnock Street Thru/Right	-	0.0	0.01	0
<b>Park Drive/Kilmarnock Street</b>	<b>A</b>	<b>0.3</b>	-	-
WB Park Drive Thru	-	0.0	0.19	0



WB Park Drive Thru/Right	-	0.0	0.11	0
SB Kilmarnock Street Right	B	10.9	0.02	1
<b>Jersey Street/Park Drive carriage road</b>	<b>A</b>	<b>5.5</b>	-	-
WB Park Drive carriage road Left/Thru/Right	A	9.2	0.07	6
NB Jersey Street Left/Thru	-	0.0	0.00	0
SB Jersey Street Thru/Right	-	0.0	0.02	0
<b>Queensberry Street/Queensberry Garage</b>	<b>A</b>	<b>1.2</b>	-	-
WB Queensberry Street Thru	A	0.5	0.01	1
SB Queensberry Garage Left	A	9.5	0.01	1

**Table 4-12 Existing Condition (2017) Signalized Intersection LOS Summary – PM Peak Hour**

Intersection/Approach	LOS	Delay (sec.)	V/C Ratio	95 <sup>th</sup> % Queue (feet)
<b>Kilmarnock Street/Boylston Street</b>	<b>B</b>	<b>14.5</b>	<b>0.66</b>	-
EB Boylston Street Left/Thru/Right	B	11.5	0.62	266
WB Boylston Street Left/Thru/Right	A	4.8	0.37	47
NB Kilmarnock Street Left/Thru/Right	D	29.2	0.39	59
SB Kilmarnock Street Left	A	65.3	0.78	#159
SB Kilmarnock Street Thru/Right	C	14.5	0.29	44
<b>Jersey Street/Boylston Street</b>	<b>B</b>	<b>13.5</b>	<b>0.57</b>	-
EB Boylston Street Thru/Right	A	9.9	0.69	162
WB Boylston Street Left/Thru	B	17.1	0.51	207
NB Jersey Street Left/Thru/Right	C	27.3	0.46	131
<b>Park Drive/Jersey Street</b>	<b>B</b>	<b>10.8</b>	<b>0.17</b>	-
WB Park Drive Thru	B	10.7	0.30	84
SB Jersey Street Right	B	0.1	0.03	0

**Table 4-13 Existing Condition (2022) Un-signalized Intersection LOS Summary  
– PM Peak Hour**

<b>Intersection/Approach</b>	<b>LOS</b>	<b>Delay (sec.)</b>	<b>V/C Ratio</b>	<b>95<sup>th</sup> % Queue (feet)</b>
<b>Park Drive/Peterborough Street</b>	<b>A</b>	<b>5.2</b>	-	-
WB Peterborough Street Right	E	48.4	0.63	92
NB Park Drive Thru	-	0.0	0.32	0
<b>Park Drive/Queensberry Street</b>	<b>A</b>	<b>0.0</b>	-	-
NB Park Drive Thru	-	0.0	-	0
NB Park Drive Thru/Right	-	0.0	-	0
<b>Kilmarnock Street/Peterborough Street</b>	<b>A</b>	<b>7.6</b>	-	-
WB Peterborough Street Left/Thru/Right	A	7.8	-	-
NB Kilmarnock Street Left/Thru	A	7.7	-	-
SB Kilmarnock Street Thru/Right	A	7.4	-	-
<b>Jersey Street/Peterborough Street</b>	<b>A</b>	<b>8.0</b>	-	-
WB Peterborough Street Left/Thru/Right	A	8.1	-	-
NB Jersey Street Left/Thru	A	8.3	-	-
SB Jersey Street Thru/Right	A	7.4	-	-
<b>Kilmarnock Street/Deaconess Garage</b>	<b>A</b>	<b>1.4</b>	-	-
WB Deaconess Garage Left/Right	B	10.6	0.03	2
NB Kilmarnock Street Thru/Right	-	0.0	0.04	0
SB Kilmarnock Street Thru/Left	-	0.5	0.00	0
<b>Kilmarnock Street/Private Alley 933/934</b>	<b>A</b>	<b>3.0</b>	-	-
EB Private Alley 933 Left/Thru/Right	B	11.2	0.04	3
WB Private Alley 934 Left/Thru/Right	A	10.0	0.03	2
NB Kilmarnock Street Left/Thru/Right	-	0.0	0.00	0
SB Kilmarnock Street Left/Thru/Right	A	0.7	0.01	0
<b>Jersey Street/Private Alley 934/935</b>	<b>A</b>	<b>3.5</b>	-	-
EB Private Alley 934 Left/Thru/Right	C	17.3	0.05	4
WB Private Alley 935 Left/Thru/Right	C	16.0	0.07	5
NB Jersey Street Left/Thru/Right	-	0.0	0.00	0
SB Jersey Street Left/Thru/Right	A	2.0	0.01	1

<b>Kilmarnock Street/Queensberry Street</b>	<b>A</b>	<b>8.0</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.1	-	-
NB Kilmarnock Street Thru/Right	A	7.1	-	-
SB Kilmarnock Street Left/Thru	A	8.1	-	-
<b>Jersey Street/Queensberry Street</b>	<b>A</b>	<b>8.0</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.2	-	-
NB Jersey Street Thru/Right	A	7.5	-	-
SB Jersey Street Left/Thru	A	7.7	-	-
<b>Kilmarnock Street/Park Drive carriage road</b>	<b>A</b>	<b>5.8</b>	-	-
WB Park Drive carriage road Left/Thru/Right	B	10.4	0.07	6
NB Kilmarnock Street Left/Thru	A	1.5	0.00	0
SB Kilmarnock Street Thru/Right	-	0.0	0.02	0
<b>Park Drive/Kilmarnock Street</b>	<b>A</b>	<b>0.5</b>	-	-
WB Park Drive Thru	-	0.0	0.18	0
WB Park Drive Thru/Right	-	0.0	0.10	0
SB Kilmarnock Street Right	B	11.1	0.03	3
<b>Jersey Street/Park Drive carriage road</b>	<b>A</b>	<b>9.2</b>	-	-
WB Park Drive carriage road Left/Thru/Right	C	19.7	0.15	13
NB Jersey Street Left/Thru	A	3.1	0.01	0
SB Jersey Street Thru/Right	-	0.0	0.02	0
<b>Queensberry Street/Queensberry Garage</b>	<b>A</b>	<b>1.3</b>	-	-
EB Queensberry Street Thru	A	0.4	0.01	0
SB Queensberry Garage Left	A	9.9	0.02	2

All unsignalized study area intersections operate at level LOS A and all signalized study area intersections operate at a level LOS B or better during both the morning and evening peak hours.

**Table 4-14 No-Build Condition (2022) Signalized Intersection LOS Summary – AM Peak Hour**

Intersection/Approach	LOS	Delay (sec.)	V/C Ratio	95 <sup>th</sup> % Queue (feet)
<b>Kilmarnock Street/Boylston Street</b>	<b>B</b>	<b>15.6</b>	<b>0.62</b>	-
EB Boylston Street Left/Thru/Right	B	16.9	0.75	330
WB Boylston Street Left/Thru/Right	B	11.4	0.50	105
NB Kilmarnock Street Left/Thru/Right	C	16.8	0.27	50
SB Kilmarnock Street Left	C	29.6	0.34	83
SB Kilmarnock Street Thru/Right	C	13.7	0.09	24
<b>Jersey Street/Boylston Street</b>	<b>C</b>	<b>26.3</b>	<b>0.75</b>	-
EB Boylston Street Thru/Right	B	19.1	0.92	#210
WB Boylston Street Left/Thru	D	45.2	0.96	#408
NB Jersey Street Left/Thru/Right	C	20.8	0.39	#101
<b>Park Drive/Jersey Street</b>	<b>B</b>	<b>11.4</b>	<b>0.18</b>	-
WB Park Drive Thru	B	11.5	0.30	78
SB Jersey Street Right	B	0.2	0.08	0

**Table 4-15 No-Build Condition (2022) Un-Signalized Intersection LOS Summary – AM Peak Hour**

Intersection/Approach	LOS	Delay (sec.)	V/C Ratio	95 <sup>th</sup> % Queue (feet)
<b>Park Drive/Peterborough Street</b>	<b>A</b>	<b>2.2</b>	-	-
WB Peterborough Street Right	C	20.6	0.32	34
NB Park Drive Thru	-	0.0	0.27	0
<b>Park Drive/Queensberry Street</b>	<b>A</b>	<b>0.0</b>	-	-
NB Park Drive Thru	-	0.0	0.35	0
NB Park Drive Thru/Right	-	0.0	0.25	0
<b>Kilmarnock Street/Peterborough Street</b>	<b>A</b>	<b>7.9</b>	-	-
WB Peterborough Street Left/Thru/Right	A	8.0	-	-
NB Kilmarnock Street Left/Thru	A	7.8	-	-
SB Kilmarnock Street Thru/Right	A	7.8	-	-
<b>Jersey Street/Peterborough Street</b>	<b>A</b>	<b>8.2</b>	-	-
WB Peterborough Street Left/Thru/Right	A	8.0	-	-

NB Jersey Street Left/Thru	A	8.5	-	-
SB Jersey Street Thru/Right	A	7.4	-	-
<b>Kilmarnock Street/Deaconess Garage</b>	<b>A</b>	<b>0.5</b>	-	-
WB Deaconess Garage Left/Right	A	9.1	0.01	1
NB Kilmarnock Street Thru/Right	-	0.0	0.06	0
SB Kilmarnock Street Thru/Left	A	0.4	0.00	0
<b>Kilmarnock Street/Private Alley 933/934</b>	<b>A</b>	<b>2.9</b>	-	-
EB Private Alley 933 Left/Thru/Right	B	10.0	0.02	2
WB Private Alley 934 Left/Thru/Right	A	9.0	0.03	2
NB Kilmarnock Street Left/Thru/Right	-	0.0	0.00	0
SB Kilmarnock Street Left/Thru/Right	A	0.6	0.00	0
<b>Jersey Street/Private Alley 934/935</b>	<b>A</b>	<b>1.4</b>	-	-
EB Private Alley 934 Left/Thru/Right	B	11.8	0.01	1
WB Private Alley 935 Left/Thru/Right	B	10.8	0.03	2
NB Jersey Street Left/Thru/Right	A	0.1	0.00	0
SB Jersey Street Left/Thru/Right	A	1.1	0.00	0
<b>Kilmarnock Street/Queensberry Street</b>	<b>A</b>	<b>8.0</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.1	-	-
NB Kilmarnock Street Thru/Right	A	7.1	-	-
SB Kilmarnock Street Left/Thru	A	8.2	-	-
<b>Jersey Street/Queensberry Street</b>	<b>A</b>	<b>8.2</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.4	-	-
NB Jersey Street Thru/Right	A	7.5	-	-
SB Jersey Street Left/Thru	A	7.9	-	-
<b>Kilmarnock Street/Park Drive carriage road</b>	<b>A</b>	<b>2.4</b>	-	-
WB Park Drive carriage road Left/Thru/Right	A	9.1	0.01	1
NB Kilmarnock Street Left/Thru	A	1.0	0.00	0
SB Kilmarnock Street Thru/Right	-	0.0	0.01	0
<b>Park Drive/Kilmarnock Street</b>	<b>A</b>	<b>0.2</b>	-	-
WB Park Drive Thru	-	0.0	0.19	0



WB Park Drive Thru/Right	-	0.0	0.11	0
SB Kilmarnock Street Right	B	10.9	0.02	1
<b>Jersey Street/Park Drive carriage road</b>	<b>A</b>	<b>5.4</b>	-	-
WB Park Drive carriage road Left/Thru/Right	A	9.2	0.07	6
NB Jersey Street Left/Thru	-	0.0	0.00	0
SB Jersey Street Thru/Right	-	0.0	0.02	0
<b>Queensberry Street/Queensberry Garage</b>	<b>A</b>	<b>1.1</b>	-	-
WB Queensberry Street Thru	A	0.5	0.01	1
SB Queensberry Garage Left	A	9.5	0.01	1

**Table 4-16 No-Build Condition (2022) Signalized Intersection LOS Summary – PM Peak Hour**

<b>Intersection/Approach</b>	<b>LOS</b>	<b>Delay (sec.)</b>	<b>V/C Ratio</b>	<b>95<sup>th</sup> % Queue (feet)</b>
<b>Kilmarnock Street/Boylston Street</b>	<b>C</b>	<b>22.5</b>	<b>0.81</b>	-
EB Boylston Street Left/Thru/Right	B	13.9	0.72	316
WB Boylston Street Left/Thru/Right	A	7.5	0.47	93
NB Kilmarnock Street Left/Thru/Right	D	36.3	0.54	80
SB Kilmarnock Street Left	F	128.9	1.07	#228
SB Kilmarnock Street Thru/Right	C	16.3	0.33	52
<b>Jersey Street/Boylston Street</b>	<b>C</b>	<b>22.6</b>	<b>0.77</b>	-
EB Boylston Street Thru/Right	B	14.6	0.85	200
WB Boylston Street Left/Thru	D	38.9	0.92	#384
NB Jersey Street Left/Thru/Right	C	29.5	0.48	140
<b>Park Drive/Jersey Street</b>	<b>B</b>	<b>10.9</b>	<b>0.18</b>	-
WB Park Drive Thru	B	10.8	0.31	86
SB Jersey Street Right	B	0.1	0.03	0

**Table 4-17 No-Build Condition (2022) Un-Signalized Intersection LOS  
Summary – PM Peak Hour**

<b>Intersection/Approach</b>	<b>LOS</b>	<b>Delay (sec.)</b>	<b>V/C Ratio</b>	<b>95<sup>th</sup> % Queue (feet)</b>
<b>Park Drive/Peterborough Street</b>	<b>A</b>	<b>5.4</b>	-	-
WB Peterborough Street Right	F	51.3	0.65	97
NB Park Drive Thru	-	0.0	0.33	0
<b>Park Drive/Queensberry Street</b>	<b>A</b>	<b>0.0</b>	-	-
NB Park Drive Thru	-	0.0	0.45	0
NB Park Drive Thru/Right	-	0.0	0.30	0
<b>Kilmarnock Street/Peterborough Street</b>	<b>A</b>	<b>7.7</b>	-	-
WB Peterborough Street Left/Thru/Right	A	7.8	-	-
NB Kilmarnock Street Left/Thru	A	7.7	-	-
SB Kilmarnock Street Thru/Right	A	7.4	-	-
<b>Jersey Street/Peterborough Street</b>	<b>A</b>	<b>8.1</b>	-	-
WB Peterborough Street Left/Thru/Right	A	8.1	-	-
NB Jersey Street Left/Thru	A	8.3	-	-
SB Jersey Street Thru/Right	A	7.4	-	-
<b>Kilmarnock Street/Deaconess Garage</b>	<b>A</b>	<b>1.4</b>	-	-
WB Deaconess Garage Left/Right	B	10.6	0.03	2
NB Kilmarnock Street Thru/Right	-	0.0	0.04	0
SB Kilmarnock Street Thru/Left	-	0.5	0.00	0
<b>Kilmarnock Street/Private Alley 933/934</b>	<b>A</b>	<b>2.9</b>	-	-
EB Private Alley 933 Left/Thru/Right	B	11.3	0.04	3
WB Private Alley 934 Left/Thru/Right	A	10.0	0.03	2
NB Kilmarnock Street Left/Thru/Right	-	0.0	0.00	0
SB Kilmarnock Street Left/Thru/Right	-	0.6	0.00	0
<b>Jersey Street/Private Alley 934/935</b>	<b>A</b>	<b>3.4</b>	-	-
EB Private Alley 934 Left/Thru/Right	C	17.4	0.05	4
WB Private Alley 935 Left/Thru/Right	C	16.1	0.07	6
NB Jersey Street Left/Thru/Right	-	0.0	0.00	0
SB Jersey Street Left/Thru/Right	-	2.0	0.01	1

<b>Kilmarnock Street/Queensberry Street</b>	<b>A</b>	<b>8.0</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.1	-	-
NB Kilmarnock Street Thru/Right	A	7.2	-	-
SB Kilmarnock Street Left/Thru	A	8.1	-	-
<b>Jersey Street/Queensberry Street</b>	<b>A</b>	<b>8.0</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.2	-	-
NB Jersey Street Thru/Right	A	7.6	-	-
SB Jersey Street Left/Thru	A	7.8	-	-
<b>Kilmarnock Street/Park Drive carriage road</b>	<b>A</b>	<b>5.8</b>	-	-
WB Park Drive carriage road Left/Thru/Right	B	10.4	0.07	6
NB Kilmarnock Street Left/Thru	-	1.5	0.00	0
SB Kilmarnock Street Thru/Right	-	0.0	0.02	0
<b>Park Drive/Kilmarnock Street</b>	<b>A</b>	<b>0.5</b>	-	-
WB Park Drive Thru	-	0.0	0.19	0
WB Park Drive Thru/Right	-	0.0	0.10	0
SB Kilmarnock Street Right	B	11.1	0.03	3
<b>Jersey Street/Park Drive carriage road</b>	<b>A</b>	<b>9.4</b>	-	-
WB Park Drive carriage road Left/Thru/Right	C	19.7	0.15	13
NB Jersey Street Left/Thru	-	3.1	0.01	0
SB Jersey Street Thru/Right	-	0.0	0.02	0
<b>Queensberry Street/Queensberry Garage</b>	<b>A</b>	<b>1.3</b>	-	-
EB Queensberry Street Thru	-	0.4	0.01	0
SB Queensberry Garage Left	A	9.9	0.02	2

The intersections are minimally affected by the additional traffic volumes due to background growth and surrounding projects. During both the morning and evening peak hour, Boylston Street at Jersey Street experiences a slight decrease in performance from LOS B to LOS C due to increased volume on Boylston Street. In addition, during the evening peak hour, Boylston Street at Kilmarnock Street experiences a slight decrease in performance from LOS B to LOS C due to increased volume on Boylston Street.

**Table 4-18 Build Condition (2022) Signalized Intersection LOS Summary –  
AM Peak Hour**

<b>Intersection/Approach</b>	<b>LOS</b>	<b>Delay (sec.)</b>	<b>V/C Ratio</b>	<b>95<sup>th</sup> % Queue (feet)</b>
<b>Kilmarnock Street/Boylston Street</b>	<b>B</b>	<b>15.5</b>	<b>0.62</b>	<b>-</b>
EB Boylston Street Left/Thru/Right	B	16.4	0.75	329
WB Boylston Street Left/Thru/Right	B	11.1	0.50	111
NB Kilmarnock Street Left/Thru/Right	C	25.5	0.20	51
SB Kilmarnock Street Left	C	28.6	0.34	83
SB Kilmarnock Street Thru/Right	C	23.3	0.04	23
<b>Jersey Street/Boylston Street</b>	<b>C</b>	<b>23.1</b>	<b>0.72</b>	<b>-</b>
EB Boylston Street Thru/Right	B	13.4	0.86	#211
WB Boylston Street Left/Thru	D	35.6	0.91	#390
NB Jersey Street Left/Thru/Right	C	27.0	0.35	102
<b>Park Drive/Jersey Street</b>	<b>B</b>	<b>11.4</b>	<b>0.17</b>	<b>-</b>
WB Park Drive Thru	B	11.4	0.29	77
SB Jersey Street Right	B	11.4	0.04	0

**Table 4-19 Build Condition (2022) Un-Signalized Intersection LOS Summary –  
AM Peak Hour**

<b>Intersection/Approach</b>	<b>LOS</b>	<b>Delay (sec.)</b>	<b>V/C Ratio</b>	<b>95<sup>th</sup> % Queue (feet)</b>
<b>Park Drive/Peterborough Street</b>	<b>A</b>	<b>2.3</b>	<b>-</b>	<b>-</b>
WB Peterborough Street Right	C	20.8	0.33	35
NB Park Drive Thru	A	0.0	0.27	0
<b>Park Drive/Queensberry Street</b>	<b>A</b>	<b>0.0</b>	<b>-</b>	<b>-</b>
NB Park Drive Thru	A	0.0	0.35	0
NB Park Drive Thru/Right	A	0.0	0.25	0
<b>Kilmarnock Street/Peterborough Street</b>	<b>A</b>	<b>7.9</b>	<b>-</b>	<b>-</b>
WB Peterborough Street Left/Thru/Right	A	8.0	-	-
NB Kilmarnock Street Left/Thru	A	7.8	-	-
SB Kilmarnock Street Thru/Right	A	7.8	-	-

<b>Jersey Street/Peterborough Street</b>	<b>A</b>	<b>8.1</b>	-	-
WB Peterborough Street Left/Thru/Right	A	8.0	-	-
NB Jersey Street Left/Thru	A	8.5	-	-
SB Jersey Street Thru/Right	A	7.2	-	-
<b>Kilmarnock Street/Private Alley 933/934</b>	<b>A</b>	<b>3.3</b>	-	-
EB Private Alley 933 Left/Thru/Right	B	10.2	0.03	2
WB Private Alley 934 Left/Thru/Right	A	9.2	0.04	3
NB Kilmarnock Street Left/Thru/Right	A	0.1	0.00	0
SB Kilmarnock Street Left/Thru/Right	A	0.6	0.00	0
<b>Jersey Street/Private Alley 934/935</b>	<b>A</b>	<b>2.3</b>	-	-
EB Private Alley 934 Left/Thru/Right	B	12.4	0.05	4
WB Private Alley 935 Left/Thru/Right	B	10.7	0.02	2
NB Jersey Street Left/Thru/Right	A	0.0	0.00	0
SB Jersey Street Left/Thru/Right	A	1.2	0.00	0
<b>Kilmarnock Street/Queensberry Street</b>	<b>A</b>	<b>8.0</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.1	-	-
NB Kilmarnock Street Thru/Right	A	7.4	-	-
SB Kilmarnock Street Left/Thru	A	8.2	-	-
<b>Jersey Street/Queensberry Street</b>	<b>A</b>	<b>8.1</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.3	-	-
NB Jersey Street Thru/Right	A	7.4	-	-
SB Jersey Street Left/Thru	A	7.8	-	-
<b>Kilmarnock Street/Park Drive carriage road</b>	<b>A</b>	<b>2.4</b>	-	-
WB Park Drive carriage road Left/Thru/Right	A	9.1	0.01	1
NB Kilmarnock Street Left/Thru	A	1.0	0.00	0
SB Kilmarnock Street Thru/Right	A	0.0	0.01	0
<b>Park Drive/Kilmarnock Street</b>	<b>A</b>	<b>0.2</b>	-	-
WB Park Drive Thru	A	0.0	0.19	0
WB Park Drive Thru/Right	A	0.0	0.11	0
SB Kilmarnock Street Right	B	10.9	0.02	1



<b>Jersey Street/Park Drive carriage road</b>	<b>A</b>	<b>5.6</b>	-	-
WB Park Drive carriage road Left/Thru/Right	A	9.2	0.07	6
NB Jersey Street Left/Thru	A	0.0	0.00	0
SB Jersey Street Thru/Right	A	0.0	0.02	0

**Table 4-20 Build Condition (2022) Signalized Intersection LOS Summary – PM Peak Hour**

Intersection/Approach	LOS	Delay (sec.)	V/C Ratio	95 <sup>th</sup> % Queue (feet)
<b>Kilmarnock Street/Boylston Street</b>	<b>C</b>	<b>22.8</b>	<b>0.81</b>	-
EB Boylston Street Left/Thru/Right	B	13.6	0.72	316
WB Boylston Street Left/Thru/Right	A	7.7	0.47	m89
NB Kilmarnock Street Left/Thru/Right	D	40.6	0.52	81
SB Kilmarnock Street Left	F	130.3	1.08	#229
SB Kilmarnock Street Thru/Right	C	32.1	0.20	53
<b>Jersey Street/Boylston Street</b>	<b>C</b>	<b>25.2</b>	<b>0.79</b>	-
EB Boylston Street Thru/Right	B	12.0	0.80	m201
WB Boylston Street Left/Thru	D	44.7	0.96	#402
NB Jersey Street Left/Thru/Right	C	33.9	0.43	136
<b>Park Drive/Jersey Street</b>	<b>B</b>	<b>10.9</b>	<b>0.18</b>	-
WB Park Drive Thru	B	10.8	0.31	86
SB Jersey Street Right	B	13.5	0.01	0

**Table 4-21 Build Condition (2022) Un-Signalized Intersection LOS Summary – PM Peak Hour**

Intersection/Approach	LOS	Delay (sec.)	V/C Ratio	95 <sup>th</sup> % Queue (feet)
<b>Park Drive/Peterborough Street</b>	<b>A</b>	<b>5.3</b>	-	-
WB Peterborough Street Right	F	50.8	0.65	96
NB Park Drive Thru	A	0.0	0.33	0
<b>Park Drive/Queensberry Street</b>	<b>A</b>	<b>0.0</b>	-	-
NB Park Drive Thru	A	0.0	0.45	0
NB Park Drive Thru/Right	A	0.0	0.31	0

<b>Kilmarnock Street/Peterborough Street</b>	<b>A</b>	<b>7.7</b>	-	-
WB Peterborough Street Left/Thru/Right	A	7.8	-	-
NB Kilmarnock Street Left/Thru	A	7.7	-	-
SB Kilmarnock Street Thru/Right	A	7.5	-	-
<b>Jersey Street/Peterborough Street</b>	<b>A</b>	<b>8.1</b>	-	-
WB Peterborough Street Left/Thru/Right	A	8.2	-	-
NB Jersey Street Left/Thru	A	8.3	-	-
SB Jersey Street Thru/Right	A	7.5	-	-
<b>Kilmarnock Street/Private Alley 933/934</b>	<b>A</b>	<b>3.3</b>	-	-
EB Private Alley 933 Left/Thru/Right	B	11.5	0.04	4
WB Private Alley 934 Left/Thru/Right	B	10.8	0.04	3
NB Kilmarnock Street Left/Thru/Right	A	0.4	0.00	0
SB Kilmarnock Street Left/Thru/Right	A	1.2	0.01	1
<b>Jersey Street/Private Alley 934/935</b>	<b>A</b>	<b>4.1</b>	-	-
EB Private Alley 934 Left/Thru/Right	C	17.9	0.08	6
WB Private Alley 935 Left/Thru/Right	C	16.1	0.07	6
NB Jersey Street Left/Thru/Right	A	0.3	0.00	0
SB Jersey Street Left/Thru/Right	A	1.7	0.01	1
<b>Kilmarnock Street/Queensberry Street</b>	<b>A</b>	<b>8.1</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.2	-	-
NB Kilmarnock Street Thru/Right	A	7.4	-	-
SB Kilmarnock Street Left/Thru	A	8.1	-	-
<b>Jersey Street/Queensberry Street</b>	<b>A</b>	<b>8.0</b>	-	-
EB Queensberry Street Left/Thru/Right	A	8.1	-	-
NB Jersey Street Thru/Right	A	7.6	-	-
SB Jersey Street Left/Thru	A	7.7	-	-
<b>Kilmarnock Street/Park Drive carriage road</b>	<b>A</b>	<b>5.7</b>	-	-
WB Park Drive carriage road Left/Thru/Right	B	10.4	0.07	6
NB Kilmarnock Street Left/Thru	A	1.3	0.00	0

SB Kilmarnock Street Thru/Right	A	0.0	0.02	0
<b>Park Drive/Kilmarnock Street</b>	<b>A</b>	<b>0.5</b>	-	-
WB Park Drive Thru	A	0.0	0.19	0
WB Park Drive Thru/Right	A	0.0	0.10	0
SB Kilmarnock Street Right	B	11.1	0.03	3
<b>Jersey Street/Park Drive carriage road</b>	<b>A</b>	<b>9.1</b>	-	-
WB Park Drive carriage road Left/Thru/Right	C	19.8	0.15	13
NB Jersey Street Left/Thru	A	2.7	0.01	0
SB Jersey Street Thru/Right	A	0.0	0.02	0

The study area intersections show no change in performance from the 2022 No-Build Condition to the 2022 Build Condition, and all of the LOS outcomes remain constant for both the morning and evening peak hours. The traffic volumes generated from the Project will not noticeably affect the surrounding area intersections, as in most cases, some peak hour traffic volumes are anticipated to be slightly increased with the Project in place.

## 4.8 Construction Management

The Proponent will develop a detailed evaluation of potential short-term construction-related transportation impacts including construction vehicle traffic, parking supply and demand, and pedestrian access. Detailed construction management plans will be developed and submitted to BTM for their approval. These plans will detail construction vehicle routing and staging.

### 4.8.1 Construction Vehicle Traffic

Construction vehicles will be necessary to move construction materials to and from the Project Site. Every effort will be made to reduce the noise, control fugitive dust, and minimize other disturbances associated with construction traffic. Truck staging and laydown areas for the Project will be carefully planned. The need for site occupancy (lane closures) along roadways adjacent to the Project Site is not known at this time.

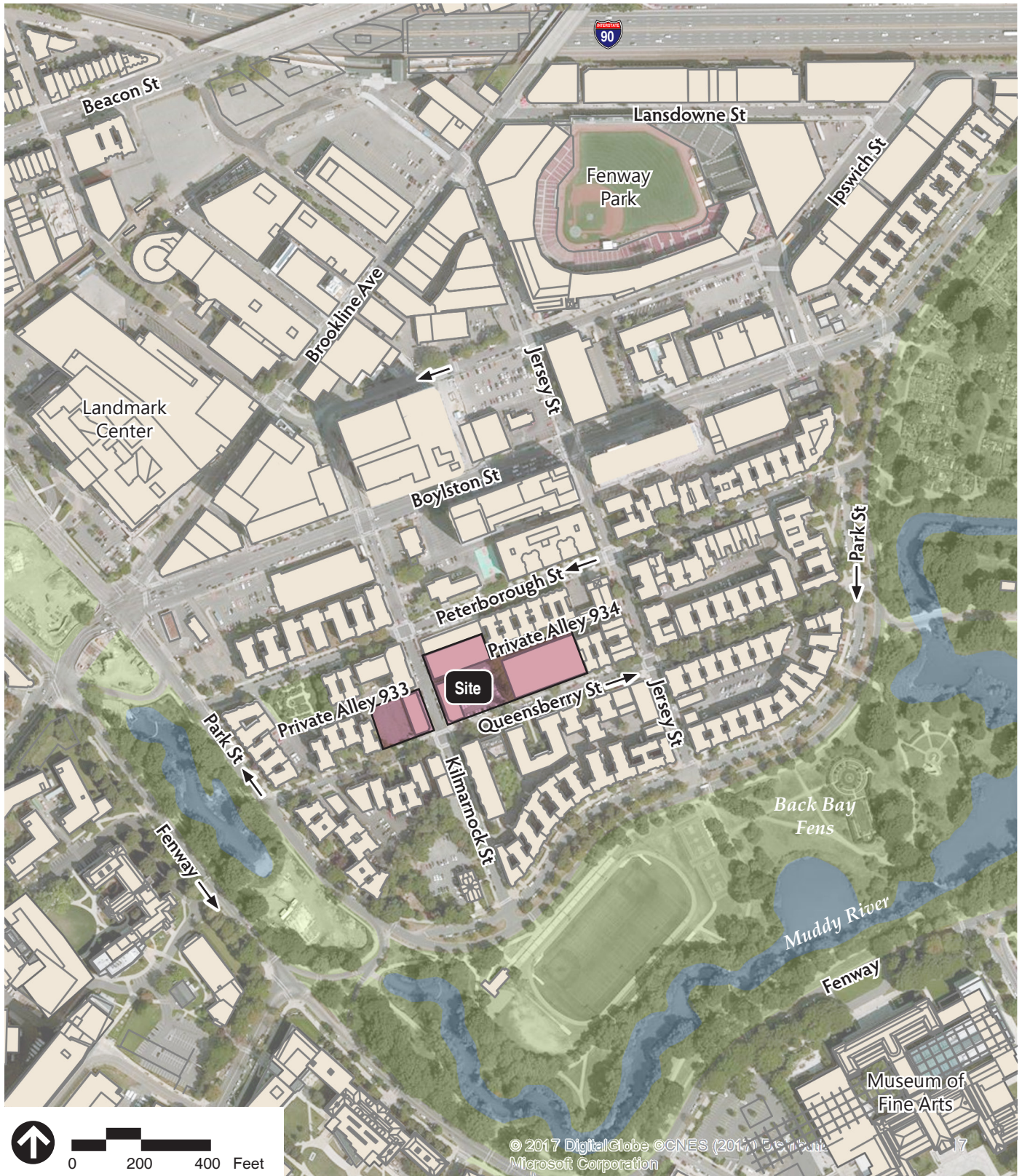
### 4.8.2 Construction Parking Issues

Contractors will be encouraged to devise access plans for their personnel that de-emphasize auto use (such as seeking off-site parking, provide transit subsidies, on-site lockers, etc.). Construction workers will also be encouraged to use public transportation to access the Project Site because no new parking will be provided for them. Because of the construction workers early arrival/departure (typically 7:00 AM

– 3:00 PM) schedule, a conflict for on-street parking and peak hour traffic is not anticipated.

### **4.8.3 Pedestrian Access During Construction**

During the construction period, pedestrian activity adjacent to the Site may be impacted by sidewalk and alley closures. A variety of measures will be considered and implemented to protect the safety of pedestrians. Temporary walkways, appropriate lighting, and new directional and informational signage to direct pedestrians around the construction sites will be provided. After construction is complete, finished pedestrian sidewalks will be permanently reconstructed to meet ADA standards around the new facilities. Any damage as a result of construction vehicles or otherwise will be repaired per City standards.



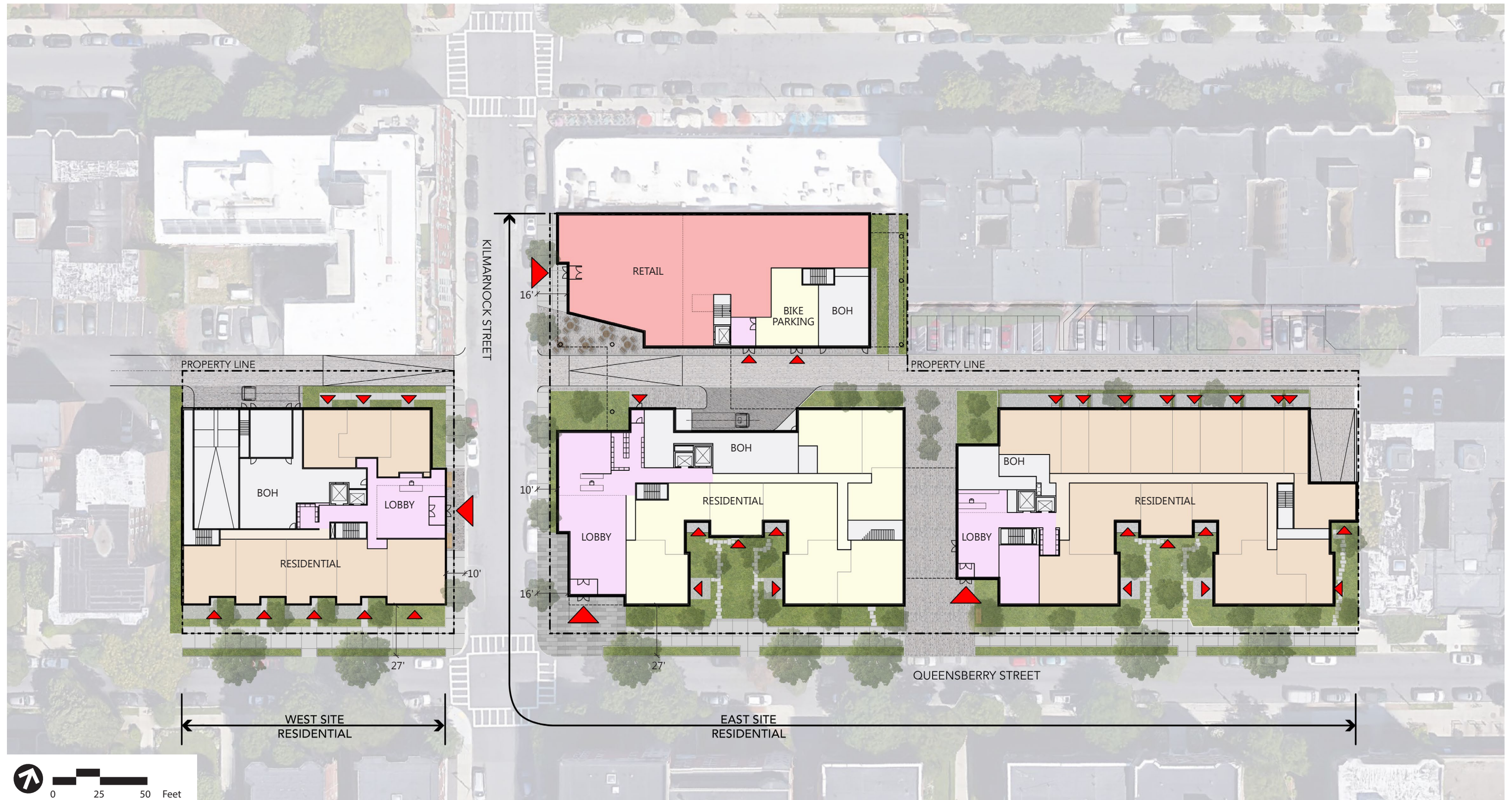
Source: ArcGIS Online Bing Aerial



Figure 4.1  
Project Site Location

**60 Kilmarnock  
Boston, Massachusetts**



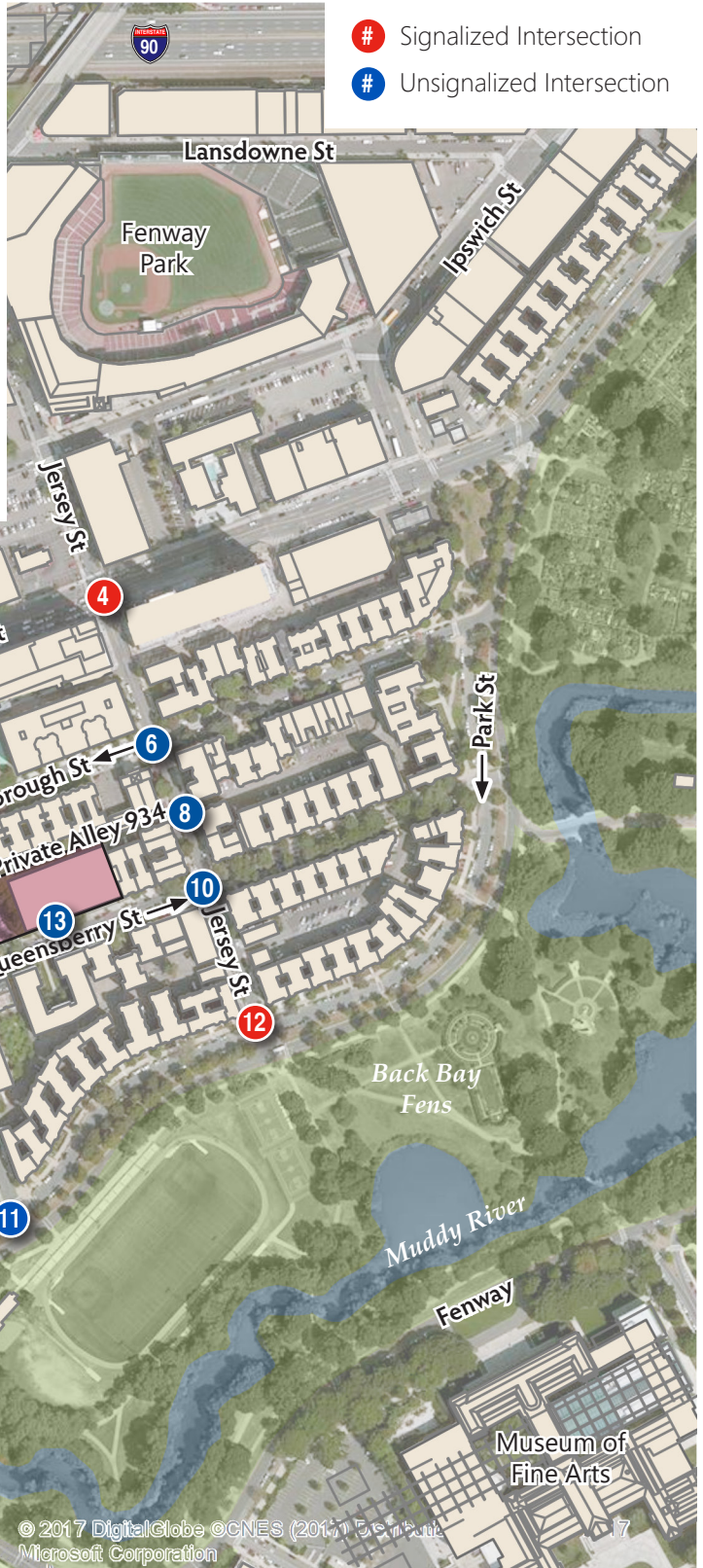


- ▲ Primary Building Entry
- ▲ Secondary Entry

**cbt** Figure 4.2  
Proposed Conditions Site Plan



- 1 Park Drive at Peterborough Street
- 2 Park Drive at Queensberry Street
- 3 Boylston Street at Kilmarnock Street/Van Ness Street
- 4 Boylston Street at Jersey Street/Yawkey Way
- 5 Peterborough Street at Kilmarnock Street
- 6 Peterborough Street at Jersey Street
- 7 Kilmarnock Street at Private Alley 934/Private Alley 933
- 8 Jersey Street at Private Alley 935/Private Alley 934
- 9 Queensberry Street at Kilmarnock Street
- 10 Queensberry Street at Jersey Street
- 11 Park Drive at Kilmarnock Street
- 12 Park Drive at Jersey Street
- 13 Queensberry Street at Queensberry Street Garage



Source: ArcGIS Online Bing Aerial



Figure 4.3  
Non-Game Day Study Area Intersections

**60 Kilmarnock  
Boston, Massachusetts**

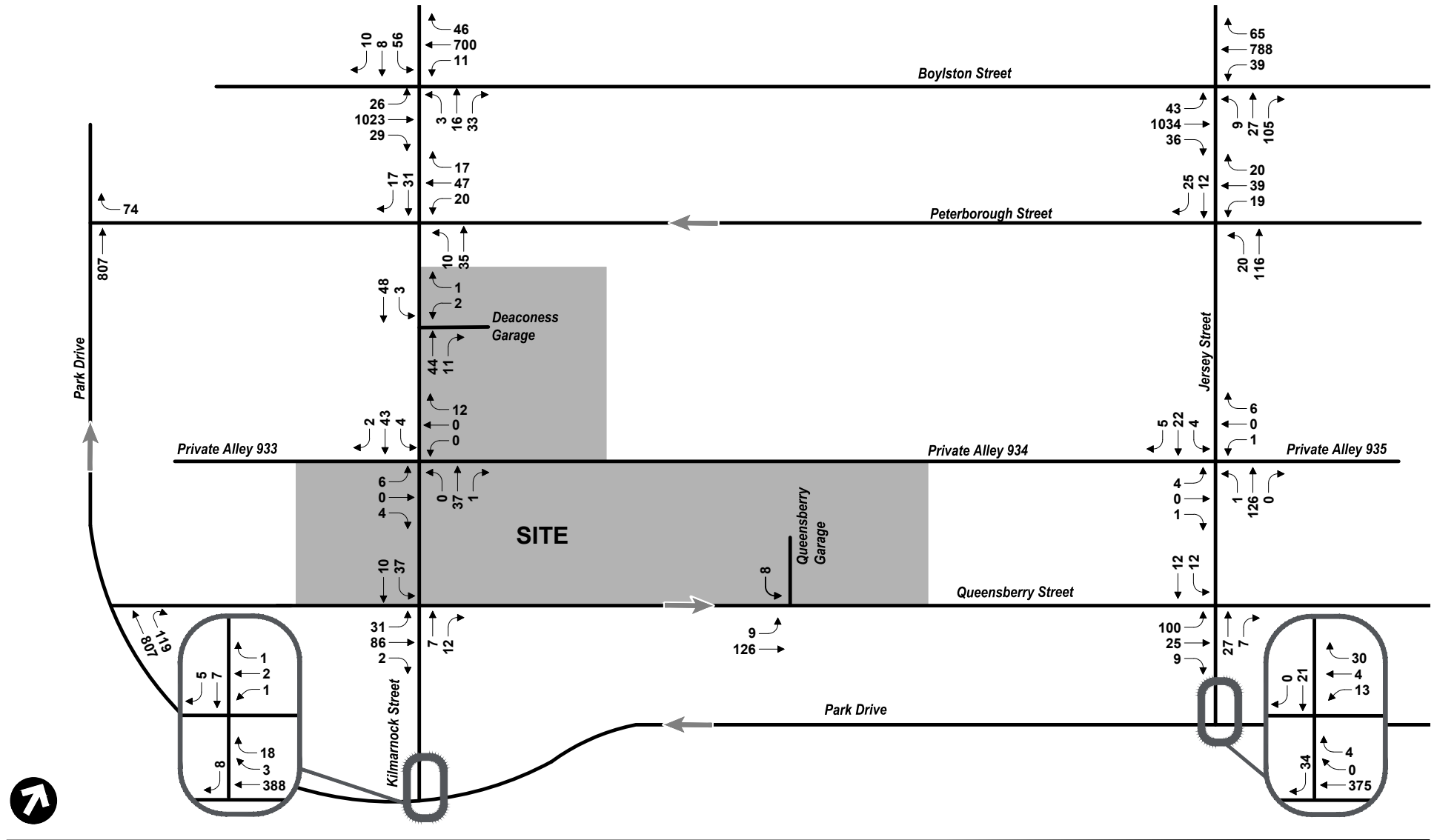


Figure 4.4  
 2017 Existing Condition  
 Morning Peak Hour Vehicle Volumes  
**60 Kilmarnock  
 Boston, MA**

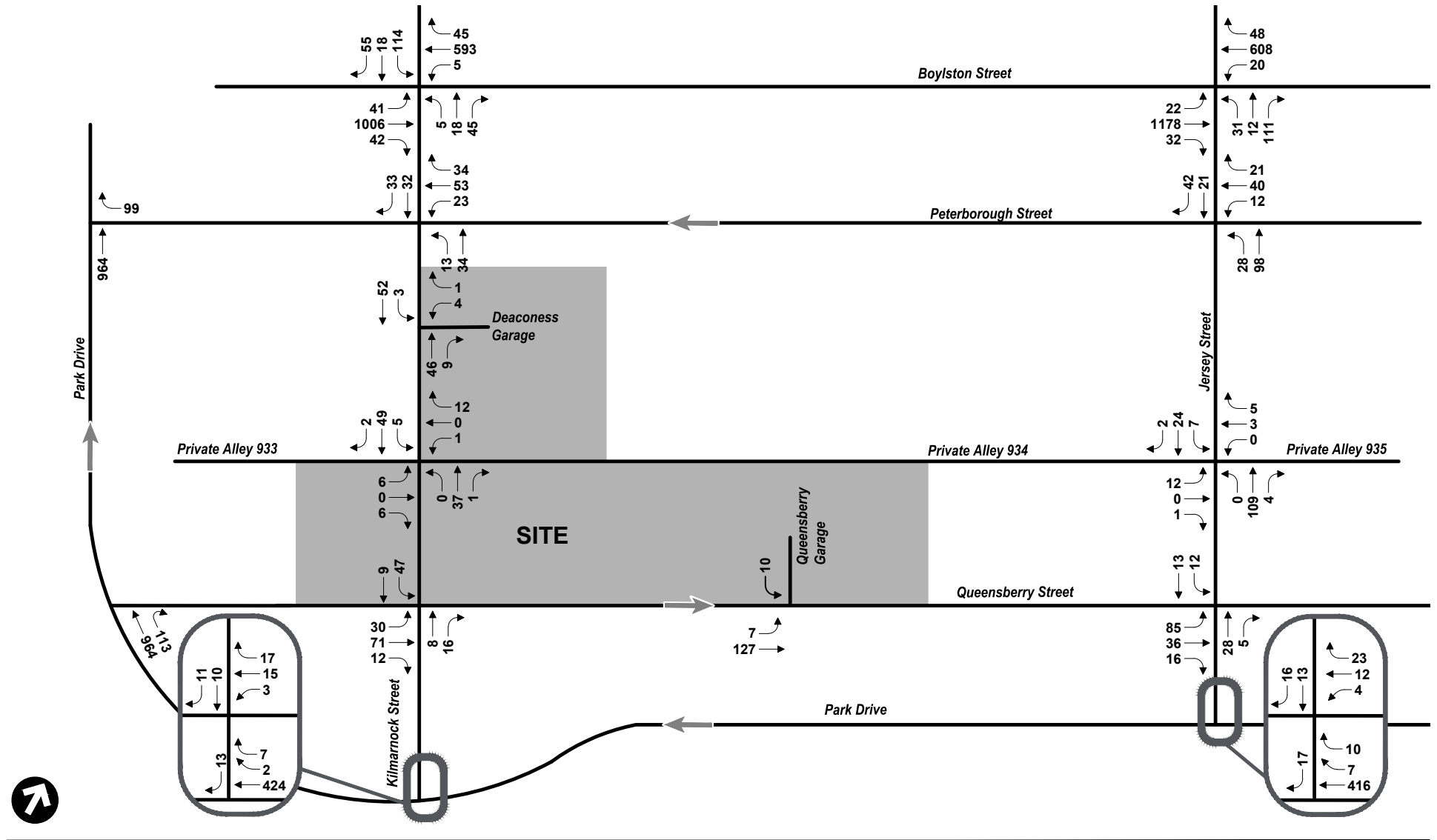
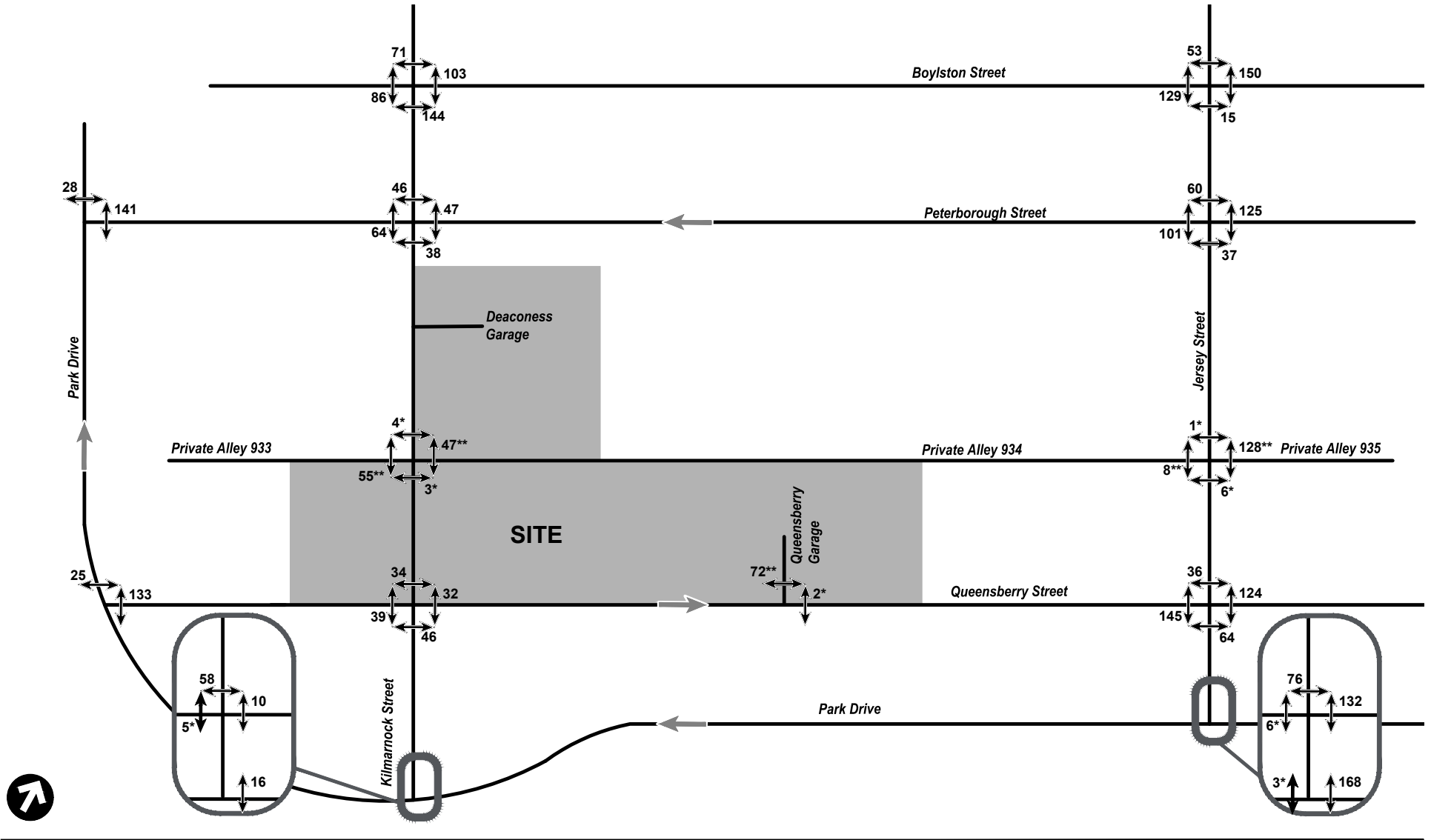


Figure 4.5  
 2017 Existing Condition  
 Evening Peak Hour Vehicle Volumes  
**60 Kilbarnock  
 Boston, MA**



\* No Crosswalk Present

\*\* Sidewalk



Figure 4.6

2017 Existing Condition  
Morning Peak Hour Pedestrian Volumes

**60 Kilmarnock  
Boston, MA**





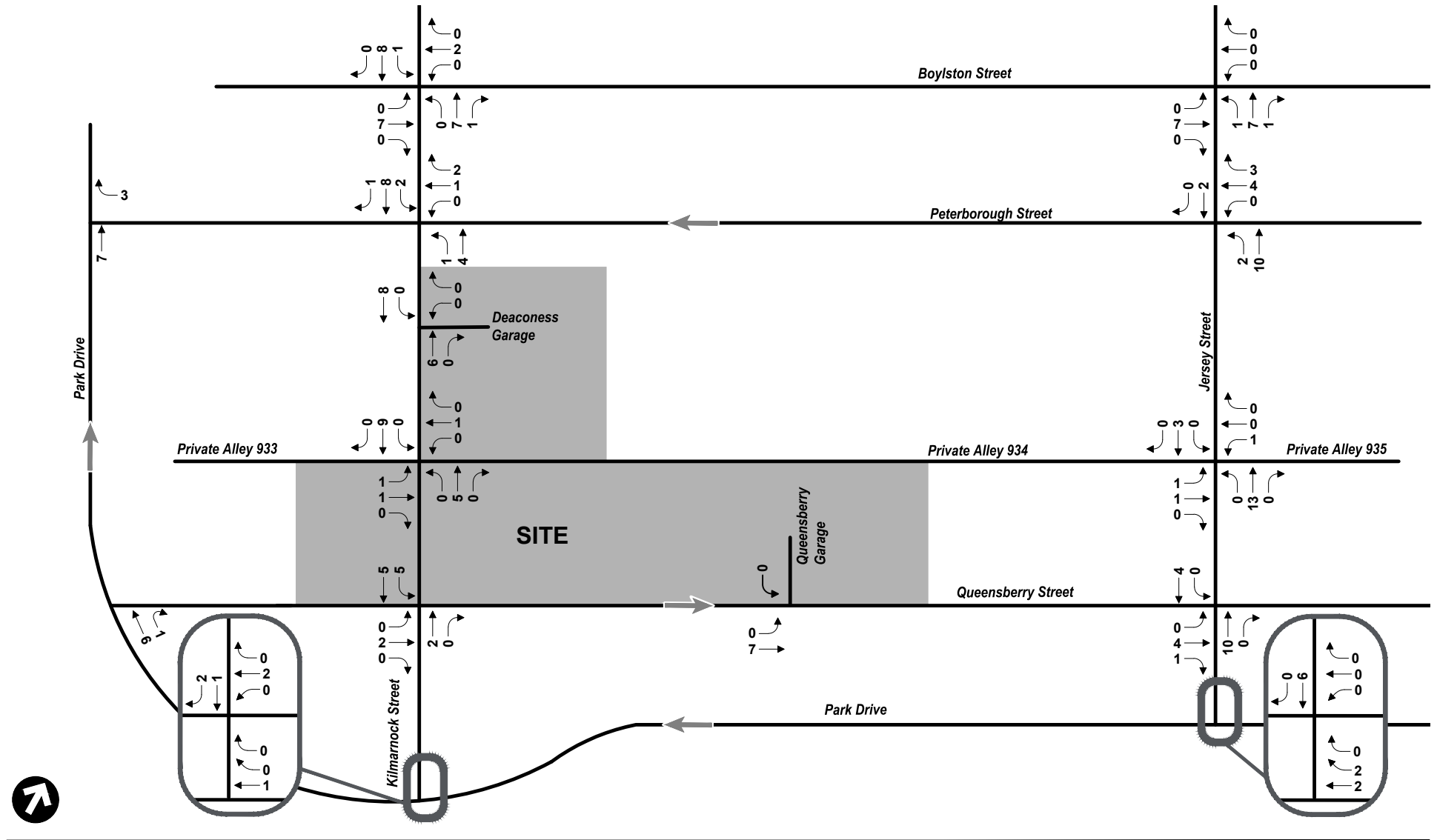


Figure 4.8  
 2017 Existing Condition  
 Morning Peak Hour Bicycle Volumes  
**60 Kilmarnock  
 Boston, MA**

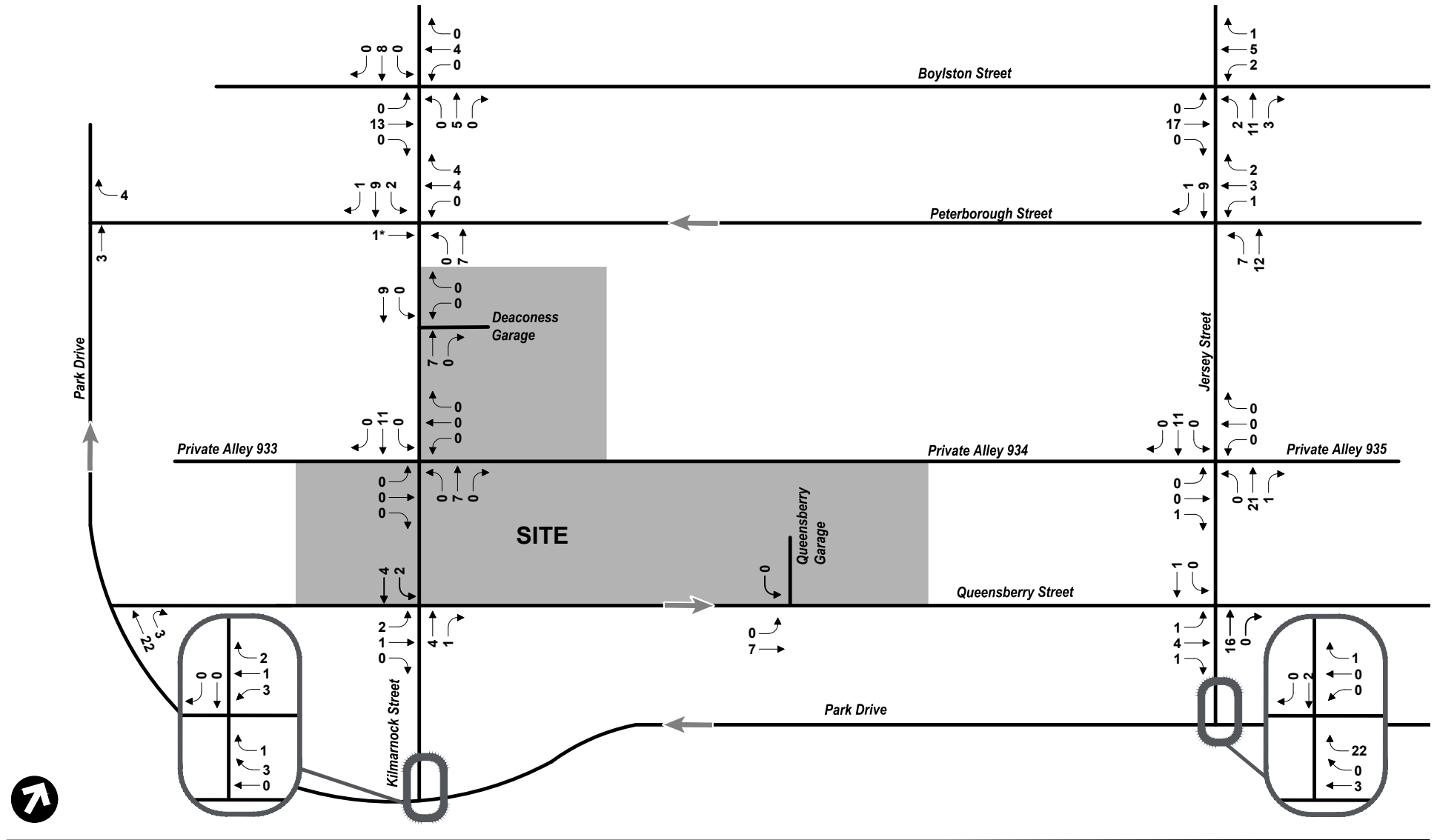


Figure 4.9  
 2017 Existing Condition  
 Evening Peak Hour Bicycle Volumes  
**60 Kilmarnock  
 Boston, MA**



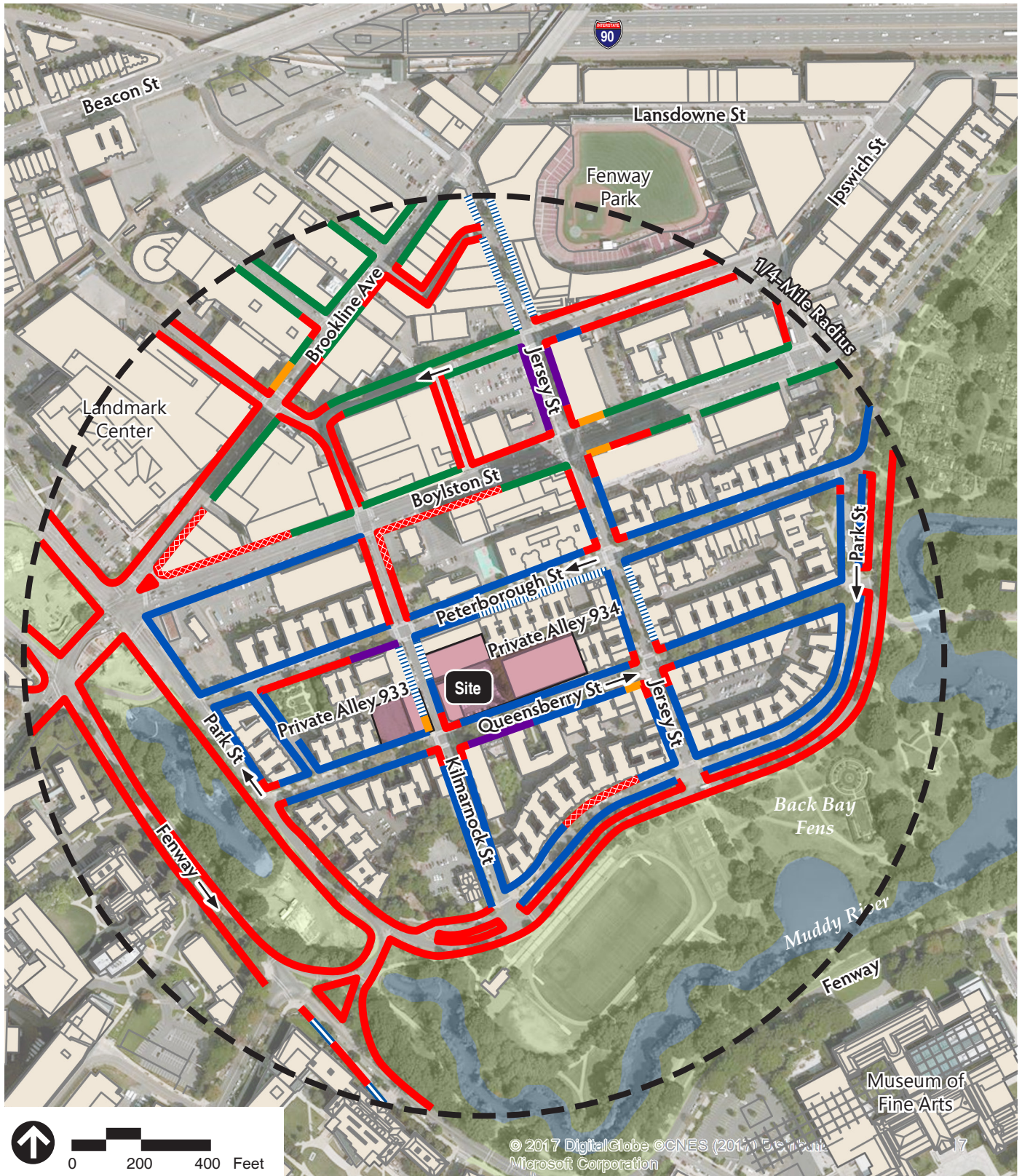
Source: MBTA.com



Figure 4.10  
Public Transportation

60 Kilmarnock  
Boston, Massachusetts





Source: ArcGIS Online Bing Aerial

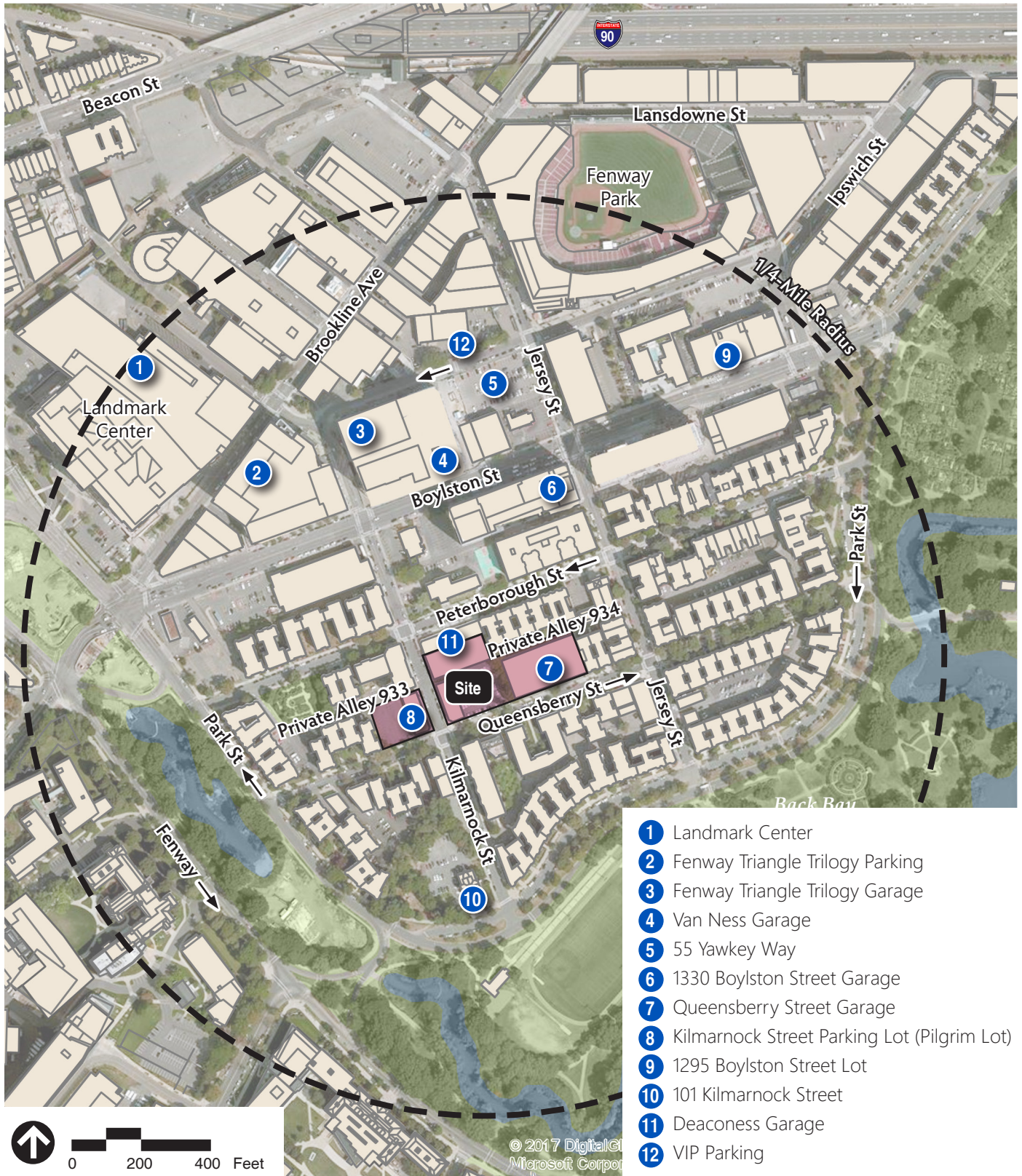
- No Parking
- Permit Parking Only
- Metered Parking
- Construction
- Handicapped
- 2-Hour Limit
- 15-Minute Limit
- Bus Stop



Figure 4.11  
Existing Curb Use

**60 Kilmarnock  
Boston, Massachusetts**





Source: ArcGIS Online Bing Aerial



Figure 4.12  
 Existing Off-Street Public Parking

**60 Kilmarnock  
 Boston, Massachusetts**



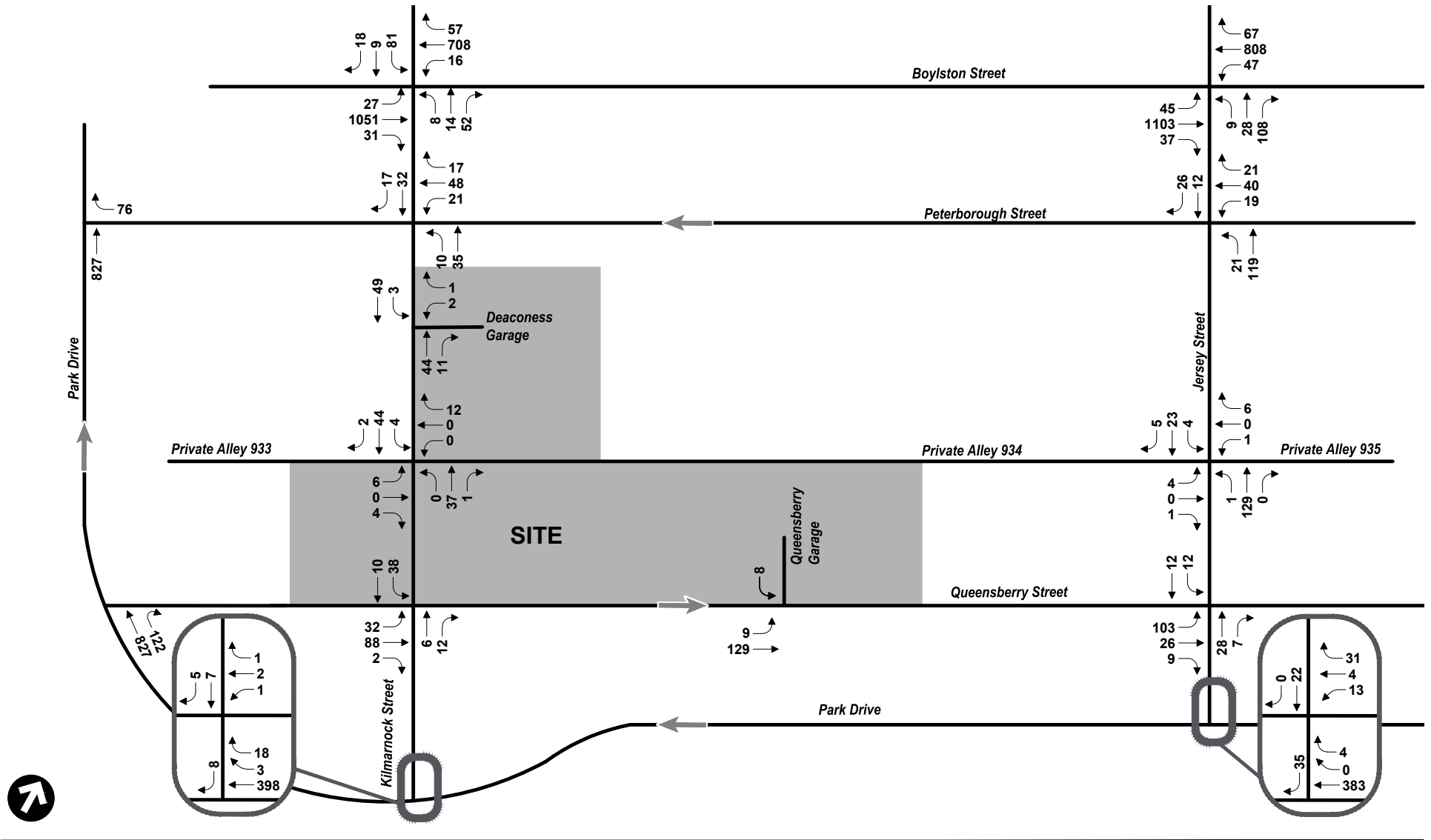


Figure 4.13  
 2022 No-Build Condition  
 Morning Peak Hour Vehicle Volumes  
**60 Kilmarnock  
 Boston, MA**

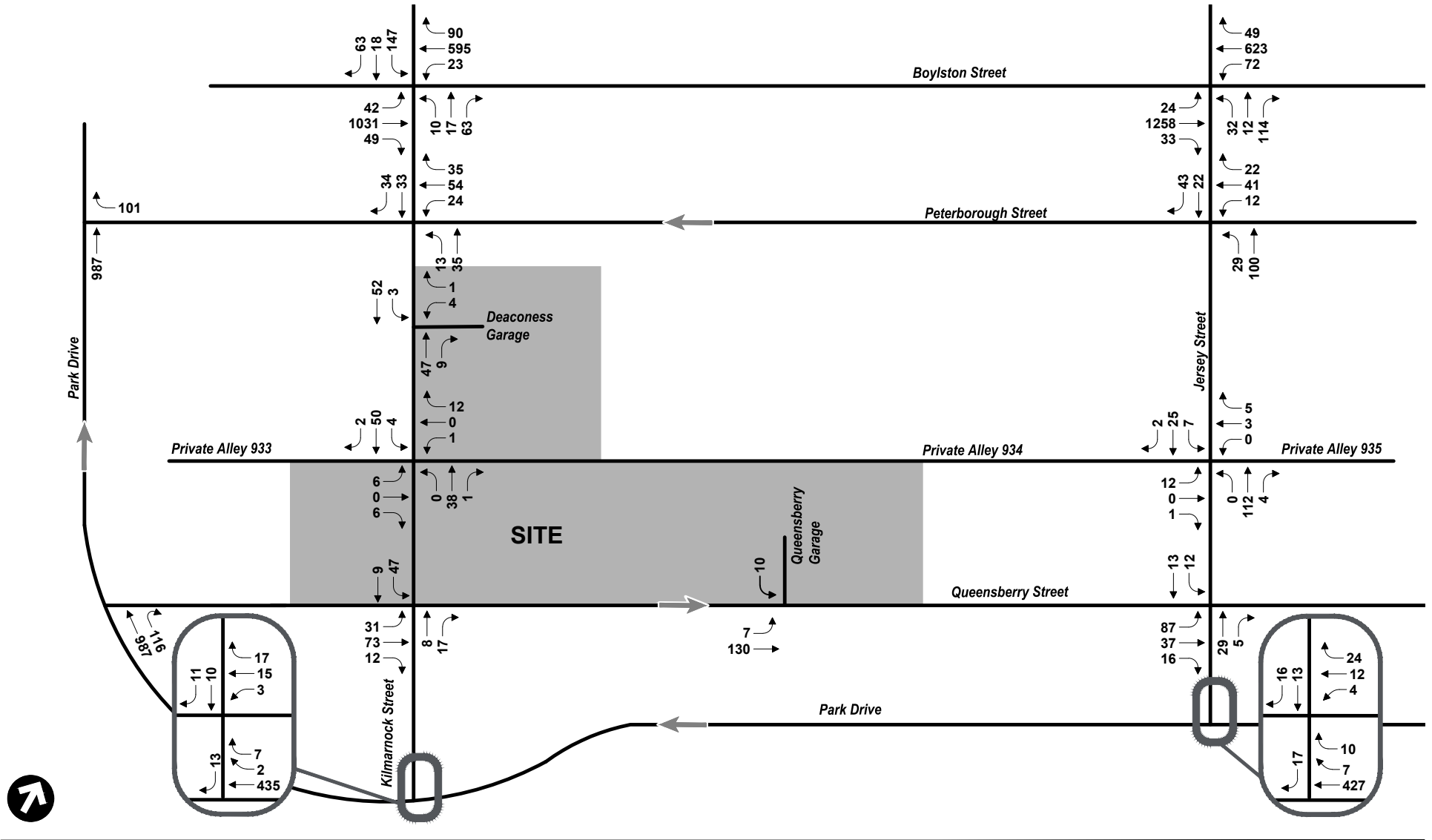
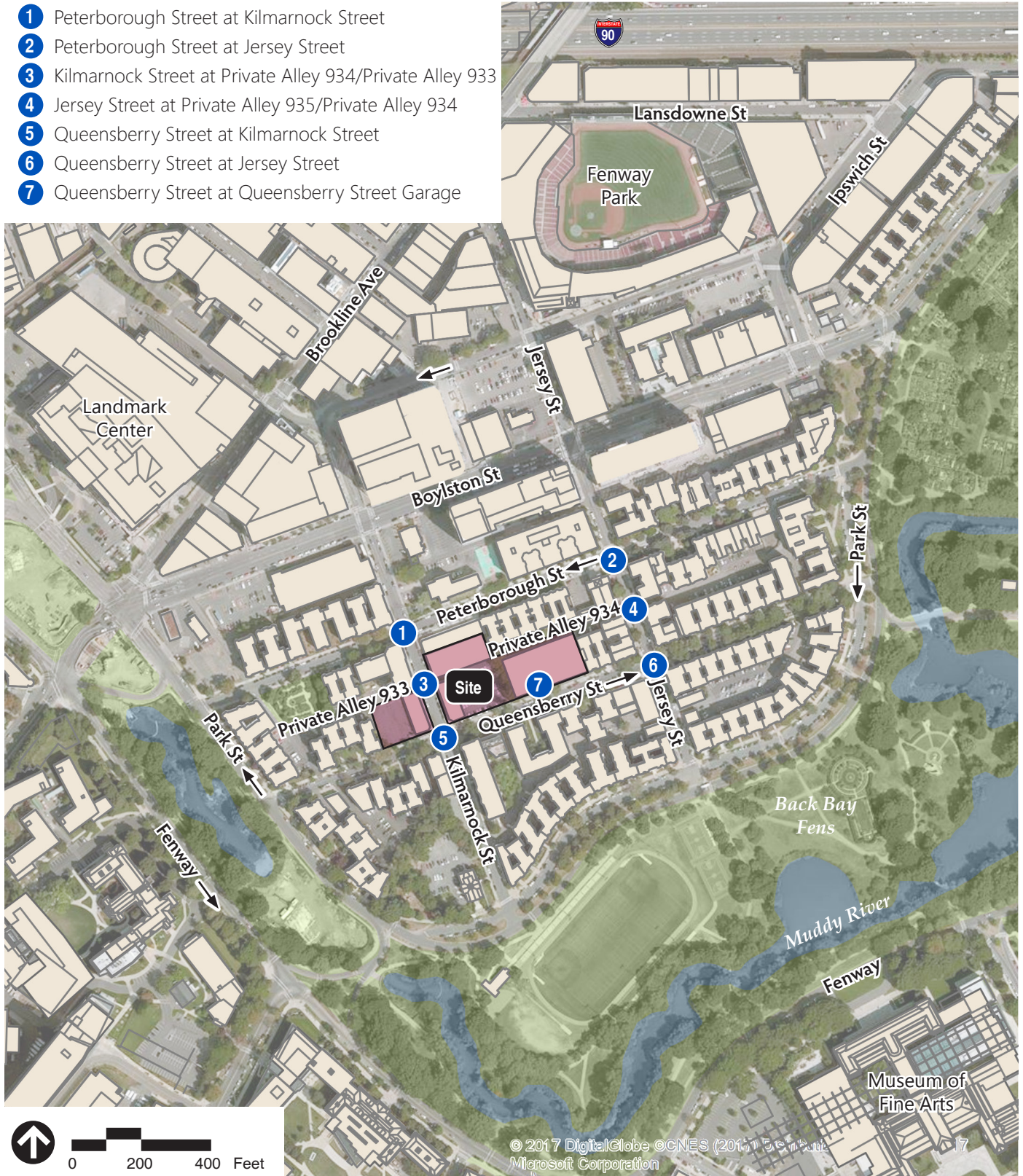


Figure 4.14  
 2022 No-Build Condition  
 Evening Peak Hour Vehicle Volumes  
**60 Kilbarnock  
 Boston, MA**

- 1 Peterborough Street at Kilmarnock Street
- 2 Peterborough Street at Jersey Street
- 3 Kilmarnock Street at Private Alley 934/Private Alley 933
- 4 Jersey Street at Private Alley 935/Private Alley 934
- 5 Queensberry Street at Kilmarnock Street
- 6 Queensberry Street at Jersey Street
- 7 Queensberry Street at Queensberry Street Garage



Source: ArcGIS Online Bing Aerial



Figure 4.15  
Game Day Study Area Intersections

**60 Kilmarnock  
Boston, Massachusetts**

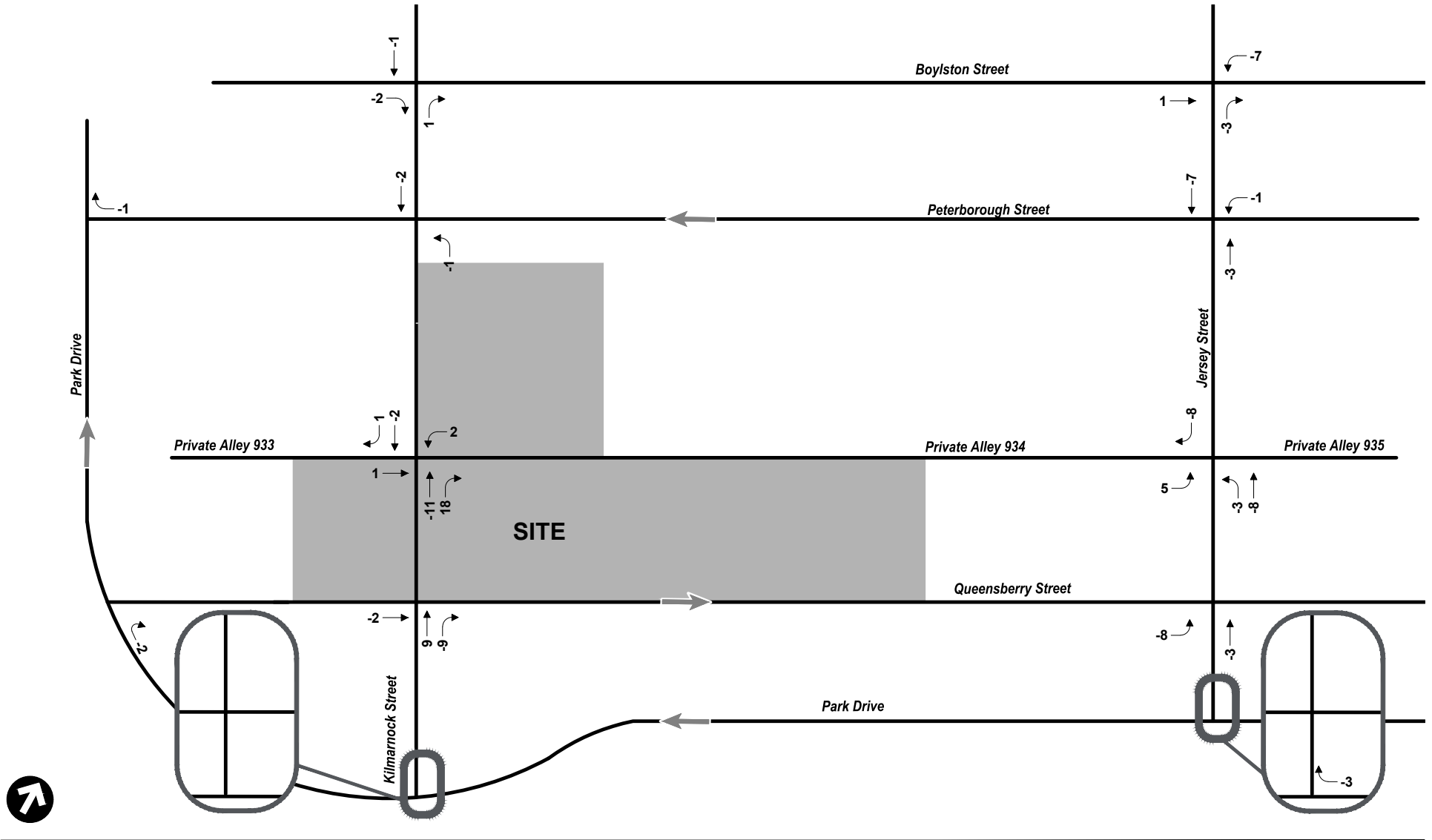


Figure 4.16  
Net New Project Generated  
Morning Peak Hour Vehicle Volumes  
**60 Kilmarnock  
Boston, MA**

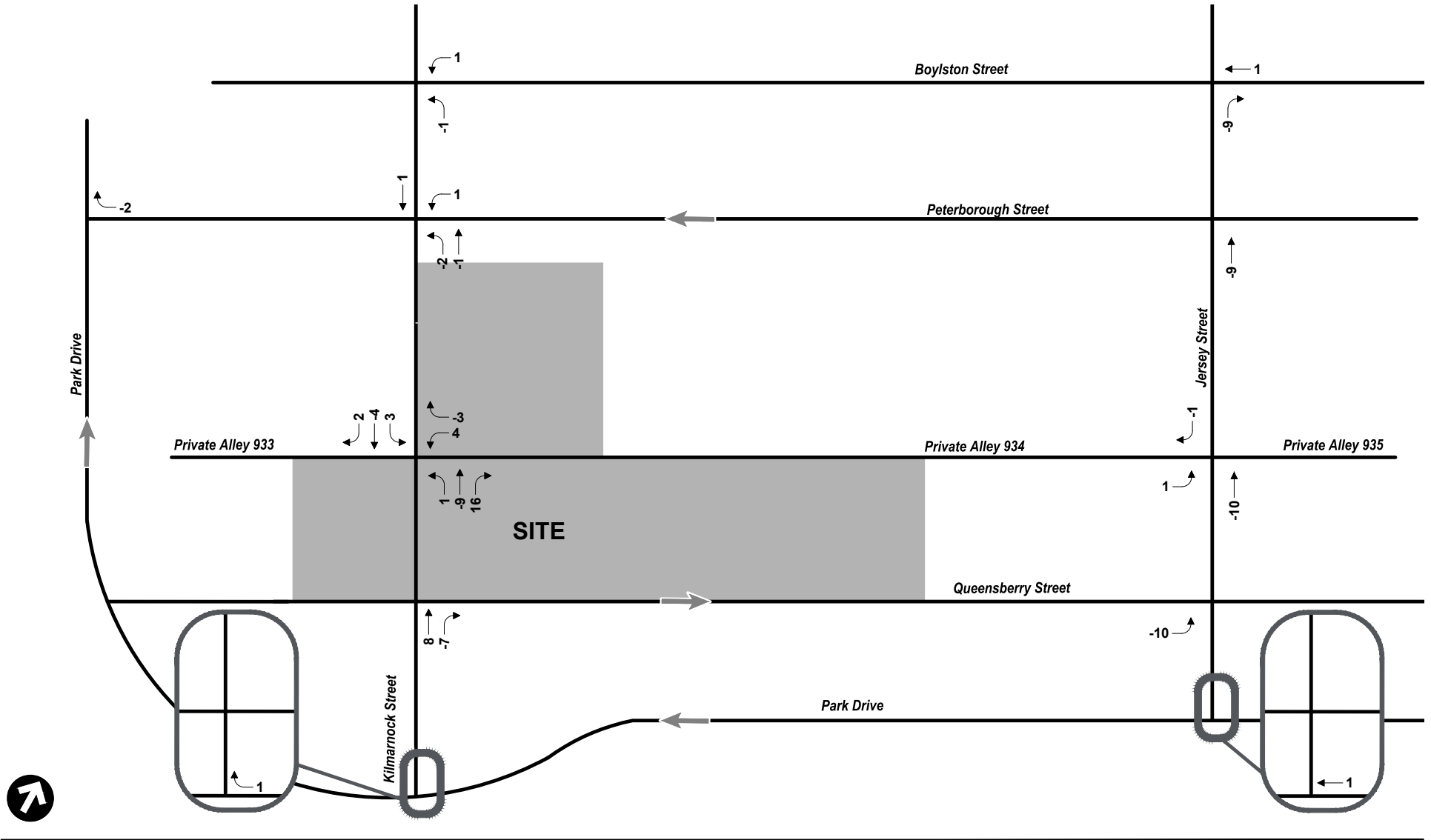


Figure 4.17  
Net New Project Generated  
Evening Peak Hour Vehicle Volumes  
**60 Kilbarnock  
Boston, MA**



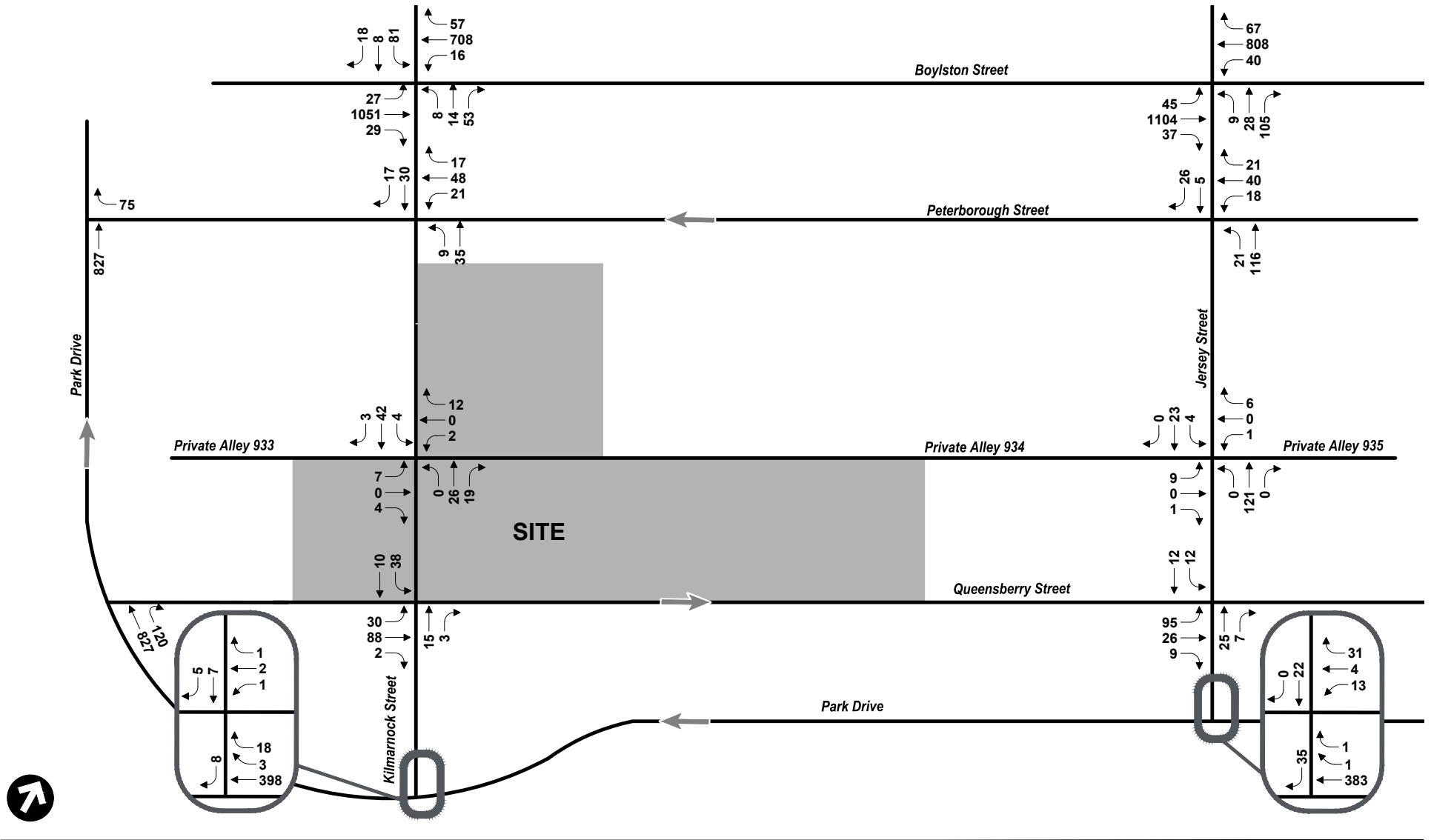


Figure 4.18  
 2022 Build Condition  
 Morning Peak Hour Vehicle Volumes  
**60 Kilmarnock  
 Boston, MA**

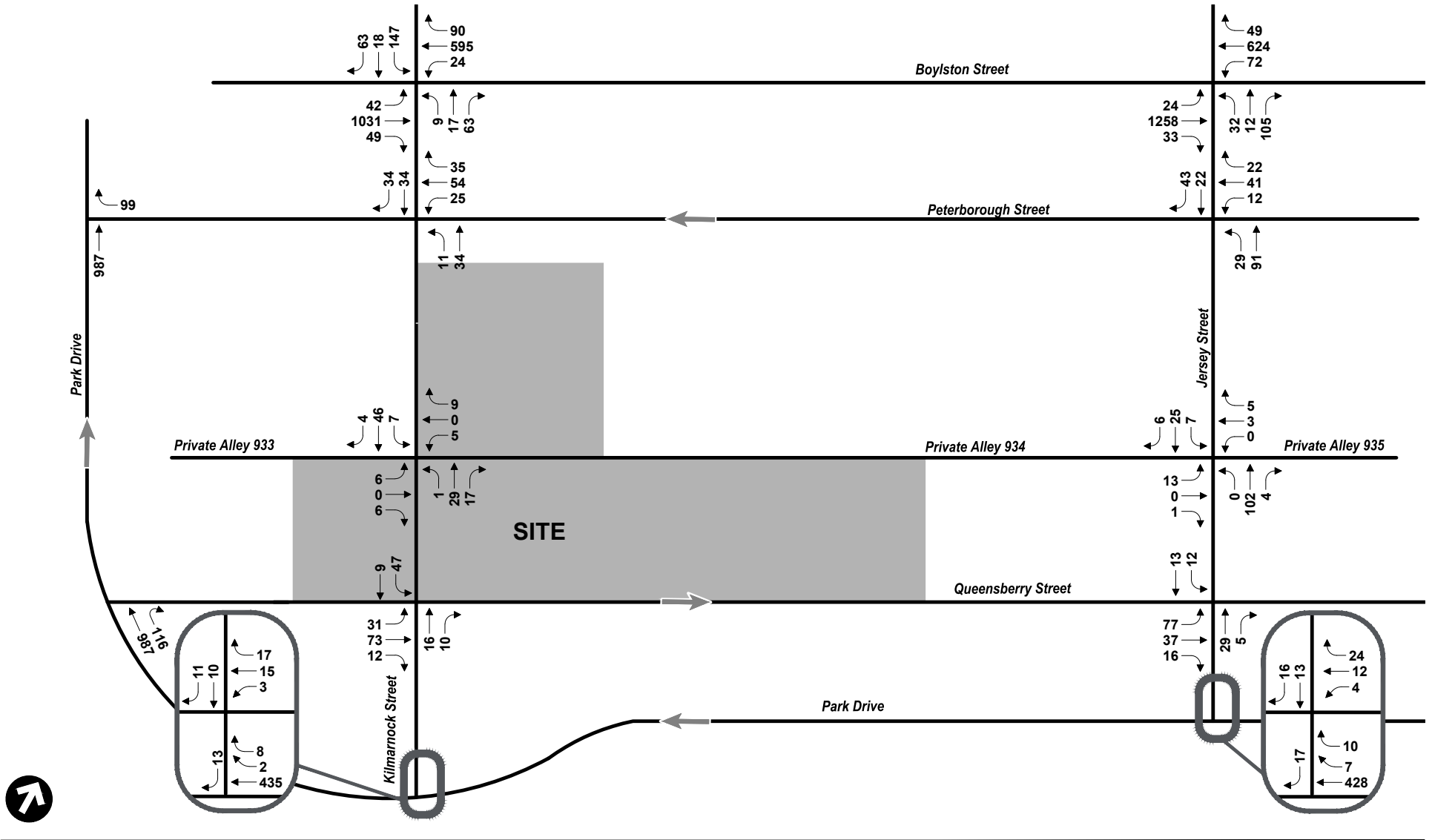


Figure 4.19  
 2022 Build Condition  
 Evening Peak Hour Vehicle Volumes  
**60 Kilbarnock  
 Boston, MA**

# 5

## Environmental Protection

This chapter presents information on the environmental conditions near the Project Site and the potential changes that may occur as a result of the Project. A key goal of the Project is to redevelop the Project Site for more efficient and improved uses, while avoiding or minimizing potential adverse environmental impacts.

As discussed in more detail below, Project-related impacts, which are to be expected in urban development of this scale, are counterbalanced by the significant benefits for the adjacent neighborhoods and the City. The following sections identify Project impacts and discuss steps that have been or will be taken through design and management to avoid, minimize, and/or mitigate adverse effects. Temporary construction-period impacts will be managed to minimize disruption to the surrounding neighborhoods.

In compliance with the Article 80 Large Project Review guidelines of the Code, this Project will address potential environmental impacts in the following categories:

- › *Pedestrian Wind*
- › *Shadow*
- › *Daylight*
- › *Solar Glare*
- › *Air Quality*
- › *Water Quality*
- › *Noise*
- › *Solid and Hazardous Waste*
- › *Groundwater*
- › *Geotechnical*
- › *Construction*

Where the current state of the design allows, this EPNF provides a full assessment of Project impacts. The Proponent looks forward to working through the Article 80 process with City agencies and the community to further refine the Project and its associated benefits.

### 5.1 Summary of Key Findings & Benefits

The analysis of potential environmental impacts resulting from the Project include the following conclusions:

- › **Wind** – Due to the existing tall buildings to the northwest through northeast of the site, in combination with the limited height of the proposed buildings as compared to surrounding buildings, the Project is not anticipated to result in substantial impacts to pedestrian wind conditions.
- › **Shadow** – Shadow impacts have been minimized to the extent practicable to avoid noticeable effects on pedestrian use patterns. Due to the massing

and orientation of the buildings, new shadows are anticipated to be minimal and will avoid public parks and historic sites.

- › **Daylight** – When viewed from the adjacent sidewalk, the Project will result in an increase in visible skydome. Such changes are consistent with the Project’s urban context and the replacement of one and two-story structures with mid-rise residential buildings.
- › **Solar Glare** –The exterior building materials have not yet been finalized, however, it is not anticipated that highly reflective glass will be employed in any of the building façades.
- › **Air Quality** – The air quality analysis demonstrates that the Project will conform to the National Ambient Air Quality Standards and will not have a substantial impact on surrounding air quality.
- › **Noise** – The Project is designed to comply with the City of Boston noise standards.
- › **Water Quality** – The Project will improve water quality by collecting and treating stormwater runoff through a series of structural Best Management Practices. Subsurface infiltration systems, if constructed, are intended to address phosphorus removal and promote groundwater recharge in accordance with Groundwater Conservation Overlay District requirements, as defined in Article 32 of the Zoning Code.
- › **Hazardous Materials** – Materials excavated during construction of the Project will be managed in accordance with applicable regulatory requirements including a Release Abatement Measure Plan under the Massachusetts Contingency Plan. During construction, the existing Underground Storage Tanks will be closed and removed in accordance with the requirements of 310 CMR 80.40.
- › **Groundwater** – The site is located within the Boston Groundwater Conservation Overlay District. As such, a program of monitoring existing observation wells located near the Project Site will be conducted prior to and during construction to ensure that the Project does not adversely impact groundwater levels. Refer to Section 7.3.2 of Chapter 7, Infrastructure, for additional information regarding the Project’s proposed groundwater recharge strategy.
- › **Geotechnical** – Project Site subsurface conditions consist of five to 10 feet of surficial fill underlain by organics, marine deposits and glacial till, with bedrock at depth.
- › **Construction** – The team will work to reduce potential construction period impacts, and detailed construction management plans will be developed and submitted to BTM for their approval.

## 5.2 Wind

Pursuant to Section B.1 of the BPDA Development Review Guidelines, a qualitative computer-based assessment was conducted to estimate the pedestrian wind conditions around the Project compared to the existing condition, and to provide recommendations for minimizing any potential adverse impacts.

### 5.2.1 Methodology

Wind flows around the Project and its surroundings were simulated using Virtualwind™, which is a proprietary software developed by RWDI for the qualitative assessment of pedestrian wind conditions.

Winds were simulated for the Existing Condition and Build Condition of the Project. Prevailing winds in the area come from the northwest, west, southwest, and northeast. The architectural model of the Project provided sufficient massing details that would affect wind flows in the area. For a conservative estimate, landscaping was not included in this computer model.

#### Pedestrian Wind Comfort Criteria

The BPDA has adopted two standards for assessing the relative wind comfort of pedestrians. First, the BPDA wind design guidance criterion states that an effective gust velocity (hourly mean wind speed + 1.5 times the root-mean-square wind speed) of 31 miles per hour (mph) should not be exceeded more than one percent of the time. The second set of criteria used by the BPDA to determine the acceptability of specific location is based on the work of Melbourne.<sup>1</sup> This set of criteria is used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing or walking. The criteria are expressed in terms of benchmarks for the one-hour mean wind speed exceeded one percent of the time (i.e., the 99th percentile mean wind speed) and are presented in Table 5-1.

**Table 5-1 BPDA Mean Wind Criteria\***

Dangerous	> 27 mph
Uncomfortable for Walking	> 19 and ≤ 27 mph
Comfortable for Walking	> 15 and ≤ 19 mph
Comfortable for Standing	> 12 and ≤ 15 mph
Comfortable for Sitting	< 12 mph

\* Applicable to the hourly mean wind speed exceeded one percent of the time.

The wind climate in a typical downtown location in Boston is generally comfortable for the pedestrian use of sidewalks and thoroughfares and meets the BPDA effective gust velocity criterion. However, without any mitigation measures, this typical

<sup>1</sup> Melbourne, W.H., 1978, "Criteria for Environmental Conditions," Journal of Industrial Aerodynamics, 3 (1978) 241-249.



downtown wind climate is likely to be frequently uncomfortable for more passive activities such as sitting.

### **5.2.2 Pedestrian Wind Findings**

Based on the preliminary computer model results, the Project is not anticipated to generate any unsafe wind conditions around the Project Site or nearby public spaces. Although some increased wind speeds may be experienced along the intersection of Queensberry Street and Kilmarnock Street as well as a few locations along the buildings, these impacts will be mitigated by incorporating canopies, recessed entrances, windscreens, planters, etc., as necessary. These mitigation measures will be evaluated as the Project design advances to ensure a comfortable and safe environment surrounding the Project Site.

Refer to Appendix C for additional detail on the pedestrian wind assessment.

## **5.3 Shadow**

An analysis of the shading impact under the No-Build and Build Conditions is a requirement of the Article 80, Large Project Review (Section 80B-2(c) of the Code). The shading analysis was prepared in accordance with the requirements of Section B.2. of the BPDA Development Review Guidelines.

### **5.3.1 Methodology**

A shadow impact analysis was conducted at regular time intervals to investigate the effect that the Project will have throughout the year. A computer model of the Project and surrounding urban area was developed. A number of days and times were analyzed, as required under Article 80. The analysis used "clear sky" solar data at Boston's Logan International Airport, meaning the assumption that no cloud cover ever occurs; therefore, providing a "worst case" scenario showing the full extent of when and where shadow could occur.

In order to represent a variety of shadow conditions at various times of the day, and times of the year, three (3) time intervals (9:00 AM, 12:00 PM, 3:00 PM) are represented for the Vernal Equinox (March 21<sup>st</sup>, see Figure 5.1a), Summer Solstice (June 21<sup>st</sup>, see Figure 5.1b), Autumnal Equinox (September 21<sup>st</sup>, see Figure 5.1c), and Winter Solstice (December 21<sup>st</sup>, see Figure 5.1d). Per the BPDA Development Review Guidelines, 6:00 PM has been added to the June 21, and September 21 shadow studies. This study takes into consideration Daylight Savings Time ("DST"), and therefore times are presented in Eastern Standard Time ("EST") and Eastern Daylight Time ("EDT"). The study shows both existing shadows in and around the Project Site, and the shadow impact of the Project. The analysis focuses on the shadow cast onto existing pedestrian areas, open spaces, and sidewalks adjacent to and near the Project Site.

Table 5-2 shows the solar azimuth and altitude data. Times are listed as EST and EDT, as appropriate. The data reflects a latitude of 42.36° and a longitude of -71.06°.

**Table 5-2 Solar Azimuth and Altitude Data**

<b>Date</b>	<b>Time</b>	<b>Azimuth *</b>	<b>Altitude **</b>
March 21 EDT	9:00 AM	112.7	23.4
March 21 EDT	12:00 PM	161.2	46.2
March 21 EDT	3:00 PM	223.3	39.1
June 21 EDT	9:00 AM	93.5	39.9
June 21 EDT	12:00 PM	149.6	68.8
June 21 EDT	3:00 PM	246.3	56.5
June 21 EDT	6:00 PM	280.7	23.8
September 21 EDT	9:00 AM	115.4	26.0
September 21 EDT	12:00 PM	166.2	47.4
September 21 EDT	3:00 PM	227.2	37.3
September 21 EDT	6:00 PM	264.0	7.2
December 21 EST	9:00 AM	142.0	14.3
December 21 EST	12:00 PM	184.4	24.1
December 21 EST	3:00 PM	225.0	10.0

\* Azimuth is measured in degrees clockwise from North

\*\*Altitude is measured in degrees up from the horizon

EST Eastern Standard Time

EDT Eastern Daylight Time

### 5.3.2 Results

The incremental shadows produced are consistent with the existing urban shadow pattern, are moderate in relation to shadows cast by the taller structures surrounding the Project Site, and are not expected to have any noticeable effect on pedestrian use patterns.

#### **March 21<sup>st</sup> (Vernal Equinox)**

The net new shadows associated with the Project for March 21 are illustrated in Figure 5.1a. March 21 is the vernal equinox, when the length of daytime and nighttime are equal. The sun rises on March 21 at 6:45 AM EDT in the southeastern sky and sets at 6:57 PM EDT.

At 9:00 AM on the vernal equinox, net new shadow from the Project will be cast to the northwest onto Kilmarnock Street and a small portion of Peterborough Street. Minimal net new shadow will be cast onto existing adjacent property.

At 12:00 noon, the Project will cast minimal net new shadow to the north onto the internal Project Site and the neighboring property to the north of the East Site.

At 3:00 PM, the Project will cast minimal net new shadow to the northeast onto the internal Project Site and onto a small portion of Kilmarnock Street and the neighboring property to the north of the East Site.

### **June 21<sup>st</sup> (Summer Solstice)**

The net new shadows associated with the Project for June 21 are illustrated in Figure 5.1b. June 21 is the summer solstice and the longest day of the year. The sun rises at 5:08 AM EDT in the southeastern sky and sets at 8:25 PM EDT.

At 9:00 AM on the summer solstice, net new shadow from the Project will be cast to the northwest onto Kilmarnock Street. Incremental net new shadow will be cast onto existing adjacent property.

At 12:00 noon, the Project will cast minimal net new shadow to the north onto the internal Project Site.

At 3:00 PM, the Project will cast minimal net new shadow to the northeast onto the internal Project Site and onto a small portion of Kilmarnock Street.

At 6:00 PM, shadows are cast to the southeast of the Project Site onto Queensberry Street, a small section of Kilmarnock Street, and the internal Project Site.

### **September 21<sup>st</sup> (Autumnal Equinox)**

The net new shadows associated with the Project on September 21 are depicted on Figure 5.1c. September 21 is the autumnal equinox and the daytime and nighttime hours are equal. The sun rises at 6:31 AM EDT in the southeastern sky and sets at 6:42 PM EDT. The shadows cast on this date are almost identical to those on March 21, the vernal equinox.

At 9:00 AM on the autumnal equinox, net new shadow from the Project will be cast to the northwest onto Kilmarnock Street and Peterborough Street. Incremental net new shadow will be cast onto existing adjacent property.

At 12:00 noon, the Project will cast minimal net new shadow to the north onto the internal Project Site.

At 3:00 PM, the Project will cast minimal net new shadow to the northwest onto the internal Project Site and onto a small portion of Kilmarnock Street.

At 6:00 PM, shadows are cast to the southeast of the Project Site onto Queensberry Street, a small section of Jersey Street, and the internal Project Site.

### **December 21<sup>st</sup> (Winter Solstice)**

The net new shadows associated with the Project on December 21 are depicted on Figure 5.1d. December 21 is the winter solstice and the shortest day of the year. The sun is at its lowest inclination above the horizon at each hour of the day. Even low buildings cast long shadows in northerly latitudes, such as Boston. The sun rises at 7:10 AM EST and sets at 4:15 PM EST in December.

At 9:00 AM on the winter solstice, the Project casts a shadow in a northwestern direction extending over portions of Kilmarnock Street and Peterborough Street filling in gaps in the heavily shaded urban landscape. The net new shadow will cover a small portion of the existing adjacent buildings.

At 12:00 noon, the Project will cast shadow in a northeastern direction extending over small sections of Kilmarnock Street and Peterborough Street. The majority of net new shadows will land on existing buildings or the internal Project Site, creating minimal net new shadow on the pedestrian environment.

At 3:00 PM, net new shadow from the Project will extend northeast. Incremental net new shadow will be cast on adjacent existing buildings, but the surrounding area is heavily shaded under the existing conditions.

## **5.4 Daylight**

The following section describes the anticipated effect on daylight coverage at the Project Site as a result of the Project. An analysis of the percentage of skydome obstructed under the No-Build and Build Conditions is a requirement of Article 80 (Section 80B-2(c)). The daylight analysis was prepared using the BPDA's Daylight Analysis Program ("BRADA") and has been completed in accordance with the requirements of Article 80. The results of the analysis are presented in Figures 5.2a-d.

### **5.4.1 BRADA Software**

The BRADA program was developed in 1985 by the Massachusetts Institute of Technology to estimate the pedestrian's view of the skydome taking into account the massing and building materials used. The software approximates a pedestrian's view of a site based on input parameters such as: location of viewpoint, length and height of buildings, and the relative reflectivity of the building façades. The model typically uses the midpoint of an adjacent right-of-way or sidewalk as the analysis viewpoint. Based on these data, the model calculates the perceived skydome obstruction and provides a graphic depicting the analysis conditions.

The model inputs were taken from a combination of the BPDA City model, an existing conditions survey, and schematic design plans prepared by the Project's architects. As described above, the BRADA software considers the relative reflectivity of building façades when calculating perceived daylight obstruction. Highly reflective materials are thought to reduce the perceived skydome obstruction when compared to non-reflective materials. For the purposes of this daylight analysis, the building façades are considered non-reflective, resulting in a conservative estimate of daylight obstruction.

## 5.4.2 Viewpoints

The following viewpoints were used for this daylight analysis:

- › Kilmarnock Street (East) – This viewpoint is located on the centerline of Kilmarnock Street, centered on the western side of the East Site.
- › Kilmarnock Street (West) – These viewpoints are located on the centerline of Kilmarnock Street, centered on the eastern side of the West Site.
- › Queensberry Street (East) – This viewpoint is located on the centerline of Queensberry Street, centered on the southern side of the East Site.
- › Queensberry Street (West) – This viewpoint is located on the centerline of Queensberry Street, centered on the southern side of the West Site.

These points represent existing and proposed building façades when viewed from the adjacent public ways.

## 5.4.3 Results

### Daylight Existing/No-Build Condition

Under the Existing/No-Build Condition, the skydome is minimally obstructed. The existing site contains primarily single-story buildings and surface parking. The existing skydome obstructed ranges from 8.3 percent at the center of Queensberry Street facing the West Site, to 26.8 percent at the center of Kilmarnock Street facing the East Site.

### Daylight Build Condition

Under the Proposed Conditions, the viewpoints along the four roadways are expected to experience an increase in skydome obstruction due to the increased height and massing of the new buildings, as would be expected when increasing the density of an urban site. The increase in skydome obstruction will be offset by improvements to the public realm which are anticipated to improve the overall pedestrian experience as compared to existing conditions.

Table 5-3 presents the estimated skydome obstruction impacts associated with the Project, and this same information is depicted in Figures 5.2a-d.

**Table 5-3 Existing/No-Build and Build Daylight Conditions**

Viewpoint	Existing/No-Build Daylight Obstruction	Build Daylight Obstruction
Kilmarnock Street (East)	26.8%	69.4%
Kilmarnock Street (West)	16.6%	57.3%
Queensberry Street (East)	11.4%	68.5%



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Queensberry Street (West)	8.3%	51.1%
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## 5.5 Solar Glare

The City of Boston BPDA Development Guidelines require projects undergoing Large Project Review to analyze the potential impacts from solar glare on the following areas to identify the potential for visual impairment or discomfort due to reflective spot glare:

- › Potentially affected streets
- › Public open spaces
- › Pedestrian areas

Furthermore, projects must consider the potential for solar heat buildup in any nearby buildings receiving reflective sunlight from the Project, if applicable.

The Project will be designed to minimize the potential for solar glare that could adversely impact traffic safety along nearby roadways and solar heat gain in nearby buildings. The exterior building materials have not yet been finalized, however, it is not anticipated that highly reflective glass will be employed in any of the building façades. As design progresses, the design team will consider low-reflecting exterior building materials.

## 5.6 Air Quality (Microscale)

This section presents an overview of and the results for the preliminary mobile source assessment conducted for the Project. The purpose of the air quality assessment is to demonstrate that the Project satisfies applicable regulatory requirements, and whether it complies with the 1990 Clean Air Act Amendments (“CAAA”) following the local and the EPA policies and procedures.

The air quality assessment conducted for the Project includes a qualitative localized (microscale), or “hot spot”, analysis of carbon monoxide (“CO”) concentrations in accordance with BPDA screening guidance. The microscale analysis evaluated potential CO impacts from vehicles traveling through congested intersections in the Project Site area under the existing conditions, as well as considering site-specific impacts under the future conditions. The results from this evaluation are subject to the National Ambient Air Quality Standards (“NAAQS”). A review of the mesoscale/regional air quality impacts is also qualitatively discussed below.

### 5.6.1 Background

The CAAA resulted in states being divided into attainment and non-attainment areas, with classifications based upon the severity of their air quality problems. Air quality control regions are classified and divided into one of three categories: attainment, non-attainment and maintenance areas depending upon air quality data

and ambient concentrations of pollutants. Attainment areas are regions where ambient concentrations of a pollutant are below the respective NAAQS; non-attainment areas are those where concentrations exceed the NAAQS. A maintenance area is an area that used to be non-attainment, but has demonstrated that the air quality has improved to attainment. After 20 years of clean air quality, maintenance areas can be re-designated to attainment.

The Project is in Boston, which is a CO Maintenance area (although not officially designated on the Greenbook<sup>2</sup>, the area is beyond the 20-year maintenance timeframe and therefore could be designated as attainment). Projects located in CO maintenance areas are required to evaluate their CO concentrations with the NAAQS. As such, CO concentrations need to be considered for this Project. Suffolk County is in attainment for the remainder of the criteria pollutants.

### 5.6.2 Air Quality Standards

The EPA has established the NAAQS to protect the public health. Massachusetts has adopted similar standards as those set by the EPA for CO. Table 5-4 presents the NAAQS for CO.

**Table 5-4 National Ambient Air Quality Standards**

Pollutant	Primary Standards		
	Level	Averaging Time	Form
Carbon Monoxide	9 ppm (10 mg/m <sup>3</sup> )	8-hour	Not to be exceeded more than once per year
	35 ppm (40 mg/m <sup>3</sup> )	1-hour	

DEP maintains a network of air quality monitors to measure background CO concentrations. Background concentrations are ambient pollution levels from all stationary, mobile, and area sources. Background CO concentrations are determined by choosing the maximum of the second highest annual values from the previous three years. Looking at the air quality monitor closest to and most representative of the Project Site (the Kenmore Square monitor for the years 2014-2015 and Harrison Ave for 2016)<sup>3</sup>, the CO background values are 2.4 ppm for the 1-hour averaging time and 1.2 ppm for the 8-hour averaging time. These values are much less than the 1-hour and 8-hour NAAQS. The background values are presented in Table 5-5.

<sup>3</sup> The Kenmore Square monitoring station ceased CO monitoring in 2016. Harrison Avenue is the next closest station.

**Table 5-5 Air Quality Background Concentrations**

<b>Pollutant</b>	<b>Background Concentrations</b>		<b>NAAQS</b>	
	<b>Level</b>	<b>Averaging Time</b>	<b>Level</b>	<b>Averaging Time</b>
Carbon Monoxide	1.2 ppm	8-hour	9 ppm	8-hour
	2.4 ppm	1-hour	35 ppm	1-hour

Monitoring Location: Kenmore Square and Harrison Avenue, Boston, MA. Years 2014-2016.

The potential CO concentrations from motor vehicle traffic related to the Project will be considered in conjunction with these background concentrations to demonstrate that the Project will comply with the NAAQS Standards.

### 5.6.3 BPDA Development Review Guidelines

The BPDA Development Review Guidelines require “a microscale analysis predicting localized carbon monoxide concentrations should be performed, including identification of any locations projected to exceed the National or Massachusetts Ambient Air Quality Standards, for projects in which:

- › Project traffic would impact intersections or roadway links currently operating at Level of Service (“LOS”) D, E, or F or would cause LOS to decline to D, E, or F; or
- › Project traffic would increase traffic volumes on nearby roadways by 10 percent or more (unless the increase in traffic volume is less than 100 vehicles per hour); or
- › The Project will generate 3,000 or more new average daily trips on roadways providing access to a single location.”

### 5.6.4 Traffic Data

The air quality study uses traffic data (volumes, delays, and speeds) developed for the analysis conditions based upon the traffic analysis. The traffic study area includes the following intersections:

1. Park Drive at Peterborough Street;
2. Park Drive at Queensberry Street;
3. Boylston Street at Kilmarnock Street/Van Ness Street;
4. Boylston Street at Jersey Street;
5. Peterborough Street at Kilmarnock Street;
6. Peterborough Street at Jersey Street;
7. Kilmarnock Street at Private Alley 934/Private Alley 933/Deaconess Garage Driveway (modified in Build Condition);
8. Jersey Street at Private Alley 935/Private Alley 934;
9. Queensberry Street at Kilmarnock Street;
10. Queensberry Street at Jersey Street;

11. Park Drive at Kilmarnock Street;
12. Park Drive at Jersey Street; and
13. Queensberry Street at Queensberry Garage Driveway (removed in Build Condition).

Based on the traffic study presented in Chapter 4, *Transportation*, the Project is expected to generate 38 vehicle trips in the morning peak hour and 65 vehicle trips in the evening peak hour.

### 5.6.5 Microscale Screening Analysis

An evaluation of the traffic data was conducted under the review guidelines developed by the BPDA for determination of the potential for CO impacts. It was determined that:

- › The Project would not cause a decline in LOS at any intersection in the study area in both the morning and evening peak hours, nor will any intersection operate a LOS of D, E or F. The results of the transportation analysis indicate that there will be no changes in LOS in the study area as a result of the Project.
- › Project generated traffic is not expected to exceed 100 vehicles per hour during the peak periods. The Project is estimated to generate 38 vehicles in the morning peak hour and 65 vehicles in the evening peak hour. Since volume increases will be less than 100 vehicles per hour, it is not necessary to consider the percentage increase of traffic volumes on nearby roadways.
- › The Project will generate less than 3,000 or more new average daily trips on the study area roadways. The Project will generate 890 weekday vehicle trips, less than the 3,000 vehicles per day threshold.

Based on the microscale screening results discussed above, it has been determined that a quantitative CO hotspot analysis is not necessary for the Project, as the BPDA thresholds are not exceeded. No microscale air quality impacts are anticipated.

### 5.6.6 Mesoscale Air Quality Analysis

The purpose of the mesoscale analysis is to estimate the area-wide emissions of volatile organic compounds ("VOC") and nitrogen oxides ("NOx") during a typical day in the peak ozone season (summer) consistent with the requirements of the State Implementation Plan ("SIP"). A mesoscale analysis evaluates the change in VOC and NOx emissions from average daily traffic volumes and vehicle emission rates. To demonstrate compliance with the SIP criteria, the air quality study must show the Project's change in daily (24-hour period) VOC and NOx emissions.

The BPDA requires a mesoscale air quality analysis if a project produces 10,000 or more vehicle trips per day. The Project is not anticipated to generate over 10,000 or more vehicle trips per day, therefore this analysis is not required for the BPDA and no mesoscale air quality impacts are anticipated.

## 5.7 Water Quality

The Project will comply with the DEP Stormwater Management Standards and will improve the quality of stormwater runoff from the Project Site and reduce its quantity compared to existing conditions. The Project will improve water quality by collecting and treating stormwater runoff through a series of structural Best Management Practices ("BMPs") designed to remove oil, floatables, and Total Suspended Solids ("TSS"). Clean runoff from the Project Site will be directed to recharge systems designed to infiltrate stormwater runoff to replenish groundwater and provide phosphorous removal. Subsurface infiltration systems, if constructed, are intended to address phosphorus removal and promote groundwater recharge in accordance with Groundwater Conservation Overlay District ("GCOD") requirements, as defined in Article 32 of the Zoning Code. Chapter 7, *Infrastructure*, provides a complete description of the existing and proposed stormwater management systems, to the extent these systems are designed, and provides a summary of the Project's compliance with the DEP Stormwater Management Standards.

## 5.8 Noise

The noise assessment evaluated the potential noise impacts associated with the Project's activities, including mechanical equipment and loading/service activities. This section discusses the fundamentals of noise, noise impact criteria, noise analysis methodology, and potential noise impacts. Noise measurements were conducted for determining existing ambient conditions near the Project Site. A qualitative analysis demonstrates that the Project will comply with City of Boston noise regulations.

### 5.8.1 Fundamentals of Noise

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, communication, work, or recreation. How people perceive sound depends on several measurable physical characteristics, which include the following:

- › Intensity - Sound intensity is often equated to loudness.
- › Frequency - Sounds are comprised of acoustic energy distributed over a variety of frequencies. Acoustic frequencies, commonly referred to as tone or pitch, are typically measured in Hertz. Pure tones have all their energy concentrated in a narrow frequency range.

Sound levels are most often measured on a logarithmic scale of decibels ("dB"). The decibel scale compresses the audible acoustic pressure levels which can vary from the threshold of hearing (zero dB) to the threshold of pain (120 dB). Because sound levels are measured in dB, the addition of two sound levels is not linear. Adding two equal sound levels creates a 3 dB increase in the overall level. Research indicates the following general relationships between sound level and human perception:



- › A 3 dB increase is a doubling of acoustic energy and is the threshold of perceptibility to the average person.
- › A 10 dB increase is a tenfold increase in acoustic energy but is perceived as a doubling in loudness to the average person.

The human ear does not perceive sound levels from each frequency as equally loud. To compensate for this phenomenon in perception, a frequency filter known as A-weighted [dB(A)] is used to evaluate environmental noise levels. Table 5-6 presents a list of common outdoor and indoor sound levels.

**Table 5-6 Common Outdoor and Indoor Sound Levels**

<b>Outdoor Sound Levels</b>	<b>Sound Pressure (<math>\mu</math>Pa)*</b>	<b>Sound Level dB(A)**</b>	<b>Indoor Sound Levels</b>
	6,324,555	- 110	Rock Band at 5 m
Jet Over Flight at 300 m		- 105	
	2,000,000	- 100	Inside New York Subway Train
Gas Lawn Mower at 1 m		- 95	
	632,456	- 90	Food Blender at 1 m
Diesel Truck at 15 m		- 85	
Noisy Urban Area—Daytime	200,000	- 80	Garbage Disposal at 1 m
		- 75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	- 70	Vacuum Cleaner at 3 m
Suburban Commercial Area		- 65	Normal Speech at 1 m
	20,000	- 60	
Quiet Urban Area—Daytime		- 55	Quiet Conversation at 1 m
	6,325	- 50	Dishwasher Next Room
Quiet Urban Area—Nighttime		- 45	
	2,000	- 40	Empty Theater or Library
Quiet Suburb—Nighttime		- 35	
	632	- 30	Quiet Bedroom at Night
Quiet Rural Area—Nighttime		- 25	Empty Concert Hall
Rustling Leaves	200	- 20	
		- 15	Broadcast and Recording Studios
	63	- 10	
		- 5	
Reference Pressure Level	20	- 0	Threshold of Hearing

Source: Highway Noise Fundamentals. Federal Highway Administration, September 1980.

\*  $\mu$ PA – MicroPascals, which describe pressure. The pressure level is what sound level monitors measure.

\*\* dB(A) – A-weighted decibels, which describe pressure logarithmically with respect to 20  $\mu$ Pa (the reference pressure level).

A variety of sound level indicators can be used for environmental noise analysis. These indicators describe the variations in intensity and temporal pattern of the

sound levels. The following is a list of common sound level descriptors used for environmental noise analyses:

- › L90 is the sound level which is exceeded for 90 percent of the time during the time period. The L90 is generally considered to be the ambient or background sound level.
- › Leq is the A-weighted sound level, which averages the background sound levels with short-term transient sound levels and provides a uniform method for comparing sound levels that vary over time.

## **5.8.2 Methodology**

The noise analysis evaluated the potential noise impacts associated with the Project's operations, which include mechanical equipment and loading/service activities. The noise analysis included measurements of existing ambient background sound levels and a qualitative assessment of potential noise impacts associated with the proposed mechanical equipment (e.g., HVAC units, emergency generators) and loading activities. The study area was evaluated and sensitive receptor locations near the Project were identified and examined. The site layout and building design, as it relates to the loading area and management of deliveries at the Project Site were also considered. The analysis considered sound level reductions due to distance, proposed building design, and obstructions from surrounding structures.

### **5.8.2.1 Receptor Locations**

The noise assessment included an evaluation of the study area to identify nearby sensitive receptor locations, which typically include areas of sleep and areas of outdoor activities. The noise assessment identified ten sensitive receptor locations near the Project. As shown on Figure 5.3, the sensitive receptor locations include the following:

- › R1 – McKinley Preparatory High School (97 Peterborough Street);
- › R2 – Residential units at Landmark Square Apartments (75 Peterborough Street);
- › R3 – Residential units at 72-82 Peterborough Street;
- › R4 – Residential units at 107-111 Jersey Street;
- › R5 – Residential units at 115-125 Jersey Street and 48-64 Queensberry Street;
- › R6 – Residential units at 70 Queensberry Street and 108 Kilmarnock Street;
- › R7 – Residential units at 94 Queensberry Street;
- › R8 – Residential units at 105 Queensberry Street;
- › R9 – Residential units at 108-110 Peterborough Street; and
- › R10 – Residential units at 105-109 Peterborough Street.

These receptor locations, selected based on land use considerations, represent the most sensitive locations near the Project Site.

### 5.8.3 City of Boston Noise Impact Criteria

The City of Boston has developed noise standards that establish noise thresholds deemed to result in adverse impacts. The noise analysis for the Project used these standards to evaluate whether the proposed development will generate sound levels that result in potential adverse impacts.

Under Chapter 40 Section 21 of the General Laws of the Commonwealth of Massachusetts and Title 7 Section 50 of the City of Boston Code, the Air Pollution Control Commission of the City of Boston has adopted Regulations for the Control of Noise in the City of Boston. These regulations establish maximum allowable sound levels based upon the land use affected by the proposed development. Table 5-7 summarizes the allowable sound levels that should not be exceeded.

**Table 5-7 City of Boston Noise Standards by Zoning District, dB(A)**

Land Use Zone District	Daytime	All Other Times
	(7:00 AM – 6:00 PM)	(6:00 PM – 7:00 AM)
Residential	60	50
Residential/Industrial	65	55
Business	65	65
Industrial	70	70

Source: Regulations for the Control of Noise in the City of Boston, Air Pollution Control Commission.

For a residential zoning district, the maximum noise level affecting residential uses shall not exceed the Residential Noise Standard. The residential land use noise standard is 60 dB(A) for daytime conditions (7:00 AM to 6:00 PM) and 50 dB(A) for nighttime conditions (6:00 PM to 7:00 AM).

### 5.8.4 Existing Noise Conditions

Noise measurements were conducted to establish existing ambient sound levels in vicinity of the Project Site. The existing sound levels were measured using Type 1 sound analyzer (Larson Davis 831). Measurements were conducted between October 18, 2017 and October 19, 2017 to capture sound levels representative of typical existing ambient conditions. Short-term measurements (20 minutes) during the daytime period was conducted between 11:00 AM to 1:00 PM. The nighttime period measurements were conducted between 3:00 AM to 5:00 AM. The existing measured sound level data are summarized in Table 5-8.

**Table 5-8 Existing Ambient Sound Levels, dB(A)**

<b>Monitoring Location</b>	<b>City of Boston Residential District Noise Standard</b>		<b>Measured L90 Sound Levels</b>	
	<b>Daytime</b>	<b>Nighttime</b>	<b>Daytime</b>	<b>Nighttime</b>
M1 – Peterborough Street	60	50	52.2	49.8
M2 – Kilmarnock Street	60	50	53.0	<b>51.1</b>
M3 – Queensberry Street	60	50	51.8	46.5

Source: VHB

Note: Refer to Figure 5.3 for monitoring locations.

\* Measured sound levels represent average of hourly L90 levels during each period.

Bold values exceed City of Boston noise standards.

The measured L90 sound levels range from approximately 52 dB(A) to approximately 53 dB(A) during the daytime period in the surrounding neighborhood. During the nighttime period, the neighborhood experience sound levels ranging from approximately 47 dB(A) to approximately 51 dB(A). The results of the noise measurements indicate that the daytime sound levels in the surrounding neighborhood adjacent to the Project Site are currently below the City of Boston's standards for a Residential District. During the daytime period, the measured sound levels data were composed of noise from nearby construction activities and vehicles traveling on the surrounding roadways, such as Peterborough Street, Kilmarnock Street, and Queensberry Street. During the nighttime period, existing sound levels approach and exceed the City's nighttime standards in the Project area. The nighttime period sound levels were generally associated with traffic accessing the garage currently located at the Project Site and building mechanical equipment.

### 5.8.5 Future Noise Conditions

The noise analysis evaluated the potential noise impacts associated with the Project's proposed mechanical equipment and service activities. The analysis assessed the potential sound level impacts at the nearby sensitive receptor locations.

#### 5.8.5.1 Mechanical Equipment

Since the Project is in the early stages of the design process, the specific details related to the final selection of mechanical equipment are unknown at the time of this noise assessment. Based on preliminary plans, the anticipated mechanical equipment associated with the Project will potentially include air handling units, boilers, and/or an emergency generator.

The mechanical equipment is expected to be located on the rooftop of the proposed buildings. During the design and selection process, the appropriate low-noise mechanical equipment will be selected, including potential noise mitigation measures, such as acoustical enclosures and/or acoustical silencers. The Project will

incorporate noise attenuation measures necessary to comply with City of Boston's noise criteria at the sensitive receptor locations.

The mechanical systems would be strategically located on the rooftop, utilizing the height of the buildings in providing noise attenuation. Noise attenuation could be achieved by the Project's building design as the heights of the proposed buildings are similar or greater than the heights of the adjacent sensitive receptors. The rooftop of the Project's buildings would serve as a barrier and break the direct line of exposure between the noise sources and receptors. With the equipment located on the roof, it is expected the sound levels will dissipate over distance and will be negligible at the surrounding sensitive receptor locations.

The Project may require an emergency generator for life safety purposes, such as emergency exit lighting. The determination of specific generator parameters, such as the size and location will be made during the building design process. The Project will be required to adhere to MassDEP's regulations that require such equipment to be certified and registered. As part of the air permitting process, the Project will be required to meet additional noise requirements described in MassDEP regulations under the Codes of Massachusetts Regulations (310 CMR 7.00). When the details of the emergency generator are developed, the proponent will submit the appropriate permit application to MassDEP, which would include noise mitigation measures (such as acoustic enclosures and exhaust silencers) that are necessary to meet MassDEP's noise criteria.

#### **5.8.5.2 Service Activities**

Deliveries and service activities associated with the Project are expected to consist of small delivery and service vehicles that are no larger than a single unit truck. Loading and service activities are expected to occur in a designated loading area at the lower level of the proposed buildings. The loading activities will be managed so that service and loading operations do not impact traffic on the adjacent roadways. Since loading activities will be enclosed and will be managed, potential noise impacts to nearby sensitive receptor locations are expected to be negligible.

### **5.8.6 Conclusion of Noise Impact Assessment**

The noise analysis determined that the sensitive receptor locations near the Project Site currently experience exterior sound levels exceeding the City of Boston's nighttime noise standard. The dominant noise source contributing to the existing sound levels in the study area is traffic traveling along the local roadways, and mechanical equipment from nearby buildings. The Project will be designed to incorporate abatement measures to minimize impacts on the proposed residential units.

With the proposed equipment located on the rooftops or in mechanical rooms, the sound levels associated with the Project's mechanical equipment are expected to have no adverse noise impacts at nearby sensitive receptor locations. While

potential noise impacts associated with the emergency generators are also expected to be negligible, a separate MassDEP permitting process will allow for further review of this equipment at a later date. The Project Site is designed such that the service and loading areas will be enclosed or surrounded by building structures, which will attenuate sound levels associated with the loading and service activities. As a result of the preliminary design, the Project's operations will have no adverse noise impacts at nearby sensitive receptor locations.

## 5.9 Solid and Hazardous Wastes

The Proponent performed a review of available site information prior to property acquisition. The review of available information indicated the following findings requiring further investigation:

- › The historic presence of multiple underground storage tanks ("USTs"), with limited to no information regarding removal or the environmental conditions at the time of removal or decommissioning.
- › Documented petroleum contamination associated with historic USTs at 59 Queensberry Street, with potential impacts to groundwater or to soil beneath the existing garage. This historic release was associated with Release Tracking Number ("RTN") 3-20681, which was closed with a Class A-2 Response Action Outcome in 2001.
- › An existing 10,000-gallon UST at 79-85 Queensberry Street.
- › An off-site release of chlorinated volatile organic compounds to groundwater, with the potential to impact the property.
- › Potential on-site use and/or release of chlorinated solvents at a former laundry.
- › The presence of urban fill with debris.

To evaluate potential impacts, the Proponent performed a limited subsurface investigation consisting of a ground penetrating radar ("GPR") survey and soil, groundwater and subslab soil vapor sampling. The exploration locations are shown on Figure 5.4. The key results of the subsurface investigation include the following:

- › One likely UST was identified beneath the sidewalk west of the 60 Kilmarnock Street Garage by the GPR survey.
- › The former location of a gasoline UST south of the 60 Kilmarnock Street Garage was identified and the UST appears to be absent based on the results of the GPR survey.
- › The presence or absence of a UST beneath the 60 Kilmarnock Street Garage Slab could not be verified. Groundwater quality in this vicinity (northwest corner of the 60 Kilmarnock Street Garage) could not be evaluated.
- › Reportable concentrations of benzene and volatile petroleum hydrocarbons were detected in a sample collected from one monitoring well (OW-8), located south of the 59 Queensberry Street Garage in the area of a former



UST. The analytes detected are consistent with a release of gasoline and are likely related to the known UST release associated with RTN 3-20681. Because groundwater impacts were not previously reported in association with RTN 3-20681, this represented a new Reportable Condition to DEP. A Release Notification Form was submitted to DEP on October 19, 2017. DEP assigned RTN 3-34562 to the Release. The Proponent will conduct additional investigation to assess the nature and extent of this release and will conduct work necessary to achieve a Permanent Solution under the Massachusetts Contingency Plan ("MCP").

- › Lead, polycyclic aromatic hydrocarbons ("PAHs") and total petroleum hydrocarbons ("TPH") were detected above RCS-1 Reportable Concentrations in one soil sample, collected from 0 to 6 feet below ground surface from boring HA17-2, located in the northeast corner of the 60 Kilmarnock Street parking lot. These compounds at the detected concentrations are typical of urban fill in the Boston area and required reporting to DEP. A Release Notification Form was submitted to DEP on October 19, 2017. DEP assigned RTN 3-34561 to the Release. The Proponent will conduct additional investigation to assess the nature and extent of this release and will conduct work necessary to achieve a Permanent Solution under the MCP.
- › No impacts associated with chlorinated solvents were detected in soil, groundwater or soil vapor.

In accordance with typical practices, the Proponent will be conducting additional testing to characterize and classify the soil to be generated during construction for off-site removal to appropriate facilities. Materials excavated during construction of the Project will be managed in accordance with applicable regulatory requirements including a Release Abatement Measure ("RAM") Plan under the MCP.

During construction, the existing USTs will be closed and removed in accordance with the requirements of 310 CMR 80.40.

## **5.10 Groundwater/Geotechnical**

This section summarizes subsurface soil, rock, and groundwater conditions at the Project Site. Excavation, foundation, below-grade construction methods, and the potential impact on adjacent buildings and utilities are also discussed.

### **5.10.1 Subsurface Soil and Rock Conditions**

Project Site subsurface conditions consist of surficial fill underlain by organics, marine deposits and glacial till, with bedrock at depth. The following subsurface conditions, listed below in order of increasing depth below ground surface, exist at the Project Site:

**Miscellaneous Fill** – The composition of this stratum is varied, but typically consists of loose to medium dense sand and gravel intermixed with silt, bricks, cobbles, old foundations, wood, cinders, concrete, and other miscellaneous materials. The thickness of this stratum is expected to be about 5 to 10 feet at the Project Site and is the result of prior development at the Project Site.

**Organic Deposits** – The organic deposits typically consist of soft to very soft organic soil with traces of peat. The thickness of the organics is anticipated to range from 10 to 25 feet at the Project Site.

**Marine Deposits** – The marine deposits typically consist of stiff to soft marine clay with some interbedded layers of sand and silt. The thickness of the marine deposits is expected to be about 140 to 160 feet at the Project Site.

**Glacial Till** – The glacial till is an unsorted mixture of soil types, typically consisting of dense to very dense silty sand with varying amounts of gravel to a very dense gravel with silt and sand. The thickness of the glacial till is anticipated to be about 10 to 20 feet across the Project Site.

**Bedrock** – The bedrock below the site is locally known as Cambridge Argillite. The bedrock is typically weathered at the top, and increasing in quality with depth. Bedrock is expected to exist at a depth of approximately 215 feet below ground surface.

### 5.10.2 Groundwater Conditions

The site is located within the GCOD. Based on readings from existing Boston Groundwater Trust Wells near the site, the normal groundwater level at the site is expected to range from approximately Elevation 5 to 7 Boston City Base (depth of approximately 10 to 12 feet below existing site grades). Groundwater levels near the site could also be influenced by leakage into and out of sewers, storm drains, other below-grade structures, and by environmental factors such as precipitation, season, and temperature.

Refer to Section 7.3.2 of Chapter 7, *Infrastructure*, for additional information regarding the Project's proposed groundwater recharge strategy.

### 5.10.3 Proposed Foundation System

The planned foundation construction will be conducted inside the limits of an excavation support system installed around the basement limits. The excavation support system will be installed as a cut off wall within the underlying clay layer and will be relatively impermeable to maintain groundwater levels.

Depending on the final building loads, the new building loads may be supported on shallow spread footings bearing in the top of the Marine Clay following the installation of ground improvement or on deep foundations deriving their support in the underlying Glacial Till or Bedrock. The basement walls will consist of cast-in-place concrete walls with waterproofing. Pending the final foundation selection, the

lowest level slab may consist of a ground improvement support slab-on-grade with an underslab drainage system to relieve hydrostatic uplift pressures or a structural slab supported on the deep foundations. If an underslab drainage system is used, groundwater flow will be minimal because lateral flow would be cut off by the permanent excavation support wall that extends down into the clay deposit (all around the site).

#### **5.10.4 Excavation**

##### **Methodology**

Excavation for the below-grade space and foundations will be completed in the dry. A conventional construction sequence will be used, whereby, the support of excavation system is installed from the existing grade and excavation is completed within the limits of the earth support system.

Excavation within the earth support system will remove all miscellaneous fill, abandoned utilities, previous building foundations, other below grade structures, and organics to a depth of approximately 15 feet below existing grade.

Sides of the excavation are anticipated to be designed and constructed in response to various conditions to resist loads resulting from horizontal earth pressure, adjacent structures, groundwater, and anticipated construction equipment surcharge loading and will utilize internal bracing (if required).

##### **Excavation Disposal**

The excavation for the new foundations will generate excess materials that cannot be reused on-site, and will be disposed of off-site. Materials generated from the excavations for new foundation construction will consist primarily of urban fill and organic soils. The urban fill (i.e. containing some concentrations of chemical constituents) and may require regulatory interaction, management, and a premium cost for disposal.

##### **Soil and Groundwater**

Haley & Aldrich, Inc. has been retained to provide consulting services associated with the assessment of site conditions as they relate to environmental regulatory compliance. Limited subsurface explorations and testing have been performed to-date and is summarized in Section 5.9. Additional subsurface explorations and testing will be completed to characterize site conditions relative to concentrations of contaminants in soil and groundwater. Based on the results of this testing, appropriate soil and groundwater management will be conducted during construction. Haley & Aldrich will provide Licensed Site Professional ("LSP") services during construction.

**Soil Management**

It is expected that the majority of excavated soils will be transported off-site to appropriate receiving facilities. If during construction, visual or olfactory evidence of contamination is observed that is inconsistent with previous assessments of the property, these materials will be stockpiled and characterized for the presence of contamination prior to their off-site management.

**Impacts on Adjacent Buildings and Utilities**

In general, the proposed construction is not anticipated to adversely impact nearby structures or utilities. Structures in the vicinity of the proposed development are believed to be supported on deep foundations bearing in the marine clay. Excavation for the below grade space of the proposed development will not extend to the top of the marine clay. Construction of the below-grade space may result in only small ground movements very close to the excavation. Utilities, roadways, and foundations of adjacent structures (if required) will be protected with an excavation support system during construction.

**Impact on Groundwater Levels**

Temporary construction dewatering will be required within the limits of the support of excavation system during excavation for the below grade space. Intermittent pumping will be used as needed to allow for construction in-the-dry for the below grade parking level. The proposed construction is not anticipated to have adverse effects (lowering) of short-term or long-term groundwater levels within the vicinity of the site because:

- › Construction of the below grade will require only minor dewatering for temporary, minor periods of time within the limits of the excavation, to facilitate excavation in the dry. Primarily, the dewatering will remove water draining from soils to be excavated.
- › The natural soils beneath the excavation where the support of excavation system will extend to have relatively low permeability, which will inhibit water seepage into the excavation, thereby avoiding groundwater drawdown outside the site.

Effluent generated during temporary construction dewatering will be chemically tested and discharged in compliance with applicable regulations and discharge permits, and will be infiltrated into the ground where possible. Dewatering discharge effluent quality will also be monitored during construction as part of the discharge permit requirements.

A program of monitoring existing observation wells located in the vicinity of the site will be conducted prior to and during construction to document groundwater levels.

### **Mitigation Measures and Monitoring**

In summary, the following provisions will be incorporated into the design and construction procedures to limit potential adverse impacts to the existing structure:

- › The design team will conduct studies, prepare designs and specifications, and review contractor's submittals for conformance to the Project contract documents with specific attention to protection of the existing structure.
- › All contractor designs and procedures will be reviewed and accepted by the Project design team prior to implementation.
- › Performance criteria will be established respect to movements of the adjacent structures and utilities. The contractor will be required to modify methods and take all necessary steps during the work to protect the existing structure.
- › Geotechnical instrumentation will be installed and monitored to observe the performance of existing structure.
- › The Project will provide on-site monitoring of the contractor's excavation and foundation construction activities and monitoring of geotechnical instrumentation during the foundation portion of the work. This will enable observation of the contractor's compliance with the construction specifications and to facilitate adjustments to procedures if appropriate based on observed performance.

## **5.11 Construction**

### **5.11.1 Overview**

Most construction activities will be accommodated within current Project Site boundaries. Details of the overall construction schedule, work hours, number of construction workers, worker transportation and parking, number of construction vehicles and routes will be addressed in the Construction Management Plan ("CMP") to be filed with BTM in accordance with the City's transportation maintenance plan requirements.

### **5.11.2 Air Quality**

No adverse air quality impacts from the construction of the Project are anticipated. Fugitive dust mitigation measures may include, as necessary:

- › Wet suppression to minimize the generation of dust from excavation operations and on-site vehicle traffic, with provisions for any runoff control;
- › Spraying any piles of excavation materials with soil cement or calcium chloride overnight and on weekends, and securely covering long-term material stock piles;
- › Compacting of the soil or the use of gravel to stabilize the site access points;

- › Washing vehicle wheels before leaving the Project Site, as necessary, with provisions for runoff control;
- › Periodic cleaning of paved streets near the entrances to the Project Site to minimize vehicle mud/dirt carryout;
- › Installing fencing around the perimeter of the Project Site to assist in containing wind-blown dust;
- › Requiring that trucks hauling excavated material from the Project Site install secure covers over their loads; and
- › Encouraging the construction contractors for the Project to implement the Massachusetts Diesel Retrofit Program control measures for heavy-duty diesel equipment.

### **5.11.3 Noise**

The construction of the Project will be performed in a manner that complies with the DEP and City of Boston noise regulations. To ensure compliance with these regulations during construction, the Proponent, to the extent practicable, will seek to incorporate into the general construction contract the following mitigation measures:

- › Limited vehicle idling to five minutes;
- › Limited construction vehicle warm-up to ten minutes;
- › Insuring construction vehicles have ambient leveling sensors on the back up alarms; and
- › Limiting construction to the hours allowable by City of Boston regulations.

### **5.11.4 Traffic**

To minimize impacts to abutters and the local community, the Proponent will consider all available measures, including information on construction activities, specific construction mitigation measures, and construction materials access and staging area plans. Barricades, walkways, lighting and signage will be used to ensure public safety throughout the construction period.

Refer to Chapter 4, *Transportation*, Section 4.5, for additional detail on construction management relative to traffic and roadway access.

### **5.11.5 Odor**

Odor issues are not anticipated due to the lack of organic soils on the Project Site; however, if such soils are encountered, the Project Team will undertake appropriate mitigation measures to control the odor associated with their removal, such as:

- › Cut and cover utility trenches whenever possible;



- › Protection of excavated materials with plastic sheathing to encapsulate odors; and
- › Removal of excavated materials from the site in a covered vehicle on a frequent basis.

### **5.11.6 Rodents**

The City of Boston has declared the infestation of rodents a severe problem. To control this infestation, the City enforces the requirements established under the Massachusetts State Sanitary Code, Chapter 211, 105 CMR 410.550 and the State Building Code, Section 108.6. Policy Number 87-4 (City of Boston) established that preparation of a program for the extermination of rodents shall be required for issuance of permits for demolition, excavation, foundation, and basement rehabilitation. The Proponent will prepare and adhere to a rodent control program prior to demolition and on a regular basis throughout the duration of construction.

### **5.11.7 Construction Staging – Public Safety**

Prior to the beginning of construction, the Construction Manager will produce a Site-Specific Safety Plan to be reviewed and approved by the City as well as all other agencies impacted in conjunction with the CMP.

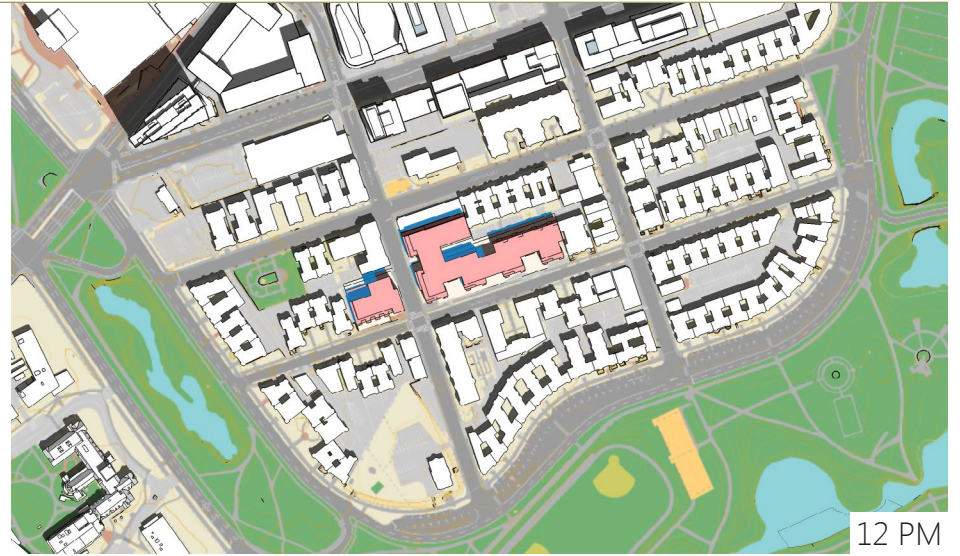
The entire perimeter of the construction site will be protected with a construction fence with debris net on top of concrete barriers to separate the construction activities and general public. Vehicular gates will be provided for construction traffic in alignment with the flow of traffic on perimeter roads to allow safe entrance and exiting for construction vehicles. Sidewalks around the Project Site perimeter will be maintained during construction, and overhead protection will be utilized in areas where the new construction is near the general public.



- 60 Kilmarnock
- Existing Shadow
- New Shadow

**cbt** Figure 5.1a  
Shadow Study  
Vernal Equinox  
**60 Kilmarnock**  
**Boston, Massachusetts**





- 60 Kilmarnock
- Existing Shadow
- New Shadow

**cbt** Figure 5.1b  
Shadow Study  
Summer Solstice  
**60 Kilmarnock**  
**Boston, Massachusetts**

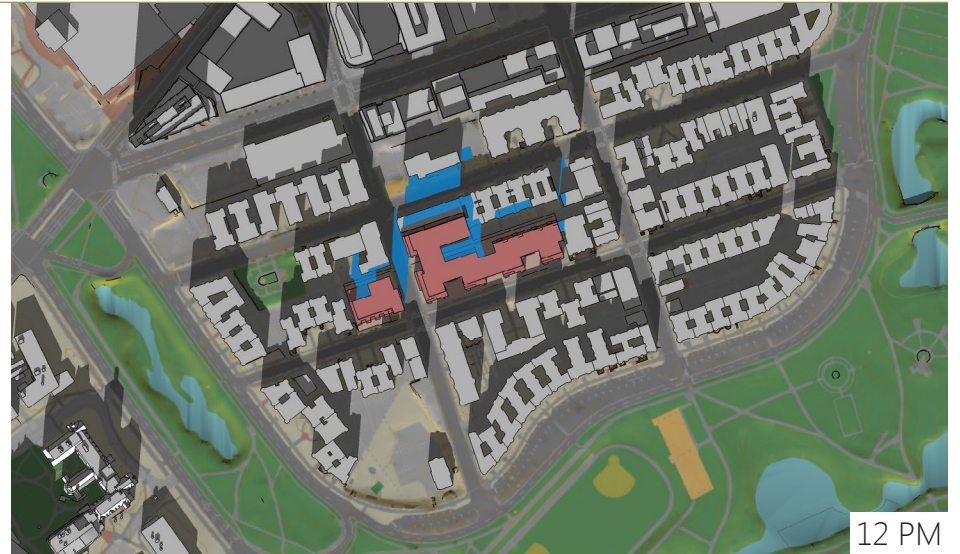




- 60 Kilmarnock
- Existing Shadow
- New Shadow

**cbt** Figure 5.1c  
Shadow Study  
Autumnal Equinox  
**60 Kilmarnock**  
**Boston, Massachusetts**



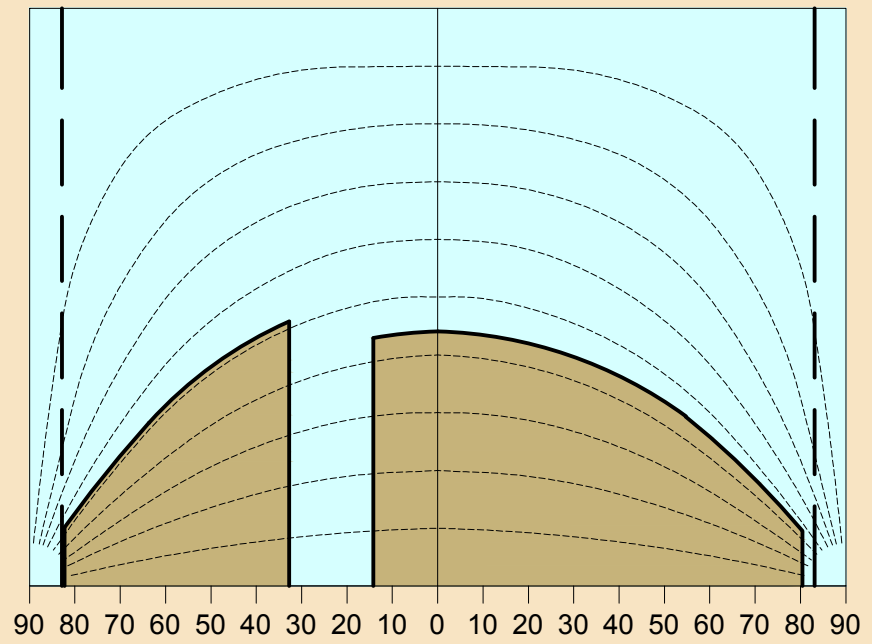


- 60 Kilmarnock
- Existing Shadow
- New Shadow

**cbt** Figure 5.1d  
Shadow Study  
Winter Solstice  
**60 Kilmarnock**  
**Boston, Massachusetts**

**Existing**

Obstruction of Skyplane = 26.8%



**Proposed**

Obstruction of Skyplane = 69.4%

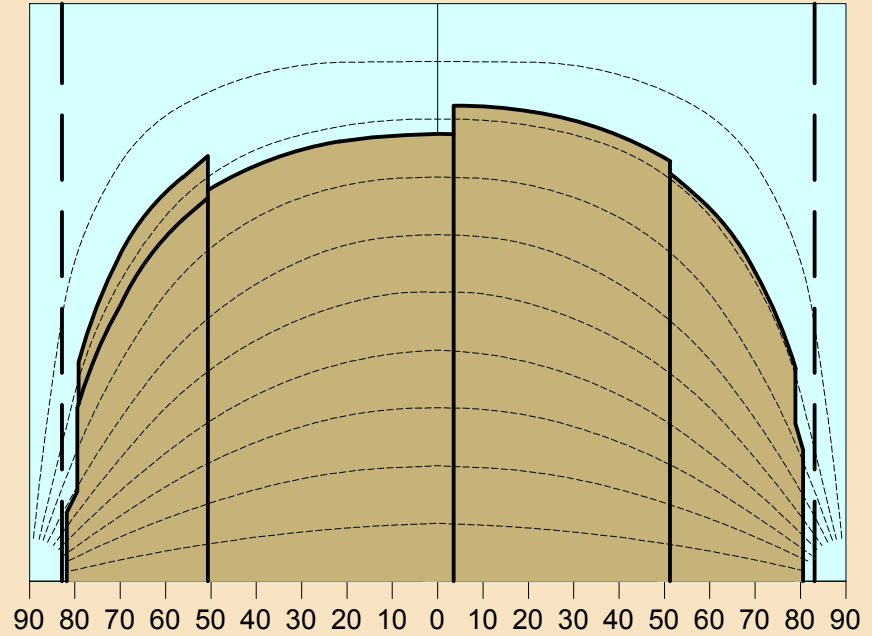
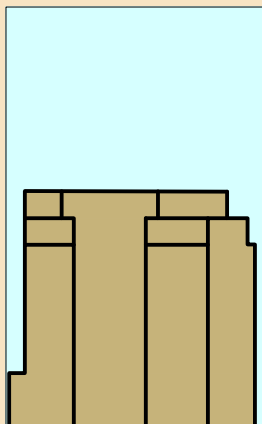


Figure 5.2a

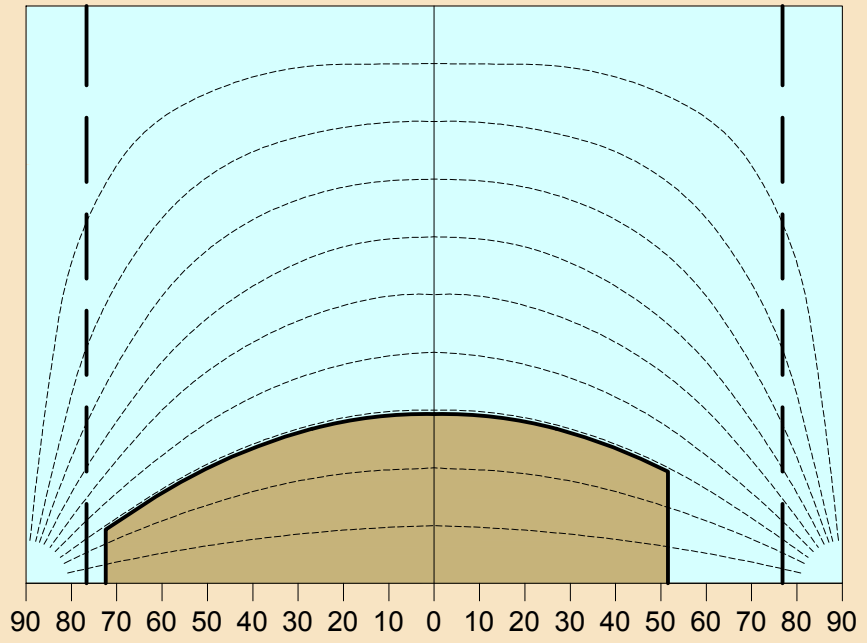
Daylight Analysis  
Center of Kilmarnock Street (East)

**60 Kilmarnock  
Boston, Massachusetts**



**Existing**

Obstruction of Skyplane = 16.6%



**Proposed**

Obstruction of Skyplane = 57.3%

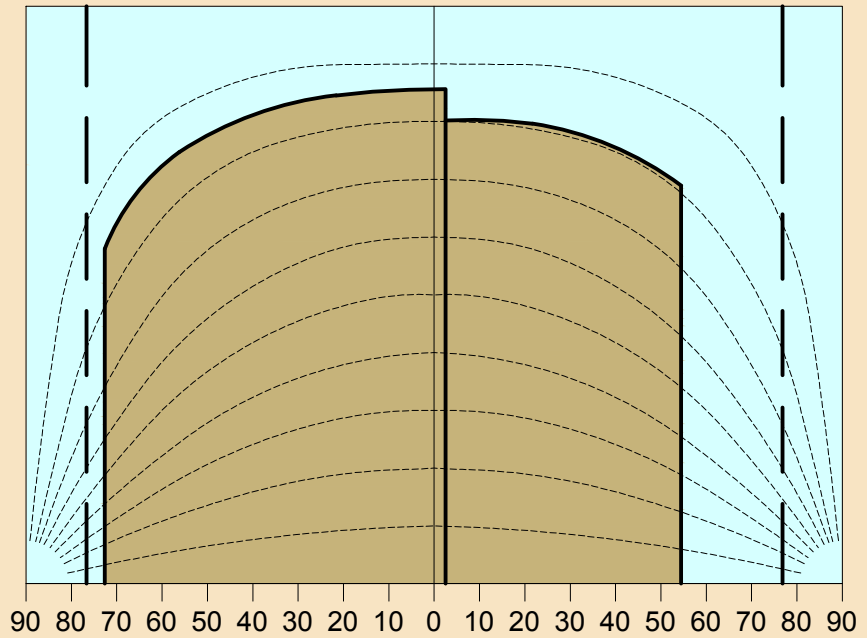
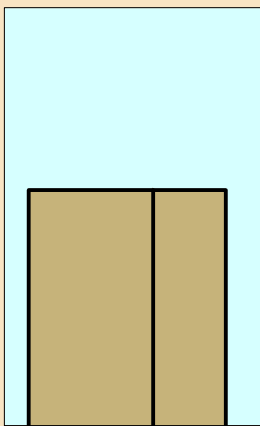


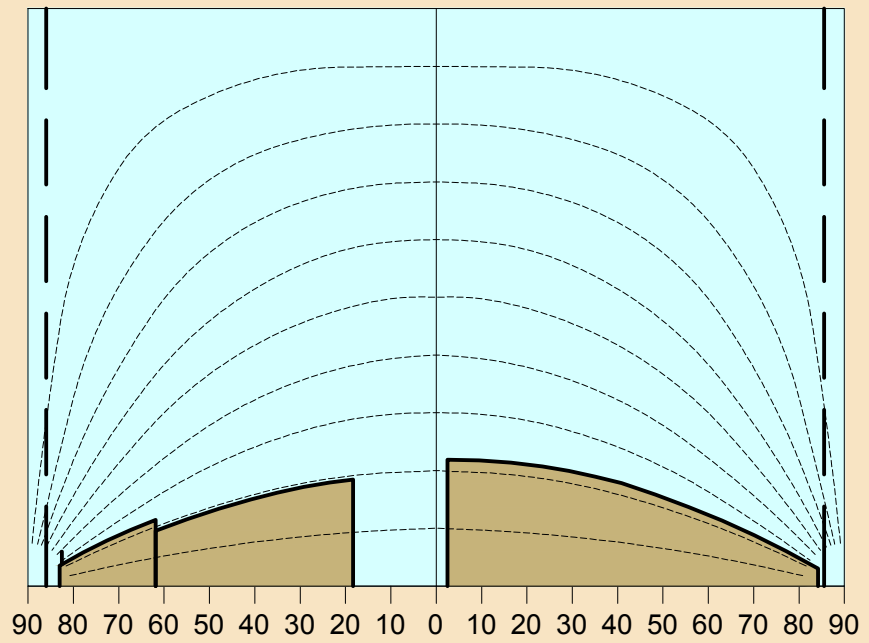
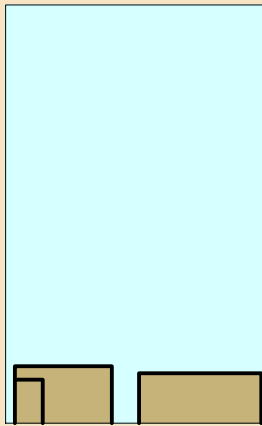
Figure 5.2b

Daylight Analysis  
Center of Kilmarnock Street (West)

**60 Kilmarnock  
Boston, Massachusetts**

**Existing**

Obstruction of Skyplane = 11.4%



**Proposed**

Obstruction of Skyplane = 68.5%

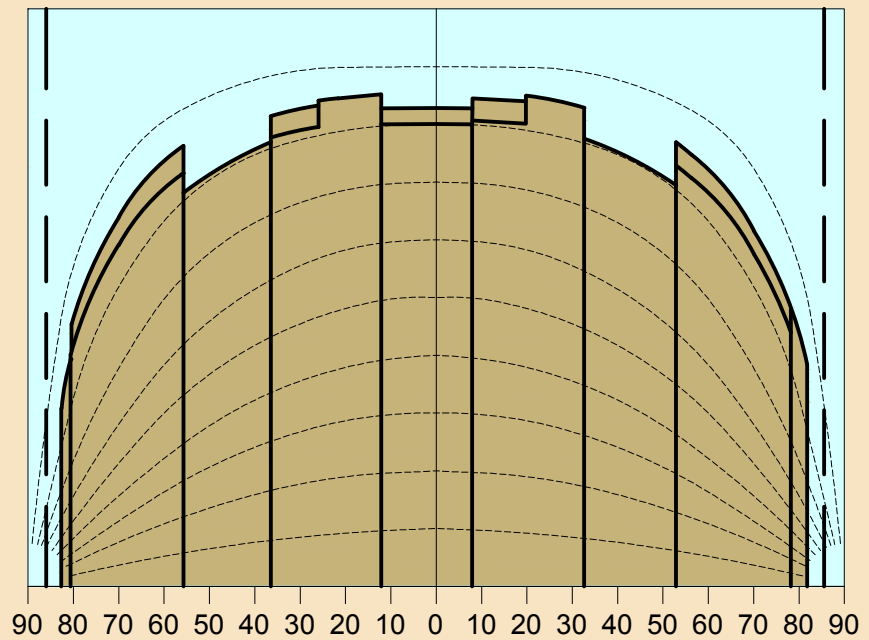
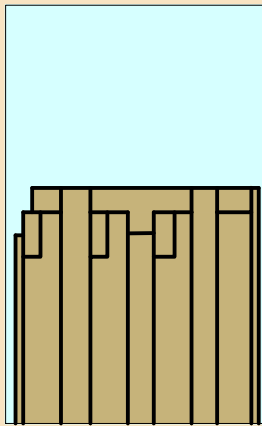
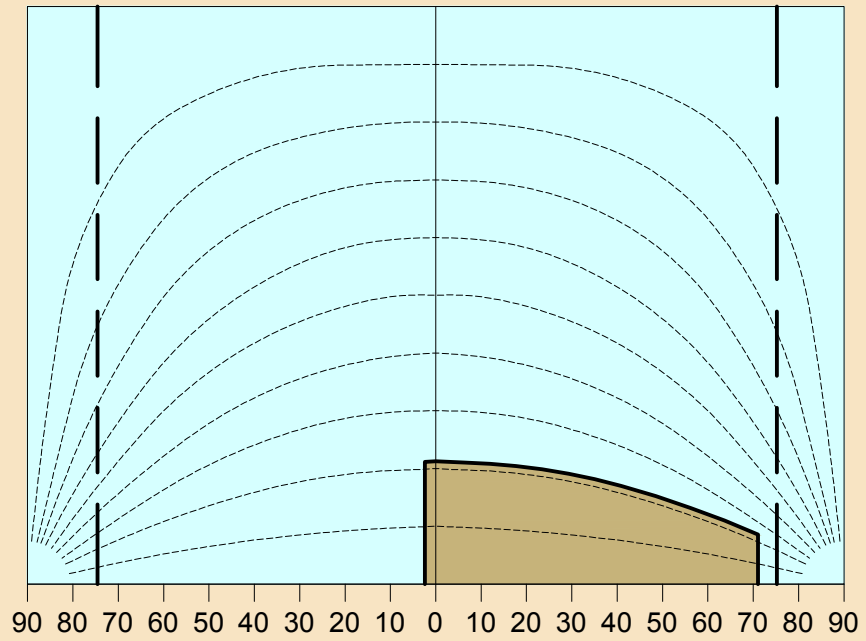


Figure 5.2c  
Daylight Analysis  
Center of Queensbury Street (East)  
**60 Kilmarnock**  
**Boston, Massachusetts**

**Existing**

Obstruction of Skyplane = 8.3%



**Proposed**

Obstruction of Skyplane = 51.1%

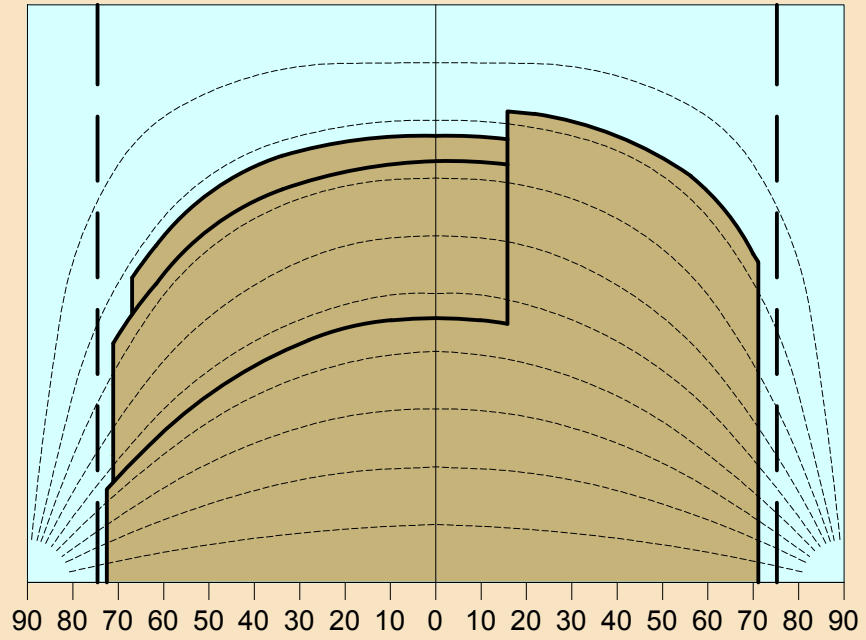
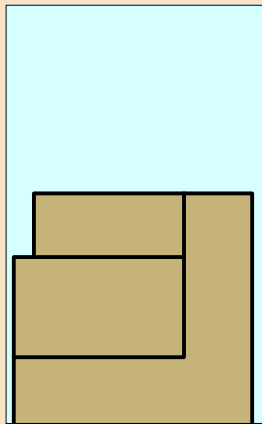


Figure 5.2d  
Daylight Analysis  
Center of Queensbury Street (West)

**60 Kilmarnock  
Boston, Massachusetts**





Source: MassGIS 2013 Aerial

- M#** Monitoring Locations
- R#** Receptor Locations

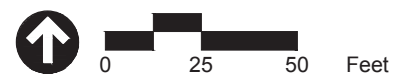
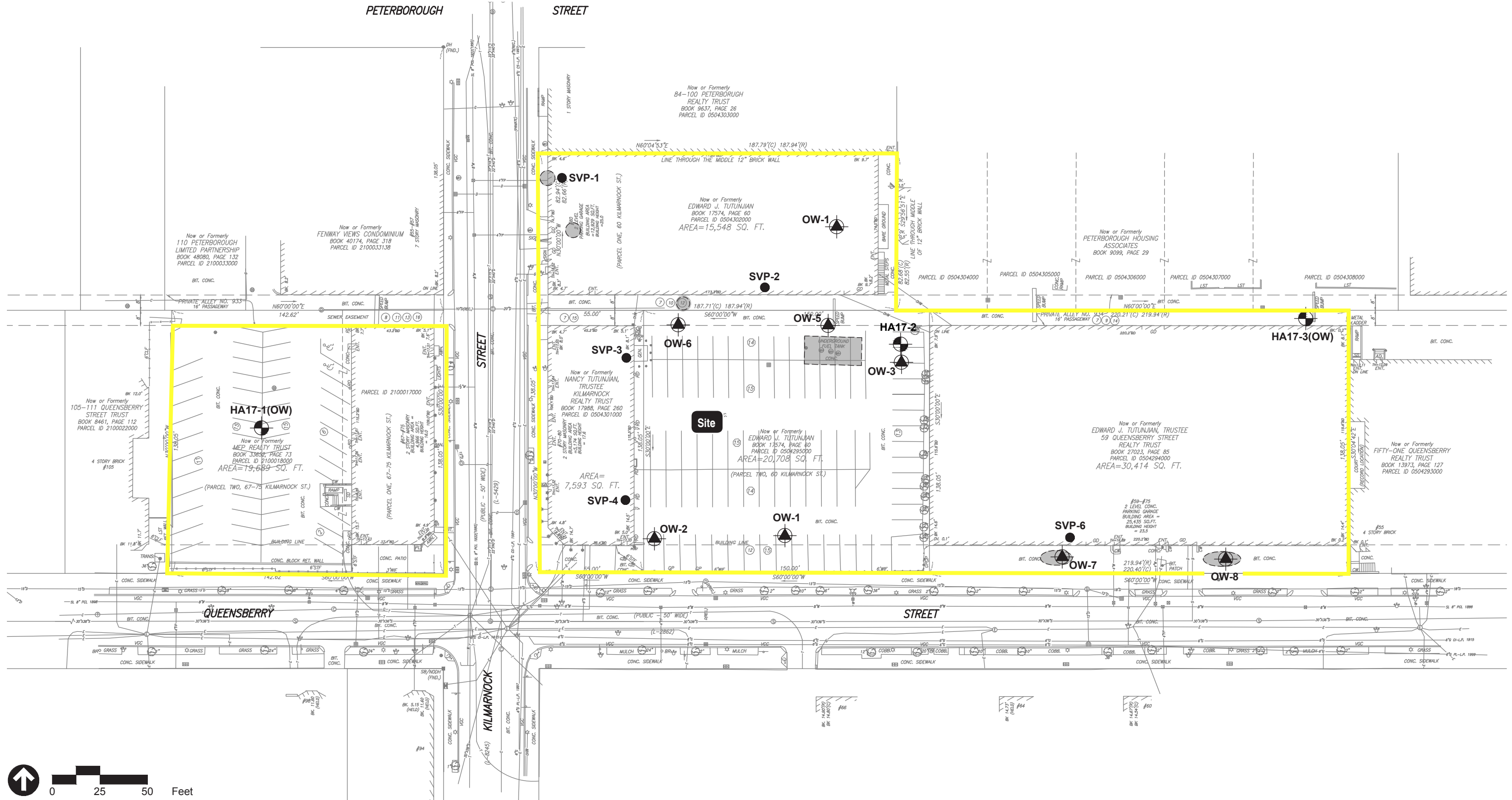


Figure 5.3

Noise Monitoring and Receptor Locations

**60 Kilmarock  
Boston, Massachusetts**





**LEGEND**

- HA17-2** DESIGNATION AND APPROXIMATE LOCATION OF SOIL BORING/MONITORING WELL INSTALLED BY GEOLOGIC EARTH EXPLORATION IN MAY 2017
- SVP-1** DESIGNATION AND APPROXIMATE LOCATION OF SUBSLAB SAMPLE LOCATION INSTALLED BY HALEY & ALDRICH IN MAY 2017

- OW-1** DESIGNATION AND APPROXIMATE LOCATION OF MONITORING WELL INSTALLED BY OTHERS
- (OW)** INDICATES OBSERVATION WELL INSTALLED IN COMPLETED BOREHOLE
- APPROXIMATE LOCATION OF FORMER UNDERGROUND STORAGE TANK

**NOTES**

1. BASE PLAN TAKEN FROM A DRAWING TITLED "ALTA LAND TITLE SURVEY QUEENSBERRY STREET AND KILMARNOCK STREET BOSTON, (ROXBURY DISTRICT) MASS.", PREPARED BY FELDMAN LAND SURVEYORS, DATED 19 APRIL 2017.



Figure 5.4  
Sampling Locations

**60 Kilmarnock  
Boston, Massachusetts**



# 6

## Historic Resources

This Chapter identifies properties located within and near the Project Site that are listed in the National and State Registers of Historic Places and/or are included in the Inventory of Historic and Archaeological Assets of the Commonwealth (the "Inventory"). This chapter also describes potential Project effects to these properties, as well as Project-related benefits.

### 6.1 Summary of Key Findings & Benefits

- › There are no historic resources within the Project Site;
- › There are 20 historic resources located within a 0.25-mile radius of the Project Site. This includes four properties listed in the State and National Registers, and 16 inventoried properties;
- › Urban Design Effects – The Project has been designed to be sensitive to the height, scale, massing, and materials of the surrounding residential neighborhood including nearby historic resources and will complete two city blocks, strengthening the neighborhood scale and continuity of the street wall façade;
- › Shadow Effects – new shadows on historic buildings are anticipated to be minimal and the Project will result in no net new shadow on most of the historic resources in the area; and
- › Wind Effects – The Project is not anticipated to generate any unsafe wind conditions around historic resources.

### 6.2 Regulatory Context

#### 6.2.1 Massachusetts Historical Commission

The Massachusetts Historical Commission ("MHC") has review authority over projects requiring state or federal funding, licensing, permitting, and/or approvals, in order to evaluate potential direct or indirect impacts to properties listed or eligible for listing in the National and State Registers of Historic Places, in compliance with State Register Review requirements (M.G. L. Chapter 9, Sections 27-27c, as amended by Chapter 254 of the Acts of 1988) and Section 106 of the National Historic Preservation Act of 1966 (if necessary). The Project is not subject to MHC review due to no state or federal funding and no state permits or approvals being required.

### 6.2.2 Boston Landmarks Commission

The Boston Landmarks Commission (“BLC”) will review the Project under the BPDA Article 80B, Large Project Review process, in association with the Boston Environment Department.

The Project Site is located within the boundaries of the West Fenway Neighborhood Design Overlay District and is subject to review by the BLC in accordance with Article 66 of the Boston Zoning Code (Fenway Neighborhood District). The BLC will review the application to determine the Project’s consistency with the design guidelines for new construction set forth in the article, specific to the site plan, design and architecture, and landscape.

The buildings on the Site are over 50 years old and subject to Article 85 of the Boston Zoning Code (Demolition Delay). An Article 85 application will be submitted to the BLC.

### 6.3 Historic Resources

A survey was undertaken to identify historic resources within and in the vicinity of the Project Site. There are no historic resources within the Project Site. Immediately adjacent to the Project Site are two resources included in the Inventory - the Martin Milmore Public School located to the north on the opposite side of Peterborough Street, and the Church of the Disciples (Boston Temple Seventh-day Adventist Church) to the northeast at the corner of Jersey Street and Peterborough Street. Within a one-quarter-mile radius of the Project Site are several additional properties and districts listed in the State and National Registers of Historic Places or included in the Inventory. The names and addresses of the historic resources are listed in Table 6-1 and depicted in Figure 6.1. A description of the historic resources follows.

**Table 6-1 Historic Resources in the Vicinity of the Project Site**

No.	Resource Name	Location	MHC Inventory No.	Designation
<i>Properties listed in the State and National Registers of Historic Places</i>				
A	Back Bay Fens		BOS.JD	NR, LL
B	Emerald Necklace Parks		BOS.JE	NR, LL
C	Sears Roebuck and Company Mail Order Store (Landmark Center)	201 Brookline Avenue	BOS.7563	NR, LL
D	Fenway Park	24 Yawkey Way	BOS.ZT	NR
<i>Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth</i>				

<b>No.</b>	<b>Resource Name</b>	<b>Location</b>	<b>MHC Inventory No.</b>	<b>Designation</b>
1	M.E. Wyzanski Building	76-88 Brookline Street	BOS.7502	INV
2	Church of the Disciples (Boston Temple Seventh-day Adventist Church)	105 Jersey Street	BOS.7578	INV
3	Fen Drive Apartment Building	61 Park Drive	BOS.7552	INV
4	Nashdome Apartment Building	65 Park Drive	BOS.7553	INV
5	Park Drive Apartment Building	69 Park Drive	BOS.7554	INV
6	Theodore M. Clark Town House	107 Park Drive	BOS.7555	INV
7	Apartment Building	111 Park Drive	BOS.7556	INV
8	Rotenberg Rudnick Apartments Port Norfolk Area	125, 131, 137, 143, 149, 151 Park Drive	BOS.7557, 7558, 7559, 7560, 7561, 7562	INV
9	Emmanuel College Campus	Park Drive	BOS.TC	INV
10	H.C. Birburie Town Houses	22, 24, 26, 28, 30, 32 Peterborough Street	BOS.7570, 7571, 7572, 7573, 7574	INV
11	Sumner Apartment Building	35-45 Peterborough Street	BOS.7575	INV
12	Stuart Apartment Building	36-46 Peterborough Street	BOS.7576	INV
13	Martin Milmore Public School	85 Peterborough Street	BOS.7577	INV
14	Peterborough Chambers Apartment Building	131 Peterborough Street	BOS.7579	INV
15	Robert Treat Paine Jr. Town House	1 Queensberry Street	BOS.7585	INV

<b>No.</b>	<b>Resource Name</b>	<b>Location</b>	<b>MHC Inventory No.</b>	<b>Designation</b>
16	The Grocery Store Pantry	37 Queensberry Street	BOS.7586	INV
NR	National Register of Historic Places			
LL	Boston Local Landmark (State Register of Historic Places)			
INV	Listed in the Inventory of Historic and Archaeological Assets of the Commonwealth, no current designation			

### 6.3.1 Historic Resources within One-Quarter-Mile Radius of Project Site

Figure 6.1 provides a location map of historic resources within a one-quarter mile radius of the Project Site.

#### ***Properties Listed in the State and National Registers of Historic Places***

##### **Back Bay Fens (BOS.JD)**

The Back Bay Fens were designed by notable landscape architect Frederick Law Olmsted (1822–1903) beginning in the late nineteenth century. The parkland serves as a link in the linear Emerald Necklace park system. Construction of the park was part of the major engineering and building effort to fill in the Back Bay. The result was the transformation of a polluted marsh into a recreation area in a newly developing neighborhood of the city. There are gardens, footbridges, monuments, and memorials throughout the park.

##### **Emerald Necklace Parks (BOS.JE)**

The Emerald Necklace is a linear chain of parks and waterways that originates at the Boston Common and curves along the Boston border with Brookline and through the Jamaica Plain and Roslindale neighborhoods. The parkway system was designed by notable landscape architect Frederick Law Olmsted (1822–1903) beginning in the late nineteenth century.

##### **Sears Roebuck and Company Mail Order Store (Landmark Center) (BOS.7563)**

The Sears Roebuck and Company Mail Order Store is an Art Deco-style building that faces southwest at Park Drive and the Back Bay Fens. The rectangular-shaped, eight-story building with limestone walls is dominated by a 12-story tower centered on the façade. The building was designed beginning in 1928 by architect George C. Nimmons (1865–1947), who had completed prior work for Sears Roebuck and Company in the Mid-West. It is associated with the early-to-mid-twentieth century development in the Fenway neighborhood.

##### **Fenway Park (BOS.ZT)**

Fenway Park is an athletic field in the Fenway neighborhood of Boston. It is the country's oldest operating ballpark in Major League Baseball. Along with Chicago's Wrigley Field, Fenway is one of two remaining examples of an early-twentieth century ballpark. Fenway was designed in 1912 by architect James E. McLaughlin

with work completed by Osborn Engineering of Cleveland. Subsequent additions and renovations were designed and built by Charles Logue Building Company, Coleman Brothers, Arthur Bowditch, and Janet Marie Smith. The present building retains its original tapestry brick, two-story façade, and single-deck grandstand.

***Properties included in the Inventory of Historic and Archaeological Assets of the Commonwealth***

**M.E. and C.E. Wyzanski Building, 76-88 Brookline Avenue (BOS.7502)**

The M.E. and C.E. Wyzanski Building is a Classical Revival-style commercial building in the Fenway neighborhood. It was designed in 1916 by the architecture firm Monks and Johnson and builder William Crane. The two-story, flat-roof building features terra cotta facing dominated by monumental Doric pilasters and columns and medallions with a swag motif below the low parapet.

**Fen Drive Apartment Building, 61 Park Drive (BOS.7552)**

Architect George Nelson Jacobs, with builder Barney Glazer, designed this Classical Revival-style apartment building in the Fenway neighborhood in 1920. The five-story building is faced with pale yellow brick and cast stone trim and is capped with a flat roof. The architect designed many multi-family buildings in Boston between 1910–1930, specifically in the Back Bay and Fenway neighborhoods.

**Nashdome Apartment Building, 65 Park Drive (BOS.7553)**

The Nashdome Apartment Building was constructed in the Classical Revival style in 1920 by architect George Nelson Jacobs with builder Barney Glazer. The building faces southeast onto Park Drive and the Bay Back Fens. The four-story building is faced with pale yellow brick and cast stone trim and is capped with a flat roof. The main entrance is set underneath a segmental arch portico with shield and swag motifs and supported by fluted Corinthian columns and pilasters.

**Park Drive Apartment Building, 69 Park Drive (BOS.7554)**

The Park Drive Apartment Building is a four-story, pale yellow brick building that faces the Back Bay Fens. The building was designed architect George Nelson Jacobs with builder Barney Glazer in the Classical Revival style. Characteristics of the Classical Revival style are evident in the modillioned cornice and dominating entrance portico with segmental arch entablature and Corinthian columns.

**Theodore M. Clark Town House, 107 Park Drive (BOS.7555)**

This four-story-over-basement red brick apartment building exhibits characteristics of the Queen Anne and Georgian Revival architectural styles and is dominated by its Mansard roof and rounded full-height bay windows. It was designed in 1902 by architect Theodore M. Clark.

**Apartment Building, 111 Park Drive (BOS.7556)**

The architecture firm Silverman, Brown and Hienan designed this Classical Revival-style apartment building in 1922. The H-shaped, five-story-over-basement building



has yellow brick walls with cast-stone trim and an entrance portico featuring Corinthian columns with a swag-decorated entablature.

**Emmanuel College Campus, Park Drive (BOS.TC)**

The Emmanuel College Campus fronting on the Back Bay Fens and the Muddy River includes residential dormitories, library, classroom, and administration buildings. The college was established as the first Catholic women's college in New England in 1919 and, by 2001, became a co-educational school.

**H.C. Birburie Town Houses, 22, 24, 26,28, 30, 32 Park Drive (BOS.7570, 7571, 7572, 7338, 7573, 7574)**

This row of six, three-story Georgian Revival-style townhouses were constructed in 1903 by architect Alfred L. Darrow with builder Boston Construction Company. The buildings have tan brick walls with white limestone trim, two-story bowfronts, and an enclosed flat roof with a galvanized iron denticulated and modillioned block cornice. These are among the oldest buildings in the West Fens. By 1917, Simmons Female College owned the rowhouses.

**Sumner Apartment Building, 35-45 Peterborough Street (BOS.7575)**

Architect George Nelson Jacobs, with builder Coleman and Gilbert, designed this four-story-over-basement Colonial Revival-style apartment building in 1915 for owner Mark Abrams. The U-shaped building surrounds a landscaped courtyard. The building has red brick walls with white terra cotta trim and a columned entrance.

**Stuart Apartment Building, 36-46 Peterborough Street (BOS.7576)**

The building was designed by architect George Nelson Jacobs and Coleman and Gilbert in 1915. The four-story-over basement Colonial Revival-style building has red brick walls trimmed with cast stone and an elaborate entrance with unpedimented entablature supported by columns.

**Martin Milmore Public School, 85 Peterborough Street (BOS.7577)**

The Martin Milmore School was designed in 1929 by architect George E. Robinson. The two-story-over-basement building was constructed in an L-shaped plan with planar masonry walls with cast-stone trim. It evidences characteristics of the Georgian Revival architectural style with its Tuscan columned main entrance, large quoins, and pedimented entablature with gable end returns. The school was constructed to serve the surrounding neighborhood that quickly developed in the early-to-mid-twentieth century.

**Church of the Disciples (Boston Temple Seventh-day Adventist Church), 107 Jersey Street (BOS.7578)**

The Church of the Disciples was designed in 1904 by architect James Purdon. The building is two stories in height with a one-story tower centered above the façade. The building exhibits characteristics of the Classical Revival and Colonial Revival architectural styles. The red brick walls are trimmed with white cast stone and marble

with feature a monumental Ionic columned portico and a modillioned block cornice below a low parapet.

**Peterborough Chambers Apartment Building, 131 Peterborough Street (BOS.7579)**

The Peterborough Chambers Apartment Building was constructed in 1911 by architect Frank J. Eskrigge for owner Sadie Diamond. The building is one of the finer examples of early-twentieth-century apartment buildings that were speculatively built in the West Fens neighborhood. The I-shaped, Colonial Revival-style building is five stories in height over a basement and is faced with brick and limestone. The entablature is decorated with a low-relief floral motif and a modillioned block cornice.

**Robert Treat Paine Jr. Town House, 1 Queensberry Street (BOS.7585)**

This Georgian Revival-style mansion was constructed in 1899–1901 by architect Charles K. Cummings for owner Robert Treat Paine Jr., an attorney. The building was originally three stories in height over a basement; the fourth story is a later addition. The walls are of red pressed brick with brownstone trim. A wide, full-height bowed bay is at the corner near Queensbury Street. This is the oldest building in the West Fens neighborhood.

**The Grocery Store Pantry, 367 Queensberry Street (BOS.7586)**

Architect Nathan Douglas designed this narrow building in 1919. The rectangular-shaped, two-story building has red brick walls and a terra cotta cornice. The building was originally constructed to house a laundry and grocery store to support the surrounding residential neighborhood.

### **6.3.2 Archaeological Resources**

No previously identified archaeological resources are located within the Project Site, and no impacts to significant archaeological resources are anticipated as a result of the Project.

## **6.4 Potential Impacts to Nearby Historic Resources**

### **6.4.1 Visual and Public Realm**

The Project is located within Boston's historic West Fenway neighborhood, and as described in Chapter 2, *Urban Design*, has a strong-well established character. The rectilinear street pattern is typically lined with 50 to 75-foot-tall residential buildings and a strong street tree canopy. The buildings include articulated bases and caps, with punched window openings. Building materials are mostly brick masonry with granite, brownstone, and cast stone trim. The Project Site is notable for its atypical development, with two parking structures, surface parking, and two small retail

structures that are focused primarily on the vehicular realm and out of character with the neighborhood.

The Project proposes to construct new buildings that will remove the two existing parking structures, surface parking lots, and retail structures. The Project has been designed to rejuvenate prominent corner parcels in the heart of the neighborhood. The buildings will complete two city blocks, in keeping with the neighborhood scale and provide continuity of the street wall façade. The new eight-story residential buildings have setbacks from the sidewalk, consistent with the adjacent buildings. The massing on each of the buildings has been broken up with a setback at approximately the sixth floor and a further setback at the seventh floor, in reference to neighboring buildings, and to reduce shadow impacts on nearby buildings and open space. Materials will include masonry with painted metal.

The Project has been designed to be sensitive to the height, scale, massing, and materials of the surrounding residential neighborhood including nearby historic resources.

#### **6.4.2 Shadow**

A shadow impact analysis was conducted at regular time intervals to investigate the effect that the Project will have throughout the year. As described in Chapter 5, *Environmental Protection*, Section 5.3, new shadow on historic resources will be minimal and is limited to the winter solstice on December 21, the shortest day of the year and when cast shadows are at their longest and are least noticeable due to the low sun angle.

At 9:00 AM on the winter solstice, the Project casts shadow to the northwest. The net new shadow will cover a small portion of the Martin Millmore Public School on the opposite side of Peterborough Street (Inventory Number BOS.7577).

At 3:00 PM on the winter solstice, the Project casts shadow to the northeast. Incremental net new shadow will be cast on adjacent existing buildings, including the Boston Temple Seventh-day Adventist Church (Inv. no. BOS.7588), but the surrounding area is heavily shaded under the existing conditions.

New shadows on historic resources are anticipated to be minimal and the Project will result in no net new shadow on most of the historic resources in the area.

#### **6.4.3 Wind**

A qualitative computer-based assessment was conducted to estimate the pedestrian wind conditions around the Project compared to the existing condition, and to provide recommendations for minimizing any potential adverse impacts. As described in Chapter 5, *Environmental Protection*, Section 5.2, based on the preliminary computer model results, the Project is not anticipated to generate significantly increased wind conditions around historic resources.



Source: ArcGIS Online Bing Aerial



Figure 6.1  
Historic Resources

**60 Kilmarock  
Boston, Massachusetts**



# 7

## Infrastructure

This chapter describes the existing infrastructure systems surrounding the Project Site, and discusses utility aspects of the Project including potential utility impacts. The following utilities are discussed: wastewater, water, stormwater management, natural gas, electricity, and telecommunications. Chapter 3, *Sustainability/Green Building and Climate Change Resiliency*, discusses energy conservation measures being considered as part of the Project.

The Project is expected to connect to existing City and utility company systems in the adjacent public streets. Based on a preliminary and initial review of the available existing conditions information and record utility drawings, it is expected that the increase in demand associated with the development and operation of the Project can be accommodated by the existing infrastructure. Detailed design of the Project's utility systems will proceed in conjunction with the design of the Project.

The systems discussed herein include those owned or managed by the Boston Water and Sewer Commission ("BWSC") and private utility companies. There will be further coordination among these entities and with the Project Team as the Project design develops and during the construction process for the Project. See Figure 7.1 for a site plan that shows the existing utility infrastructure at the Project Site.

### 7.1 Summary of Key Findings & Benefits

The key impact assessment findings related to infrastructure systems include:

- › The existing City and utility infrastructure systems are expected to be adequately sized to accept the demand associated with the development and operation of the Project.
- › The Project Site is currently serviced by the BWSC for domestic water and fire protection, stormwater, and sanitary sewage conveyance.
- › Based on the current development program, the Project is estimated to generate approximately 71,933 net new gallons per day of sanitary sewage and will require approximately 88,440 gallons of water per day.



Key Project-related benefits associated with the infrastructure systems include:

- › Construction of the Project is expected to incorporate on-site stormwater management and treatment systems, which are expected to result in improved water quality as well as reduced stormwater runoff volumes and peak rates of runoff in comparison to existing conditions.
- › The Project is not expected to result in the introduction of any increased peak flows, pollutants, or sediments that would potentially impact the local drainage systems.

## 7.2 Regulatory Context

The following discusses the regulatory framework of utility connection reviews and standards. A complete list of the anticipated state and local permits associated with Project-related infrastructure is included in Chapter 1, *Project Description*.

- › BWSC approval will be required for all water, sewer and stormwater systems.
- › The Boston Fire Department will review the Project with respect to fire protection measures such as Siamese connections, hydrants, and standpipes.
- › Design of the Project Site access, hydrant locations, and energy systems (gas and electric) will also be coordinated with the respective system owners.
- › Where new utility connections are needed and existing connections are to be capped, the excavation will be authorized by the Boston Public Works Department ("BPWD") through the street opening permit process, as required.

All improvements and connections to BWSC infrastructure will be reviewed by BWSC as part of the BWSC site plan review process. This process includes a comprehensive design review of the proposed service connections, assessment of system demands and capacity, and establishment of service accounts. Additionally, in collaboration with BWSC, the BPDA will review the Project utility connections and recommend improvements in compliance with the Smart Utilities Standards, set forth by the BPDA and City of Boston.

### 7.2.1 EPA National Pollutant Discharge Elimination System

The EPA requires that all projects that disturb greater than one acre of land obtain a permit for stormwater discharges through the National Pollutant Discharge Elimination System ("NPDES") Construction General Permit ("CGP") for Stormwater Discharges from Construction Activity (2012, EPA). Compliance with the CGP is achieved by the following:

- › Developing and implementing a Stormwater Pollution Prevention Plan ("SWPPP");
- › Completing, certifying, and submitting a NOI to the EPA; and
- › Complying with the requirements contained in the CGP and the Order of Conditions issued by the Boston Conservation Commission, if deemed applicable.

Compliance with the CGP and its Standard Permit Conditions is the responsibility of the site contractor and/or site operator.

### **7.2.2 DEP Stormwater Standards**

In March 1997, DEP adopted a new Stormwater Management Policy to address non-point source pollution. In 1997, DEP published the Massachusetts Stormwater Handbook as guidance on the Stormwater Policy, which was revised in February 2008. The Stormwater Management Standards are regulated under the Wetlands Protection Act Regulations 310 CMR 10.05(6)(k) through (q). The Policy prescribes specific stormwater management standards for redevelopment projects, including urban pollutant removal criteria for projects that may impact environmental resource areas.

### **7.2.3 BWSC Site Plan Review**

All improvements and connections to BWSC infrastructure will be reviewed by BWSC as part of the Site Plan Review process. This process includes a comprehensive design review of the proposed service connections, assessment of system demands and capacity, and establishment of service accounts for water, sewer, and stormwater systems.

### **7.2.4 BPDA Smart Utilities Policy**

Adopted in June of 2018, the BPDA's Smart Utilities Policy seeks to develop a more equitable, sustainable, affordable, resilient, and integrated planning approach among energy, transportation, water and communication utilities in the City of Boston. The Project will be expected to integrate the applicable Smart Utility Technologies into the design and planning of the associated utility infrastructure based on policy outlines which include project size and scope of work.

## **7.3 Stormwater Management**

### **7.3.1 Existing Drainage Conditions**

Under existing conditions, the Project Site is occupied by buildings, asphalt paved surface parking, and paved walkways. Based on the existing conditions survey and available record information, there is no evidence of stormwater treatment or infiltration systems on-site. On-site drainage generally flows through existing BWSC infrastructure towards the Charles River Basin, according to BWSC system maps. Stormwater runoff from existing building roofs is generally directed to drainage structures within the Project Site boundary, prior to discharging into existing storm drainage mains in both Kilmarnock and Queensberry Streets.

According to BWSC system maps and record information, the BWSC owns and maintains the catch basins and additional drainage infrastructure in the public way

which serve the Project Site. A 20-inch drainage main is in Private Alley 934 between 60 and 70-80 Kilmarnock Street, and an existing 10-inch drain appears to extend from 67-75 Kilmarnock Street – both ultimately discharging into a BWSC-owned 22x40-inch storm drainage main in Kilmarnock Street. Queensberry Street contains an existing BWSC-owned 15-inch storm drainage main south of the Project Site which discharges into an 18-inch main downstream. Stormwater from the building at 59-75 Queensberry Street appears to be conveyed below grade to the 15-inch main in Queensberry Street, which ultimately discharges into the Charles River Basin downstream at Storm Drain Outfall (“SDO”) #042. Refer to Figure 7.1 for the existing on-site drainage facilities serving the Project.

### **7.3.2 Proposed Drainage Conditions**

In order to address the City of Boston’s stormwater management requirements and Smart Utilities Policy, as well as MassDEP’s stormwater guidelines, the Project will be expected to incorporate on-site stormwater management and treatment systems to the maximum extent practicable. These systems collectively are expected to improve water quality, reduce runoff volume, and control peak rates of runoff in comparison to existing conditions. Additionally, the Project is expected to reduce peak runoff rates and volumes for various design storm events for the post-development condition, as compared to the pre-development condition, including the 2-, 10-, and 25-year design storms. Stormwater runoff from proposed and modified impervious surface areas is expected to be treated using new infrastructure, including but not limited to deep-sump, hooded catch basins, subsurface infiltration basins, and/or proprietary treatment devices to reduce the Total Suspended Solids (“TSS”) concentrations by at least 80 percent. Additionally, the Smart Utilities Policy recommends the use of Green Infrastructure to retain on-site stormwater runoff, prior to discharge.

Construction of one inch of stormwater infiltration capacity within the site boundary is a general requirement of the BWSC, as well as a requirement of the Code for work within the GCOD. As the design progresses, a stormwater infiltration system or equivalent system will be designed to accommodate a volume of one inch of stormwater over the site’s impervious area, consistent with the requirements of Section 32-6 of the Code. Furthermore, as recommended by the BPDA, the Proponent will work with BWSC to evaluate Green Infrastructure elements capable of retaining a greater volume of stormwater infiltration capacity to the extent of 1.25 inches over the site impervious area.

### **7.3.3 Compliance with EPA National Pollutant Discharge Elimination System**

The Project will be required to obtain coverage under the EPA NPDES CGP, as the disturbance area of the Project is greater than one acre. Therefore, the Proponent will:

- › Develop and implement a SWPPP;
- › Certify and submit a Notice of Intent to the EPA; and
- › Read and comply with the requirements contained in the CGP and the Order of Conditions.

The Proponent will ensure that the Operator perform the NPDES requirements during construction.

### **7.3.4 Compliance with DEP Stormwater Standards**

**Standard #1:** No new stormwater conveyances (e.g., outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.

- › Compliance: The proposed design is intended to comply with this Standard through appropriate stormwater measures. No new untreated stormwater is expected to be directly discharged to, nor is erosion expected to be caused to wetlands or waters of the Commonwealth as a result of stormwater discharges related to the Project.

The Project is expected to incorporate subsurface infiltration or equivalent systems, stormwater treatment devices, and deep-sump, hooded catch basins as potential stormwater control measures. It is the Proponent's intention to treat runoff through the options listed above or through mechanical treatment units prior to discharge into the public storm system.

**Standard #2:** Stormwater management systems must be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.

- › Compliance: The Project is expected to be designed to comply with this Standard. The Project is also required to comply with this stormwater standard by the BWSC. On-site infiltration systems or equivalent systems are expected to be designed to achieve these results for the Project.

**Standard #3:** Loss of annual recharge to groundwater should be minimized through the use of infiltration measures to the maximum extent practicable. The annual recharge from the post development Project Site should approximate the annual recharge from the pre-development or existing Project Site conditions, based on soil types.

- › Compliance: The Project is currently expected to incorporate the required subsurface infiltration systems to promote groundwater recharge to the maximum extent practicable. Additional geotechnical explorations will be conducted to aid this design.

**Standard #4:** For new development, stormwater management systems must be designed to remove 80 percent of the average annual load (post-development conditions) of TSS. It is presumed that this standard is met when: Suitable

nonstructural practices for source control and pollution prevention are implemented; Stormwater treatment control devices known as Best Management Practices (“BMPs”) are sized to capture the prescribed runoff volume; and Stormwater management BMPs are maintained as designed.

- › Compliance: The proposed designs are expected to include BMPs intended to remove 80 percent of TSS as required by this standard, as well as the BWSC site design process. This may be accomplished through BMPs such as deep-sump, hooded catch basins, proprietary treatment devices, and infiltration or equivalent systems.

**Standard #5:** For land uses with higher potential pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If, through source control and/or pollution prevention, all land uses with higher potential pollutant loads cannot be completely protected from exposure to rain, snow, snow melt, and stormwater runoff, the proponent shall use the specific structural stormwater BMPs determined by the Department to be suitable for such uses as provided in the Massachusetts Stormwater Handbook. Stormwater discharges from land uses with higher potential pollutant loads shall also comply with the requirements of the Massachusetts Clean Waters Act, M.G.L. c. 21, §§ 26-53 and the regulations promulgated there under at 314 CMR 3.00, 314 CMR 4.00 and 314 CMR 5.00.

- › Compliance: The majority of the Project Site will be occupied by buildings and paved driveways which are not associated with higher potential pollutant loads.

**Standard #6:** Stormwater discharge to critical areas must utilize certain stormwater management BMPs approved for critical areas. Critical areas are Outstanding Resource Waters (“ORWs”), shellfish beds, swimming beaches, cold-water fisheries and recharge areas for public water supplies.

- › Compliance: The Project does not discharge to a critical area.

**Standard #7:** A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural stormwater best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.

- › Compliance: The Project is considered a redevelopment project. The Project will comply with the Stormwater Management Standards to the extent practicable and is anticipated to improve upon existing conditions.

**Standard #8:** Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities.



- › Compliance: Sedimentation and erosion controls are expected to be incorporated as part of the design of the Project and will be employed during construction. Erosion and sedimentation control plans will be submitted to the BWSC on a component by component basis and the contractor will be required to implement the measures as part of the BWSC general service application process.

**Standard 9:** A Long-Term Operation and Maintenance (“O&M”) Plan shall be developed and implemented to ensure that stormwater management systems function as designed.

- › Compliance: An O&M Plan will be developed during the design process of this Project.

**Standard 10:** All illicit discharges to the stormwater management system are prohibited.

- › Compliance: Currently there are no known illicit discharges. All proposed discharges will be reviewed by the BWSC to ensure consistency with this standard.

## **7.4 Sanitary Sewage**

### **7.4.1 Existing Sewer System**

The BWSC owns and maintains the sanitary sewer infrastructure serving the Project Site. According to BWSC record drawings, Kilmarnock Street contains a 22x15-inch sewer main as well as a private 6-inch sewer main extending from 60 Kilmarnock. Queensberry Street is serviced by a 30x36-inch sewer main. Sanitary sewage from the various existing buildings within the Project Site appears to be conveyed to the existing BWSC infrastructure in both Kilmarnock and Queensberry streets, which ultimately discharges into Massachusetts Water Resources Authority (“MWRA”) infrastructure. Sanitary sewage is then conveyed to the Deer Island Wastewater Treatment Plant.

Sewage generation from the existing site has been estimated to be 8,467 gallons per day of sanitary sewage. Table 7-1 below summarizes the estimated existing wastewater generation rates based on Massachusetts State Environmental Code (Title 5) generation rates.

### **7.4.2 Proposed Sewage Flow and Connection**

Based on the anticipated development program, the Project is estimated to generate approximately 71,933 net new gallons per day of sanitary sewage. Table 7-1 below summarizes the estimated proposed wastewater generation rates based on Massachusetts State Environmental Code (Title 5) generation rates.

Changes to the building program will vary sanitary flow. Final flow estimates will be determined as the Project design moves forward.

**Table 7-1 Estimated Wastewater Generation**

<b>Program Type</b>	<b>Units</b>	<b>Generation Rate</b>	<b>Sewage Generation</b>
<b>Existing East Site</b>			
<i>Office</i>	<i>3,152 SF</i>	<i>75 GPD/1,000 SF</i>	<i>236 GPD</i>
<i>Grocery</i>	<i>788 SF</i>	<i>97 GPD/1,000 SF</i>	<i>76 GPD</i>
<i>Restaurant</i>	<i>16 Seats</i>	<i>35 GPD/Seat</i>	<i>560 GPD</i>
<b>Existing West Site</b>			
<i>Restaurant</i>	<i>217 Seats</i>	<i>35 GPD/Seat</i>	<i>7,595 GPD</i>
<b>Total Existing</b>			<b>8,467 GPD</b>
<b>Proposed East Site</b>			
<i>Restaurant/Retail <sup>1</sup></i>	<i>270 Seats</i>	<i>35 GPD/Seat</i>	<i>9,450 GPD</i>
<i>Residential <sup>2</sup></i>	<i>520 Beds</i>	<i>110 GPD/Bed</i>	<i>57,200 GPD</i>
<b>Proposed West Site</b>			
<i>Residential <sup>2</sup></i>	<i>125 Beds</i>	<i>110 GPD/Bed</i>	<i>13,750 GPD</i>
<b>Total Proposed</b>			<b>80,400 GPD</b>
<b>NET NEW TOTAL</b>			<b>71,933 GPD</b>

Note: Based on DEP 310 CMR 15.203 flow calculation factors

GPD = gallons per day;

- 1 To establish a worst-case scenario, this analysis assumes a restaurant program use which is typically a higher wastewater generator than dry retail uses. In the case of a dry retail program use, the sewage generation would be 390 GPD.
- 2 This analysis takes a conservative program approach in regard to the total bed count. Any decrease in bedroom count will generate less sewage, and a lower net sewage generation.

### **Inflow and Infiltration (I/I) Mitigation**

Since the Project is expected to generate net new wastewater flows of approximately 71,933 gallons per day, certain regulatory thresholds are triggered. The BWSC requires that new developments generating greater than 15,000 gallons per day of net new wastewater flow provide mitigation to offset clean flow inflow and infiltration ("I/I") present in the collection system. I/I is the component of flows in sanitary sewer systems that does not come from wastewater generated by building. I/I includes groundwater infiltration from leaking/broken sewer infrastructure, as well as stormwater connections from roof leaders and drainage infrastructure. Following DEP and BWSC policy, projects that generate flows more than the 15,000-gallon threshold are responsible for mitigating I/I at a ratio of 4:1 relative to the net-new wastewater generated. The Proponent is committed to working with BWSC to define the appropriate I/I mitigation.

## **7.5 Domestic Water and Fire Protection**

### **7.5.1 Existing Water Supply System**

The BWSC owns and maintains the water mains in the vicinity of the Project Site (Figure 7.1). According to BWSC record drawings, streets surrounding the Project Site are serviced by eight-inch pit cast iron ("PCI") southern low ("SL") pressure water mains. Adjacent to the Project Site, the water main in Queensberry Street was installed in 1898, and in 1922 this service was tied into and extended up Kilmarnock Street. In 1990, the eight-inch main in Kilmarnock Street was relined and rehabilitated by the BWSC. Additionally, there are currently three fire hydrants near the Project Site.

### **7.5.2 Proposed Water Demand and Connection**

Domestic water demand is based on estimated sewage generation with an added factor of 10 percent for consumption, system losses, and other use. Based on standard sewage generation rates outlined in the DEP System Sewage Flow Design Criteria, 310 CMR 15.203, the Project will require approximately 88,440 gallons of water per day. The Proponent will continue to consider and evaluate methods to conserve water as building design evolves.

New water connections will be designed in accordance with BWSC design standards and requirements. Water services to the new building will be metered in accordance with BWSC's Site Plan Requirements and Site Review Process. The review includes, but is not limited to, sizing of domestic water and fire protection services, calculation of meter sizing, backflow prevention design, and location of hydrants and Siamese connections conform to BWSC and BFD requirements. The Proponent will provide for the connection of the meter to the BWSC's automatic meter reading system. Fire protection connections on the Project Site will also need approval of the BFD. The Proponent will request record hydrant flow test information from the BWSC to aid in the preliminary water design. In addition, the Proponent will request new hydrant flow tests on the main to which the Proponent intends on connecting.

## **7.6 Other Utilities**

### **7.6.1 Natural Gas Service**

The total estimated natural gas demand for the Project is unknown at this time. The Proponent will coordinate with National Grid (local gas provider) to determine whether their infrastructure can meet the demand estimated for this Project, and the best means of obtaining a system connection. National Grid record plans indicate a low pressure six-inch corrugated steel ("CS") gas main in Kilmarnock Street adjacent to the site, installed in 1997, as well as an existing low pressure, 6-inch gas main in Queensberry Street. From the intersection of Kilmarnock and Queensberry, the gas infrastructure in Queensberry to the west consists of a cast iron ("CI") service,

installed in 1915, and to the east this same service is extended but incorporates an additional six-inch plastic ("PL") service extension installed in 1999. The existing site buildings connect to each of these services, with connections to newer services as available. As the building system design is developed, the Proponent will work with National Grid to ensure adequate capacity is available to serve the Project.

### **7.6.2 Electrical Service**

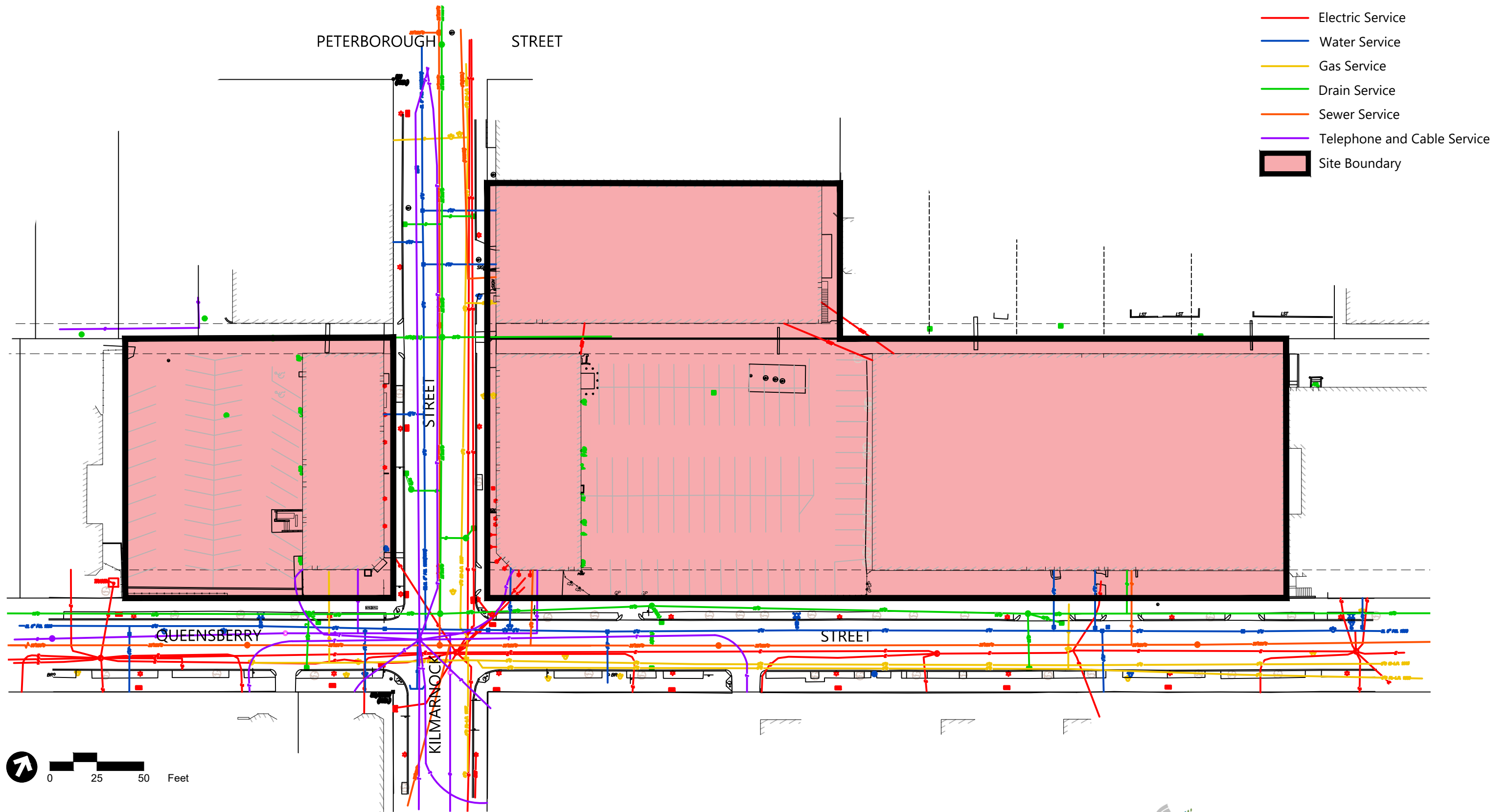
The estimated electricity demand for the Project is approximately 4,368,460 kWh. Based on a preliminary review of existing utility information, Eversource (local electricity provider) appears to own and operate the electric facilities near the Project Site. As the Project design progresses, the configuration of the proposed services will need to be developed with Eversource to determine whether their infrastructure can be used to service this Project, and the best means of obtaining a system connection. Any expansion, modification, and/or relocation of the existing electrical service and connections will need to be constructed in accordance with the resident utility company's standards.


### **7.6.3 Telephone and Telecommunications**

Record survey information indicates that there is one telephone and telecommunications manhole in the intersection of Kilmarnock and Queensberry Streets with corresponding services serving the Project Site directly from both Queensberry and Kilmarnock. As the Project design progresses, the configuration of the proposed services will be developed with the resident utility companies to determine whether their infrastructure can be used to service this Project, and the best means of obtaining a system connection.

### **7.6.4 Protection of Utilities During Construction**

Existing public and private infrastructure located within the public right-of-way will be protected during construction. The installation of proposed utilities within the public way will be constructed in accordance with BWSC, BPWD, the Dig-Safe Program, and governing utility company requirements. All necessary permits will be obtained before the commencement of work. Specific methods for constructing proposed utilities where they are near, or connect with, existing water, sewer, and drain facilities are subject to review by the BWSC as part of its Site Plan Review process.



 Figure 7.1  
Existing Utility Infrastructure

**60 Kilmarnock**  
**Boston, Massachusetts**

## Appendix A: BPDA Checklists

**Accessibility Checklist**

**Climate Change Preparedness and Resiliency Checklist**



## Article 80 – Accessibility Checklist

### A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

#### Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design  
[http://www.ada.gov/2010ADASTandards\\_index.htm](http://www.ada.gov/2010ADASTandards_index.htm)
2. Massachusetts Architectural Access Board 521 CMR  
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR  
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations  
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations  
[http://www.mbta.com/riding\\_the\\_t/accessible\\_services/](http://www.mbta.com/riding_the_t/accessible_services/)
6. City of Boston – Complete Street Guidelines  
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board  
[www.boston.gov/disability](http://www.boston.gov/disability)
8. City of Boston – Public Works Sidewalk Reconstruction Policy  
[http://www.cityofboston.gov/images\\_documents/sidewalk%20policy%20200114\\_tcm3-41668.pdf](http://www.cityofboston.gov/images_documents/sidewalk%20policy%20200114_tcm3-41668.pdf)
9. City of Boston – Public Improvement Commission Sidewalk Café Policy  
[http://www.cityofboston.gov/images\\_documents/Sidewalk\\_cafes\\_tcm3-1845.pdf](http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf)

#### Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

**Article 80 | ACCESSIBILITY CHECKLIST**

<b>1. Project Information:</b> <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	60 Kilmarnock Street		
Primary Project Address:	60, 67-75, 70-80 Kilmarnock Street and 59-75 Queensberry Street, Boston, MA		
Total Number of Phases/Buildings:	Two Buildings – Phasing TBD		
Primary Contact (Name / Title / Company / Email / Phone):	Jay Doherty / CEO / Cabot, Cabot & Forbes / JDoherty@ccfne.com / 617-603-4000		
Owner / Developer:	60 Kilmarnock (Boston) Owner, LLC		
Architect:	CBT Architects		
Civil Engineer:	VHB		
Landscape Architect:	Halverson Design		
Permitting:	VHB		
Construction Management:	TBD		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes, identify and explain.</i>	TBD		
<b>2. Building Classification and Description:</b> <i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	2.16 acres	Building Area:	506,000 SF
Building Height:	75-89.5' Feet	Number of Stories:	8
First Floor Elevation:	TBD	Is there below grade space:	Yes / No
What is the Construction Type? (Select most appropriate type)			
	Wood Frame	Masonry	Steel Frame Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)			
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional Educational
	Business	Mercantile	Factory Hospitality

**Article 80 | ACCESSIBILITY CHECKLIST**

	Laboratory / Medical	Storage, Utility and Other	
List street-level uses of the building:	<i>Residential and Retail</i>		
<p><b>3. Assessment of Existing Infrastructure for Accessibility:</b>  <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly &amp; disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>			
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	The Project includes the construction of new buildings on two distinct sites. The West Site includes an 8-story residential building with one floor of parking below grade. The East Site will be an 8-story mixed use building with mostly residential areas, residential amenities, a small retail and/or restaurant component and one story of parking below grade. Both below grade parking areas will be accessed through the existing Private Alley. The Project will also incorporate approximately 443 bicycle parking spaces in accordance with City of Boston Bicycle Guidelines. Both buildings will be approximately 75- 89.5' Feet in height and stepped back from the sidewalk in order to create the pedestrian friend landscaped zones and the continuity of the neighborhood character.		
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	The D and E branch lines of the MBTA Green Line are within 1,900 feet. The Fenway stop of Framingham Commuter Rail line is also within 1,900 feet. The MBTA bus line route 55 is within 200 feet.		
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	Holy Trinity Orthodox Cathedral, Shattuck House-Harvard School of Public Health, St Cecilia's House (Section Assisted Living), The Fenway Institute Center for Population Research in LGBT Health, McKinley Preparatory High School, Boston Temple Seventh-Day Adventist Church, Peterborough Housing (Affordable Housing), West Fenway Apartments (affordable Housing for elderly and handicapped), Robert McBride House (Catholic Archdiocese-Assisted Living).		
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	Fenway Community Center, Peterborough Senior Center, Back Bay Fens,		
<p><b>4. Surrounding Site Conditions – Existing:</b>  <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>			
Is the development site within a historic district? <b>If yes</b> , identify which district:	No		
Are there sidewalks and pedestrian ramps existing at the development site? <b>If yes</b> , list the existing sidewalk and pedestrian ramp	Sidewalks are present. Materials include cement concrete with some small areas of bituminous concrete. The sidewalks are in fair condition.		

**Article 80 | ACCESSIBILITY CHECKLIST**

<p>dimensions, slopes, materials, and physical condition at the development site:</p>	
<p>Are the sidewalks and pedestrian ramps existing-to-remain? <b>If yes</b>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <b>If yes</b>, provide description and photos:</p>	<p>No. existing sidewalks are to be removed and replaced. Any non-compliant conditions will be improved and brought into compliance</p>
<p><b>5. Surrounding Site Conditions – Proposed</b> <i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <b>If yes</b>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>Yes – type varies</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p>Varies</p>
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	<p>Material selection is TBD</p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <b>If yes</b>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p>Undetermined at this time</p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p>Undetermined at this time</p>

**Article 80 | ACCESSIBILITY CHECKLIST**

<p>Will any portion of the Project be going through the PIC? <b>If yes</b>, identify PIC actions and provide details.</p>	<p>The Project will go before PIC for approvals for sidewalk and/or curb reconstruction or temporary construction encroachments.</p>
<p><b>6. Accessible Parking:</b>  <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p>250</p>
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	<p>Undetermined at this time.</p>
<p>Will any on-street accessible parking spaces be required? <b>If yes</b>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	<p>On street accessible spaces are not anticipated at this time.</p>
<p>Where is the accessible visitor parking located?</p>	<p>Accessible visitor parking locations have not yet been determined.</p>
<p>Has a drop-off area been identified? <b>If yes</b>, will it be accessible?</p>	<p>Undetermined at this time.</p>
<p><b>7. Circulation and Accessible Routes:</b>  <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i></p>	
<p>Describe accessibility at each entryway:          Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	<p>Entries will have a combination of flush conditions, stairs, and accessible ramps.</p>
<p>Are the accessible entrances and standard entrance integrated? <b>If yes</b>, describe. <b>If no</b>, what is the reason?</p>	<p>Yes.</p>

**Article 80 | ACCESSIBILITY CHECKLIST**

<p><i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i></p>	<p>Such signage will be developed further into the design process.</p>
<p><b>8. Accessible Units (Group 2) and Guestrooms: (If applicable)</b>  <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	<p>443 Units</p>
<p><i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i></p>	<p>Undetermined at this time.</p>
<p><i>If a residential development, how many accessible Group 2 units are being proposed?</i></p>	<p>The number of accessible units at the Project will be determined as the Project advances and comply with 521 CMR</p>
<p><i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i></p>	<p>Undetermined at this time.</p>
<p><i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i></p>	<p>N/A</p>
<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <b>If yes</b>, provide reason.</p>	<p>It is not anticipated that either residential units or common spaces will have any architectural barriers.</p>
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <b>If yes</b>, describe:</p>	<p>It is not anticipated that either residential units or common spaces will have any architectural barriers.</p>
<p><b>9. Community Impact:</b>  <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	



**Article 80 | ACCESSIBILITY CHECKLIST**

<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<p>Sidewalk improvements will be part of project including new street trees, widened sidewalks.</p>
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	<p>Amenity spaces will be accessible (521 CMR compliant) including preparatory kitchen (if included in project) with accessible appliances and seating areas.</p>
<p>Are any restrooms planned in common public spaces? <b>If yes</b>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <b>If no</b>, explain why not.</p>	<p>Yes</p>
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <b>If yes</b>, did they approve? <b>If no</b>, what were their comments?</p>	<p>The Project has not yet been presented to the City of Boston Mayor’s Commission for Persons with Disabilities Advisory board. The Project Team will meet with the Board as the Project design advances and is fully committed to delivering a Project that is ADA compliant.</p>
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <b>If no</b>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>The Project has not yet been reviewed by the Advisory Board.</p>
<p><b>10. Attachments</b>  <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.</p>	

**Article 80 | ACCESSIBILITY CHECKLIST**

<p>Refer to Figure 2.7 for a site accessibility plan. Additional detail may be provided as design advances.</p>
<p>Provide a diagram of the accessible route connections through the site, including distances. Refer to Figure 2.7 for a site accessibility plan. Additional detail may be provided as design advances.</p>
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) Refer to Figure 2.7 for a site accessibility plan. Additional detail may be provided as design advances.</p>
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. Refer to Figure 2.7 for a site accessibility plan. Additional detail may be provided as design advances.</p>
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project. Refer to Figure 2.7 for a site accessibility plan. Additional detail may be provided as design advances.</p>

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit [www.boston.gov/disability](http://www.boston.gov/disability), or our office:

The Mayor's Commission for Persons with Disabilities  
1 City Hall Square, Room 967,  
Boston MA 02201.

Architectural Access staff can be reached at:

[accessibility@boston.gov](mailto:accessibility@boston.gov) | [patricia.mendez@boston.gov](mailto:patricia.mendez@boston.gov) | [sarah.leung@boston.gov](mailto:sarah.leung@boston.gov) | 617-635-3682

**NOTE: Project filings should be prepared and submitted using the online [Climate Resiliency Checklist](#).**

### A.1 - Project Information

Project Name:	60 Kilmarnock Street		
Project Address:	60, 67-75, 70-80 Kilmarnock Street and 59-75 Queensberry Street, Boston MA		
Project Address Additional:			
Filing Type (select)	Initial EPNF		
Filing Contact	Jay Doherty	Cabot, Cabot & Forbes	jdoherly@ccfne.com 617-603-400
Is MEPA approval required	Yes/ <i>no</i>		Date

### A.3 - Project Team

Owner / Developer:	60 Kilmarnock (Boston) Owner, LLC		
Architect:	CBT Architects		
Engineer:	VHB		
Sustainability / LEED:	The Green Engineer, Inc.		
Permitting:	VHB		
Construction Management:	TBD		

### A.3 - Project Description and Design Conditions

List the principal Building Uses:	Residential
List the First Floor Uses:	Residential/retail
List any Critical Site Infrastructure and or Building Uses:	

#### Site and Building:

Site Area:	2.16 acres	Building Area:	506,000 SF
Building Height:	75-89.5' Feet	Building Height:	8 Stories
Existing Site Elevation – Low:	TBD	Existing Site Elevation – High:	TBD
Proposed Site Elevation – Low:	TBD	Proposed Site Elevation – High:	TBD
Proposed First Floor Elevation:	TBD	Below grade levels:	1 Story

#### Article 37 Green Building:

LEED Version - Rating System :	NC	LEED Certification:	Yes / No
Proposed LEED rating:	Certified	Proposed LEED point score:	41 Pts.

**Building Envelope**

When reporting R values, differentiate between R discontinuous and R continuous. For example, use “R13” to show R13 discontinuous and use R10c.i. to show R10 continuous. When reporting U value, report total assembly U value including supports and structural elements.

Roof:	R25	Exposed Floor:	10 (R)
Foundation Wall:	R10 (4' below grade)	Slab Edge (at or below grade):	TBD

Vertical Above-grade Assemblies (%’s are of total vertical area and together should total 100%):

Area of Opaque Curtain Wall & Spandrel Assembly:	5%	Wall & Spandrel Assembly Value:	.35 U Value
Area of Framed & Insulated / Standard Wall:	50%	Wall Value	R12.6c.i./R13 cavity
Area of Vision Window:	45%	Window Glazing Assembly Value:	.35 U Value
		Window Glazing SHGC:	>.4 (SHGC)
Area of Doors:	>1%	Door Assembly Value:	.35 U Value

**Energy Loads and Performance**

For this filing – describe how energy loads & performance were determined

<i>Performance was based on preliminary concept level energy use analysis.</i>			
Annual Electric:	4,318,097 kWh	Peak Electric:	748 kW
Annual Heating:	7116 MBTU	Peak Heating:	5.2 MBTU/Hr
Annual Cooling:	4056 MBTU	Peak Cooling:	5 MBTU/hr
Energy Use - Below ASHRAE 90.1 - 2013:	18.6 %	Have the local utilities reviewed the building energy performance?:	Yes / <i>no</i>
Energy Use - Below Mass. Code:	18.6 %	Energy Use Intensity:	55 (kBtu/SF)

**Back-up / Emergency Power System**

Electrical Generation Output:	TBD	Number of Power Units:	TBD
System Type:	TBD	Fuel Source:	TBD

**Emergency and Critical System Loads** (in the event of a service interruption)

Electric:	TBD	Heating:	TBD
		Cooling:	TBD

---

## B – Greenhouse Gas Reduction and Net Zero / Net Positive Carbon Building Performance

Reducing GHG emissions is critical to avoiding more extreme climate change conditions. To achieve the City’s goal of carbon neutrality by 2050 new buildings performance will need to progressively improve to net carbon zero and positive.

### B.1 – GHG Emissions - Design Conditions

For this Filing - Annual Building GHG Emissions: 1835 MTCO<sub>2e</sub>

For this filing - describe how building energy performance has been integrated into project planning, design, and engineering and any supporting analysis or modeling:

Projects design strategy will be discussed and aligned with the performance goals to meet code compliance and energy efficiency requirements.

Describe building specific passive energy efficiency measures including orientation, massing, envelop, and systems:

Design team will study Project’s envelope, window wall ratio and other passive design elements to improve energy performance.

Describe building specific active energy efficiency measures including equipment, controls, fixtures, and systems:

High efficiency water source heat pumps, condenser water loop, DX units for ventilation and condensing boilers. In addition, the plumbing fixtures will be low flow and supplied by condensing type domestic water heaters. Majority of the lighting will be LED with efficient controls.

Describe building specific load reduction strategies including on-site renewable, clean, and energy storage systems:

The design team will assess feasibility of on-site PV and CHP for this Project type.

Describe any area or district scale emission reduction strategies including renewable energy, central energy plants, distributed energy systems, and smart grid infrastructure:

TBD

Describe any energy efficiency assistance or support provided or to be provided to the project:

TBD

### B.2 - GHG Reduction - Adaptation Strategies

Describe how the building and its systems will evolve to further reduce GHG emissions and achieve annual carbon net zero and net positive performance (e.g. added efficiency measures, renewable energy, energy storage, etc.) and the timeline for meeting that goal (by 2050):

TBD

---

## C - Extreme Heat Events

Annual average temperature in Boston increased by about 2° F in the past hundred years and will continue to rise due to climate change. By the end of the century, the average annual temperature could be 56° (compared to 46° now) and the number of days above 90° (currently about 10 a year) could rise to 90.

### C.1 – Extreme Heat - Design Conditions

Temperature Range - Low: 

7 Deg.
--------

Temperature Range - High: 

91 Deg.
---------

Annual Heating Degree Days: 

HDD65 5641
------------

Annual Cooling Degree Days: 

CDD55 2897
------------

What Extreme Heat Event characteristics will be / have been used for project planning

Days - Above 90°: 

-
---

Days - Above 100°: 

-
---

Number of Heatwaves / Year: 

10
----

Average Duration of Heatwave (Days): 

5
---

Describe all building and site measures to reduce heat-island effect at the site and in the surrounding area:

Highly reflective paving material, shade trees and shrubs, highly reflective roof materials, non-reflective glazing will be part of the project to reduce heat-island effect.
---

### C.2 - Extreme Heat – Adaptation Strategies

Describe how the building and its systems will be adapted to efficiently manage future higher average temperatures, higher extreme temperatures, additional annual heatwaves, and longer heatwaves:

The project will be designed based on ASHRAE'1 Climatic Design Conditions for the 99.6% Heating design temperature and 0.4% cooling design temperature. This takes into account the current weather patterns. In addition, the project will include high performance building envelope and high performance HVAC equipment which would be able to address near term future extreme temperatures and longer heatwaves. The HVAC systems estimate life span is 20-25 years.
---

Describe all mechanical and non-mechanical strategies that will support building functionality and use during extended interruptions of utility services and infrastructure including proposed and future adaptations:

The project will be studying emergency generators to understand what critical systems will be on the emergency generators and will require un-interrupted power supply to maintain critical life conditions.
--

---

## D - Extreme Precipitation Events

From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation. Currently, the 10-Year, 24-Hour Design Storm precipitation level is 5.25". There is a significant probability that this will increase to at least 6" by the end of the century. Additionally, fewer, larger storms are likely to be accompanied by more frequent droughts.

### D.1 – Extreme Precipitation - Design Conditions

10 Year, 24 Hour Design Storm: 

TBD
-----

Describe all building and site measures for reducing storm water run-off:

TBD
-----

### D.2 - Extreme Precipitation - Adaptation Strategies



Describe how site and building systems will be adapted to efficiently accommodate future more significant rain events (e.g. rainwater harvesting, on-site storm water retention, bio swales, green roofs):

TBD
-----

**E – Sea Level Rise and Storms**

Under any plausible greenhouse gas emissions scenario, sea levels in Boston will continue to rise throughout the century. This will increase the number of buildings in Boston susceptible to coastal flooding and the likely frequency of flooding for those already in the floodplain.

Is any portion of the site in a FEMA SFHA?	Yes / No	What Zone:	N/A
		Current FEMA SFHA Zone Base Flood Elevation:	N/A

Is any portion of the site in a BPDA Sea Level Rise - Flood Hazard Area? Use the online <a href="#">BPDA SLR-FHA Mapping Tool</a> to assess the susceptibility of the project site.	Yes / No
---	----------

***If you answered YES to either of the above questions, please complete the following questions. Otherwise you have completed the questionnaire; thank you!***

**E.1 – Sea Level Rise and Storms – Design Conditions**

Proposed projects should identify immediate and future adaptation strategies for managing the flooding scenario represented on the BPDA Sea Level Rise - Flood Hazard Area (SLR-FHA) map, which depicts a modeled 1% annual chance coastal flood event with 40 inches of sea level rise (SLR). Use the online [BPDA SLR-FHA Mapping Tool](#) to identify the highest Sea Level Rise - Base Flood Elevation for the site. The Sea Level Rise - Design Flood Elevation is determined by adding either 24” of freeboard for critical facilities and infrastructure and any ground floor residential units OR 12” of freeboard for other buildings and uses.

Sea Level Rise - Base Flood Elevation:	Ft BCB		
Sea Level Rise - Design Flood Elevation:	Ft BCB	First Floor Elevation:	Ft BCB
Site Elevations at Building:	Ft BCB	Accessible Route Elevation:	Ft BCB

Describe site design strategies for adapting to sea level rise including building access during flood events, elevated site areas, hard and soft barriers, wave / velocity breaks, storm water systems, utility services, etc.:

--

Describe how the proposed Building Design Flood Elevation will be achieved including dry / wet flood proofing, critical systems protection, utility service protection, temporary flood barriers, waste and drain water back flow prevention, etc.:

--

Describe how occupants might shelter in place during a flooding event including any emergency power, water, and waste water provisions and the expected availability of any such measures:

Describe any strategies that would support rapid recovery after a weather event:

**E.2 – Sea Level Rise and Storms – Adaptation Strategies**

Describe future site design and or infrastructure adaptation strategies for responding to sea level rise including future elevating of site areas and access routes, barriers, wave / velocity breaks, storm water systems, utility services, etc.:

Describe future building adaptation strategies for raising the Sea Level Rise Design Flood Elevation and further protecting critical systems, including permanent and temporary measures:

A pdf and word version of the Climate Resiliency Checklist is provided for informational use and off-line preparation of a project submission. **NOTE: Project filings should be prepared and submitted using the online [Climate Resiliency Checklist](#).**

For questions or comments about this checklist or Climate Change best practices, please contact: [John.Dalzell@boston.gov](mailto:John.Dalzell@boston.gov)

## **Appendix B: Preliminary Energy Model**



# The Green Engineer, Inc.

## Sustainable Design Consulting

### Memorandum

**To:** Henry Celi, CBT Architects  
**From:** The Green Engineer Inc.  
**Date:** January 31, 2018  
**Re:** LEED Energy & Atmosphere Prerequisite 2 Compliance – ExPNF Filing  
**Project:** Kilmarnock Fenway Residential Development

### Executive Summary:

The design team has performed concept level energy modeling for the reference project, to comply with Green Building Review Procedures and Submittal Requirements related to building energy use. The model is based on concept programming information dated January, 2018. Modeling was conducted in accordance with ASHRAE 90.1-2013, Appendix G. Modeling software used is eQuest version 3.65 to show energy use performance compliance.

As per Article 37 it is required that the project earn enough credit points to achieve the minimum level for LEED version 4 certification. Minimum Energy Performance prerequisite (EAp2) is a mandatory credit that must be achieved in order to be LEED certifiable.

The modeling estimates an annual site energy use for the proposed design that is approximately 18.5% below the standard reference design as per ASHRAE 90.1-2013. The total GHG reductions are 14.9% when the design is compared to the code Baseline.

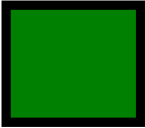
LEED v4 requires that a project demonstrate an energy cost improvement of 5% for new construction compared to the baseline building performance calculated in accordance to ASHRAE 90.1-2010 Appendix G. For the purposed of this energy study, an interpolation table is used to adjust performance for LEED v4 requirements, which references an older baseline. The energy modeling indicates an estimated annual energy cost savings of 10.4% when compared to ASHRAE 90.1-2010 baseline, meeting the minimum performance requirements for EAp2 LEED v4 and a potential of earning 2 LEED credit points.

Additionally, LEEDv4 allows projects to pursue an alternative compliance path (ACP)<sup>1</sup> that allows using alternate metrics such as source energy, GHG emissions, etc., for documenting performance improvement. For this project, the estimated savings using the ACP are 16.3%, equivalent to 6 LEED credit points.

The attached report includes a detailed description of the modeling process and results, including a list of the modeling inputs and assumptions.

---

<sup>1</sup> Source: [LEEDv4 BD+C Alternate Energy Performance Metric](#)



## Energy Modeling Details

### Section I: Project Summary

The Kilmarnock Fenway Residential project in Boston, MA, is a proposed development of two residential towers in the back-bay neighborhood. The project, includes a 396,000 GSF of built area and 55,000 GSF of below grade parking garage. The project will include new retail spaces, residential units (rental + condo) and amenity spaces. All new construction will meet the requirement of the applicable Stretch Energy Code (Appendix G, ASHRAE 90.1-2013) and LEED v4 EAp2 (Appendix G, ASHRAE 90.1-2010).

The project is currently in Concept Design. The Green Engineer (TGE) has performed simplified energy modeling using a prototype building model to analyze various energy saving strategies included in the proposed design. The purpose of this energy modeling is to verify compliance with Stretch Energy Code and the LEED v4 EAp2 prerequisite. This report summarizes the energy simulation results and presents the current model inputs. The modeling was performed in accordance with ASHRAE 90.1-2013, Appendix G guidelines. Please note, this baseline is more stringent than the LEED v4 baseline.

The proposed Energy Conservation Measures (ECMs) are integral to the project achieving the targeted energy efficiency. The building's concept design incorporates the combination of the following ECMs –

- High Performing Building Envelope, including walls, roof and vision glazing
- LED lighting for common areas and back of the house spaces
- Energy Star Rated In-Unit Appliances
- High Efficiency Water Source Heat Pumps
- EC Motors on Water Source Heat Pumps
- Dedicated Outdoor Air System with Energy Recovery for Ventilation,
- High Efficiency Condensing Boilers
- High Efficiency Heat Rejection System
- Condensing Water Heaters
- Low Flow Plumbing Fixtures
- VSD controlled by CO monitors for the enclosed parking garage

### Section II: Modeling Description

The annual energy cost estimates are projected based on energy modeling results, using eQUEST version 3.65 modeling software. eQUEST uses the DOE-2 calculation engine to estimate annual energy consumption by simulating a year of building operations based on a typical weather year and user inputs. A prototype building model based in concept design information has been created. It is important to keep in mind the limitations of energy models when reviewing this information. This preliminary energy consumption estimate is highly dependent on the design assumptions, weather conditions and the actual operating schedule of the building. The numbers generated will not necessarily be an accurate projection of actual energy costs, but should serve as an accurate comparison between alternatives. TGE has performed the energy modeling to analyze the following iterations:

ASHRAE 90.1-2013 Baseline – The building as designed, except that all building envelope assemblies, mechanical equipment, and lighting meet the minimum requirements of ASHRAE 90.1-2013. Please refer Section-VI for Baseline model inputs.

Designed Building – The building as designed, with the building envelope assemblies and HVAC equipment assumed from the MEP narratives. Please refer Section-VI for model inputs

### Section III: Simulation Results



The energy model is developed using the information provided by the project team. Every effort has been made to incorporate reasonable assumptions where details have not been designed. The annual energy cost estimates are based on utility rates of \$0.14/kWh for electricity and \$1.00 /Therm for natural gas.

The 'LEED Baseline' energy use and energy cost data contained in the tables of this report are interpolated values based on studies published by the Department of Energy (DOE)<sup>2</sup>. The study conducted by the DOE indicates that the ASHRAE 90.1-2013 energy code outperforms the ASHRAE 90.1-2010 energy by 8% on an energy use basis and 11% on an energy cost basis for the residential building type. Therefore, LEED Baseline energy use and cost data was calculated using the following equations:

$$LEED\ Baseline\ Energy\ Cost = \frac{Code\ Baseline\ Energy\ Cost}{(1-5\%)}$$

$$LEED\ Baseline\ Energy\ Use = \frac{Code\ Baseline\ Energy\ Use}{(1-5.4\%)}$$

Kilmarnock - Fenway Residential ExPNF Results Summary of Concept Energy Model			
ECM#		ASHRAE 90.1-2013 Baseline	Design (WWR-50%)
Description		Code Baseline	reduced WWR
Annual Energy Consumption (Incremental)			
Electricity	kWh	3,658,210	3,817,735
Natural Gas	Therm	178,166	116,760
Total Energy use	MBtu	30,302.0	24,705.8
<b>Energy Use Savings (90.1-2013)</b>			<b>18.5%</b>
Annual Energy Costs (Incremental)			
Electricity	\$0.140	\$512,149.4	\$534,482.8
Natural Gas	\$1.00	\$178,166.5	\$116,760.4
Total Energy Cost	\$	<b>\$690,315.9</b>	<b>\$651,243</b>
<b>Energy Cost Savings (90.1-2013)</b>			<b>5.66%</b>

Code GHG Emissions (90.1-2013 baseline)	MTCO <sub>2</sub> e	1,902.7	1,618.2
<b>Code GHG Reduction (%)</b>			<b>14.9%</b>

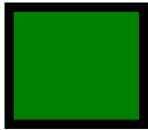
<sup>2</sup> [PNNL-ASHRAE Standard 90.1 2013 Determination Quantitative Analysis](#)





<b>LEEDv4 Analysis Energy Use, Cost and GHG Summary</b>			
<b>Description</b>		<b>LEED v4 Baseline</b>	<b>Proposed Design</b>
<b>Annual Site Energy Summary</b>			
Electricity	kWh	3,867,029	3,817,735
Natural Gas	MMBtu	18,834	11,676
Total Site Energy use	MMBtu	32,032	24,706
<b>LEED Site Energy Use Savings (%)</b>			<b>22.9%</b>
<b>Annual Energy Cost Reduction</b>			
Electricity	\$/year	\$539,105	\$534,483
Natural Gas	\$/year	\$187,544	\$116,760
Total Energy Cost	\$/year	<b>\$726,648</b>	<b>\$651,243</b>
<b>LEED Site Energy Cost Savings (%)</b>			<b>10.4%</b>
<b>Annual Source Energy Reduction</b>			
Total Source Energy use	MMBtu	61,205	53,168
<b>LEED Source Energy Savings (%)</b>			<b>13.1%</b>
<b>Green House Gas (GHG) Reduction</b>			
Total GHG Emissions	MTCO <sub>2</sub> e	2,011.3	1,618.2
<b>LEED GHG Reduction (%)</b>			<b>19.5%</b>

<b>ACP Savings</b>	<b>16.3%</b>
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**Section IV: Detailed Energy Model Inputs**

<b>Kilmarnock Residential Development: Concept Input Summary</b>		
<b>Exterior Envelope</b>		
	<b>ASHRAE 90.1-2013 Baseline</b>	<b>Proposed Case</b>
<b>Roofs</b>	As per ASHRAE 90.1-2013, Table 5.5-4 (Climate Zone 5A): Insulation entirely above deck  Total Insulation: R-30 ci Assembly U-Value: 0.032	As per design:  Total Insulation: R-30 c.i. Assembly U-Value: 0.032
<b>Walls - Above Grade</b>	As per ASHRAE 90.1-2013, Table 5.5-5 (Climate Zone 5A): Steel-framed construction.  Insulation: R-13.0 +10 c.i. Assembly U-Value: 0.055	As per design: PCS-1: Precast Concrete Insulation: R- 18 c.i. (R-6.2/inch) Assembly U-Value: 0.055
<b>Walls - Below Grade</b>	As per ASHRAE 90.1-2007, Table 5.5-5 (Climate Zone 5A): Below Grade Wall.  Insulation: R-7.5 c.i.  C-Factor 0.119	6" concrete slab/walls + 12" layer of soil
<b>Slab-On-Grade Floors</b>	Unheated slab , 6" conc. With 12 inch of soil layer R-15 for 24 inch	8" conc.,3" Spray Applied Insulation, 12"soil layer R-19 minimum
<b>Vertical Fenestration</b>	WWR – 40% Combination of Curtain Wall and Punched Windows  Punched Windows: ASHRAE 90.1-2007 Table 5.5-5; Metal Framing (All Other): Assembly U-Value 0.55  Storefront and Retail Glazing: Table 5.5-5; Metal Framing; Assembly U-Value: 0.45	WWR – 50% Combination of Curtain Wall and Punched Windows  Punched residential windows. Solarban 70 XL with Wausau 3250i-XLT Series. Assembly U-Value 0.35  Solarban 60 Clear in Storefront with Kawneer 1600 XL: U-Value 0.37
<b>Interior Loads</b>		
	<b>ASHRAE 90.1-2013 Baseline</b>	<b>Proposed Design</b>
<b>Lighting</b>	As per ASHRAE 90.1-2013; Space by Space Method  Residential Units= 0.38 W/SF Retail = 1.1 W/SF Corridors = 0.66 W/SF Offices = 0.82 W/SF Mech/ Electrical = 0.95 W/SF Parking = 0.19 W/SF Storage (Active) = 0.63 W/SF Stairs = 0.69 W/SF Restroom = 0.98 W/SF Lobby = 0.9 W/SF	As per design and in compliance with ASHRAE 90.1-2013  10% LPD reduction for all Back Of the House spaces  Residential Units= 0.38 W/SF Retail = 1.1 W/SF Corridors = 0.512 W/SF Offices = 0.72 W/SF Mech/ Electrical = 0.76 W/SF Parking = 0.14 W/SF Storage (Active) = 0.50 W/SF Stairs =0.55 W/SF Restroom = 0.98 W/SF Lobby = 0.72 W/SF
<b>Equipment</b>	Residential Units: 1.074/SF (as per Energy Star's MFHR Calculator ) Common Areas: 0.5 Watts/SF Tenant Spaces: 1.5 Watts/SF	Residential Units: 0.97/SF (as per Energy Star's MFHR Calculator ) Common Areas: 0.5 Watts/SF Tenant Spaces: 1.5 Watts/SF



	Parking and Corridors: 0.1 Watts/SF	Parking and Corridors: 0.1 Watts/SF
<b>HVAC Airside</b>		
	ASHRAE 90.1-2013 Baseline	Proposed Design
System Description	<p>Residential: ASHRAE 90.1-2013, Table G3.1.1B - System #1: PTAC Packaged Terminal Air Conditioner</p> <p>Parking: Ventilated Only (Modeled Identical to PC)</p>	<p>Residential Units and Common Facilities : Water Source heat pumps connected to building condenser loop with condensing boiler and cooling towers.</p> <p>Non Residential (Tenant): Provision made for water source heat pumps that will connect to building condenser loop (default ASHRAE 90.1 2013 efficiencies modeled).</p> <p>Corridor Make-up Air units: Energy recovery ventilation units with heat pump cooling and heating and supplemental gas furnace with 80% Energy Recovery.</p> <p>Parking: Ventilated Only</p>
Other HVAC System	<p>ASHRAE 90.1-2013, Section G3.1.1 Exception (a); Additional system type for non-predominant conditions that apply to more than 20,000 SF conditioned area:</p> <p>Non-Residential (Tenant Spaces), Corridors on first floor: System #3 - Packaged Single Zone (PSZ) with Furnace (area &gt; 20,000 SF)</p> <p>System 9 for Heated Only trash rooms, mechanical spaces, staircases, etc. based on proposed case spaces</p>	<p>Electric Unit Heaters for Heated Only trash rooms, mechanical spaces, staircases etc based on design</p>
Cooling Capacity and Efficiency	<p>Auto-sized as per ASHRAE 90.1-2013</p> <p>System #1-PTAC Efficiency: Table 6.8.1D Ranges from EER 11 to 12.5</p> <p>System #3-PSZ Efficiency: Table 6.8.1A Ranges from EER 9.8 to 11</p>	<p>Auto-sized</p> <p>WSHP Units EER : 15.2</p> <p>Corridor DOAS Unit EER 11.6</p>
Heating Capacity and Efficiency	<p>Capacity Auto-sized as per ASHRAE 90.1-2007</p> <p>System #1: NA</p> <p>System #3: Furnace 80% Effy</p>	<p>Auto-sized</p> <p>WSHP Units: COP 5.2</p> <p>Corridor Make-up Air units: 80% Effy Furnace Heating</p>
Outdoor Air Design	Same as proposed	Ventilation to meet ASHRAE 62.1-2013 requirements
Total System Fan Power	<p>System #1: PTAC's 0.0003 kW/cfm</p> <p>System #3: PSZ - Refer Baseline Fan Power</p> <p>System #9: 0.0003 kW/CFM</p>	<p>Residential WSHP's 0.00025 kW/cfm</p> <p>Corridor DOAS: 0.001399 kW/CFM supply/ 0.000178 kW/CFM exhaust</p>
Energy Recovery	Per ASHRAE 90.1 2013, Section G3.1.2.10 Enthalpy Wheel exhaust air recovery with 50% recovery effectiveness included in the Baseline systems serving the corridors where applicable.	<p>High Efficiency Packaged DX Cooling and heating via gas furnace units, serving 100% OA to corridors, Units, and other spaces include enthalpy wheel total energy recovery.</p> <p>ERV's with simultaneous sensible and latent heat transfer. Bypass damper integral to the ERV will bypass outdoor air as required to compensate for the ERV's overheating or overcooling effect.</p> <p>Recovery Effy ~70% total effective energy recovery (heat/cool modes).</p>



### HVAC Waterside

	ASHRAE 90.1-2013 Baseline	Proposed Design
Boilers and HW Loop	Natural Gas Fired Boilers: 82% efficient HWS : 180 F: Return: 130F  Variable Speed Pump based on 19 W/gpm  ASHRAE 90.1-2013, Section G3.1.3.4 - OA Reset using schedule: 180F at 20F and below, 150F at 50F and above, ramped linearly between 180F and 150F at temperatures between 20F and 50F.	Condensing Boilers: 95% efficient Variable Speed Pump  Fixed supply at 130F
Cooling Towers	N/A	Induced Draft Cooling Towers: VFD on Fans
Service Hot Water		
	ASHRAE 90.1-2013 Baseline	Proposed Design
SHW Demand	Residential 38.78 GPM Non-Residential 3.464 GPM	Residential 28.54 GPM Non-residential 3.464 GPM  Reduced Domestic hot water consumption due to use of low flow fixtures in kitchen and toilets. Please note, the Energy Star Multi-Family High Rise (MFHR) Calculation Spreadsheet has been used for estimating DHW loads and savings for residential units for the project.
Equipment Efficiency	80% Thermal Efficiency (Et)	80% Thermal Efficiency (Et)

## **Appendix C: Preliminary Wind Assessment**

REPORT

# 60 KILMARNOCK RESIDENCES

BOSTON, MA

**PEDESTRIAN WIND ASSESSMENT**

PROJECT #1801331

JUNE 18, 2018



## **SUBMITTED TO**

Philip Casey, AIA, LEED AP  
Principal

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# 1. INTRODUCTION



Rowan Williams Davies & Irwin Inc. (RWDI) was retained by CBT Architects to assess the pedestrian wind conditions for the proposed Fenway Kilmarnock Residences in Boston, MA. This assessment is based on the following:

- a review of regional long-term meteorological data from Boston Logan International Airport;
- design drawings received from CBT Architects on June 12 and 13, 2018;
- wind-tunnel studies undertaken by RWDI for similar projects in the Boston Area;
- our engineering judgement and knowledge of wind flows around buildings<sup>1-3</sup>; and,
- use of software developed by RWDI (Windestimator<sup>2</sup>) for estimating the potential wind conditions around generalized building forms.

This qualitative approach provides a screening-level estimation of potential wind conditions. Conceptual wind control measures to improve wind comfort are recommended, where necessary. In order to quantify these conditions or refine any conceptual mitigation measures, physical scale-model tests in a boundary-layer wind tunnel would typically be required.

Note that other wind issues, such as those related to cladding and structural wind loads, air quality, etc., are not considered in the scope of this assessment.

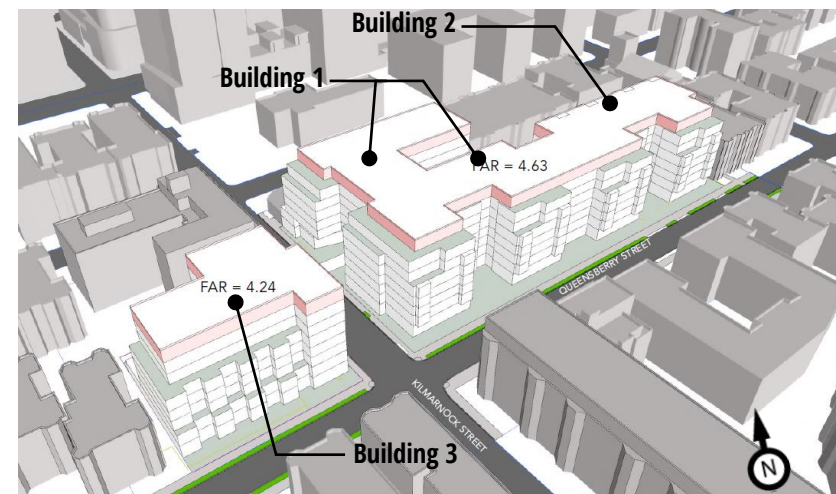


Image 1: Rendering of the Proposed Project – View from Southwest

1. H. Wu and F. Kriksic (2012). "Designing for Pedestrian Comfort in Response to Local Climate", *Journal of Wind Engineering and Industrial Aerodynamics*, vol.104-106, pp.397-407.
2. H. Wu, C.J. Williams, H.A. Baker and W.F. Waechter (2004), "Knowledge-based Desk-Top Analysis of Pedestrian Wind Conditions", *ASCE Structure Congress 2004*, Nashville, Tennessee.
3. C.J. Williams, H. Wu, W.F. Waechter and H.A. Baker (1999), "Experience with Remedial Solutions to Control Pedestrian Wind Problems", *10th International Conference on Wind Engineering*, Copenhagen, Denmark.

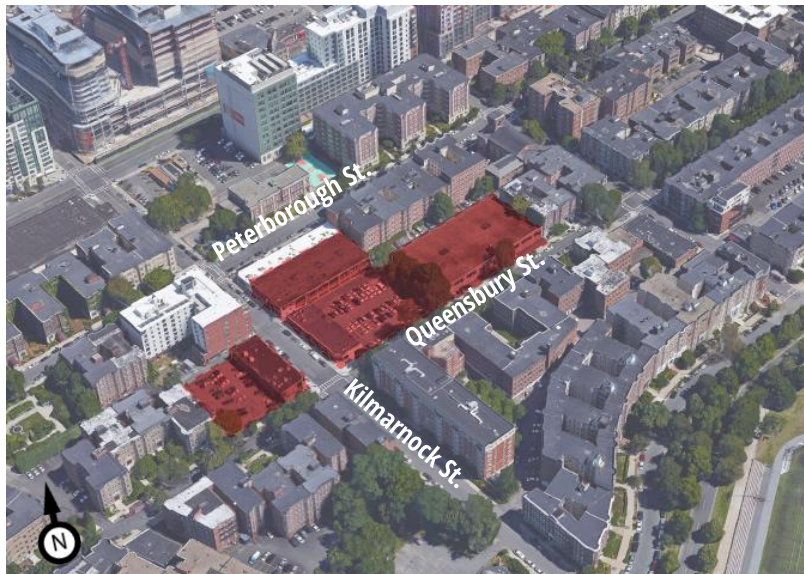
## 2. BUILDING AND SITE INFORMATION



The proposed development is located along Queensbury St. and Kilmarnock St. in Boston, MA (Image 2). The site is currently occupied by one and two-story buildings and parking lots (Image 2). It is immediately surrounded by mid-rise buildings in all directions. Dense mid-rise and high-rise buildings are located a block to the northwest through northeast, and Back Bay Fens is a few blocks to the west, south and east. Downtown Boston is approximately 2 miles to the northeast.

The proposed development consists of three 8-story buildings. Buildings 1 and 2 are located to the east of Kilmarnock St. and Building 3 to the west of it (see Images 1 to 3).

The pedestrian areas of interest include building entrances, public sidewalks and grade level outdoor seating areas.



**Image 2: Rendering of the Existing Site and Surrounding (Courtesy of the Design Team)**



**Image 3: Rendering of the Proposed Project – Looking at North Elevation**

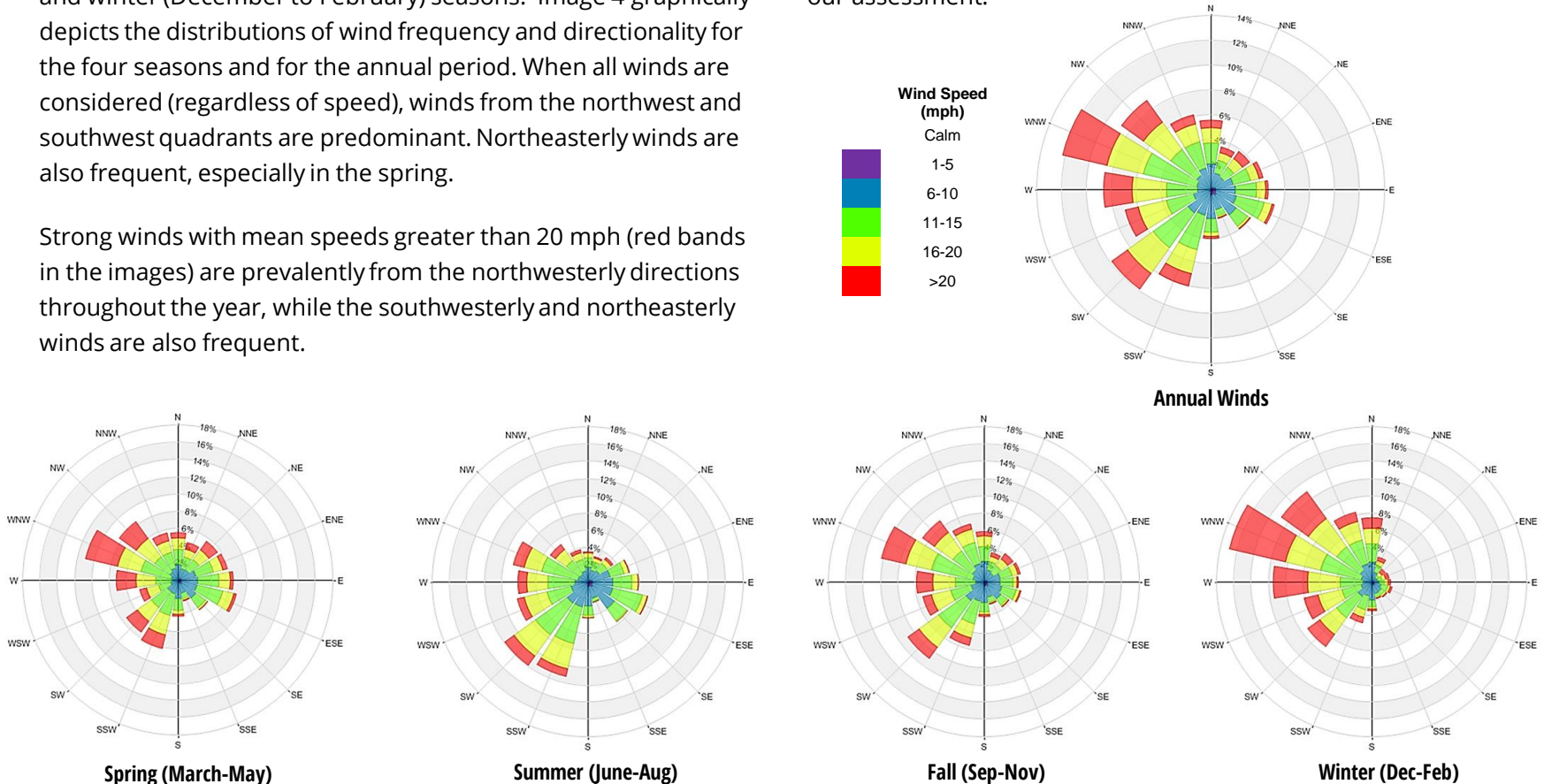
### 3. METEOROLOGICAL DATA



Wind statistics at Boston Logan International Airport between 1990 and 2015, inclusive, were analyzed for the spring (March to May), summer (June to August), fall (September to November) and winter (December to February) seasons. Image 4 graphically depicts the distributions of wind frequency and directionality for the four seasons and for the annual period. When all winds are considered (regardless of speed), winds from the northwest and southwest quadrants are predominant. Northeasterly winds are also frequent, especially in the spring.

Strong winds with mean speeds greater than 20 mph (red bands in the images) are prevalently from the northwesterly directions throughout the year, while the southwesterly and northeasterly winds are also frequent.

Winds from the northwest, west, southwest and northeast directions are considered most relevant to the current study, although winds from other directions were also considered in our assessment.



**Image 4: Directional Distribution of Winds Approaching Boston Logan International Airport (1990 – 2015)**



## 4. BPDA WIND CRITERIA

The Boston Planning and Development Agency (BPDA) has adopted two standards for assessing the relative wind comfort of pedestrians.

First, the BPDA wind design guidance criterion states that an effective gust velocity (hourly mean wind speed +1.5 times the root-mean-square wind speed) of 31 mph should not be exceeded more than one percent of the time.

The second set of criteria used by the BPDA to determine the acceptability of specific locations is based on the work of Melbourne . This set of criteria is used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing, or walking. The criteria are expressed in terms of benchmarks for the 1-hour mean wind speed exceeded 1% of the time (i.e., the 99-percentile mean wind speed). They are as follows:

### BPDA Mean Wind Criteria\*

---

Dangerous	> 27 mph
Uncomfortable for Walking	> 19 and $\leq$ 27 mph
Comfortable for Walking	> 15 and $\leq$ 19 mph
Comfortable for Standing	> 12 and $\leq$ 15 mph
Comfortable for Sitting	$\leq$ 12 mph

---

\*Applicable to the hourly mean speed exceeded one percent of the time.

Pedestrians on sidewalks and parking lots will be active and wind speeds comfortable for walking are appropriate. Lower wind speeds comfortable for standing are desired for building entrances where people are apt to linger. For any outdoor amenity at and above grade, low wind speeds comfortable for sitting are desired in the summer, when it is typically in use.

The wind climate found in a typical location in Boston is generally comfortable for the pedestrian use of sidewalks and thoroughfares and meets the BPDA effective gust velocity criterion of 31 mph at most areas, while windier conditions may be expected near the corners of tall buildings exposed to the prevailing winds. However, without any mitigation measures, this wind climate is likely to be frequently unsuitable for more passive activities such as sitting.

Discussions related to pedestrian wind comfort and safety will be based on the annual wind climate. Typically the summer and fall winds tend to be more comfortable than the annual winds while the winter and spring winds are less comfortable than the annual winds.

# 5. PEDESTRIAN WIND CONDITIONS



## Background

Predicting wind speeds and occurrence frequencies is complicated. It involves building geometry, orientation, position and height of surrounding buildings, upstream terrain and the local wind climate. Over the years, RWDI has conducted thousands of wind tunnel model studies regarding pedestrian wind conditions around buildings, yielding a broad knowledge base. This knowledge has been incorporated into RWDI's proprietary software that allows, in many situations, for a qualitative, screening-level numerical estimation of pedestrian wind conditions without wind tunnel testing.

Buildings that are taller than their immediate surroundings tend to intercept the stronger winds at higher elevations and redirect them to the ground level. Such a *Downwashing Flow* (Image 5a) is the main cause for increased wind activity around tall buildings at the grade level. When oblique winds are deflected down by a building, a localized increase in the wind activity or *Corner Acceleration* can be expected around the downwind building corner at pedestrian level (Image 5b). When there is an opening through the building, wind flow tends to accelerate through it due to a *Channeling Effect* caused by the narrow gap (Image 5c). If these building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity.

## Summary

Given the limited height of the proposed buildings, winds at all pedestrian areas on and around the development are expected to meet the effective gust criterion, and no dangerous wind conditions are predicted for both the No-Build and Build configurations. Detailed discussions on the potential wind comfort conditions at key pedestrian areas are provided in the next sections.

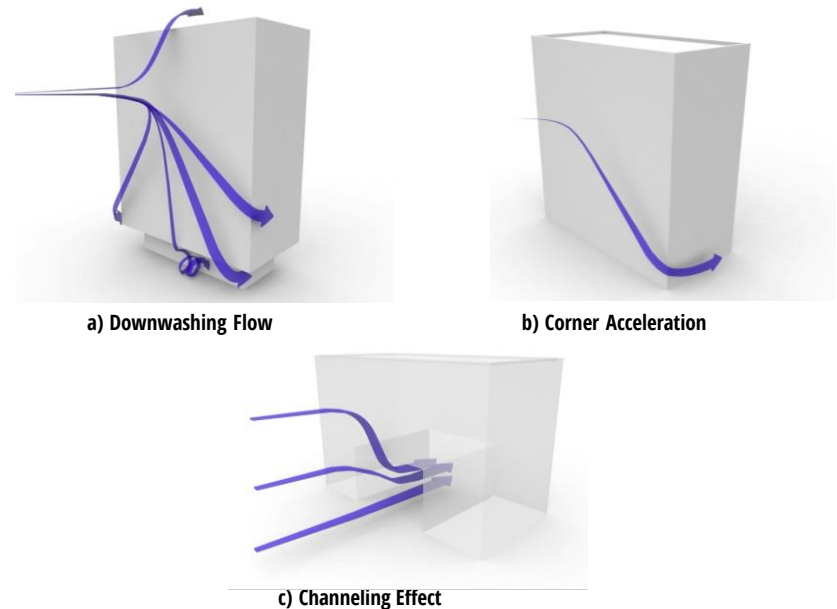


Image 5: General Wind Flow Patterns



## 5. PEDESTRIAN WIND CONDITIONS



### Sidewalks

The tall buildings to the northeast through northwest of the site will block the strong winds from those directions. Also the proposed buildings have a similar height to most other surrounding buildings. As a result, the addition of the proposed development is not expected to significantly modify the existing wind conditions along the sidewalks. Wind conditions are generally expected to be comfortable for walking or better at the sidewalks along Kilmarnock St., Queensbury St. and Peterborough St., which is acceptable for the intended use.

Increased wind speeds are expected at the intersection of Kilmarnock St. and Queensbury St. and wind conditions at this area might be uncomfortable during the winter and spring, which are typical for this area. The proposed buildings have areas recessed from the sidewalks and also from the main facades, which are positive design features that are expected to help to break the energy of the winds. If more comfortable conditions are desired at this intersection, marcescent or coniferous trees, planters or porous wind screens can be installed along the sidewalks, if feasible.

### Gaps Between Buildings

The opening between Buildings 1 and 2 is oriented north-south which is positive as it is not aligned with the prevailing winds. Appropriate wind conditions are expected along this opening.

**RWDI Project #1801331**  
**June 18, 2018**

The prevailing winds might accelerate through the opening between the north and south portions of Building 1; however, the predicted conditions are acceptable as this area is mainly intended as a driveway and not for passive activities.



**Image 6: Examples of Mitigation Measures along Sidewalks**



## 5. PEDESTRIAN WIND CONDITIONS



### Entrances

The main retail and residential entrances of Building 1 are located along the west and south facades, respectively (A1 and A2 in Image 7). The main residential entrance of Building 2 is along its southwest corner (A3 in Image 7) and the main residential entrance of Building 3 is along its east facade (A4 in Image 7). All entrances have vestibules which is a positive feature as it will provide an area for pedestrians to take shelter on windy days. Also entrances A1, A2 and A3 are recessed from the main facade which help to provide local protection from winds accelerating along the streets. Entrance A4 is protected by Building 3 from the prevailing westerly winds.

Generally appropriate wind conditions, comfortable for sitting or standing, are expected at entrances A1, A3 and A4, annually. Wind conditions are expected to be comfortable for walking at entrance A2 in particular during the spring and winter, as a result of acceleration of winds at the intersection. If more comfortable conditions are desired, if feasible, we recommend moving this entrance away from the corner, further to the east along the south facade. More comfortable conditions at A3 can also be achieved at this location if it is moved away from the corner. For A2, alternatively, installing a wind screen or tall planters to the west of this entrance or recessing it from the main facade. Additionally, a canopy wrapping around this building corner will further help to improve the conditions.

Examples of these mitigation measures are shown in Image 8.

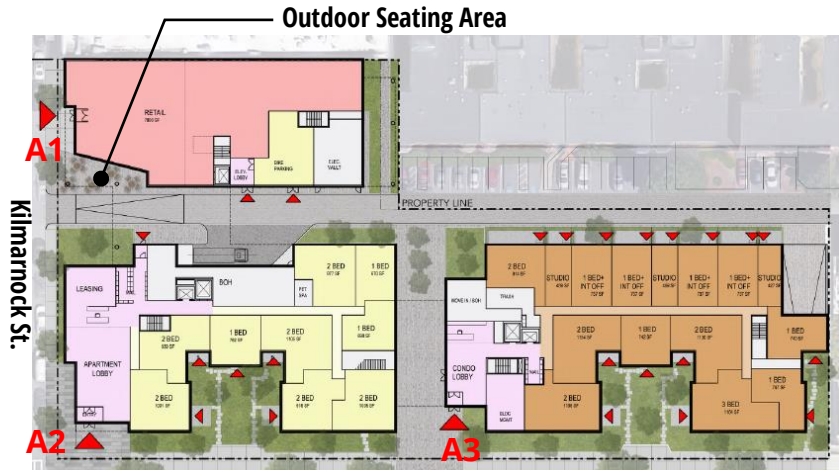


Image 7: Ground Floor Plan of Buildings 1 and 2 (Top) and Building 3 (Bottom)

## 5. PEDESTRIAN WIND CONDITIONS



**Image 8: Example of Mitigation Measures at the Entrance**

Appropriate wind conditions are also expected at the secondary entrances/exits and the entrance to the individual units along the north and south facades of Buildings 2 and 3 and the south facade of Building 1 (marked by small red triangles in Image 7).

### Grade Level Outdoor Seating Area

The outdoor seating area at the southwest corner the northern

part of Building 1 (see Image 7) is located in an undercut area which protects it from the prevailing winds. Generally wind conditions are expected to be comfortable for sitting during the summer; however, slightly higher wind speeds might occur at the western edge of the seating area, close to the sidewalks along Kilmarnock St. If more comfortable conditions are desired, we recommend installing wind screens or planters around the west perimeter of this area. Examples of this mitigation measure are shown in Image 9.



**Image 9: Example of Mitigation Measures at the Outdoor Seating Area**

## 6. SUMMARY



Wind conditions on and around the proposed Fenway Kilmarnock Residences are discussed in this report. These estimated wind conditions are based on the local wind climate, surrounding buildings and our past experience with wind tunnel testing of similar buildings.

The existing tall buildings to the northwest through northeast of the site are expected to protect the site from the prevailing winds from those directions. In addition, the limited height of the buildings and the fact that they have a similar height as the surrounding buildings results in minimal changes to the existing wind environment, after the proposed project is added. Also, the proposed project has some positive design features such as recessed areas in front of some entrances and vestibules at some entrances. Appropriate wind conditions are expected throughout the year at the surrounding sidewalks, openings through buildings, and most entrances.

However, accelerated wind speeds and potential uncomfortable conditions are expected the intersection of Queensbury St. and Kilmarnock St. during spring and winter. Wind conditions are also expected to be higher than desired at the main entrance at the southwest corner of Building 1 during the spring and winter.

Wind control features have been recommended which can be applied if more comfortable conditions at these areas are desired.

## 7. APPLICABILITY OF RESULTS



The assessment presented in this report are for the proposed Fenway Kilmarnock Residences based on the design drawings and documents received from CBT Architects on June 12 and 13, 2018. In the event of any significant changes to the design, construction or operation of the building or addition of surroundings in the future, RWDI could provide an assessment of their impact on the pedestrian wind conditions discussed in this report. It is the responsibility of others to contact RWDI to initiate this process.

## Appendix D: Transportation

### **Traffic Counts**

### **Synchro Reports**

- **Existing Conditions**
- **No-Build Conditions**
- **Build Conditions**

## Traffic Counts





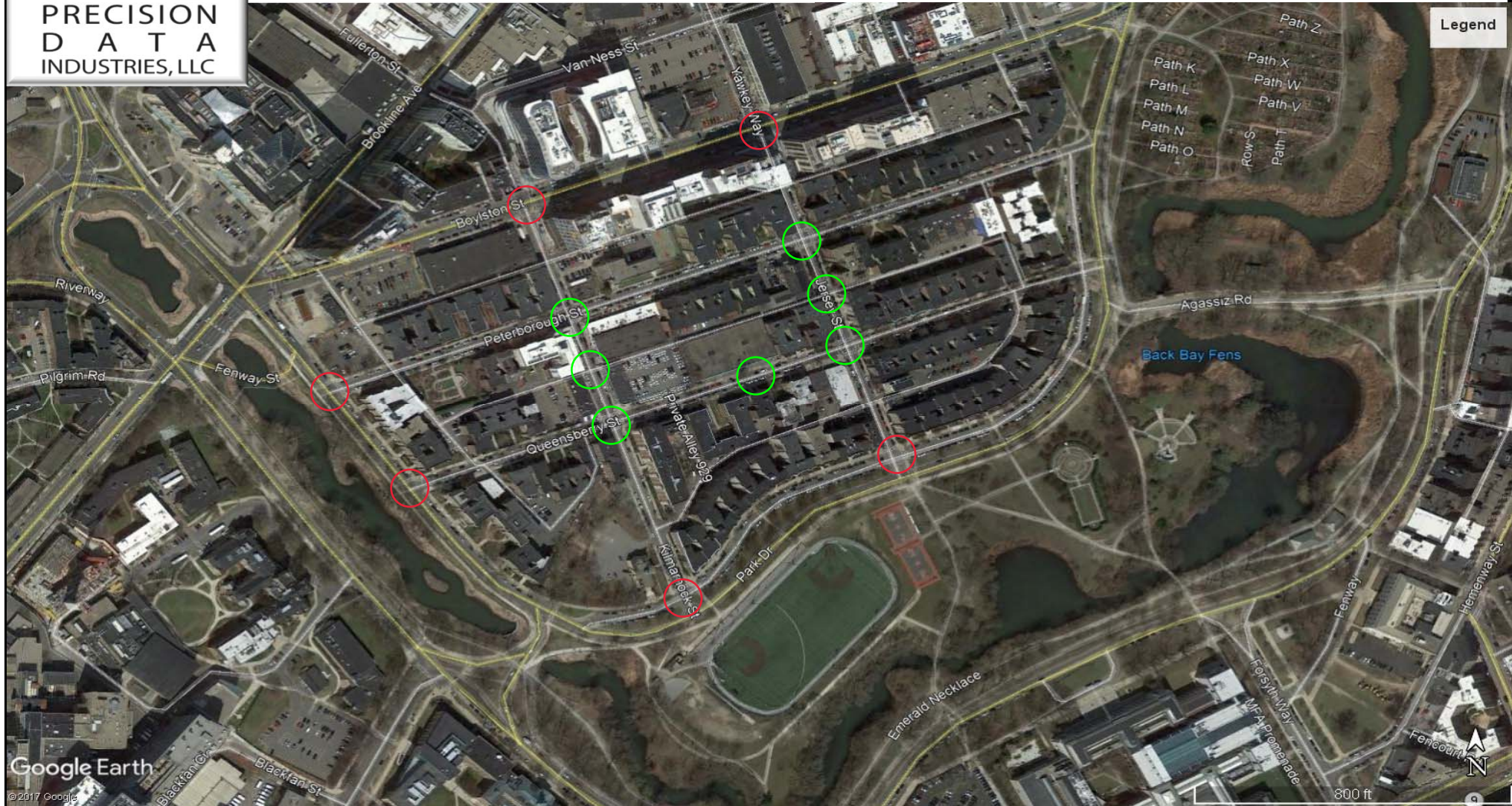
PRECISION  
DATA  
INDUSTRIES, LLC

PRECISION DATA INDUSTRIES, LLC

Office: 508.875.0100 Fax: 508.875.0118

Email: [datarequests@pdillc.com](mailto:datarequests@pdillc.com)

*Traffic Counts with Precision*



Client:  
VHB

Engineer:  
C. Bouchard

Site Code:  
82875.17

Date:  
Mon 9/11 & Tues 9/12/17

PDI Job Number:  
175839

City, State:  
Boston, MA

PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	23	0	0	23	1	163	0	164	187
7:15 AM	0	0	0	0	18	0	0	18	0	191	0	191	209
7:30 AM	0	0	0	0	13	0	0	13	1	196	0	197	210
7:45 AM	0	0	0	0	27	0	0	27	0	225	0	225	252
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>2</b>	<b>775</b>	<b>0</b>	<b>777</b>	<b>858</b>
8:00 AM	0	0	0	0	16	0	0	16	0	195	0	195	211
8:15 AM	0	0	0	0	21	0	0	21	0	187	0	187	208
8:30 AM	0	0	0	0	25	0	0	25	0	184	0	184	209
8:45 AM	0	0	0	0	19	0	0	19	0	221	0	221	240
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>787</b>	<b>0</b>	<b>787</b>	<b>868</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>162</b>	<b>0</b>	<b>0</b>	<b>162</b>	<b>2</b>	<b>1562</b>	<b>0</b>	<b>1564</b>	<b>1726</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.1	99.9	0.0		
Total %	0.0	0.0	0.0	0.0	9.4	0.0	0.0	9.4	0.1	90.5	0.0	90.6	
Exiting Leg Total	1724				2				0				1726
Cars	0	0	0	0	151	0	0	151	2	1526	0	1528	1679
% Cars	0.0	0.0	0.0	0.0	93.2	0.0	0.0	93.2	100.0	97.7	0.0	97.7	97.3
Exiting Leg Total	1677				2				0				1679
Heavy Vehicles	0	0	0	0	11	0	0	11	0	36	0	36	47
% Heavy Vehicles	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.8	0.0	2.3	0.0	2.3	2.7
Exiting Leg Total	47				0				0				47

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

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	0	0	0	0	18	0	0	18	0	191	0	191	209
7:30 AM	0	0	0	0	13	0	0	13	1	196	0	197	210
7:45 AM	0	0	0	0	27	0	0	27	0	225	0	225	252
8:00 AM	0	0	0	0	16	0	0	16	0	195	0	195	211
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>1</b>	<b>807</b>	<b>0</b>	<b>808</b>	<b>882</b>
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.1	99.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.685	0.000	0.000	0.685	0.250	0.897	0.000	0.898	0.875
Cars	0	0	0	0	65	0	0	65	1	792	0	793	858
Cars %	0.0	0.0	0.0	0.0	87.8	0.0	0.0	87.8	100.0	98.1	0.0	98.1	97.3
Heavy Vehicles	0	0	0	0	9	0	0	9	0	15	0	15	24
Heavy Vehicles %	0.0	0.0	0.0	0.0	12.2	0.0	0.0	12.2	0.0	1.9	0.0	1.9	2.7
Cars Enter Leg	0	0	0	0	65	0	0	65	1	792	0	793	858
Heavy Enter Leg	0	0	0	0	9	0	0	9	0	15	0	15	24
Total Entering Leg	0				74				1				808
Cars Exiting Leg	857				1				0				858
Heavy Exiting Leg	24				0				0				24
Total Exiting Leg	881				1				0				882

PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars**

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	23	0	0	23	1	157	0	158	181
7:15 AM	0	0	0	0	18	0	0	18	0	185	0	185	203
7:30 AM	0	0	0	0	10	0	0	10	1	194	0	195	205
7:45 AM	0	0	0	0	26	0	0	26	0	221	0	221	247
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>2</b>	<b>757</b>	<b>0</b>	<b>759</b>	<b>836</b>
8:00 AM	0	0	0	0	11	0	0	11	0	192	0	192	203
8:15 AM	0	0	0	0	20	0	0	20	0	180	0	180	200
8:30 AM	0	0	0	0	25	0	0	25	0	180	0	180	205
8:45 AM	0	0	0	0	18	0	0	18	0	217	0	217	235
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>769</b>	<b>0</b>	<b>769</b>	<b>843</b>
Grand Total	0	0	0	0	151	0	0	151	2	1526	0	1528	1679
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.1	99.9	0.0		
Total %	0.0	0.0	0.0	0.0	9.0	0.0	0.0	9.0	0.1	90.9	0.0	91.0	
Exiting Leg Total	1677				2				0				1679

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

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	0	0	0	0	18	0	0	18	0	185	0	185	203
7:30 AM	0	0	0	0	10	0	0	10	1	194	0	195	205
7:45 AM	0	0	0	0	26	0	0	26	0	221	0	221	247
8:00 AM	0	0	0	0	11	0	0	11	0	192	0	192	203
Total Volume	0	0	0	0	65	0	0	65	1	792	0	793	858
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.1	99.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.250	0.896	0.000	0.897	0.868
Entering Leg	0	0	0	0	65	0	0	65	1	792	0	793	858
Exiting Leg	857				1				0				858
<b>Total</b>	<b>857</b>				<b>66</b>				<b>793</b>				<b>1716</b>



PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
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 City, State: **Boston, MA**  
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 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Park Drive				Peterborough Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	6	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	6	6
7:30 AM	0	0	0	0	3	0	0	3	0	0	2	0	2	5
7:45 AM	0	0	0	0	1	0	0	1	0	0	4	0	4	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>22</b>
8:00 AM	0	0	0	0	5	0	0	5	0	0	3	0	3	8
8:15 AM	0	0	0	0	1	0	0	1	0	0	7	0	7	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	4
8:45 AM	0	0	0	0	1	0	0	1	0	0	4	0	4	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>25</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>36</b>	<b>47</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	23.4	0.0	0.0	23.4	0.0	0.0	76.6	0.0	76.6	
Exiting Leg Total				47				0						47
Large Trucks	0	0	0	0	7	0	0	7	0	0	25	0	25	32
% Large Trucks	0.0	0.0	0.0	0.0	63.6	0.0	0.0	63.6	0.0	0.0	69.4	0.0	69.4	68.1
Exiting Leg Total				32				0						32
Buses	0	0	0	0	4	0	0	4	0	0	11	0	11	15
% Buses	0.0	0.0	0.0	0.0	36.4	0.0	0.0	36.4	0.0	0.0	30.6	0.0	30.6	31.9
Exiting Leg Total				15				0						15

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

	Park Drive				Peterborough Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:30 AM	0	0	0	0	3	0	0	3	0	0	2	0	2	5
7:45 AM	0	0	0	0	1	0	0	1	0	0	4	0	4	5
8:00 AM	0	0	0	0	5	0	0	5	0	0	3	0	3	8
8:15 AM	0	0	0	0	1	0	0	1	0	0	7	0	7	8
Total Volume	0	0	0	0	10	0	0	10	0	0	16	0	16	26
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.571	0.000	0.571	0.813
Large Trucks	0	0	0	0	6	0	0	6	0	0	9	0	9	15
Large Trucks %	0.0	0.0	0.0	0.0	60.0	0.0	0.0	60.0	0.0	0.0	56.3	0.0	56.3	57.7
Buses	0	0	0	0	4	0	0	4	0	0	7	0	7	11
Buses %	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	43.8	0.0	43.8	42.3
Trucks Enter Leg	0	0	0	0	6	0	0	6	0	0	9	0	9	15
Bus Enter Leg	0	0	0	0	4	0	0	4	0	0	7	0	7	11
Total Entering Leg	0	0	0	0	10	0	0	10	0	0	16	0	16	26
Trucks Exiting Leg				15				0						15
Buses Exiting Leg				11				0						11
Total Exiting Leg				26				0						26

PDI File #: **175839 A**  
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46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
 Email: datarequests@pdillc.com

**Large Trucks**

	Park Drive				Peterborough Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	5	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5	5
7:30 AM	0	0	0	0	1	0	0	1	0	0	2	0	2	3
7:45 AM	0	0	0	0	1	0	0	1	0	0	2	0	2	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>16</b>	
8:00 AM	0	0	0	0	3	0	0	3	0	1	0	1	4	
8:15 AM	0	0	0	0	1	0	0	1	0	4	0	4	5	
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	3	
8:45 AM	0	0	0	0	1	0	0	1	0	3	0	3	4	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>16</b>	
Grand Total	0	0	0	0	7	0	0	7	0	25	0	25	32	
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0			
Total %	0.0	0.0	0.0	0.0	21.9	0.0	0.0	21.9	0.0	78.1	0.0	78.1		
Exiting Leg Total				32				0					0	32

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

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	5	5
7:15 AM	0	0	0	0	0	0	0	0	0	5	0	5	5
7:30 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
7:45 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
Total Volume	0	0	0	0	2	0	0	2	0	14	0	14	16
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.700	0.000	0.700	0.800
Entering Leg	0	0	0	0	2	0	0	2	0	14	0	14	16
Exiting Leg				16				0				0	16
<b>Total</b>				<b>16</b>				<b>2</b>				<b>14</b>	<b>32</b>

PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Buses**

	Park Drive				Peterborough Street				Park Drive				Total		
	North				East				South						
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>6</b>	
8:00 AM	0	0	0	0	2	0	0	2	0	2	0	2	2	4	
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3	3	
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>9</b>	
Grand Total	0	0	0	0	4	0	0	4	0	11	0	11	11	15	
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0				
Total %	0.0	0.0	0.0	0.0	26.7	0.0	0.0	26.7	0.0	73.3	0.0	73.3			
Exiting Leg Total					15					0					15

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

	Park Drive				Peterborough Street				Park Drive				Total		
	North				East				South						
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2		
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2		
8:00 AM	0	0	0	0	2	0	0	2	0	2	0	2	4		
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3		
Total Volume	0	0	0	0	4	0	0	4	0	7	0	7	11		
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.583	0.000	0.583	0.688		
Entering Leg	0	0	0	0	4	0	0	4	0	7	0	7	11		
Exiting Leg					11					0					11
<b>Total</b>					<b>11</b>					<b>4</b>					<b>22</b>



PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Park Drive						Peterborough Street						Park Drive						Total			
	North						East						South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
7:00 AM	0	0	0	0	1	1	1	0	0	0	1	2	0	1	0	0	0	1	4			
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	2	3			
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	2			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3			
<b>Total</b>	0	0	0	0	2	2	2	0	0	0	1	3	0	7	0	0	0	7	12			
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	2			
8:15 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	1	0	0	0	1	4			
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	3	4			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
<b>Total</b>	0	0	0	0	0	0	1	0	0	2	2	5	0	6	0	0	0	6	11			
<b>Grand Total</b>	0	0	0	0	2	2	3	0	0	2	3	8	0	13	0	0	0	13	23			
Approach %	0.0	0.0	0.0	0.0	100.0		37.5	0.0	0.0	25.0	37.5		0.0	100.0	0.0	0.0	0.0					
Total %	0.0	0.0	0.0	0.0	8.7	8.7	13.0	0.0	0.0	8.7	13.0	34.8	0.0	56.5	0.0	0.0	0.0	56.5				
Exiting Leg Total							18							5							0	23

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

	Park Drive						Peterborough Street						Park Drive						Total			
	North						East						South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3			
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	2			
8:15 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	1	0	0	0	1	4			
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	3	4			
<b>Total Volume</b>	0	0	0	0	0	0	1	0	0	2	2	5	0	8	0	0	0	8	13			
% Approach Total	0.0	0.0	0.0	0.0	0.0		20.0	0.0	0.0	40.0	40.0		0.0	100.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500	0.250	0.417	0.000	0.667	0.000	0.000	0.000	0.667	0.813			
Entering Leg	0	0	0	0	0	0	1	0	0	2	2	5	0	8	0	0	0	8	13			
Exiting Leg							9							4							0	13
<b>Total</b>							9							9							8	26

PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Pedestrians**

	Park Drive						Peterborough Street						Park Drive						Total			
	North						East						South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
7:00 AM	0	0	0	0	3	3	0	0	0	1	9	10	0	0	0	0	0	0	0	13		
7:15 AM	0	0	0	2	3	5	0	0	0	10	9	19	0	0	0	0	0	0	0	24		
7:30 AM	0	0	0	1	5	6	0	0	0	17	28	45	0	0	0	0	0	0	0	51		
7:45 AM	0	0	0	1	8	9	0	0	0	19	22	41	0	0	0	0	0	0	0	50		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>68</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>		
8:00 AM	0	0	0	1	7	8	0	0	0	9	27	36	0	0	0	0	0	0	0	44		
8:15 AM	0	0	0	1	8	9	0	0	0	13	24	37	0	0	0	0	0	0	0	46		
8:30 AM	0	0	0	0	5	5	0	0	0	21	24	45	0	0	0	0	0	0	0	50		
8:45 AM	0	0	0	0	14	14	0	0	0	15	21	36	0	0	0	0	0	0	0	50		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>96</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>190</b>		
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>164</b>	<b>269</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>328</b>		
Approach %	0.0	0.0	0.0	10.2	89.8		0.0	0.0	0.0	39.0	61.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	1.8	16.2	18.0	0.0	0.0	0.0	32.0	50.0	82.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total							59							269							0	328

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

	Park Drive						Peterborough Street						Park Drive						Total		
	North						East						South								
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total			
7:30 AM	0	0	0	1	5	6	0	0	0	17	28	45	0	0	0	0	0	0	0	51	
7:45 AM	0	0	0	1	8	9	0	0	0	19	22	41	0	0	0	0	0	0	0	50	
8:00 AM	0	0	0	1	7	8	0	0	0	9	27	36	0	0	0	0	0	0	0	44	
8:15 AM	0	0	0	1	8	9	0	0	0	13	24	37	0	0	0	0	0	0	0	46	
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>28</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>101</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>	
% Approach Total	0.0	0.0	0.0	12.5	87.5		0.0	0.0	0.0	36.5	63.5		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	1.000	0.875	0.889	0.000	0.000	0.000	0.763	0.902	0.883	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.936	
Entering Leg							0							0							191
Exiting Leg							32							159							191
<b>Total</b>							<b>64</b>							<b>318</b>							<b>382</b>

PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	34	0	0	34	0	206	0	206	240
4:15 PM	0	0	0	0	29	0	0	29	0	200	0	200	229
4:30 PM	0	0	0	0	20	0	0	20	0	239	0	239	259
4:45 PM	0	0	0	0	17	0	0	17	0	244	0	244	261
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>889</b>	<b>0</b>	<b>889</b>	<b>989</b>
5:00 PM	0	0	0	0	31	0	0	31	0	216	0	216	247
5:15 PM	0	0	0	0	27	0	0	27	0	271	0	271	298
5:30 PM	0	0	0	0	29	0	0	29	0	234	0	234	263
5:45 PM	0	0	0	0	31	0	0	31	0	228	0	228	259
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>949</b>	<b>0</b>	<b>949</b>	<b>1067</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>218</b>	<b>0</b>	<b>0</b>	<b>218</b>	<b>0</b>	<b>1838</b>	<b>0</b>	<b>1838</b>	<b>2056</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	10.6	0.0	0.0	10.6	0.0	89.4	0.0	89.4	
Exiting Leg Total	2056				0				0				2056
Cars	0	0	0	0	211	0	0	211	0	1788	0	1788	1999
% Cars	0.0	0.0	0.0	0.0	96.8	0.0	0.0	96.8	0.0	97.3	0.0	97.3	97.2
Exiting Leg Total	1999				0				0				1999
Heavy Vehicles	0	0	0	0	7	0	0	7	0	50	0	50	57
% Heavy Vehicles	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0	2.7	0.0	2.7	2.8
Exiting Leg Total	57				0				0				57

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

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	0	0	0	0	17	0	0	17	0	244	0	244	261
5:00 PM	0	0	0	0	31	0	0	31	0	216	0	216	247
5:15 PM	0	0	0	0	27	0	0	27	0	271	0	271	298
5:30 PM	0	0	0	0	29	0	0	29	0	234	0	234	263
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>965</b>	<b>0</b>	<b>965</b>	<b>1069</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>100.0</b>	
PHF	0.000	0.000	0.000	0.000	0.839	0.000	0.000	0.839	0.000	0.890	0.000	0.890	0.897
Cars	0	0	0	0	102	0	0	102	0	942	0	942	1044
Cars %	0.0	0.0	0.0	0.0	98.1	0.0	0.0	98.1	0.0	97.6	0.0	97.6	97.7
Heavy Vehicles	0	0	0	0	2	0	0	2	0	23	0	23	25
Heavy Vehicles %	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	2.4	0.0	2.4	2.3
Cars Enter Leg	0	0	0	0	102	0	0	102	0	942	0	942	1044
Heavy Enter Leg	0	0	0	0	2	0	0	2	0	23	0	23	25
Total Entering Leg	0	0	0	0	104	0	0	104	0	965	0	965	1069
Cars Exiting Leg	1044				0				0				1044
Heavy Exiting Leg	25				0				0				25
Total Exiting Leg	1069				0				0				1069

PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars**

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	31	0	0	31	0	198	0	198	229
4:15 PM	0	0	0	0	28	0	0	28	0	194	0	194	222
4:30 PM	0	0	0	0	20	0	0	20	0	231	0	231	251
4:45 PM	0	0	0	0	17	0	0	17	0	237	0	237	254
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>860</b>	<b>0</b>	<b>860</b>	<b>956</b>
5:00 PM	0	0	0	0	30	0	0	30	0	210	0	210	240
5:15 PM	0	0	0	0	27	0	0	27	0	266	0	266	293
5:30 PM	0	0	0	0	28	0	0	28	0	229	0	229	257
5:45 PM	0	0	0	0	30	0	0	30	0	223	0	223	253
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>928</b>	<b>0</b>	<b>928</b>	<b>1043</b>
Grand Total	0	0	0	0	211	0	0	211	0	1788	0	1788	1999
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	10.6	0.0	0.0	10.6	0.0	89.4	0.0	89.4	
Exiting Leg Total	1999				0				0				1999

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

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	0	0	0	0	17	0	0	17	0	237	0	237	254
5:00 PM	0	0	0	0	30	0	0	30	0	210	0	210	240
5:15 PM	0	0	0	0	27	0	0	27	0	266	0	266	293
5:30 PM	0	0	0	0	28	0	0	28	0	229	0	229	257
Total Volume	0	0	0	0	102	0	0	102	0	942	0	942	1044
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.850	0.000	0.000	0.850	0.000	0.885	0.000	0.885	0.891
Entering Leg	0	0	0	0	102	0	0	102	0	942	0	942	1044
Exiting Leg	1044				0				0				1044
Total	1044				102				942				2088

PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	3	0	0	3	0	8	0	8	11
4:15 PM	0	0	0	0	1	0	0	1	0	6	0	6	7
4:30 PM	0	0	0	0	0	0	0	0	0	8	0	8	8
4:45 PM	0	0	0	0	0	0	0	0	0	7	0	7	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>33</b>
5:00 PM	0	0	0	0	1	0	0	1	0	6	0	6	7
5:15 PM	0	0	0	0	0	0	0	0	0	5	0	5	5
5:30 PM	0	0	0	0	1	0	0	1	0	5	0	5	6
5:45 PM	0	0	0	0	1	0	0	1	0	5	0	5	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>24</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>57</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	12.3	0.0	0.0	12.3	0.0	87.7	0.0	87.7	
Exiting Leg Total	57				0				0				57
Large Trucks	0	0	0	0	3	0	0	3	0	12	0	12	15
% Large Trucks	0.0	0.0	0.0	0.0	42.9	0.0	0.0	42.9	0.0	24.0	0.0	24.0	26.3
Exiting Leg Total	15				0				0				15
Buses	0	0	0	0	4	0	0	4	0	38	0	38	42
% Buses	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	0.0	76.0	0.0	76.0	73.7
Exiting Leg Total	42				0				0				42

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

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	3	0	0	3	0	8	0	8	11
4:15 PM	0	0	0	0	1	0	0	1	0	6	0	6	7
4:30 PM	0	0	0	0	0	0	0	0	0	8	0	8	8
4:45 PM	0	0	0	0	0	0	0	0	0	7	0	7	7
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>33</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.333	0.000	0.906	0.000	0.906	0.750
Large Trucks	0	0	0	0	2	0	0	2	0	8	0	8	10
Large Trucks %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	27.6	0.0	27.6	30.3
Buses	0	0	0	0	2	0	0	2	0	21	0	21	23
Buses %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	72.4	0.0	72.4	69.7
Trucks Enter Leg	0	0	0	0	2	0	0	2	0	8	0	8	10
Bus Enter Leg	0	0	0	0	2	0	0	2	0	21	0	21	23
Total Entering Leg	0				4				0				4
Trucks Exiting Leg	10				0				0				10
Buses Exiting Leg	23				0				0				23
Total Exiting Leg	33				0				0				33

PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Large Trucks**

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	1	0	0	1	0	3	0	3	4
4:15 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>10</b>
5:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>5</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>15</b>
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	80.0	0.0	80.0	
Exiting Leg Total				15				0					15

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

	Park Drive				Peterborough Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	1	0	0	1	0	3	0	3	4
4:15 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>10</b>
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.667	0.000	0.667	0.625
Entering Leg	0	0	0	0	2	0	0	2	0	8	0	8	10
Exiting Leg				10				0					10
<b>Total</b>				<b>10</b>				<b>2</b>				<b>8</b>	<b>20</b>



PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Buses**

	Park Drive				Peterborough Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	2	0	0	2	0	5	0	5	7	
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	4	
4:30 PM	0	0	0	0	0	0	0	0	0	5	0	5	5	
4:45 PM	0	0	0	0	0	0	0	0	0	7	0	7	7	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>23</b>	
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	5	
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	
5:30 PM	0	0	0	0	1	0	0	1	0	4	0	4	5	
5:45 PM	0	0	0	0	1	0	0	1	0	5	0	5	6	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>19</b>	
Grand Total	0	0	0	0	4	0	0	4	0	38	0	38	42	
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0			
Total %	0.0	0.0	0.0	0.0	9.5	0.0	0.0	9.5	0.0	90.5	0.0	90.5		
Exiting Leg Total					42								0	42

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

	Park Drive				Peterborough Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	2	0	0	2	0	5	0	5	7	
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	4	
4:30 PM	0	0	0	0	0	0	0	0	0	5	0	5	5	
4:45 PM	0	0	0	0	0	0	0	0	0	7	0	7	7	
Total Volume	0	0	0	0	2	0	0	2	0	21	0	21	23	
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.750	0.000	0.750	0.821	
Entering Leg	0	0	0	0	2	0	0	2	0	21	0	21	23	
Exiting Leg					23								0	23
Total					23								21	46

PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Park Drive						Peterborough Street						Park Drive						Total			
	North						East						South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2			
4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	6	0	0	0	6	7			
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	4	0	0	0	4	6			
4:45 PM	0	0	0	0	1	1	0	0	0	0	1	1	0	5	0	0	0	5	7			
<b>Total</b>	0	0	0	0	2	2	0	0	0	1	2	3	0	17	0	0	0	17	22			
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	5	0	0	0	5	7			
5:15 PM	0	0	0	0	0	0	1	0	0	1	1	3	0	5	0	0	0	5	8			
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	4	0	0	0	4	5			
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	9	0	0	0	9	10			
<b>Total</b>	0	0	0	0	0	0	5	0	0	1	1	7	0	23	0	0	0	23	30			
<b>Grand Total</b>	0	0	0	0	2	2	5	0	0	2	3	10	0	40	0	0	0	40	52			
Approach %	0.0	0.0	0.0	0.0	100.0		50.0	0.0	0.0	20.0	30.0		0.0	100.0	0.0	0.0	0.0					
Total %	0.0	0.0	0.0	0.0	3.8	3.8	9.6	0.0	0.0	3.8	5.8	19.2	0.0	76.9	0.0	0.0	0.0	76.9				
Exiting Leg Total							47							5							0	52

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

	Park Drive						Peterborough Street						Park Drive						Total			
	North						East						South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	5	0	0	0	5	7			
5:15 PM	0	0	0	0	0	0	1	0	0	1	1	3	0	5	0	0	0	5	8			
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	4	0	0	0	4	5			
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	9	0	0	0	9	10			
<b>Total Volume</b>	0	0	0	0	0	0	5	0	0	1	1	7	0	23	0	0	0	23	30			
% Approach Total	0.0	0.0	0.0	0.0	0.0		71.4	0.0	0.0	14.3	14.3		0.0	100.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.250	0.250	0.583	0.000	0.639	0.000	0.000	0.000	0.639	0.750			
Entering Leg	0	0	0	0	0	0	5	0	0	1	1	7	0	23	0	0	0	23	30			
Exiting Leg							28							2							0	30
<b>Total</b>							28							9							23	60

PDI File #: **175839 A**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Pedestrians**

	Park Drive						Peterborough Street						Park Drive						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	2	5	7	0	0	0	32	23	55	0	0	0	0	0	0	62
4:15 PM	0	0	0	3	4	7	0	0	0	17	28	45	0	0	0	1	0	1	53
4:30 PM	0	0	0	3	5	8	0	0	0	32	23	55	0	0	0	0	1	1	64
4:45 PM	0	0	0	8	2	10	0	0	0	20	64	84	0	0	0	0	1	1	95
<b>Total</b>	0	0	0	16	16	32	0	0	0	101	138	239	0	0	0	1	2	3	274
5:00 PM	0	0	0	1	1	2	0	0	0	23	57	80	0	0	0	1	0	1	83
5:15 PM	0	0	0	0	2	2	0	0	0	28	45	73	0	0	0	1	0	1	76
5:30 PM	0	0	0	4	5	9	0	0	0	45	44	89	0	0	0	0	0	0	98
5:45 PM	0	0	0	5	4	9	0	0	0	32	50	82	0	0	0	1	0	1	92
<b>Total</b>	0	0	0	10	12	22	0	0	0	128	196	324	0	0	0	3	0	3	349
<b>Grand Total</b>	0	0	0	26	28	54	0	0	0	229	334	563	0	0	0	4	2	6	623
Approach %	0.0	0.0	0.0	48.1	51.9		0.0	0.0	0.0	40.7	59.3		0.0	0.0	0.0	66.7	33.3		
Total %	0.0	0.0	0.0	4.2	4.5	8.7	0.0	0.0	0.0	36.8	53.6	90.4	0.0	0.0	0.0	0.6	0.3	1.0	
Exiting Leg Total	54						563						6						623

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

	Park Drive						Peterborough Street						Park Drive						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:45 PM	0	0	0	8	2	10	0	0	0	20	64	84	0	0	0	0	1	1	95
5:00 PM	0	0	0	1	1	2	0	0	0	23	57	80	0	0	0	1	0	1	83
5:15 PM	0	0	0	0	2	2	0	0	0	28	45	73	0	0	0	1	0	1	76
5:30 PM	0	0	0	4	5	9	0	0	0	45	44	89	0	0	0	0	0	0	98
<b>Total Volume</b>	0	0	0	13	10	23	0	0	0	116	210	326	0	0	0	2	1	3	352
% Approach Total	0.0	0.0	0.0	56.5	43.5		0.0	0.0	0.0	35.6	64.4		0.0	0.0	0.0	66.7	33.3		
PHF	0.000	0.000	0.000	0.406	0.500	0.575	0.000	0.000	0.000	0.644	0.820	0.916	0.000	0.000	0.000	0.500	0.250	0.750	0.898
Entering Leg	0	0	0	13	10	23	0	0	0	116	210	326	0	0	0	2	1	3	352
Exiting Leg	23						326						3						352
<b>Total</b>	46						652						6						704

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Park Drive				Queensberry Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	24	166	0	190	190
7:15 AM	0	0	0	0	0	0	0	0	22	189	0	211	211
7:30 AM	0	0	0	0	0	0	0	0	32	205	0	237	237
7:45 AM	0	0	0	0	0	0	0	0	32	215	0	247	247
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>775</b>	<b>0</b>	<b>885</b>	<b>885</b>
8:00 AM	0	0	0	0	0	0	0	0	32	196	0	228	228
8:15 AM	0	0	0	0	0	0	0	0	23	184	0	207	207
8:30 AM	0	0	0	0	0	0	0	0	29	184	0	213	213
8:45 AM	0	0	0	0	0	0	0	0	33	221	0	254	254
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>785</b>	<b>0</b>	<b>902</b>	<b>902</b>
Grand Total	0	0	0	0	0	0	0	0	227	1560	0	1787	1787
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		12.7	87.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.7	87.3	0.0	100.0	
Exiting Leg Total	1560				227				0				1787
Cars	0	0	0	0	0	0	0	0	218	1525	0	1743	1743
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	97.8	0.0	97.5	97.5
Exiting Leg Total	1525				218				0				1743
Heavy Vehicles	0	0	0	0	0	0	0	0	9	35	0	44	44
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.2	0.0	2.5	2.5
Exiting Leg Total	35				9				0				44

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

	Park Drive				Queensberry Street				Park Drive				Total
	North				East				South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	0	22	189	0	211	211
7:30 AM	0	0	0	0	0	0	0	0	32	205	0	237	237
7:45 AM	0	0	0	0	0	0	0	0	32	215	0	247	247
8:00 AM	0	0	0	0	0	0	0	0	32	196	0	228	228
Total Volume	0	0	0	0	0	0	0	0	118	805	0	923	923
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		12.8	87.2	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.922	0.936	0.000	0.934	0.934
Cars	0	0	0	0	0	0	0	0	113	790	0	903	903
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.8	98.1	0.0	97.8	97.8
Heavy Vehicles	0	0	0	0	0	0	0	0	5	15	0	20	20
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	1.9	0.0	2.2	2.2
Cars Enter Leg	0	0	0	0	0	0	0	0	113	790	0	903	903
Heavy Enter Leg	0	0	0	0	0	0	0	0	5	15	0	20	20
Total Entering Leg	0	0	0	0	0	0	0	0	118	805	0	923	923
Cars Exiting Leg	790				113				0				903
Heavy Exiting Leg	15				5				0				20
Total Exiting Leg	805				118				0				923

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars**

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	23	161	0	184	184
7:15 AM	0	0	0	0	0	0	0	0	0	22	183	0	205	205
7:30 AM	0	0	0	0	0	0	0	0	0	30	202	0	232	232
7:45 AM	0	0	0	0	0	0	0	0	0	32	212	0	244	244
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>758</b>	<b>0</b>	<b>865</b>	<b>865</b>
8:00 AM	0	0	0	0	0	0	0	0	0	29	193	0	222	222
8:15 AM	0	0	0	0	0	0	0	0	0	23	177	0	200	200
8:30 AM	0	0	0	0	0	0	0	0	0	28	180	0	208	208
8:45 AM	0	0	0	0	0	0	0	0	0	31	217	0	248	248
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>767</b>	<b>0</b>	<b>878</b>	<b>878</b>
Grand Total	0	0	0	0	0	0	0	0	0	218	1525	0	1743	1743
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			12.5	87.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	87.5	0.0	100.0	
Exiting Leg Total	1525				218				0				1743	

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

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:15 AM	0	0	0	0	0	0	0	0	0	22	183	0	205	205
7:30 AM	0	0	0	0	0	0	0	0	0	30	202	0	232	232
7:45 AM	0	0	0	0	0	0	0	0	0	32	212	0	244	244
8:00 AM	0	0	0	0	0	0	0	0	0	29	193	0	222	222
Total Volume	0	0	0	0	0	0	0	0	0	113	790	0	903	903
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			12.5	87.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.883	0.932	0.000	0.925	0.925
Entering Leg	0	0	0	0	0	0	0	0	0	113	790	0	903	903
Exiting Leg	790				113				0				903	
Total	790				113				903				1806	

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	1	5	0	6	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	6	6
7:30 AM	0	0	0	0	0	0	0	0	0	2	3	0	5	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>20</b>	<b>20</b>
8:00 AM	0	0	0	0	0	0	0	0	0	3	3	0	6	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	7	7
8:30 AM	0	0	0	0	0	0	0	0	0	1	4	0	5	5
8:45 AM	0	0	0	0	0	0	0	0	0	2	4	0	6	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>24</b>	<b>24</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>35</b>	<b>0</b>	<b>44</b>	<b>44</b>
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			20.5	79.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5	79.5	0.0	100.0	
Exiting Leg Total	35				9				0				44	
Large Trucks	0	0	0	0	0	0	0	0	0	4	24	0	28	28
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	68.6	0.0	63.6	63.6
Exiting Leg Total	24				4				0				28	
Buses	0	0	0	0	0	0	0	0	0	5	11	0	16	16
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.6	31.4	0.0	36.4	36.4
Exiting Leg Total	11				5				0				16	

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

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
8:00 AM	0	0	0	0	0	0	0	0	0	3	3	0	6	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	7	7
8:30 AM	0	0	0	0	0	0	0	0	0	1	4	0	5	5
8:45 AM	0	0	0	0	0	0	0	0	0	2	4	0	6	6
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>24</b>	<b>24</b>
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			25.0	75.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.643	0.000	0.857	0.857
Large Trucks	0	0	0	0	0	0	0	0	0	3	11	0	14	14
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	61.1	0.0	58.3	58.3
Buses	0	0	0	0	0	0	0	0	0	3	7	0	10	10
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	38.9	0.0	41.7	41.7
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	3	11	0	14	14
Bus Enter Leg	0	0	0	0	0	0	0	0	0	3	7	0	10	10
Total Entering Leg	0				0				0				24	
Trucks Exiting Leg	11				3				0				14	
Buses Exiting Leg	7				3				0				10	
Total Exiting Leg	18				6				0				24	



PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Large Trucks**

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	1	4	0	5	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>14</b>	<b>14</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	4
8:30 AM	0	0	0	0	0	0	0	0	0	1	3	0	4	4
8:45 AM	0	0	0	0	0	0	0	0	0	2	3	0	5	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>14</b>
Grand Total	0	0	0	0	0	0	0	0	0	4	24	0	28	28
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			14.3	85.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	85.7	0.0	100.0	
Exiting Leg Total	24				4				0				28	

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

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	1	4	0	5	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	13	0	14	14
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			7.1	92.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.650	0.000	0.700	0.700
Entering Leg	0	0	0	0	0	0	0	0	0	1	13	0	14	14
Exiting Leg	13				1				0				14	
Total	13				1				14				28	

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Buses**

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>6</b>
8:00 AM	0	0	0	0	0	0	0	0	0	3	2	0	5	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>10</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>16</b>	<b>16</b>
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			31.3	68.8	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.3	68.8	0.0	100.0	
Exiting Leg Total					11				5				0	16

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

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	3	2	0	5	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>12</b>
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			41.7	58.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.583	0.000	0.600	0.600
Entering Leg	0				0				5				12	12
Exiting Leg	7				5				0				12	12
<b>Total</b>	<b>7</b>				<b>5</b>				<b>12</b>				<b>24</b>	

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Park Drive						Queensberry Street						Park Drive						Total			
	North						East						South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2				
7:30 AM	0	0	0	0	2	2	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	1	3	0	0	0	4				
<b>Total</b>	0	0	0	0	2	2	0	0	0	0	0	0	1	6	0	0	0	7				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1				
8:15 AM	0	0	0	0	1	1	0	0	0	0	1	1	0	1	0	0	0	1				
8:30 AM	0	0	0	0	2	2	0	0	0	0	1	1	0	3	0	0	0	3				
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1				
<b>Total</b>	0	0	0	0	3	3	0	0	0	1	2	3	0	6	0	0	0	6				
<b>Grand Total</b>	0	0	0	0	5	5	0	0	0	1	2	3	1	12	0	0	0	13				
Approach %	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	33.3	66.7		7.7	92.3	0.0	0.0	0.0					
Total %	0.0	0.0	0.0	0.0	23.8	23.8	0.0	0.0	0.0	4.8	9.5	14.3	4.8	57.1	0.0	0.0	0.0	61.9				
Exiting Leg Total							17							4							0	21

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

	Park Drive						Queensberry Street						Park Drive						Total			
	North						East						South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1				
8:15 AM	0	0	0	0	1	1	0	0	0	0	1	1	0	1	0	0	0	1				
8:30 AM	0	0	0	0	2	2	0	0	0	0	1	1	0	3	0	0	0	3				
<b>Total Volume</b>	0	0	0	0	3	3	0	0	0	0	2	2	1	8	0	0	0	9				
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	100.0		11.1	88.9	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.000	0.500	0.500	0.250	0.667	0.000	0.000	0.000	0.563				
Entering Leg	0	0	0	0	3	3	0	0	0	0	2	2	1	8	0	0	0	9				
Exiting Leg							11							3							0	14
<b>Total</b>							14							5							9	28

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Pedestrians**

	Park Drive						Queensberry Street						Park Drive						Total	
	North						East						South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
7:00 AM	0	0	0	0	4	4	0	0	0	3	7	10	0	0	0	0	0	0	0	14
7:15 AM	0	0	0	0	3	3	0	0	0	7	6	13	0	0	0	0	0	0	0	16
7:30 AM	0	0	0	3	6	9	0	0	0	32	23	55	0	0	0	0	0	0	64	
7:45 AM	0	0	0	0	8	8	0	0	0	21	18	39	0	0	0	0	0	0	47	
<b>Total</b>	0	0	0	3	21	24	0	0	0	63	54	117	0	0	0	0	0	0	141	
8:00 AM	0	0	0	0	5	5	0	0	0	11	15	26	0	0	0	1	1	2	33	
8:15 AM	0	0	0	1	6	7	0	0	0	20	14	34	0	0	0	0	0	0	41	
8:30 AM	0	0	0	1	8	9	0	0	0	25	23	48	0	0	0	0	0	0	57	
8:45 AM	0	0	0	2	10	12	0	0	0	14	16	30	0	0	0	1	0	1	43	
<b>Total</b>	0	0	0	4	29	33	0	0	0	70	68	138	0	0	0	2	1	3	174	
<b>Grand Total</b>	0	0	0	7	50	57	0	0	0	133	122	255	0	0	0	2	1	3	315	
Approach %	0.0	0.0	0.0	12.3	87.7		0.0	0.0	0.0	52.2	47.8		0.0	0.0	0.0	66.7	33.3			
Total %	0.0	0.0	0.0	2.2	15.9	18.1	0.0	0.0	0.0	42.2	38.7	81.0	0.0	0.0	0.0	0.6	0.3	1.0		
Exiting Leg Total	57						255						3						315	

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

	Park Drive						Queensberry Street						Park Drive						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:30 AM	0	0	0	3	6	9	0	0	0	32	23	55	0	0	0	0	0	0	64
7:45 AM	0	0	0	0	8	8	0	0	0	21	18	39	0	0	0	0	0	0	47
8:00 AM	0	0	0	0	5	5	0	0	0	11	15	26	0	0	0	1	1	2	33
8:15 AM	0	0	0	1	6	7	0	0	0	20	14	34	0	0	0	0	0	0	41
<b>Total Volume</b>	0	0	0	4	25	29	0	0	0	84	70	154	0	0	0	1	1	2	185
% Approach Total	0.0	0.0	0.0	13.8	86.2		0.0	0.0	0.0	54.5	45.5		0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.333	0.781	0.806	0.000	0.000	0.000	0.656	0.761	0.700	0.000	0.000	0.000	0.250	0.250	0.250	0.723
Entering Leg	0	0	0	4	25	29	0	0	0	84	70	154	0	0	0	1	1	2	185
Exiting Leg	29						154						2						185
<b>Total</b>	58						308						4						370

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	24	214	0	238	238
4:15 PM	0	0	0	0	0	0	0	0	0	24	196	0	220	220
4:30 PM	0	0	0	0	0	0	0	0	0	25	237	0	262	262
4:45 PM	0	0	0	0	0	0	0	0	0	25	240	0	265	265
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>887</b>	<b>0</b>	<b>985</b>	<b>985</b>
5:00 PM	0	0	0	0	0	0	0	0	0	26	211	0	237	237
5:15 PM	0	0	0	0	0	0	0	0	0	40	271	0	311	311
5:30 PM	0	0	0	0	0	0	0	0	0	32	233	0	265	265
5:45 PM	0	0	0	0	0	0	0	0	0	30	223	0	253	253
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>938</b>	<b>0</b>	<b>1066</b>	<b>1066</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>	<b>1825</b>	<b>0</b>	<b>2051</b>	<b>2051</b>
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			11.0	89.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	89.0	0.0	100.0	
Exiting Leg Total	1825				226				0				2051	
Cars	0	0	0	0	0	0	0	0	0	221	1779	0	2000	2000
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.8	97.5	0.0	97.5	97.5
Exiting Leg Total	1779				221				0				2000	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	5	46	0	51	51
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.5	0.0	2.5	2.5
Exiting Leg Total	46				5				0				51	

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

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:45 PM	0	0	0	0	0	0	0	0	0	25	240	0	265	265
5:00 PM	0	0	0	0	0	0	0	0	0	26	211	0	237	237
5:15 PM	0	0	0	0	0	0	0	0	0	40	271	0	311	311
5:30 PM	0	0	0	0	0	0	0	0	0	32	233	0	265	265
Total Volume	0	0	0	0	0	0	0	0	0	123	955	0	1078	1078
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			11.4	88.6	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.769	0.881	0.000	0.867	0.867
Cars	0	0	0	0	0	0	0	0	0	121	933	0	1054	1054
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	97.7	0.0	97.8	97.8
Heavy Vehicles	0	0	0	0	0	0	0	0	0	2	22	0	24	24
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	2.3	0.0	2.2	2.2
Cars Enter Leg	0	0	0	0	0	0	0	0	0	121	933	0	1054	1054
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	2	22	0	24	24
Total Entering Leg	0	0	0	0	0	0	0	0	0	123	955	0	1078	1078
Cars Exiting Leg	933				121				0				1054	
Heavy Exiting Leg	22				2				0				24	
Total Exiting Leg	955				123				0				1078	

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars**

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	22	209	0	231	231
4:15 PM	0	0	0	0	0	0	0	0	0	24	189	0	213	213
4:30 PM	0	0	0	0	0	0	0	0	0	25	230	0	255	255
4:45 PM	0	0	0	0	0	0	0	0	0	24	233	0	257	257
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>861</b>	<b>0</b>	<b>956</b>	<b>956</b>
5:00 PM	0	0	0	0	0	0	0	0	0	26	205	0	231	231
5:15 PM	0	0	0	0	0	0	0	0	0	40	266	0	306	306
5:30 PM	0	0	0	0	0	0	0	0	0	31	229	0	260	260
5:45 PM	0	0	0	0	0	0	0	0	0	29	218	0	247	247
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>918</b>	<b>0</b>	<b>1044</b>	<b>1044</b>
Grand Total	0	0	0	0	0	0	0	0	0	221	1779	0	2000	2000
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			11.1	89.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	89.0	0.0	100.0	
Exiting Leg Total	1779				221				0				2000	

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

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:45 PM	0	0	0	0	0	0	0	0	0	24	233	0	257	257
5:00 PM	0	0	0	0	0	0	0	0	0	26	205	0	231	231
5:15 PM	0	0	0	0	0	0	0	0	0	40	266	0	306	306
5:30 PM	0	0	0	0	0	0	0	0	0	31	229	0	260	260
Total Volume	0	0	0	0	0	0	0	0	0	121	933	0	1054	1054
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			11.5	88.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.756	0.877	0.000	0.861	0.861
Entering Leg	0	0	0	0	0	0	0	0	0	121	933	0	1054	1054
Exiting Leg	933				121				0				1054	
Total	933				121				1054				2108	



PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	2	5	0	7	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	7	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	7	7
4:45 PM	0	0	0	0	0	0	0	0	0	1	7	0	8	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>0</b>	<b>29</b>	<b>29</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	5
5:30 PM	0	0	0	0	0	0	0	0	0	1	4	0	5	5
5:45 PM	0	0	0	0	0	0	0	0	0	1	5	0	6	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>22</b>	<b>22</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>46</b>	<b>0</b>	<b>51</b>	<b>51</b>
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			9.8	90.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	90.2	0.0	100.0	
Exiting Leg Total	46				5				0				51	
Large Trucks	0	0	0	0	0	0	0	0	0	3	8	0	11	11
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	17.4	0.0	21.6	21.6
Exiting Leg Total	8				3				0				11	
Buses	0	0	0	0	0	0	0	0	0	2	38	0	40	40
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	82.6	0.0	78.4	78.4
Exiting Leg Total	38				2				0				40	

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

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	2	5	0	7	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	7	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	7	7
4:45 PM	0	0	0	0	0	0	0	0	0	1	7	0	8	8
Total Volume	0	0	0	0	0	0	0	0	0	3	26	0	29	29
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			10.3	89.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.929	0.000	0.906	0.906
Large Trucks	0	0	0	0	0	0	0	0	0	2	5	0	7	7
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	19.2	0.0	24.1	24.1
Buses	0	0	0	0	0	0	0	0	0	1	21	0	22	22
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	80.8	0.0	75.9	75.9
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	2	5	0	7	7
Bus Enter Leg	0	0	0	0	0	0	0	0	0	1	21	0	22	22
Total Entering Leg	0	0	0	0	0	0	0	0	0	3	26	0	29	29
Trucks Exiting Leg	5				2				0				7	
Buses Exiting Leg	21				1				0				22	
Total Exiting Leg	26				3				0				29	

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Large Trucks**

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>7</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>4</b>
Grand Total	0	0	0	0	0	0	0	0	0	3	8	0	11	11
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			27.3	72.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	72.7	0.0	100.0	
Exiting Leg Total	8				3				0				11	

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

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	2	5	0	7	7
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			28.6	71.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.417	0.000	0.583	0.583
Entering Leg	0				0				2				7	
Exiting Leg	5				2				0				7	
<b>Total</b>	<b>5</b>				<b>2</b>				<b>7</b>				<b>14</b>	

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

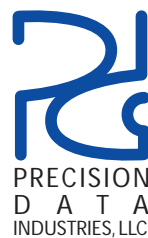
**Buses**

	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	5	0	6	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	7	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>22</b>	<b>22</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4	4
5:45 PM	0	0	0	0	0	0	0	0	0	1	5	0	6	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>18</b>	<b>18</b>
Grand Total	0	0	0	0	0	0	0	0	0	2	38	0	40	40
Approach %	0.0	0.0	0.0		0.0	0.0	0.0			5.0	95.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	95.0	0.0	100.0	
Exiting Leg Total	38				2				0				40	

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

4:00 PM	Park Drive				Queensberry Street				Park Drive				Total	
	North				East				South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	5	0	6	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	7	7
Total Volume	0	0	0	0	0	0	0	0	0	1	21	0	22	22
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0			4.5	95.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.786	0.786
Entering Leg	0	0	0	0	0	0	0	0	0	1	21	0	22	22
Exiting Leg													22	
Total	21				1				22				44	

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Park Drive						Queensberry Street						Park Drive						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	9	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	7	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	4	19	0	0	0	23	23
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	6	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	5	0	0	0	6	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	4	0	0	0	6	7
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	10	0	0	0	12	13
<b>Total</b>	0	0	0	0	0	0	0	0	0	1	2	3	6	24	0	0	0	30	33
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	1	2	3	10	43	0	0	0	53	56
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	33.3	66.7		18.9	81.1	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	1.8	3.6	5.4	17.9	76.8	0.0	0.0	0.0	94.6	
Exiting Leg Total	43						13						0						56

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

	Park Drive						Queensberry Street						Park Drive						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	6	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	5	0	0	0	6	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	4	0	0	0	6	7
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	10	0	0	0	12	13
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	1	2	3	6	24	0	0	0	30	33
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	33.3	66.7		20.0	80.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.750	0.600	0.000	0.000	0.000	0.625	0.635
Entering Leg	0	0	0	0	0	0	0	0	0	1	2	3	6	24	0	0	0	30	33
Exiting Leg	24						9						0						33
<b>Total</b>	24						12						30						66

PDI File #: **175839 B**  
 Location: **N: Park Drive S: Park Drive**  
 Location: **E: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Pedestrians**

	Park Drive						Queensberry Street						Park Drive						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	1	1	2	0	0	0	40	25	65	0	0	0	0	0	0	67
4:15 PM	0	0	0	7	1	8	0	0	0	18	29	47	0	0	0	0	0	0	55
4:30 PM	0	0	0	6	2	8	0	0	0	32	33	65	0	0	0	0	0	0	73
4:45 PM	0	0	0	9	1	10	0	0	0	21	58	79	0	0	0	0	1	1	90
<b>Total</b>	0	0	0	23	5	28	0	0	0	111	145	256	0	0	0	0	1	1	285
5:00 PM	0	0	0	3	4	7	0	0	0	25	58	83	0	0	0	0	0	0	90
5:15 PM	0	0	0	9	4	13	0	0	0	30	54	84	0	0	0	0	0	0	97
5:30 PM	0	0	0	5	4	9	0	0	0	46	38	84	0	0	0	0	0	0	93
5:45 PM	0	0	0	3	6	9	0	0	0	26	53	79	0	0	0	0	0	0	88
<b>Total</b>	0	0	0	20	18	38	0	0	0	127	203	330	0	0	0	0	0	0	368
Grand Total	0	0	0	43	23	66	0	0	0	238	348	586	0	0	0	0	1	1	653
Approach %	0.0	0.0	0.0	65.2	34.8		0.0	0.0	0.0	40.6	59.4		0.0	0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	6.6	3.5	10.1	0.0	0.0	0.0	36.4	53.3	89.7	0.0	0.0	0.0	0.0	0.2	0.2	
Exiting Leg Total	66						586						1						653

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

	Park Drive						Queensberry Street						Park Drive						Total
	North						East						South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:45 PM	0	0	0	9	1	10	0	0	0	21	58	79	0	0	0	0	1	1	90
5:00 PM	0	0	0	3	4	7	0	0	0	25	58	83	0	0	0	0	0	0	90
5:15 PM	0	0	0	9	4	13	0	0	0	30	54	84	0	0	0	0	0	0	97
5:30 PM	0	0	0	5	4	9	0	0	0	46	38	84	0	0	0	0	0	0	93
Total Volume	0	0	0	26	13	39	0	0	0	122	208	330	0	0	0	0	1	1	370
% Approach Total	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	37.0	63.0		0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.722	0.813	0.750	0.000	0.000	0.000	0.663	0.897	0.982	0.000	0.000	0.000	0.000	0.250	0.250	0.954
Entering Leg	0	0	0	26	13	39	0	0	0	122	208	330	0	0	0	0	1	1	370
Exiting Leg	39						330						1						370
Total	78						660						2						740

PDI File #: **175839 D**  
 Location: **N: Yawkey Way S: Jersey Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	1	1	13	193	12	0	218	18	5	0	0	23	8	218	10	0	236	478
7:15 AM	0	0	0	0	0	13	198	9	0	220	19	2	3	0	24	12	228	12	0	252	496
7:30 AM	0	0	0	0	0	10	209	11	0	230	30	9	3	0	42	8	288	7	0	303	575
7:45 AM	0	0	0	0	0	25	198	8	0	231	24	11	2	0	37	10	283	8	0	301	569
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>798</b>	<b>40</b>	<b>0</b>	<b>899</b>	<b>91</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>126</b>	<b>38</b>	<b>1017</b>	<b>37</b>	<b>0</b>	<b>1092</b>	<b>2118</b>
8:00 AM	0	0	0	0	0	17	183	11	0	211	32	5	1	0	38	6	235	16	0	257	506
8:15 AM	0	0	0	0	0	7	161	9	0	177	17	6	1	0	24	11	254	10	0	275	476
8:30 AM	0	0	0	0	0	13	191	13	1	218	21	5	2	0	28	11	268	8	0	287	533
8:45 AM	0	0	0	0	0	10	192	10	0	212	16	2	0	0	18	18	234	8	0	260	490
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>727</b>	<b>43</b>	<b>1</b>	<b>818</b>	<b>86</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>108</b>	<b>46</b>	<b>991</b>	<b>42</b>	<b>0</b>	<b>1079</b>	<b>2005</b>
Grand Total	0	0	0	1	1	108	1525	83	1	1717	177	45	12	0	234	84	2008	79	0	2171	4123
Approach %	0.0	0.0	0.0	100.0		6.3	88.8	4.8	0.1		75.6	19.2	5.1	0.0		3.9	92.5	3.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.6	37.0	2.0	0.0	41.6	4.3	1.1	0.3	0.0	5.7	2.0	48.7	1.9	0.0	52.7	
Exiting Leg Total	233					2186					167					1537					4123
Cars	0	0	0	1	1	84	1482	76	1	1643	163	42	12	0	217	78	1956	66	0	2100	3961
% Cars	0.0	0.0	0.0	100.0	100.0	77.8	97.2	91.6	100.0	95.7	92.1	93.3	100.0	0.0	92.7	92.9	97.4	83.5	0.0	96.7	96.1
Exiting Leg Total	193					2120					154					1494					3961
Heavy Vehicles	0	0	0	0	0	24	43	7	0	74	14	3	0	0	17	6	52	13	0	71	162
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	22.2	2.8	8.4	0.0	4.3	7.9	6.7	0.0	0.0	7.3	7.1	2.6	16.5	0.0	3.3	3.9
Exiting Leg Total	40					66					13					43					162

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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	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	0	0	0	0	13	198	9	0	220	19	2	3	0	24	12	228	12	0	252	496
7:30 AM	0	0	0	0	0	10	209	11	0	230	30	9	3	0	42	8	288	7	0	303	575
7:45 AM	0	0	0	0	0	25	198	8	0	231	24	11	2	0	37	10	283	8	0	301	569
8:00 AM	0	0	0	0	0	17	183	11	0	211	32	5	1	0	38	6	235	16	0	257	506
Total Volume	0	0	0	0	0	65	788	39	0	892	105	27	9	0	141	36	1034	43	0	1113	2146
% Approach Total	0.0	0.0	0.0	0.0	0.0	7.3	88.3	4.4	0.0		74.5	19.1	6.4	0.0		3.2	92.9	3.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.650	0.943	0.886	0.000	0.965	0.820	0.614	0.750	0.000	0.839	0.750	0.898	0.672	0.000	0.918	0.933
Cars	0	0	0	0	0	53	767	34	0	854	96	26	9	0	131	34	1010	36	0	1080	2065
Cars %	0.0	0.0	0.0	0.0	0.0	81.5	97.3	87.2	0.0	95.7	91.4	96.3	100.0	0.0	92.9	94.4	97.7	83.7	0.0	97.0	96.2
Heavy Vehicles	0	0	0	0	0	12	21	5	0	38	9	1	0	0	10	2	24	7	0	33	81
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	18.5	2.7	12.8	0.0	4.3	8.6	3.7	0.0	0.0	7.1	5.6	2.3	16.3	0.0	3.0	3.8
Cars Enter Leg	0	0	0	0	0	53	767	34	0	854	96	26	9	0	131	34	1010	36	0	1080	2065
Heavy Enter Leg	0	0	0	0	0	12	21	5	0	38	9	1	0	0	10	2	24	7	0	33	81
Total Entering Leg	0	0	0	0	0	65	788	39	0	892	105	27	9	0	141	36	1034	43	0	1113	2146
Cars Exiting Leg	115					1106					68					776					2065
Heavy Exiting Leg	20					33					7					21					81
Total Exiting Leg	135					1139					75					797					2146



PDI File #: **175839 D**  
 Location: **N: Yawkey Way S: Jersey Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars**

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	1	1	10	186	12	0	208	17	5	0	0	22	7	209	9	0	225	456					
7:15 AM	0	0	0	0	0	9	193	8	0	210	18	2	3	0	23	10	221	10	0	241	474					
7:30 AM	0	0	0	0	0	8	206	11	0	225	29	8	3	0	40	8	280	5	0	293	558					
7:45 AM	0	0	0	0	0	22	194	6	0	222	21	11	2	0	34	10	279	7	0	296	552					
Total	0	0	0	1	1	49	779	37	0	865	85	26	8	0	119	35	989	31	0	1055	2040					
8:00 AM	0	0	0	0	0	14	174	9	0	197	28	5	1	0	34	6	230	14	0	250	481					
8:15 AM	0	0	0	0	0	5	157	8	0	170	16	6	1	0	23	10	249	7	0	266	459					
8:30 AM	0	0	0	0	0	10	187	12	1	210	18	3	2	0	23	10	263	7	0	280	513					
8:45 AM	0	0	0	0	0	6	185	10	0	201	16	2	0	0	18	17	225	7	0	249	468					
Total	0	0	0	0	0	35	703	39	1	778	78	16	4	0	98	43	967	35	0	1045	1921					
Grand Total	0	0	0	1	1	84	1482	76	1	1643	163	42	12	0	217	78	1956	66	0	2100	3961					
Approach %	0.0	0.0	0.0	100.0		5.1	90.2	4.6	0.1		75.1	19.4	5.5	0.0		3.7	93.1	3.1	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	2.1	37.4	1.9	0.0	41.5	4.1	1.1	0.3	0.0	5.5	2.0	49.4	1.7	0.0	53.0						
Exiting Leg Total						193					2120					154					1494					3961

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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total					
	North					East					South					West										
	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	0	0	0	0	9	193	8	0	210	18	2	3	0	23	10	221	10	0	241	474					
7:30 AM	0	0	0	0	0	8	206	11	0	225	29	8	3	0	40	8	280	5	0	293	558					
7:45 AM	0	0	0	0	0	22	194	6	0	222	21	11	2	0	34	10	279	7	0	296	552					
8:00 AM	0	0	0	0	0	14	174	9	0	197	28	5	1	0	34	6	230	14	0	250	481					
Total Volume	0	0	0	0	0	53	767	34	0	854	96	26	9	0	131	34	1010	36	0	1080	2065					
% Approach Total	0.0	0.0	0.0	0.0		6.2	89.8	4.0	0.0		73.3	19.8	6.9	0.0		3.1	93.5	3.3	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.602	0.931	0.773	0.000	0.949	0.828	0.591	0.750	0.000	0.819	0.850	0.902	0.643	0.000	0.912	0.925					
Entering Leg	0	0	0	0	0	53	767	34	0	854	96	26	9	0	131	34	1010	36	0	1080	2065					
Exiting Leg						115					1106					68					776					
Total						115					1960					199					1856					4130

PDI File #: **175839 D**  
 Location: **N: Yawkey Way S: Jersey Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	3	7	0	0	10	1	0	0	0	1	1	9	1	0	11	22
7:15 AM	0	0	0	0	0	4	5	1	0	10	1	0	0	0	1	2	7	2	0	11	22
7:30 AM	0	0	0	0	0	2	3	0	0	5	1	1	0	0	2	0	8	2	0	10	17
7:45 AM	0	0	0	0	0	3	4	2	0	9	3	0	0	0	3	0	4	1	0	5	17
<b>Total</b>	0	0	0	0	0	12	19	3	0	34	6	1	0	0	7	3	28	6	0	37	78
8:00 AM	0	0	0	0	0	3	9	2	0	14	4	0	0	0	4	0	5	2	0	7	25
8:15 AM	0	0	0	0	0	2	4	1	0	7	1	0	0	0	1	1	5	3	0	9	17
8:30 AM	0	0	0	0	0	3	4	1	0	8	3	2	0	0	5	1	5	1	0	7	20
8:45 AM	0	0	0	0	0	4	7	0	0	11	0	0	0	0	0	1	9	1	0	11	22
<b>Total</b>	0	0	0	0	0	12	24	4	0	40	8	2	0	0	10	3	24	7	0	34	84
Grand Total	0	0	0	0	0	24	43	7	0	74	14	3	0	0	17	6	52	13	0	71	162
Approach %	0.0	0.0	0.0	0.0		32.4	58.1	9.5	0.0		82.4	17.6	0.0	0.0		8.5	73.2	18.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	14.8	26.5	4.3	0.0	45.7	8.6	1.9	0.0	0.0	10.5	3.7	32.1	8.0	0.0	43.8	
Exiting Leg Total	40					66					13					43					162
Large Trucks	0	0	0	0	0	3	24	4	0	31	4	3	0	0	7	5	27	6	0	38	76
% Large Trucks	0.0	0.0	0.0	0.0	0.0	12.5	55.8	57.1	0.0	41.9	28.6	100.0	0.0	0.0	41.2	83.3	51.9	46.2	0.0	53.5	46.9
Exiting Leg Total	12					31					9					24					76
Buses	0	0	0	0	0	21	19	3	0	43	10	0	0	0	10	1	25	7	0	33	86
% Buses	0.0	0.0	0.0	0.0	0.0	87.5	44.2	42.9	0.0	58.1	71.4	0.0	0.0	0.0	58.8	16.7	48.1	53.8	0.0	46.5	53.1
Exiting Leg Total	28					35					4					19					86

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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	3	9	2	0	14	4	0	0	0	4	0	5	2	0	7	25
8:15 AM	0	0	0	0	0	2	4	1	0	7	1	0	0	0	1	1	5	3	0	9	17
8:30 AM	0	0	0	0	0	3	4	1	0	8	3	2	0	0	5	1	5	1	0	7	20
8:45 AM	0	0	0	0	0	4	7	0	0	11	0	0	0	0	0	1	9	1	0	11	22
Total Volume	0	0	0	0	0	12	24	4	0	40	8	2	0	0	10	3	24	7	0	34	84
% Approach Total	0.0	0.0	0.0	0.0	0.0	30.0	60.0	10.0	0.0		80.0	20.0	0.0	0.0		8.8	70.6	20.6	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.667	0.500	0.000	0.714	0.500	0.250	0.000	0.000	0.500	0.750	0.667	0.583	0.000	0.773	0.840
Large Trucks	0	0	0	0	0	1	15	1	0	17	3	2	0	0	5	3	14	4	0	21	43
Large Trucks %	0.0	0.0	0.0	0.0	0.0	8.3	62.5	25.0	0.0	42.5	37.5	100.0	0.0	0.0	50.0	100.0	58.3	57.1	0.0	61.8	51.2
Buses	0	0	0	0	0	11	9	3	0	23	5	0	0	0	5	0	10	3	0	13	41
Buses %	0.0	0.0	0.0	0.0	0.0	91.7	37.5	75.0	0.0	57.5	62.5	0.0	0.0	0.0	50.0	0.0	41.7	42.9	0.0	38.2	48.8
Trucks Enter Leg	0	0	0	0	0	1	15	1	0	17	3	2	0	0	5	3	14	4	0	21	43
Bus Enter Leg	0	0	0	0	0	11	9	3	0	23	5	0	0	0	5	0	10	3	0	13	41
Total Entering Leg	0	0	0	0	0	12	24	4	0	40	8	2	0	0	10	3	24	7	0	34	84
Trucks Exiting Leg	7					17					4					15					43
Buses Exiting Leg	14					15					3					9					41
Total Exiting Leg	21					32					7					24					84

PDI File #: **175839 D**  
 Location: **N: Yawkey Way S: Jersey Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Large Trucks**



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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	3	0	0	3	10
7:15 AM	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	2	5	1	0	8	12
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	5
7:45 AM	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	0	2	0	0	2	6
<b>Total</b>	0	0	0	0	0	2	9	3	0	14	1	1	0	0	2	2	13	2	0	17	33
8:00 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	3	1	0	4	11
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	2	0	4	6
8:30 AM	0	0	0	0	0	0	2	1	0	3	2	2	0	0	4	1	3	1	0	5	12
8:45 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	1	7	0	0	8	14
<b>Total</b>	0	0	0	0	0	1	15	1	0	17	3	2	0	0	5	3	14	4	0	21	43
<b>Grand Total</b>	0	0	0	0	0	3	24	4	0	31	4	3	0	0	7	5	27	6	0	38	76
Approach %	0.0	0.0	0.0	0.0		9.7	77.4	12.9	0.0		57.1	42.9	0.0	0.0		13.2	71.1	15.8	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.9	31.6	5.3	0.0	40.8	5.3	3.9	0.0	0.0	9.2	6.6	35.5	7.9	0.0	50.0	
Exiting Leg Total	12					31					9					24					76

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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	3	1	0	4	11
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	2	0	4	6
8:30 AM	0	0	0	0	0	0	2	1	0	3	2	2	0	0	4	1	3	1	0	5	12
8:45 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	1	7	0	0	8	14
<b>Total Volume</b>	0	0	0	0	0	1	15	1	0	17	3	2	0	0	5	3	14	4	0	21	43
% Approach Total	0.0	0.0	0.0	0.0		5.9	88.2	5.9	0.0		60.0	40.0	0.0	0.0		14.3	66.7	19.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.250	0.000	0.708	0.375	0.250	0.000	0.000	0.313	0.750	0.500	0.500	0.000	0.656	0.768
Entering Leg	0	0	0	0	0	1	15	1	0	17	3	2	0	0	5	3	14	4	0	21	43
Exiting Leg	7					17					4					15					43
<b>Total</b>	7					34					9					36					86

PDI File #: **175839 D**  
 Location: **N: Yawkey Way S: Jersey Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



46 Morton Street, Framingham, MA 01702  
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 Email: datarequests@pdillc.com

**Buses**

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	1	6	1	0	8	12
7:15 AM	0	0	0	0	0	3	3	0	0	6	1	0	0	0	1	0	2	1	0	3	10
7:30 AM	0	0	0	0	0	2	3	0	0	5	1	0	0	0	1	0	5	1	0	6	12
7:45 AM	0	0	0	0	0	3	3	0	0	6	2	0	0	0	2	0	2	1	0	3	11
<b>Total</b>	0	0	0	0	0	10	10	0	0	20	5	0	0	0	5	1	15	4	0	20	45
8:00 AM	0	0	0	0	0	3	3	2	0	8	3	0	0	0	3	0	2	1	0	3	14
8:15 AM	0	0	0	0	0	2	2	1	0	5	1	0	0	0	1	0	4	1	0	5	11
8:30 AM	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	0	2	0	0	2	8
8:45 AM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	2	1	0	3	8
<b>Total</b>	0	0	0	0	0	11	9	3	0	23	5	0	0	0	5	0	10	3	0	13	41
<b>Grand Total</b>	0	0	0	0	0	21	19	3	0	43	10	0	0	0	10	1	25	7	0	33	86
Approach %	0.0	0.0	0.0	0.0		48.8	44.2	7.0	0.0		100.0	0.0	0.0	0.0		3.0	75.8	21.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	24.4	22.1	3.5	0.0	50.0	11.6	0.0	0.0	0.0	11.6	1.2	29.1	8.1	0.0	38.4	
Exiting Leg Total	28					35					4					19					86

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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	2	3	0	0	5	1	0	0	0	1	0	5	1	0	6	12
7:45 AM	0	0	0	0	0	3	3	0	0	6	2	0	0	0	2	0	2	1	0	3	11
8:00 AM	0	0	0	0	0	3	3	2	0	8	3	0	0	0	3	0	2	1	0	3	14
8:15 AM	0	0	0	0	0	2	2	1	0	5	1	0	0	0	1	0	4	1	0	5	11
<b>Total Volume</b>	0	0	0	0	0	10	11	3	0	24	7	0	0	0	7	0	13	4	0	17	48
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		41.7	45.8	12.5	0.0		100.0	0.0	0.0	0.0		0.0	76.5	23.5	0.0		
<b>PHF</b>	0.000	0.000	0.000	0.000	0.000	0.833	0.917	0.375	0.000	0.750	0.583	0.000	0.000	0.000	0.583	0.000	0.650	1.000	0.000	0.708	0.857
Entering Leg	0	0	0	0	0	10	11	3	0	24	7	0	0	0	7	0	13	4	0	17	48
Exiting Leg	14					20					3					11					48
<b>Total</b>	14					44					10					28					96

PDI File #: 175839 D  
 Location: N: Yawkey Way S: Jersey Street  
 Location: E: Boylston Street W: Boylston Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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**Bicycles (on Roadway and Crosswalks)**

	Yawkey Way								Boylston Street								Jersey Street								Boylston Street								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	2	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	3	0	4	0	0	0	0	0	4	0	4	0	0	0	0	0	4	8	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	5	1	0	0	0	7	0	6	0	0	0	0	0	6	6	15								
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	2	3	0	6								
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1	1	0	0	1	0	3	0	5									
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	2	0	0	0	0	4	0	4	0	0	0	0	4	0	9									
8:45 AM	0	0	1	0	2	1	4	0	0	0	0	0	0	0	0	4	1	0	0	0	5	1	2	0	0	1	1	5	1	14									
<b>Total</b>	0	1	1	0	2	1	5	0	1	0	0	1	0	2	3	8	1	0	0	0	12	2	8	0	0	2	3	15	3	34									
Grand Total	0	1	1	0	2	1	5	0	1	0	0	2	1	4	4	13	2	0	0	0	19	2	14	0	0	2	3	21	3	49									
Approach %	0.0	20.0	20.0	0.0	40.0	20.0		0.0	25.0	0.0	0.0	50.0	25.0	21.1	68.4	10.5	0.0	0.0	0.0	9.5	66.7	0.0	0.0	9.5	14.3														
Total %	0.0	2.0	2.0	0.0	4.1	2.0	10.2	0.0	2.0	0.0	0.0	4.1	2.0	8.2	8.2	26.5	4.1	0.0	0.0	0.0	38.8	4.1	28.6	0.0	0.0	4.1	6.1	42.9	3	49									
Exiting Leg Total	16							22							3							8							49										

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

	Yawkey Way								Boylston Street								Jersey Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	2	3	0	6		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1	1	0	0	1	0	3	0	5			
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	2	0	0	0	0	4	0	4	0	0	0	0	4	0	9			
8:45 AM	0	0	1	0	2	1	4	0	0	0	0	0	0	0	0	4	1	0	0	0	5	1	2	0	0	1	1	5	1	14			
<b>Total Volume</b>	0	1	1	0	2	1	5	0	1	0	0	1	0	2	3	8	1	0	0	0	12	2	8	0	0	2	3	15	3	34			
% Approach Total	0.0	20.0	20.0	0.0	40.0	20.0		0.0	50.0	0.0	0.0	50.0	0.0	25.0	66.7	8.3	0.0	0.0	0.0	13.3	53.3	0.0	0.0	13.3	20.0								
PHF	0.000	0.250	0.250	0.000	0.250	0.250	0.313	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.375	0.500	0.250	0.000	0.000	0.600	0.500	0.500	0.000	0.000	0.500	0.375	0.750	0.607					
Entering Leg	0	1	1	0	2	1	5	0	1	0	0	1	0	2	3	8	1	0	0	0	12	2	8	0	0	2	3	15	3	34			
Exiting Leg	11							13							3							7							34				
<b>Total</b>	16							15							15							22							68				

PDI File #: 175839 D  
 Location: N: Yawkey Way S: Jersey Street  
 Location: E: Boylston Street W: Boylston Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Pedestrians**

	Yawkey Way								Boylston Street								Jersey Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	5	4	9	0	0	0	0	6	9	15	0	0	0	0	2	0	2	0	0	0	0	9	4	13	39				
7:15 AM	0	0	0	0	3	5	8	0	0	0	0	8	21	29	0	0	0	0	2	0	2	0	0	0	0	18	9	27	66				
7:30 AM	0	0	0	0	4	4	8	0	0	0	0	8	33	41	0	0	0	0	1	1	2	0	0	0	0	27	9	36	87				
7:45 AM	0	0	0	0	9	13	22	0	0	0	0	5	30	35	0	0	0	0	4	1	5	0	0	0	0	27	10	37	99				
Total	0	0	0	0	21	26	47	0	0	0	0	27	93	120	0	0	0	0	9	2	11	0	0	0	0	81	32	113	291				
8:00 AM	0	0	0	0	3	12	15	0	0	0	0	9	36	45	0	0	0	0	4	2	6	0	0	0	0	18	11	29	95				
8:15 AM	0	0	0	0	10	11	21	0	0	0	0	14	25	39	0	0	0	0	6	0	6	0	0	0	0	30	21	51	117				
8:30 AM	0	0	0	0	8	19	27	0	0	0	0	15	21	36	0	0	0	0	8	2	10	0	0	0	0	35	10	45	118				
8:45 AM	0	0	0	0	13	17	30	0	0	0	0	13	21	34	0	0	0	0	8	4	12	0	0	0	0	31	21	52	128				
Total	0	0	0	0	34	59	93	0	0	0	0	51	103	154	0	0	0	0	26	8	34	0	0	0	0	114	63	177	458				
Grand Total	0	0	0	0	55	85	140	0	0	0	0	78	196	274	0	0	0	0	35	10	45	0	0	0	0	195	95	290	749				
Approach %	0.0	0.0	0.0	0.0	39.3	60.7		0.0	0.0	0.0	0.0	28.5	71.5		0.0	0.0	0.0	0.0	77.8	22.2		0.0	0.0	0.0	0.0	67.2	32.8						
Total %	0.0	0.0	0.0	0.0	7.3	11.3	18.7	0.0	0.0	0.0	0.0	10.4	26.2	36.6	0.0	0.0	0.0	0.0	4.7	1.3	6.0	0.0	0.0	0.0	0.0	26.0	12.7	38.7					
Exiting Leg Total	140							274							45							290							749				

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

	Yawkey Way								Boylston Street								Jersey Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	3	12	15	0	0	0	0	9	36	45	0	0	0	0	4	2	6	0	0	0	0	18	11	29	95				
8:15 AM	0	0	0	0	10	11	21	0	0	0	0	14	25	39	0	0	0	0	6	0	6	0	0	0	0	30	21	51	117				
8:30 AM	0	0	0	0	8	19	27	0	0	0	0	15	21	36	0	0	0	0	8	2	10	0	0	0	0	35	10	45	118				
8:45 AM	0	0	0	0	13	17	30	0	0	0	0	13	21	34	0	0	0	0	8	4	12	0	0	0	0	31	21	52	128				
Total Volume	0	0	0	0	34	59	93	0	0	0	0	51	103	154	0	0	0	0	26	8	34	0	0	0	0	114	63	177	458				
% Approach Total	0.0	0.0	0.0	0.0	36.6	63.4		0.0	0.0	0.0	0.0	33.1	66.9		0.0	0.0	0.0	0.0	76.5	23.5		0.0	0.0	0.0	0.0	64.4	35.6						
PHF	0.000	0.000	0.000	0.000	0.654	0.776	0.775	0.000	0.000	0.000	0.000	0.850	0.715	0.856	0.000	0.000	0.000	0.000	0.813	0.500	0.708	0.000	0.000	0.000	0.000	0.814	0.750	0.851	0.895				
Entering Leg	0	0	0	0	34	59	93	0	0	0	0	51	103	154	0	0	0	0	26	8	34	0	0	0	0	114	63	177	458				
Exiting Leg	93							154							34							177							458				
Total	186							308							68							354							916				



PDI File #: **175839 D**  
 Location: **N: Yawkey Way S: Jersey Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	13	160	6	0	179	21	3	5	0	29	6	306	6	0	318	526
4:15 PM	0	0	0	0	0	9	160	4	1	174	21	2	4	0	27	9	300	5	0	314	515
4:30 PM	0	0	0	0	0	11	154	4	0	169	30	3	7	0	40	10	303	5	0	318	527
4:45 PM	0	0	0	0	0	18	165	4	0	187	22	5	8	0	35	7	302	8	0	317	539
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>639</b>	<b>18</b>	<b>1</b>	<b>709</b>	<b>94</b>	<b>13</b>	<b>24</b>	<b>0</b>	<b>131</b>	<b>32</b>	<b>1211</b>	<b>24</b>	<b>0</b>	<b>1267</b>	<b>2107</b>
5:00 PM	0	0	0	0	0	9	145	8	0	162	32	4	8	0	44	10	299	6	0	315	521
5:15 PM	0	0	0	0	0	10	144	4	0	158	27	0	8	0	35	5	274	3	0	282	475
5:30 PM	1	0	0	0	1	11	160	4	0	175	27	3	4	0	34	12	256	6	0	274	484
5:45 PM	0	0	0	0	0	12	154	5	0	171	24	2	4	0	30	14	228	6	0	248	449
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>603</b>	<b>21</b>	<b>0</b>	<b>666</b>	<b>110</b>	<b>9</b>	<b>24</b>	<b>0</b>	<b>143</b>	<b>41</b>	<b>1057</b>	<b>21</b>	<b>0</b>	<b>1119</b>	<b>1929</b>
Grand Total	1	0	0	0	1	93	1242	39	1	1375	204	22	48	0	274	73	2268	45	0	2386	4036
Approach %	100.0	0.0	0.0	0.0		6.8	90.3	2.8	0.1		74.5	8.0	17.5	0.0		3.1	95.1	1.9	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.3	30.8	1.0	0.0	34.1	5.1	0.5	1.2	0.0	6.8	1.8	56.2	1.1	0.0	59.1	
Exiting Leg Total	160					2473					112					1291					4036
Cars	1	0	0	0	1	73	1206	37	1	1317	199	21	44	0	264	71	2228	36	0	2335	3917
% Cars	100.0	0.0	0.0	0.0	100.0	78.5	97.1	94.9	100.0	95.8	97.5	95.5	91.7	0.0	96.4	97.3	98.2	80.0	0.0	97.9	97.1
Exiting Leg Total	130					2428					108					1251					3917
Heavy Vehicles	0	0	0	0	0	20	36	2	0	58	5	1	4	0	10	2	40	9	0	51	119
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	21.5	2.9	5.1	0.0	4.2	2.5	4.5	8.3	0.0	3.6	2.7	1.8	20.0	0.0	2.1	2.9
Exiting Leg Total	30					45					4					40					119

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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	13	160	6	0	179	21	3	5	0	29	6	306	6	0	318	526
4:15 PM	0	0	0	0	0	9	160	4	1	174	21	2	4	0	27	9	300	5	0	314	515
4:30 PM	0	0	0	0	0	11	154	4	0	169	30	3	7	0	40	10	303	5	0	318	527
4:45 PM	0	0	0	0	0	18	165	4	0	187	22	5	8	0	35	7	302	8	0	317	539
Total Volume	0	0	0	0	0	51	639	18	1	709	94	13	24	0	131	32	1211	24	0	1267	2107
% Approach Total	0.0	0.0	0.0	0.0	0.0	7.2	90.1	2.5	0.1		71.8	9.9	18.3	0.0		2.5	95.6	1.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.708	0.968	0.750	0.250	0.948	0.783	0.650	0.750	0.000	0.819	0.800	0.989	0.750	0.000	0.996	0.977
Cars	0	0	0	0	0	41	621	16	1	679	91	13	20	0	124	30	1188	20	0	1238	2041
Cars %	0.0	0.0	0.0	0.0	0.0	80.4	97.2	88.9	100.0	95.8	96.8	100.0	83.3	0.0	94.7	93.8	98.1	83.3	0.0	97.7	96.9
Heavy Vehicles	0	0	0	0	0	10	18	2	0	30	3	0	4	0	7	2	23	4	0	29	66
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	19.6	2.8	11.1	0.0	4.2	3.2	0.0	16.7	0.0	5.3	6.3	1.9	16.7	0.0	2.3	3.1
Cars Enter Leg	0	0	0	0	0	41	621	16	1	679	91	13	20	0	124	30	1188	20	0	1238	2041
Heavy Enter Leg	0	0	0	0	0	10	18	2	0	30	3	0	4	0	7	2	23	4	0	29	66
Total Entering Leg	0	0	0	0	0	51	639	18	1	709	94	13	24	0	131	32	1211	24	0	1267	2107
Cars Exiting Leg	74					1280					46					641					2041
Heavy Exiting Leg	14					26					4					22					66
Total Exiting Leg	88					1306					50					663					2107

PDI File #: **175839 D**  
 Location: **N: Yawkey Way S: Jersey Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars**

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	10	154	5	0	169	21	3	4	0	28	6	302	5	0	313	510
4:15 PM	0	0	0	0	0	7	156	4	1	168	20	2	3	0	25	9	293	3	0	305	498
4:30 PM	0	0	0	0	0	8	152	4	0	164	29	3	6	0	38	8	298	4	0	310	512
4:45 PM	0	0	0	0	0	16	159	3	0	178	21	5	7	0	33	7	295	8	0	310	521
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>621</b>	<b>16</b>	<b>1</b>	<b>679</b>	<b>91</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>124</b>	<b>30</b>	<b>1188</b>	<b>20</b>	<b>0</b>	<b>1238</b>	<b>2041</b>
5:00 PM	0	0	0	0	0	6	139	8	0	153	31	4	8	0	43	10	295	4	0	309	505
5:15 PM	0	0	0	0	0	8	139	4	0	151	27	0	8	0	35	5	271	3	0	279	465
5:30 PM	1	0	0	0	1	9	156	4	0	169	26	3	4	0	33	12	249	4	0	265	468
5:45 PM	0	0	0	0	0	9	151	5	0	165	24	1	4	0	29	14	225	5	0	244	438
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>585</b>	<b>21</b>	<b>0</b>	<b>638</b>	<b>108</b>	<b>8</b>	<b>24</b>	<b>0</b>	<b>140</b>	<b>41</b>	<b>1040</b>	<b>16</b>	<b>0</b>	<b>1097</b>	<b>1876</b>
Grand Total	1	0	0	0	1	73	1206	37	1	1317	199	21	44	0	264	71	2228	36	0	2335	3917
Approach %	100.0	0.0	0.0	0.0		5.5	91.6	2.8	0.1		75.4	8.0	16.7	0.0		3.0	95.4	1.5	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	1.9	30.8	0.9	0.0	33.6	5.1	0.5	1.1	0.0	6.7	1.8	56.9	0.9	0.0	59.6	
Exiting Leg Total	130					2428					108					1251					3917

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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	10	154	5	0	169	21	3	4	0	28	6	302	5	0	313	510
4:15 PM	0	0	0	0	0	7	156	4	1	168	20	2	3	0	25	9	293	3	0	305	498
4:30 PM	0	0	0	0	0	8	152	4	0	164	29	3	6	0	38	8	298	4	0	310	512
4:45 PM	0	0	0	0	0	16	159	3	0	178	21	5	7	0	33	7	295	8	0	310	521
Total Volume	0	0	0	0	0	41	621	16	1	679	91	13	20	0	124	30	1188	20	0	1238	2041
% Approach Total	0.0	0.0	0.0	0.0		6.0	91.5	2.4	0.1		73.4	10.5	16.1	0.0		2.4	96.0	1.6	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.641	0.976	0.800	0.250	0.954	0.784	0.650	0.714	0.000	0.816	0.833	0.983	0.625	0.000	0.989	0.979
Entering Leg	0	0	0	0	0	41	621	16	1	679	91	13	20	0	124	30	1188	20	0	1238	2041
Exiting Leg	74					1280					46					641					2041
Total	74					1959					170					1879					4082

PDI File #: **175839 D**  
 Location: **N: Yawkey Way S: Jersey Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	3	6	1	0	10	0	0	1	0	1	0	4	1	0	5	16
4:15 PM	0	0	0	0	0	2	4	0	0	6	1	0	1	0	2	0	7	2	0	9	17
4:30 PM	0	0	0	0	0	3	2	0	0	5	1	0	1	0	2	2	5	1	0	8	15
4:45 PM	0	0	0	0	0	2	6	1	0	9	1	0	1	0	2	0	7	0	0	7	18
<b>Total</b>	0	0	0	0	0	10	18	2	0	30	3	0	4	0	7	2	23	4	0	29	66
5:00 PM	0	0	0	0	0	3	6	0	0	9	1	0	0	0	1	0	4	2	0	6	16
5:15 PM	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	0	3	0	0	3	10
5:30 PM	0	0	0	0	0	2	4	0	0	6	1	0	0	0	1	0	7	2	0	9	16
5:45 PM	0	0	0	0	0	3	3	0	0	6	0	1	0	0	1	0	3	1	0	4	11
<b>Total</b>	0	0	0	0	0	10	18	0	0	28	2	1	0	0	3	0	17	5	0	22	53
Grand Total	0	0	0	0	0	20	36	2	0	58	5	1	4	0	10	2	40	9	0	51	119
Approach %	0.0	0.0	0.0	0.0		34.5	62.1	3.4	0.0		50.0	10.0	40.0	0.0		3.9	78.4	17.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	16.8	30.3	1.7	0.0	48.7	4.2	0.8	3.4	0.0	8.4	1.7	33.6	7.6	0.0	42.9	
Exiting Leg Total	30					45					4					40					119
Large Trucks	0	0	0	0	0	1	13	2	0	16	1	1	1	0	3	2	20	1	0	23	42
% Large Trucks	0.0	0.0	0.0	0.0	0.0	5.0	36.1	100.0	0.0	27.6	20.0	100.0	25.0	0.0	30.0	100.0	50.0	11.1	0.0	45.1	35.3
Exiting Leg Total	3					21					4					14					42
Buses	0	0	0	0	0	19	23	0	0	42	4	0	3	0	7	0	20	8	0	28	77
% Buses	0.0	0.0	0.0	0.0	0.0	95.0	63.9	0.0	0.0	72.4	80.0	0.0	75.0	0.0	70.0	0.0	50.0	88.9	0.0	54.9	64.7
Exiting Leg Total	27					24					0					26					77

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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	3	6	1	0	10	0	0	1	0	1	0	4	1	0	5	16
4:15 PM	0	0	0	0	0	2	4	0	0	6	1	0	1	0	2	0	7	2	0	9	17
4:30 PM	0	0	0	0	0	3	2	0	0	5	1	0	1	0	2	2	5	1	0	8	15
4:45 PM	0	0	0	0	0	2	6	1	0	9	1	0	1	0	2	0	7	0	0	7	18
Total Volume	0	0	0	0	0	10	18	2	0	30	3	0	4	0	7	2	23	4	0	29	66
% Approach Total	0.0	0.0	0.0	0.0	0.0	33.3	60.0	6.7	0.0		42.9	0.0	57.1	0.0		6.9	79.3	13.8	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.833	0.750	0.500	0.000	0.750	0.750	0.000	1.000	0.000	0.875	0.250	0.821	0.500	0.000	0.806	0.917
Large Trucks	0	0	0	0	0	0	7	2	0	9	1	0	1	0	2	2	13	1	0	16	27
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	38.9	100.0	0.0	30.0	33.3	0.0	25.0	0.0	28.6	100.0	56.5	25.0	0.0	55.2	40.9
Buses	0	0	0	0	0	10	11	0	0	21	2	0	3	0	5	0	10	3	0	13	39
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	61.1	0.0	0.0	70.0	66.7	0.0	75.0	0.0	71.4	0.0	43.5	75.0	0.0	44.8	59.1
Trucks Enter Leg	0	0	0	0	0	0	7	2	0	9	1	0	1	0	2	2	13	1	0	16	27
Bus Enter Leg	0	0	0	0	0	10	11	0	0	21	2	0	3	0	5	0	10	3	0	13	39
Total Entering Leg	0	0	0	0	0	10	18	2	0	30	3	0	4	0	7	2	23	4	0	29	66
Trucks Exiting Leg	1					14					4					8					27
Buses Exiting Leg	13					12					0					14					39
Total Exiting Leg	14					26					4					22					66

PDI File #: **175839 D**  
 Location: **N: Yawkey Way S: Jersey Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Large Trucks**

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	1	0	0	1	5
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	7
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	7
4:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	5	0	0	5	8
<b>Total</b>	0	0	0	0	0	0	7	2	0	9	1	0	1	0	2	2	13	1	0	16	27
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
5:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:45 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	4
<b>Total</b>	0	0	0	0	0	1	6	0	0	7	0	1	0	0	1	0	7	0	0	7	15
<b>Grand Total</b>	0	0	0	0	0	1	13	2	0	16	1	1	1	0	3	2	20	1	0	23	42
Approach %	0.0	0.0	0.0	0.0		6.3	81.3	12.5	0.0		33.3	33.3	33.3	0.0		8.7	87.0	4.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.4	31.0	4.8	0.0	38.1	2.4	2.4	2.4	0.0	7.1	4.8	47.6	2.4	0.0	54.8	
Exiting Leg Total	3					21					4					14					42

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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	1	0	0	1	5
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	7
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	7
4:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	5	0	0	5	8
<b>Total Volume</b>	0	0	0	0	0	0	7	2	0	9	1	0	1	0	2	2	13	1	0	16	27
% Approach Total	0.0	0.0	0.0	0.0		0.0	77.8	22.2	0.0		50.0	0.0	50.0	0.0		12.5	81.3	6.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.500	0.000	0.750	0.250	0.000	0.250	0.000	0.500	0.250	0.650	0.250	0.000	0.800	0.844
Entering Leg	0	0	0	0	0	0	7	2	0	9	1	0	1	0	2	2	13	1	0	16	27
Exiting Leg	1					14					4					8					27
<b>Total</b>	1					23					6					24					54

PDI File #: **175839 D**  
 Location: **N: Yawkey Way S: Jersey Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	3	1	0	4	11	
4:15 PM	0	0	0	0	0	2	2	0	0	4	1	0	1	0	2	0	3	1	0	4	10	
4:30 PM	0	0	0	0	0	3	0	0	0	3	1	0	1	0	2	0	2	1	0	3	8	
4:45 PM	0	0	0	0	0	2	5	0	0	7	0	0	1	0	1	0	2	0	0	2	10	
<b>Total</b>	0	0	0	0	0	10	11	0	0	21	2	0	3	0	5	0	10	3	0	13	39	
5:00 PM	0	0	0	0	0	3	5	0	0	8	1	0	0	0	1	0	2	2	0	4	13	
5:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	6	
5:30 PM	0	0	0	0	0	2	4	0	0	6	1	0	0	0	1	0	3	2	0	5	12	
5:45 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	1	0	3	7	
<b>Total</b>	0	0	0	0	0	9	12	0	0	21	2	0	0	0	2	0	10	5	0	15	38	
Grand Total	0	0	0	0	0	19	23	0	0	42	4	0	3	0	7	0	20	8	0	28	77	
Approach %	0.0	0.0	0.0	0.0		45.2	54.8	0.0	0.0		57.1	0.0	42.9	0.0		0.0	71.4	28.6	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	24.7	29.9	0.0	0.0	54.5	5.2	0.0	3.9	0.0	9.1	0.0	26.0	10.4	0.0	36.4		
Exiting Leg Total						27					24					0					26	77

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

	Yawkey Way					Boylston Street					Jersey Street					Boylston Street					Total	
	North					East					South					West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	3	1	0	4	11	
4:15 PM	0	0	0	0	0	2	2	0	0	4	1	0	1	0	2	0	3	1	0	4	10	
4:30 PM	0	0	0	0	0	3	0	0	0	3	1	0	1	0	2	0	2	1	0	3	8	
4:45 PM	0	0	0	0	0	2	5	0	0	7	0	0	1	0	1	0	2	0	0	2	10	
Total Volume	0	0	0	0	0	10	11	0	0	21	2	0	3	0	5	0	10	3	0	13	39	
% Approach Total	0.0	0.0	0.0	0.0		47.6	52.4	0.0	0.0		40.0	0.0	60.0	0.0		0.0	76.9	23.1	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.833	0.550	0.000	0.000	0.750	0.500	0.000	0.750	0.000	0.625	0.000	0.833	0.750	0.000	0.813	0.886	
Entering Leg	0	0	0	0	0	10	11	0	0	21	2	0	3	0	5	0	10	3	0	13	39	
Exiting Leg						13					12					0					14	39
Total						13					33					5					27	78

PDI File #: 175839 D  
 Location: N: Yawkey Way S: Jersey Street  
 Location: E: Boylston Street W: Boylston Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Yawkey Way								Boylston Street								Jersey Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	1	0	0	0	0	1	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	6			
4:15 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	4	0	4	0	0	1	0	5	9				
4:45 PM	0	0	0	0	0	2	2	1	2	1	0	1	0	5	2	1	1	0	0	0	4	0	5	0	0	0	0	5	16				
<b>Total</b>	0	1	0	0	1	2	4	1	3	2	0	2	0	8	3	2	2	0	0	1	8	0	12	0	0	3	0	15	35				
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	4	0	0	0	0	4	0	3	0	0	1	0	4	10				
5:15 PM	0	2	0	0	0	0	2	0	1	1	0	1	0	3	0	2	0	0	0	0	2	0	4	0	0	1	0	5	12				
5:30 PM	0	1	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	4	0	0	0	0	6	9				
5:45 PM	0	2	0	0	0	0	2	0	2	0	0	0	1	3	0	1	0	0	0	1	2	0	3	0	0	0	0	3	10				
<b>Total</b>	0	6	0	0	0	0	6	0	5	1	0	1	2	9	0	7	0	0	0	1	8	2	14	0	0	2	0	18	41				
Grand Total	0	7	0	0	1	2	10	1	8	3	0	3	2	17	3	9	2	0	0	2	16	2	26	0	0	5	0	33	76				
Approach %	0.0	70.0	0.0	0.0	10.0	20.0		5.9	47.1	17.6	0.0	17.6	11.8	18.8	56.3	12.5	0.0	0.0	12.5	6.1	78.8	0.0	0.0	15.2	0.0								
Total %	0.0	9.2	0.0	0.0	1.3	2.6	13.2	1.3	10.5	3.9	0.0	3.9	2.6	22.4	3.9	11.8	2.6	0.0	0.0	2.6	21.1	2.6	34.2	0.0	0.0	6.6	0.0	43.4					
Exiting Leg Total	13							34							14							15							76				

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

	Yawkey Way								Boylston Street								Jersey Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	4	0	4	0	0	1	0	5	9				
4:45 PM	0	0	0	0	0	2	2	1	2	1	0	1	0	5	2	1	1	0	0	0	4	0	5	0	0	0	0	5	16				
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	4	0	0	0	0	4	0	3	0	0	1	0	4	10				
5:15 PM	0	2	0	0	0	0	2	0	1	1	0	1	0	3	0	2	0	0	0	0	2	0	4	0	0	1	0	5	12				
<b>Total Volume</b>	0	3	0	0	0	2	5	1	3	2	0	2	1	9	3	8	2	0	0	1	14	0	16	0	0	3	0	19	47				
<b>% Approach Total</b>	0.0	60.0	0.0	0.0	0.0	40.0		11.1	33.3	22.2	0.0	22.2	11.1	21.4	57.1	14.3	0.0	0.0	7.1	0.0	84.2	0.0	0.0	15.8	0.0								
PHF	0.000	0.375	0.000	0.000	0.000	0.250	0.625	0.250	0.375	0.500	0.000	0.500	0.250	0.450	0.375	0.500	0.500	0.000	0.000	0.250	0.875	0.000	0.800	0.000	0.000	0.750	0.000	0.950	0.734				
Entering Leg	0	3	0	0	0	2	5	1	3	2	0	2	1	9	3	8	2	0	0	1	14	0	16	0	0	3	0	19	47				
Exiting Leg	11							22							6							8							47				
<b>Total</b>	16							31							20							27							94				



PDI File #: 175839 D  
 Location: N: Yawkey Way S: Jersey Street  
 Location: E: Boylston Street W: Boylston Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Pedestrians**

	Yawkey Way							Boylston Street							Jersey Street							Boylston Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	26	22	48	0	0	0	0	31	15	46	0	0	0	0	11	12	23	0	0	0	0	12	24	36	153
4:15 PM	0	0	0	0	26	11	37	0	0	0	0	29	12	41	0	0	0	0	16	15	31	0	0	0	0	32	29	61	170
4:30 PM	0	0	0	0	17	17	34	0	0	0	0	30	14	44	0	0	0	0	17	9	26	0	0	0	0	10	39	49	153
4:45 PM	0	0	0	0	35	21	56	0	0	0	0	35	12	47	0	0	0	0	18	8	26	0	0	0	0	25	31	56	185
Total	0	0	0	0	104	71	175	0	0	0	0	125	53	178	0	0	0	0	62	44	106	0	0	0	0	79	123	202	661
5:00 PM	0	0	0	0	42	40	82	0	0	0	0	40	20	60	0	0	0	0	19	6	25	0	0	0	0	25	39	64	231
5:15 PM	0	0	0	0	30	43	73	0	0	0	0	33	24	57	0	0	0	0	13	2	15	0	0	0	0	24	30	54	199
5:30 PM	0	0	0	0	44	43	87	0	0	0	0	34	31	65	0	0	0	0	15	7	22	0	0	0	0	20	37	57	231
5:45 PM	0	0	0	0	40	49	89	0	0	0	0	28	35	63	0	0	0	0	10	3	13	0	0	0	0	34	52	86	251
Total	0	0	0	0	156	175	331	0	0	0	0	135	110	245	0	0	0	0	57	18	75	0	0	0	0	103	158	261	912
Grand Total	0	0	0	0	260	246	506	0	0	0	0	260	163	423	0	0	0	0	119	62	181	0	0	0	0	182	281	463	1573
Approach %	0.0	0.0	0.0	0.0	51.4	48.6		0.0	0.0	0.0	0.0	61.5	38.5		0.0	0.0	0.0	0.0	65.7	34.3		0.0	0.0	0.0	0.0	39.3	60.7		
Total %	0.0	0.0	0.0	0.0	16.5	15.6	32.2	0.0	0.0	0.0	0.0	16.5	10.4	26.9	0.0	0.0	0.0	0.0	7.6	3.9	11.5	0.0	0.0	0.0	0.0	11.6	17.9	29.4	
Exiting Leg Total	506							423							181							463							1573

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

	Yawkey Way							Boylston Street							Jersey Street							Boylston Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	42	40	82	0	0	0	0	40	20	60	0	0	0	0	19	6	25	0	0	0	0	25	39	64	231
5:15 PM	0	0	0	0	30	43	73	0	0	0	0	33	24	57	0	0	0	0	13	2	15	0	0	0	0	24	30	54	199
5:30 PM	0	0	0	0	44	43	87	0	0	0	0	34	31	65	0	0	0	0	15	7	22	0	0	0	0	20	37	57	231
5:45 PM	0	0	0	0	40	49	89	0	0	0	0	28	35	63	0	0	0	0	10	3	13	0	0	0	0	34	52	86	251
Total Volume	0	0	0	0	156	175	331	0	0	0	0	135	110	245	0	0	0	0	57	18	75	0	0	0	0	103	158	261	912
% Approach Total	0.0	0.0	0.0	0.0	47.1	52.9		0.0	0.0	0.0	0.0	55.1	44.9		0.0	0.0	0.0	0.0	76.0	24.0		0.0	0.0	0.0	0.0	39.5	60.5		
PHF	0.000	0.000	0.000	0.000	0.886	0.893	0.930	0.000	0.000	0.000	0.000	0.844	0.786	0.942	0.000	0.000	0.000	0.000	0.750	0.643	0.750	0.000	0.000	0.000	0.000	0.757	0.760	0.759	0.908
Entering Leg	0	0	0	0	156	175	331	0	0	0	0	135	110	245	0	0	0	0	57	18	75	0	0	0	0	103	158	261	912
Exiting Leg	331							245							75							261							912
Total	662							490							150							522							1824

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	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	6	3	0	0	9	5	9	2	0	16	0	19	5	0	24	0	1	0	0	1	50
7:15 AM	2	7	0	0	9	4	12	5	0	21	0	2	4	0	6	0	0	0	0	0	36
7:30 AM	3	10	0	0	13	4	10	5	0	19	0	9	2	0	11	0	0	0	0	0	43
7:45 AM	7	7	0	0	14	3	18	6	0	27	0	14	2	2	18	0	0	0	0	0	59
<b>Total</b>	<b>18</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>16</b>	<b>49</b>	<b>18</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>2</b>	<b>59</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>188</b>
8:00 AM	3	8	0	0	11	6	9	3	0	18	0	11	2	0	13	0	0	0	0	0	42
8:15 AM	5	6	0	1	12	3	12	5	0	20	0	7	2	0	9	0	0	0	0	0	41
8:30 AM	3	8	0	0	11	8	15	4	0	27	0	9	7	0	16	0	0	0	0	0	54
8:45 AM	5	10	0	0	15	3	11	2	0	16	0	8	6	0	14	0	1	0	0	1	46
<b>Total</b>	<b>16</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>20</b>	<b>47</b>	<b>14</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>35</b>	<b>17</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>183</b>
Grand Total	34	59	0	1	94	36	96	32	0	164	0	79	30	2	111	0	2	0	0	2	371
Approach %	36.2	62.8	0.0	1.1		22.0	58.5	19.5	0.0		0.0	71.2	27.0	1.8		0.0	100.0	0.0	0.0		
Total %	9.2	15.9	0.0	0.3	25.3	9.7	25.9	8.6	0.0	44.2	0.0	21.3	8.1	0.5	29.9	0.0	0.5	0.0	0.0	0.5	
Exiting Leg Total	116					2					93					160					371
Cars	28	44	0	1	73	30	91	29	0	150	0	73	28	2	103	0	1	0	0	1	327
% Cars	82.4	74.6	0.0	100.0	77.7	83.3	94.8	90.6	0.0	91.5	0.0	92.4	93.3	100.0	92.8	0.0	50.0	0.0	0.0	50.0	88.1
Exiting Leg Total	104					1					75					147					327
Heavy Vehicles	6	15	0	0	21	6	5	3	0	14	0	6	2	0	8	0	1	0	0	1	44
% Heavy Vehicles	17.6	25.4	0.0	0.0	22.3	16.7	5.2	9.4	0.0	8.5	0.0	7.6	6.7	0.0	7.2	0.0	50.0	0.0	0.0	50.0	11.9
Exiting Leg Total	12					1					18					13					44

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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	7	7	0	0	14	3	18	6	0	27	0	14	2	2	18	0	0	0	0	0	59
8:00 AM	3	8	0	0	11	6	9	3	0	18	0	11	2	0	13	0	0	0	0	0	42
8:15 AM	5	6	0	1	12	3	12	5	0	20	0	7	2	0	9	0	0	0	0	0	41
8:30 AM	3	8	0	0	11	8	15	4	0	27	0	9	7	0	16	0	0	0	0	0	54
Total Volume	18	29	0	1	48	20	54	18	0	92	0	41	13	2	56	0	0	0	0	0	196
% Approach Total	37.5	60.4	0.0	2.1		21.7	58.7	19.6	0.0		0.0	73.2	23.2	3.6		0.0	0.0	0.0	0.0		
PHF	0.643	0.906	0.000	0.250	0.857	0.625	0.750	0.750	0.000	0.852	0.000	0.732	0.464	0.250	0.778	0.000	0.000	0.000	0.000	0.000	0.831
Cars	15	22	0	1	38	18	52	16	0	86	0	38	12	2	52	0	0	0	0	0	176
Cars %	83.3	75.9	0.0	100.0	79.2	90.0	96.3	88.9	0.0	93.5	0.0	92.7	92.3	100.0	92.9	0.0	0.0	0.0	0.0	0.0	89.8
Heavy Vehicles	3	7	0	0	10	2	2	2	0	6	0	3	1	0	4	0	0	0	0	0	20
Heavy Vehicles %	16.7	24.1	0.0	0.0	20.8	10.0	3.7	11.1	0.0	6.5	0.0	7.3	7.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10.2
Cars Enter Leg	15	22	0	1	38	18	52	16	0	86	0	38	12	2	52	0	0	0	0	0	176
Heavy Enter Leg	3	7	0	0	10	2	2	2	0	6	0	3	1	0	4	0	0	0	0	0	20
Total Entering Leg	18	29	0	1	48	20	54	18	0	92	0	41	13	2	56	0	0	0	0	0	196
Cars Exiting Leg	57					0					40					79					176
Heavy Exiting Leg	5					0					9					6					20
Total Exiting Leg	62					0					49					85					196

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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**Cars**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	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	6	2	0	0	8	3	9	2	0	14	0	19	5	0	24	0	0	0	0	0	46
7:15 AM	1	6	0	0	7	4	11	5	0	20	0	2	4	0	6	0	0	0	0	0	33
7:30 AM	2	7	0	0	9	2	8	4	0	14	0	8	2	0	10	0	0	0	0	0	33
7:45 AM	6	5	0	0	11	2	18	5	0	25	0	14	2	2	18	0	0	0	0	0	54
<b>Total</b>	<b>15</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>11</b>	<b>46</b>	<b>16</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>2</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>
8:00 AM	2	6	0	0	8	5	7	3	0	15	0	9	1	0	10	0	0	0	0	0	33
8:15 AM	4	4	0	1	9	3	12	5	0	20	0	7	2	0	9	0	0	0	0	0	38
8:30 AM	3	7	0	0	10	8	15	3	0	26	0	8	7	0	15	0	0	0	0	0	51
8:45 AM	4	7	0	0	11	3	11	2	0	16	0	6	5	0	11	0	1	0	0	1	39
<b>Total</b>	<b>13</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>19</b>	<b>45</b>	<b>13</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>30</b>	<b>15</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>161</b>
Grand Total	28	44	0	1	73	30	91	29	0	150	0	73	28	2	103	0	1	0	0	1	327
Approach %	38.4	60.3	0.0	1.4		20.0	60.7	19.3	0.0		0.0	70.9	27.2	1.9		0.0	100.0	0.0	0.0		
Total %	8.6	13.5	0.0	0.3	22.3	9.2	27.8	8.9	0.0	45.9	0.0	22.3	8.6	0.6	31.5	0.0	0.3	0.0	0.0	0.3	
Exiting Leg Total	104					1					75					147					327

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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	6	5	0	0	11	2	18	5	0	25	0	14	2	2	18	0	0	0	0	0	54
8:00 AM	2	6	0	0	8	5	7	3	0	15	0	9	1	0	10	0	0	0	0	0	33
8:15 AM	4	4	0	1	9	3	12	5	0	20	0	7	2	0	9	0	0	0	0	0	38
8:30 AM	3	7	0	0	10	8	15	3	0	26	0	8	7	0	15	0	0	0	0	0	51
Total Volume	15	22	0	1	38	18	52	16	0	86	0	38	12	2	52	0	0	0	0	0	176
% Approach Total	39.5	57.9	0.0	2.6		20.9	60.5	18.6	0.0		0.0	73.1	23.1	3.8		0.0	0.0	0.0	0.0		
PHF	0.625	0.786	0.000	0.250	0.864	0.563	0.722	0.800	0.000	0.827	0.000	0.679	0.429	0.250	0.722	0.000	0.000	0.000	0.000	0.000	0.815
Entering Leg	15	22	0	1	38	18	52	16	0	86	0	38	12	2	52	0	0	0	0	0	176
Exiting Leg																79					176
Total	95					86					92					79					352

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	4
7:15 AM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	3	0	0	4	2	2	1	0	5	0	1	0	0	1	0	0	0	0	0	10
7:45 AM	1	2	0	0	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22</b>
8:00 AM	1	2	0	0	3	1	2	0	0	3	0	2	1	0	3	0	0	0	0	0	9
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
8:45 AM	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7
<b>Total</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
Grand Total	6	15	0	0	21	6	5	3	0	14	0	6	2	0	8	0	1	0	0	1	44
Approach %	28.6	71.4	0.0	0.0		42.9	35.7	21.4	0.0		0.0	75.0	25.0	0.0		0.0	100.0	0.0	0.0		
Total %	13.6	34.1	0.0	0.0	47.7	13.6	11.4	6.8	0.0	31.8	0.0	13.6	4.5	0.0	18.2	0.0	2.3	0.0	0.0	2.3	
Exiting Leg Total	12					1					18					13					44
Large Trucks	6	7	0	0	13	3	0	2	0	5	0	3	2	0	5	0	1	0	0	1	24
% Large Trucks	100.0	46.7	0.0	0.0	61.9	50.0	0.0	66.7	0.0	35.7	0.0	50.0	100.0	0.0	62.5	0.0	100.0	0.0	0.0	100.0	54.5
Exiting Leg Total	6					1					9					8					24
Buses	0	8	0	0	8	3	5	1	0	9	0	3	0	0	3	0	0	0	0	0	20
% Buses	0.0	53.3	0.0	0.0	38.1	50.0	100.0	33.3	0.0	64.3	0.0	50.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	45.5
Exiting Leg Total	6					0					9					5					20

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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	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	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	3	0	0	4	2	2	1	0	5	0	1	0	0	1	0	0	0	0	0	10
7:45 AM	1	2	0	0	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	1	2	0	0	3	1	2	0	0	3	0	2	1	0	3	0	0	0	0	0	9
Total Volume	4	8	0	0	12	4	5	2	0	11	0	3	1	0	4	0	0	0	0	0	27
% Approach Total	33.3	66.7	0.0	0.0		36.4	45.5	18.2	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		
PHF	1.000	0.667	0.000	0.000	0.750	0.500	0.625	0.500	0.000	0.550	0.000	0.375	0.250	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.675
Large Trucks	4	3	0	0	7	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	10
Large Trucks %	100.0	37.5	0.0	0.0	58.3	25.0	0.0	50.0	0.0	18.2	0.0	0.0	100.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	37.0
Buses	0	5	0	0	5	3	5	1	0	9	0	3	0	0	3	0	0	0	0	0	17
Buses %	0.0	62.5	0.0	0.0	41.7	75.0	100.0	50.0	0.0	81.8	0.0	100.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	63.0
Trucks Enter Leg	4	3	0	0	7	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	10
Bus Enter Leg	0	5	0	0	5	3	5	1	0	9	0	3	0	0	3	0	0	0	0	0	17
Total Entering Leg	4	8	0	0	12	4	5	2	0	11	0	3	1	0	4	0	0	0	0	0	27
Trucks Exiting Leg	1					0					4					5					10
Buses Exiting Leg	6					0					6					5					17
Total Exiting Leg	7					0					10					10					27

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Large Trucks**



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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	1	0	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
Grand Total	6	7	0	0	13	3	0	2	0	5	0	3	2	0	5	0	1	0	0	1	24
Approach %	46.2	53.8	0.0	0.0		60.0	0.0	40.0	0.0		0.0	60.0	40.0	0.0		0.0	100.0	0.0	0.0		
Total %	25.0	29.2	0.0	0.0	54.2	12.5	0.0	8.3	0.0	20.8	0.0	12.5	8.3	0.0	20.8	0.0	4.2	0.0	0.0	4.2	
Exiting Leg Total	6					1					9					8					24

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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
8:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
<b>Total Volume</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
% Approach Total	37.5	62.5	0.0	0.0		0.0	0.0	100.0	0.0		0.0	60.0	40.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.625	0.000	0.000	0.667	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.500	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	3	5	0	0	8	0	0	1	0	1	0	3	2	0	5	0	0	0	0	0	14
Exiting Leg	3					0					6					5					14
<b>Total</b>	<b>11</b>					<b>1</b>					<b>11</b>					<b>5</b>					<b>28</b>

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Buses**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	2	0	0	2	2	2	1	0	5	0	1	0	0	1	0	0	0	0	0	8
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
8:00 AM	0	1	0	0	1	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
Grand Total	0	8	0	0	8	3	5	1	0	9	0	3	0	0	3	0	0	0	0	0	20
Approach %	0.0	100.0	0.0	0.0		33.3	55.6	11.1	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	40.0	15.0	25.0	5.0	0.0	45.0	0.0	15.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	6					0					9					5					20

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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	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	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	2	0	0	2	2	2	1	0	5	0	1	0	0	1	0	0	0	0	0	8
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	1	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	6
Total Volume	0	5	0	0	5	3	5	1	0	9	0	3	0	0	3	0	0	0	0	0	17
% Approach Total	0.0	100.0	0.0	0.0		33.3	55.6	11.1	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.375	0.625	0.250	0.000	0.450	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.531
Entering Leg	0	5	0	0	5	3	5	1	0	9	0	3	0	0	3	0	0	0	0	0	17
Exiting Leg	6					0					6					5					17
Total	11					9					9					5					34

PDI File #: 175839 E  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street								Peterborough Street								Kilmarnock Street								Peterborough Street								Total							
	North								East								South								West															
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total									
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1		0	0	1	0	0	0	1		0	0	0	0	0	0	0		0	0	0	0	0	0	0		2
7:15 AM	1	1	0	0	0	0	2	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	1	0	0	0	0		1	3							
7:30 AM	0	1	0	0	0	0	1	0	1	0	0	0	0	1		0	0	0	0	0	0	0		0	0	1	0	1	0	0		2								
7:45 AM	0	3	0	0	0	0	3	2	0	0	0	0	0	2		1	3	0	0	0	0	0		4	0	0	0	0	0	0		9								
<b>Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>		<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>		<b>18</b>								
8:00 AM	0	3	2	0	0	0	5	0	0	0	0	0	1	1		0	0	0	0	1	0	1		0	0	0	0	0	0	0		7								
8:15 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		3								
8:30 AM	1	2	0	0	0	1	4	0	0	0	0	0	1	1		2	0	0	0	0	0	2		0	0	0	0	0	0	0		7								
8:45 AM	0	6	1	0	0	0	7	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	2	1	0	0	0	0		10								
<b>Total</b>	<b>1</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>		<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>		<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>27</b>								
Grand Total	2	19	3	0	0	1	25	2	2	0	0	0	2	6	3	3	1	0	1	0	8	2	1	2	0	1	0	6	45											
Approach %	8.0	76.0	12.0	0.0	0.0	4.0		33.3	33.3	0.0	0.0	0.0	33.3		37.5	37.5	12.5	0.0	12.5	0.0		33.3	16.7	33.3	0.0	16.7	0.0													
Total %	4.4	42.2	6.7	0.0	0.0	2.2	55.6	4.4	4.4	0.0	0.0	0.0	4.4	13.3	6.7	6.7	2.2	0.0	2.2	0.0	17.8	4.4	2.2	4.4	0.0	2.2	0.0	13.3												
Exiting Leg Total	8							9							22							6	45																	

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

	Kilmarnock Street								Peterborough Street								Kilmarnock Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	3	2	0	0	0	5	0	0	0	0	0	1	1		0	0	0	0	1	0	1		0	0	0	0	0	0	0		7	
8:15 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		3	
8:30 AM	1	2	0	0	0	1	4	0	0	0	0	0	1	1		2	0	0	0	0	0	2		0	0	0	0	0	0	0		7	
8:45 AM	0	6	1	0	0	0	7	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	2	1	0	0	0	0		10	
<b>Total Volume</b>	<b>1</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>		<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>		<b>27</b>	
% Approach Total	5.3	73.7	15.8	0.0	0.0	5.3		0.0	0.0	0.0	0.0	0.0	100.0		66.7	0.0	0.0	0.0	33.3	0.0		66.7	33.3	0.0	0.0	0.0	0.0						
PHF	0.250	0.583	0.375	0.000	0.000	0.250	0.679	0.000	0.000	0.000	0.000	0.500	0.500		0.250	0.000	0.000	0.000	0.250	0.000	0.375		0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.675			
Entering Leg	1	14	3	0	0	1	19	0	0	0	0	0	2	2	2	0	0	0	1	0	3	2	1	0	0	0	0	3	27				
Exiting Leg	1							8							17							1	27										
<b>Total</b>	<b>20</b>							<b>10</b>							<b>20</b>							<b>4</b>	<b>54</b>										



PDI File #: 175839 E  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Pedestrians**

	Kilmarnock Street							Peterborough Street							Kilmarnock Street							Peterborough Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	4	3	7	0	0	0	0	1	1	2	0	0	0	0	4	2	6	0	0	0	0	10	5	15	30
7:15 AM	0	0	0	0	3	2	5	0	0	0	0	2	6	8	0	0	0	0	2	8	10	0	0	0	0	5	6	11	34
7:30 AM	0	0	0	0	9	6	15	0	0	0	0	3	7	10	0	0	0	0	3	6	9	0	0	0	0	8	6	14	48
7:45 AM	0	0	0	0	3	4	7	0	0	0	0	2	8	10	0	0	0	0	3	2	5	0	0	0	0	12	7	19	41
Total	0	0	0	0	19	15	34	0	0	0	0	8	22	30	0	0	0	0	12	18	30	0	0	0	0	35	24	59	153
8:00 AM	0	0	0	0	12	7	19	0	0	0	0	9	10	19	0	0	0	0	10	4	14	0	0	0	0	11	9	20	72
8:15 AM	0	0	0	0	10	5	15	0	0	0	0	5	4	9	0	0	0	0	2	4	6	0	0	0	0	14	12	26	56
8:30 AM	0	0	0	0	6	3	9	0	0	0	0	3	11	14	0	0	0	0	1	4	5	0	0	0	0	8	8	16	44
8:45 AM	0	0	0	0	13	6	19	0	0	0	0	10	10	20	0	0	0	0	4	10	14	0	0	0	0	11	10	21	74
Total	0	0	0	0	41	21	62	0	0	0	0	27	35	62	0	0	0	0	17	22	39	0	0	0	0	44	39	83	246
Grand Total	0	0	0	0	60	36	96	0	0	0	0	35	57	92	0	0	0	0	29	40	69	0	0	0	0	79	63	142	399
Approach %	0.0	0.0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	38.0	62.0	0.0	0.0	0.0	0.0	42.0	58.0	0.0	0.0	0.0	0.0	55.6	44.4					
Total %	0.0	0.0	0.0	0.0	15.0	9.0	24.1	0.0	0.0	0.0	0.0	8.8	14.3	23.1	0.0	0.0	0.0	0.0	7.3	10.0	17.3	0.0	0.0	0.0	0.0	19.8	15.8	35.6	
Exiting Leg Total	96							92							69							142							399

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

	Kilmarnock Street							Peterborough Street							Kilmarnock Street							Peterborough Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	12	7	19	0	0	0	0	9	10	19	0	0	0	0	10	4	14	0	0	0	0	11	9	20	72
8:15 AM	0	0	0	0	10	5	15	0	0	0	0	5	4	9	0	0	0	0	2	4	6	0	0	0	0	14	12	26	56
8:30 AM	0	0	0	0	6	3	9	0	0	0	0	3	11	14	0	0	0	0	1	4	5	0	0	0	0	8	8	16	44
8:45 AM	0	0	0	0	13	6	19	0	0	0	0	10	10	20	0	0	0	0	4	10	14	0	0	0	0	11	10	21	74
Total Volume	0	0	0	0	41	21	62	0	0	0	0	27	35	62	0	0	0	0	17	22	39	0	0	0	0	44	39	83	246
% Approach Total	0.0	0.0	0.0	0.0	66.1	33.9	0.0	0.0	0.0	0.0	43.5	56.5	0.0	0.0	0.0	0.0	43.6	56.4	0.0	0.0	0.0	0.0	53.0	47.0					
PHF	0.000	0.000	0.000	0.000	0.788	0.750	0.816	0.000	0.000	0.000	0.000	0.675	0.795	0.775	0.000	0.000	0.000	0.000	0.425	0.550	0.696	0.000	0.000	0.000	0.000	0.786	0.813	0.798	0.831
Entering Leg	0	0	0	0	41	21	62	0	0	0	0	27	35	62	0	0	0	0	17	22	39	0	0	0	0	44	39	83	246
Exiting Leg	62							62							39							83							246
Total	124							124							78							166							492

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	11	10	0	0	21	9	15	5	0	29	0	11	7	0	18	0	0	0	0	0	68
4:15 PM	4	6	0	0	10	12	19	13	0	44	0	10	6	0	16	0	0	0	0	0	70
4:30 PM	8	15	0	0	23	2	12	14	0	28	0	15	4	0	19	0	0	0	0	0	70
4:45 PM	5	14	0	0	19	11	9	3	0	23	0	6	4	0	10	0	0	0	0	0	52
<b>Total</b>	<b>28</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>34</b>	<b>55</b>	<b>35</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>260</b>
5:00 PM	6	11	0	1	18	11	13	7	0	31	0	8	7	0	15	0	0	0	0	0	64
5:15 PM	6	7	0	0	13	4	19	7	0	30	0	11	2	0	13	0	0	0	0	0	56
5:30 PM	7	12	0	0	19	6	20	10	0	36	0	9	3	1	13	0	0	0	0	0	68
5:45 PM	13	10	0	0	23	4	13	12	0	29	0	10	2	1	13	0	0	0	0	0	65
<b>Total</b>	<b>32</b>	<b>40</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>25</b>	<b>65</b>	<b>36</b>	<b>0</b>	<b>126</b>	<b>0</b>	<b>38</b>	<b>14</b>	<b>2</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>253</b>
Grand Total	60	85	0	1	146	59	120	71	0	250	0	80	35	2	117	0	0	0	0	0	513
Approach %	41.1	58.2	0.0	0.7		23.6	48.0	28.4	0.0		0.0	68.4	29.9	1.7		0.0	0.0	0.0	0.0		
Total %	11.7	16.6	0.0	0.2	28.5	11.5	23.4	13.8	0.0	48.7	0.0	15.6	6.8	0.4	22.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	140					0					158					215					513
Cars	58	79	0	1	138	57	116	70	0	243	0	77	35	2	114	0	0	0	0	0	495
% Cars	96.7	92.9	0.0	100.0	94.5	96.6	96.7	98.6	0.0	97.2	0.0	96.3	100.0	100.0	97.4	0.0	0.0	0.0	0.0	0.0	96.5
Exiting Leg Total	135					0					151					209					495
Heavy Vehicles	2	6	0	0	8	2	4	1	0	7	0	3	0	0	3	0	0	0	0	0	18
% Heavy Vehicles	3.3	7.1	0.0	0.0	5.5	3.4	3.3	1.4	0.0	2.8	0.0	3.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	3.5
Exiting Leg Total	5					0					7					6					18

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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	11	10	0	0	21	9	15	5	0	29	0	11	7	0	18	0	0	0	0	0	68
4:15 PM	4	6	0	0	10	12	19	13	0	44	0	10	6	0	16	0	0	0	0	0	70
4:30 PM	8	15	0	0	23	2	12	14	0	28	0	15	4	0	19	0	0	0	0	0	70
4:45 PM	5	14	0	0	19	11	9	3	0	23	0	6	4	0	10	0	0	0	0	0	52
Total Volume	28	45	0	0	73	34	55	35	0	124	0	42	21	0	63	0	0	0	0	0	260
% Approach Total	38.4	61.6	0.0	0.0		27.4	44.4	28.2	0.0		0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.636	0.750	0.000	0.000	0.793	0.708	0.724	0.625	0.000	0.705	0.000	0.700	0.750	0.000	0.829	0.000	0.000	0.000	0.000	0.000	0.929
Cars	28	41	0	0	69	32	52	34	0	118	0	41	21	0	62	0	0	0	0	0	249
Cars %	100.0	91.1	0.0	0.0	94.5	94.1	94.5	97.1	0.0	95.2	0.0	97.6	100.0	0.0	98.4	0.0	0.0	0.0	0.0	0.0	95.8
Heavy Vehicles	0	4	0	0	4	2	3	1	0	6	0	1	0	0	1	0	0	0	0	0	11
Heavy Vehicles %	0.0	8.9	0.0	0.0	5.5	5.9	5.5	2.9	0.0	4.8	0.0	2.4	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	4.2
Cars Enter Leg	28	41	0	0	69	32	52	34	0	118	0	41	21	0	62	0	0	0	0	0	249
Heavy Enter Leg	0	4	0	0	4	2	3	1	0	6	0	1	0	0	1	0	0	0	0	0	11
Total Entering Leg	28	45	0	0	73	34	55	35	0	124	0	42	21	0	63	0	0	0	0	0	260
Cars Exiting Leg	73					0					75					101					249
Heavy Exiting Leg	3					0					5					3					11
Total Exiting Leg	76					0					80					104					260

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	11	9	0	0	20	9	13	5	0	27	0	11	7	0	18	0	0	0	0	0	65
4:15 PM	4	5	0	0	9	11	18	13	0	42	0	10	6	0	16	0	0	0	0	0	67
4:30 PM	8	14	0	0	22	2	12	14	0	28	0	14	4	0	18	0	0	0	0	0	68
4:45 PM	5	13	0	0	18	10	9	2	0	21	0	6	4	0	10	0	0	0	0	0	49
<b>Total</b>	<b>28</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>32</b>	<b>52</b>	<b>34</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>41</b>	<b>21</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>249</b>
5:00 PM	6	11	0	1	18	11	12	7	0	30	0	8	7	0	15	0	0	0	0	0	63
5:15 PM	6	6	0	0	12	4	19	7	0	30	0	11	2	0	13	0	0	0	0	0	55
5:30 PM	6	12	0	0	18	6	20	10	0	36	0	8	3	1	12	0	0	0	0	0	66
5:45 PM	12	9	0	0	21	4	13	12	0	29	0	9	2	1	12	0	0	0	0	0	62
<b>Total</b>	<b>30</b>	<b>38</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>25</b>	<b>64</b>	<b>36</b>	<b>0</b>	<b>125</b>	<b>0</b>	<b>36</b>	<b>14</b>	<b>2</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>246</b>
<b>Grand Total</b>	<b>58</b>	<b>79</b>	<b>0</b>	<b>1</b>	<b>138</b>	<b>57</b>	<b>116</b>	<b>70</b>	<b>0</b>	<b>243</b>	<b>0</b>	<b>77</b>	<b>35</b>	<b>2</b>	<b>114</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>495</b>
Approach %	42.0	57.2	0.0	0.7		23.5	47.7	28.8	0.0		0.0	67.5	30.7	1.8		0.0	0.0	0.0	0.0		
Total %	11.7	16.0	0.0	0.2	27.9	11.5	23.4	14.1	0.0	49.1	0.0	15.6	7.1	0.4	23.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	135					0					151					209					495

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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	11	9	0	0	20	9	13	5	0	27	0	11	7	0	18	0	0	0	0	0	65
4:15 PM	4	5	0	0	9	11	18	13	0	42	0	10	6	0	16	0	0	0	0	0	67
4:30 PM	8	14	0	0	22	2	12	14	0	28	0	14	4	0	18	0	0	0	0	0	68
4:45 PM	5	13	0	0	18	10	9	2	0	21	0	6	4	0	10	0	0	0	0	0	49
Total Volume	28	41	0	0	69	32	52	34	0	118	0	41	21	0	62	0	0	0	0	0	249
% Approach Total	40.6	59.4	0.0	0.0		27.1	44.1	28.8	0.0		0.0	66.1	33.9	0.0		0.0	0.0	0.0	0.0		
PHF	0.636	0.732	0.000	0.000	0.784	0.727	0.722	0.607	0.000	0.702	0.000	0.732	0.750	0.000	0.861	0.000	0.000	0.000	0.000	0.000	0.915
Entering Leg	28	41	0	0	69	32	52	34	0	118	0	41	21	0	62	0	0	0	0	0	249
Exiting Leg	73					0					75					101					249
Total	142					118					137					101					498

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Grand Total</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
Approach %	25.0	75.0	0.0	0.0		28.6	57.1	14.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	11.1	33.3	0.0	0.0	44.4	11.1	22.2	5.6	0.0	38.9	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					0					7					6					18
Large Trucks	0	1	0	0	1	2	2	0	0	4	0	2	0	0	2	0	0	0	0	0	7
% Large Trucks	0.0	16.7	0.0	0.0	12.5	100.0	50.0	0.0	0.0	57.1	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	38.9
Exiting Leg Total	4					0					1					2					7
Buses	2	5	0	0	7	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	11
% Buses	100.0	83.3	0.0	0.0	87.5	0.0	50.0	100.0	0.0	42.9	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	61.1
Exiting Leg Total	1					0					6					4					11

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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>Total Volume</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
% Approach Total	0.0	100.0	0.0	0.0		33.3	50.0	16.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	1.000	0.000	0.000	1.000	0.500	0.375	0.250	0.000	0.750	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.917
Large Trucks	0	1	0	0	1	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	5
Large Trucks %	0.0	25.0	0.0	0.0	25.0	100.0	33.3	0.0	0.0	50.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	45.5
Buses	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
Buses %	0.0	75.0	0.0	0.0	75.0	0.0	66.7	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.5
Trucks Enter Leg	0	1	0	0	1	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	5
Bus Enter Leg	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
Total Entering Leg	0	4	0	0	4	2	3	1	0	6	0	1	0	0	1	0	0	0	0	0	11
Trucks Exiting Leg	3					0					1					1					5
Buses Exiting Leg	0					0					4					2					6
Total Exiting Leg	3					0					5					3					11

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Large Trucks**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
Grand Total	0	1	0	0	1	2	2	0	0	4	0	2	0	0	2	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	14.3	0.0	0.0	14.3	28.6	28.6	0.0	0.0	57.1	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	4					0					1					2					7

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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	5
% Approach Total	0.0	100.0	0.0	0.0		66.7	33.3	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.375	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	1	0	0	1	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	5
Exiting Leg	3					0					1					1					5
Total	4					3					2					1					10

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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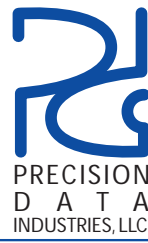
**Buses**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
Grand Total	2	5	0	0	7	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	11
Approach %	28.6	71.4	0.0	0.0		0.0	66.7	33.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	18.2	45.5	0.0	0.0	63.6	0.0	18.2	9.1	0.0	27.3	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					6					4					11

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

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.250	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
Exiting Leg	0					0					4					2					6
Total	3					3					4					2					12

PDI File #: 175839 E  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street								Peterborough Street								Kilmarnock Street								Peterborough Street								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
4:00 PM	0	2	0	0	0	0	2	0	0	1	0	0	0	1		0	1	0	0	0	0	0	1	0	0	0	0	0	0	0		0	0	0	0	0	0	0	4
4:15 PM	1	2	0	0	0	0	3	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4
4:30 PM	0	1	0	0	0	0	1	2	0	0	0	0	0	2		0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	1	2	1	0	0	0	4	1	0	0	0	1	0	2		0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	8
<b>Total</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>		<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22</b>							
5:00 PM	0	1	0	0	0	0	1	0	2	0	0	0	0	2		0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	4	1	0	0	0	5	1	2	0	0	0	0	3		0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	11
5:30 PM	0	4	0	0	0	0	4	0	2	0	0	0	0	2		1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:45 PM	1	2	1	1	0	0	5	0	0	0	0	0	0	0		0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
<b>Total</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>		<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>32</b>							
Grand Total	3	18	3	1	0	0	25	4	6	1	0	1	0	12	1	13	0	0	0	0	0	14	1	1	0	0	1	0	0	3	54								
Approach %	12.0	72.0	12.0	4.0	0.0	0.0		33.3	50.0	8.3	0.0	8.3	0.0		7.1	92.9	0.0	0.0	0.0	0.0		33.3	33.3	0.0	0.0	33.3	0.0												
Total %	5.6	33.3	5.6	1.9	0.0	0.0	46.3	7.4	11.1	1.9	0.0	1.9	0.0	22.2	1.9	24.1	0.0	0.0	0.0	0.0	25.9	1.9	1.9	0.0	0.0	1.9	0.0	5.6											
Exiting Leg Total	18							6							20							10							54										

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

	Kilmarnock Street								Peterborough Street								Kilmarnock Street								Peterborough Street								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
4:45 PM	1	2	1	0	0	0	4	1	0	0	0	1	0	2		0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	8
5:00 PM	0	1	0	0	0	0	1	0	2	0	0	0	0	2		0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	4	1	0	0	0	5	1	2	0	0	0	0	3		0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	11
5:30 PM	0	4	0	0	0	0	4	0	2	0	0	0	0	2		1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>Total Volume</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>		<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>33</b>							
% Approach Total	7.1	78.6	14.3	0.0	0.0	0.0		22.2	66.7	0.0	0.0	11.1	0.0		12.5	87.5	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0	0.0												
PHF	0.250	0.688	0.500	0.000	0.000	0.000	0.700	0.500	0.750	0.000	0.000	0.250	0.000	0.750	0.250	0.583	0.000	0.000	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.000	0.000	0.500	0.750										
Entering Leg	1	11	2	0	0	0	14	2	6	0	0	1	0	9	1	7	0	0	0	0	0	8	1	1	0	0	0	0	0	2	33								
Exiting Leg	9							5							12							7							33										
<b>Total</b>	<b>23</b>							<b>14</b>							<b>20</b>							<b>9</b>							<b>66</b>										



PDI File #: 175839 E  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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**Pedestrians**

	Kilmarnock Street							Peterborough Street							Kilmarnock Street							Peterborough Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	14	12	26	0	0	0	0	21	16	37	0	0	0	0	7	6	13	0	0	0	0	20	8	28	104
4:15 PM	0	0	0	0	10	8	18	0	0	0	0	20	12	32	0	0	0	0	6	5	11	0	0	0	0	12	24	36	97
4:30 PM	0	0	0	0	8	15	23	0	0	0	0	18	12	30	0	0	0	0	7	3	10	0	0	0	0	15	17	32	95
4:45 PM	0	0	0	0	18	12	30	0	0	0	0	24	18	42	0	0	0	0	7	22	29	0	0	0	0	12	35	47	148
Total	0	0	0	0	50	47	97	0	0	0	0	83	58	141	0	0	0	0	27	36	63	0	0	0	0	59	84	143	444
5:00 PM	0	0	0	0	17	8	25	0	0	0	0	27	15	42	0	0	0	0	5	3	8	0	0	0	0	19	24	43	118
5:15 PM	0	0	0	0	11	23	34	0	0	0	0	14	19	33	0	0	0	0	12	9	21	0	0	0	0	27	32	59	147
5:30 PM	0	0	0	0	16	15	31	0	0	0	0	28	16	44	0	0	0	0	11	14	25	0	0	0	0	23	27	50	150
5:45 PM	0	0	0	0	16	12	28	0	0	0	0	22	30	52	0	0	0	0	9	19	28	0	0	0	0	19	31	50	158
Total	0	0	0	0	60	58	118	0	0	0	0	91	80	171	0	0	0	0	37	45	82	0	0	0	0	88	114	202	573
Grand Total	0	0	0	0	110	105	215	0	0	0	0	174	138	312	0	0	0	0	64	81	145	0	0	0	0	147	198	345	1017
Approach %	0.0	0.0	0.0	0.0	51.2	48.8		0.0	0.0	0.0	0.0	55.8	44.2		0.0	0.0	0.0	0.0	44.1	55.9		0.0	0.0	0.0	0.0	42.6	57.4		
Total %	0.0	0.0	0.0	0.0	10.8	10.3	21.1	0.0	0.0	0.0	0.0	17.1	13.6	30.7	0.0	0.0	0.0	0.0	6.3	8.0	14.3	0.0	0.0	0.0	0.0	14.5	19.5	33.9	
Exiting Leg Total	215							312							145							345							1017

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

	Kilmarnock Street							Peterborough Street							Kilmarnock Street							Peterborough Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	17	8	25	0	0	0	0	27	15	42	0	0	0	0	5	3	8	0	0	0	0	19	24	43	118
5:15 PM	0	0	0	0	11	23	34	0	0	0	0	14	19	33	0	0	0	0	12	9	21	0	0	0	0	27	32	59	147
5:30 PM	0	0	0	0	16	15	31	0	0	0	0	28	16	44	0	0	0	0	11	14	25	0	0	0	0	23	27	50	150
5:45 PM	0	0	0	0	16	12	28	0	0	0	0	22	30	52	0	0	0	0	9	19	28	0	0	0	0	19	31	50	158
Total Volume	0	0	0	0	60	58	118	0	0	0	0	91	80	171	0	0	0	0	37	45	82	0	0	0	0	88	114	202	573
% Approach Total	0.0	0.0	0.0	0.0	50.8	49.2		0.0	0.0	0.0	0.0	53.2	46.8		0.0	0.0	0.0	0.0	45.1	54.9		0.0	0.0	0.0	0.0	43.6	56.4		
PHF	0.000	0.000	0.000	0.000	0.882	0.630	0.868	0.000	0.000	0.000	0.000	0.813	0.667	0.822	0.000	0.000	0.000	0.000	0.771	0.592	0.732	0.000	0.000	0.000	0.000	0.815	0.891	0.856	0.907
Entering Leg	0	0	0	0	60	58	118	0	0	0	0	91	80	171	0	0	0	0	37	45	82	0	0	0	0	88	114	202	573
Exiting Leg	118							171							82							202							573
Total	236							342							164							404							1146

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	8	19	0	0	27	2	21	15	0	38	0	10	10	0	20	0	0	0	0	0	85
4:15 PM	15	20	0	0	35	8	17	8	0	33	0	9	5	0	14	0	0	0	0	0	82
4:30 PM	7	19	0	0	26	12	19	8	0	39	0	11	5	0	16	0	0	0	0	0	81
4:45 PM	10	11	0	0	21	17	27	4	0	48	0	15	4	0	19	0	0	0	0	0	88
<b>Total</b>	<b>40</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>39</b>	<b>84</b>	<b>35</b>	<b>0</b>	<b>158</b>	<b>0</b>	<b>45</b>	<b>24</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>336</b>
5:00 PM	9	24	0	0	33	11	29	12	0	52	0	13	4	0	17	0	0	0	0	0	102
5:15 PM	12	16	0	0	28	5	20	15	0	40	0	15	4	0	19	0	0	0	0	0	87
5:30 PM	11	24	0	0	35	8	27	7	0	42	0	6	6	0	12	0	0	0	0	0	89
5:45 PM	12	11	0	0	23	10	33	19	0	62	0	24	10	0	34	0	0	0	0	0	119
<b>Total</b>	<b>44</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>34</b>	<b>109</b>	<b>53</b>	<b>0</b>	<b>196</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>397</b>
6:00 PM	13	18	1	0	32	10	25	15	0	50	0	9	5	0	14	0	0	0	0	0	96
6:15 PM	10	24	0	0	34	9	29	16	0	54	0	10	6	0	16	0	0	0	0	0	104
6:30 PM	8	27	0	0	35	13	28	17	0	58	0	19	5	0	24	0	0	0	0	0	117
6:45 PM	9	17	0	0	26	8	23	31	0	62	0	10	3	0	13	0	0	0	0	0	101
<b>Total</b>	<b>40</b>	<b>86</b>	<b>1</b>	<b>0</b>	<b>127</b>	<b>40</b>	<b>105</b>	<b>79</b>	<b>0</b>	<b>224</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>418</b>
7:00 PM	6	39	0	0	45	6	21	15	0	42	0	13	5	0	18	0	0	0	0	0	105
7:15 PM	8	24	0	0	32	11	23	12	0	46	0	10	8	2	20	0	0	0	0	0	98
7:30 PM	15	29	0	0	44	11	21	6	0	38	0	11	5	0	16	0	0	0	0	0	98
7:45 PM	11	23	0	0	34	15	21	13	0	49	0	16	4	0	20	0	0	0	0	0	103
<b>Total</b>	<b>40</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>43</b>	<b>86</b>	<b>46</b>	<b>0</b>	<b>175</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>2</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>404</b>
Grand Total	164	345	1	0	510	156	384	213	0	753	0	201	89	2	292	0	0	0	0	0	1555
Approach %	32.2	67.6	0.2	0.0		20.7	51.0	28.3	0.0		0.0	68.8	30.5	0.7		0.0	0.0	0.0	0.0		
Total %	10.5	22.2	0.1	0.0	32.8	10.0	24.7	13.7	0.0	48.4	0.0	12.9	5.7	0.1	18.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	357					1					560					637					1555
Cars	162	332	1	0	495	154	376	210	0	740	0	195	88	2	285	0	0	0	0	0	1520
% Cars	98.8	96.2	100.0	0.0	97.1	98.7	97.9	98.6	0.0	98.3	0.0	97.0	98.9	100.0	97.6	0.0	0.0	0.0	0.0	0.0	97.7
Exiting Leg Total	349					1					544					626					1520
Heavy Vehicles	2	13	0	0	15	2	8	3	0	13	0	6	1	0	7	0	0	0	0	0	35
% Heavy Vehicles	1.2	3.8	0.0	0.0	2.9	1.3	2.1	1.4	0.0	1.7	0.0	3.0	1.1	0.0	2.4	0.0	0.0	0.0	0.0	0.0	2.3
Exiting Leg Total	8					0					16					11					35

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:45 PM	12	11	0	0	23	10	33	19	0	62	0	24	10	0	34	0	0	0	0	0	119
6:00 PM	13	18	1	0	32	10	25	15	0	50	0	9	5	0	14	0	0	0	0	0	96
6:15 PM	10	24	0	0	34	9	29	16	0	54	0	10	6	0	16	0	0	0	0	0	104
6:30 PM	8	27	0	0	35	13	28	17	0	58	0	19	5	0	24	0	0	0	0	0	117
<b>Total Volume</b>	<b>43</b>	<b>80</b>	<b>1</b>	<b>0</b>	<b>124</b>	<b>42</b>	<b>115</b>	<b>67</b>	<b>0</b>	<b>224</b>	<b>0</b>	<b>62</b>	<b>26</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>436</b>
% Approach Total	34.7	64.5	0.8	0.0		18.8	51.3	29.9	0.0		0.0	70.5	29.5	0.0		0.0	0.0	0.0	0.0		
PHF	0.827	0.741	0.250	0.000	0.886	0.808	0.871	0.882	0.000	0.903	0.000	0.646	0.650	0.000	0.647	0.000	0.000	0.000	0.000	0.000	0.916
Cars	42	77	1	0	120	41	113	67	0	221	0	61	25	0	86	0	0	0	0	0	427
Cars %	97.7	96.3	100.0	0.0	96.8	97.6	98.3	100.0	0.0	98.7	0.0	98.4	96.2	0.0	97.7	0.0	0.0	0.0	0.0	0.0	97.9
Heavy Vehicles	1	3	0	0	4	1	2	0	0	3	0	1	1	0	2	0	0	0	0	0	9
Heavy Vehicles %	2.3	3.8	0.0	0.0	3.2	2.4	1.7	0.0	0.0	1.3	0.0	1.6	3.8	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.1
Cars Enter Leg	42	77	1	0	120	41	113	67	0	221	0	61	25	0	86	0	0	0	0	0	427
Heavy Enter Leg	1	3	0	0	4	1	2	0	0	3	0	1	1	0	2	0	0	0	0	0	9
<b>Total Entering Leg</b>	<b>43</b>	<b>80</b>	<b>1</b>	<b>0</b>	<b>124</b>	<b>42</b>	<b>115</b>	<b>67</b>	<b>0</b>	<b>224</b>	<b>0</b>	<b>62</b>	<b>26</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>436</b>
Cars Exiting Leg	102					1					144					180					427
Heavy Exiting Leg	2					0					3					4					9
<b>Total Exiting Leg</b>	<b>104</b>					<b>1</b>					<b>147</b>					<b>184</b>					<b>436</b>

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Cars**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	8	17	0	0	25	2	19	14	0	35	0	9	10	0	19	0	0	0	0	0	79					
4:15 PM	15	19	0	0	34	8	17	8	0	33	0	7	5	0	12	0	0	0	0	0	79					
4:30 PM	7	19	0	0	26	12	19	8	0	39	0	11	5	0	16	0	0	0	0	0	81					
4:45 PM	9	11	0	0	20	16	27	4	0	47	0	15	4	0	19	0	0	0	0	0	86					
<b>Total</b>	<b>39</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>38</b>	<b>82</b>	<b>34</b>	<b>0</b>	<b>154</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>325</b>					
5:00 PM	9	22	0	0	31	11	29	10	0	50	0	13	4	0	17	0	0	0	0	0	98					
5:15 PM	12	15	0	0	27	5	20	15	0	40	0	13	4	0	17	0	0	0	0	0	84					
5:30 PM	11	23	0	0	34	8	27	7	0	42	0	6	6	0	12	0	0	0	0	0	88					
5:45 PM	11	11	0	0	22	10	33	19	0	62	0	24	9	0	33	0	0	0	0	0	117					
<b>Total</b>	<b>43</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>34</b>	<b>109</b>	<b>51</b>	<b>0</b>	<b>194</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>387</b>					
6:00 PM	13	17	1	0	31	10	25	15	0	50	0	8	5	0	13	0	0	0	0	0	94					
6:15 PM	10	23	0	0	33	8	27	16	0	51	0	10	6	0	16	0	0	0	0	0	100					
6:30 PM	8	26	0	0	34	13	28	17	0	58	0	19	5	0	24	0	0	0	0	0	116					
6:45 PM	9	16	0	0	25	8	23	31	0	62	0	10	3	0	13	0	0	0	0	0	100					
<b>Total</b>	<b>40</b>	<b>82</b>	<b>1</b>	<b>0</b>	<b>123</b>	<b>39</b>	<b>103</b>	<b>79</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>410</b>					
7:00 PM	6	39	0	0	45	6	20	15	0	41	0	13	5	0	18	0	0	0	0	0	104					
7:15 PM	8	24	0	0	32	11	22	12	0	45	0	10	8	2	20	0	0	0	0	0	97					
7:30 PM	15	27	0	0	42	11	20	6	0	37	0	11	5	0	16	0	0	0	0	0	95					
7:45 PM	11	23	0	0	34	15	20	13	0	48	0	16	4	0	20	0	0	0	0	0	102					
<b>Total</b>	<b>40</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>153</b>	<b>43</b>	<b>82</b>	<b>46</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>2</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>398</b>					
Grand Total	162	332	1	0	495	154	376	210	0	740	0	195	88	2	285	0	0	0	0	0	1520					
Approach %	32.7	67.1	0.2	0.0		20.8	50.8	28.4	0.0		0.0	68.4	30.9	0.7		0.0	0.0	0.0	0.0							
Total %	10.7	21.8	0.1	0.0	32.6	10.1	24.7	13.8	0.0	48.7	0.0	12.8	5.8	0.1	18.8	0.0	0.0	0.0	0.0	0.0						
Exiting Leg Total						349					1					544					626					1520

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:45 PM	11	11	0	0	22	10	33	19	0	62	0	24	9	0	33	0	0	0	0	0	117
6:00 PM	13	17	1	0	31	10	25	15	0	50	0	8	5	0	13	0	0	0	0	0	94
6:15 PM	10	23	0	0	33	8	27	16	0	51	0	10	6	0	16	0	0	0	0	0	100
6:30 PM	8	26	0	0	34	13	28	17	0	58	0	19	5	0	24	0	0	0	0	0	116
<b>Total Volume</b>	<b>42</b>	<b>77</b>	<b>1</b>	<b>0</b>	<b>120</b>	<b>41</b>	<b>113</b>	<b>67</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>61</b>	<b>25</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>427</b>
<b>% Approach Total</b>	<b>35.0</b>	<b>64.2</b>	<b>0.8</b>	<b>0.0</b>		<b>18.6</b>	<b>51.1</b>	<b>30.3</b>	<b>0.0</b>		<b>0.0</b>	<b>70.9</b>	<b>29.1</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.808	0.740	0.250	0.000	0.882	0.788	0.856	0.882	0.000	0.891	0.000	0.635	0.694	0.000	0.652	0.000	0.000	0.000	0.000	0.000	0.912
Entering Leg	42	77	1	0	120	41	113	67	0	221	0	61	25	0	86	0	0	0	0	0	427
Exiting Leg						102					1					144					180
<b>Total</b>						222					222					230					180

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	6
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
5:00 PM	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
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	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
6:15 PM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
7:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Grand Total</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
Approach %	13.3	86.7	0.0	0.0		15.4	61.5	23.1	0.0		0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		
Total %	5.7	37.1	0.0	0.0	42.9	5.7	22.9	8.6	0.0	37.1	0.0	17.1	2.9	0.0	20.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					0					16					11					35
Large Trucks	0	3	0	0	3	1	4	2	0	7	0	4	1	0	5	0	0	0	0	0	15
% Large Trucks	0.0	23.1	0.0	0.0	20.0	50.0	50.0	66.7	0.0	53.8	0.0	66.7	100.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	42.9
Exiting Leg Total	5					0					5					5					15
Buses	2	10	0	0	12	1	4	1	0	6	0	2	0	0	2	0	0	0	0	0	20
% Buses	100.0	76.9	0.0	0.0	80.0	50.0	50.0	33.3	0.0	46.2	0.0	33.3	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	57.1
Exiting Leg Total	3					0					11					6					20

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	6
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
% Approach Total	25.0	75.0	0.0	0.0		25.0	50.0	25.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.375	0.000	0.000	0.500	0.250	0.250	0.250	0.000	0.333	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.458
Large Trucks	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	25.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	27.3
Buses	1	3	0	0	4	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	8
Buses %	100.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	75.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	72.7
Trucks Enter Leg	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
Bus Enter Leg	1	3	0	0	4	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	8
<b>Total Entering Leg</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
Trucks Exiting Leg	2					0					1					0					3
Buses Exiting Leg	2					0					3					3					8
<b>Total Exiting Leg</b>	<b>4</b>					<b>0</b>					<b>4</b>					<b>3</b>					<b>11</b>

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



**Large Trucks**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
5:00 PM	0	1	0	0	1	0	0	1	0	1	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	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	1	0	1	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
7:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
Approach %	0.0	100.0	0.0	0.0		14.3	57.1	28.6	0.0		0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	20.0	0.0	0.0	20.0	6.7	26.7	13.3	0.0	46.7	0.0	26.7	6.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					0					5					5					15

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	1	0	0	1	0	0	1	0	1	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	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	1	0	1	0	0	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	2	0	0	2	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	6
Exiting Leg	2					0					3					1					6
<b>Total</b>	<b>4</b>					<b>1</b>					<b>6</b>					<b>1</b>					<b>12</b>

PDI File #: **175839 E**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Buses**

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
5:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Grand Total</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
Approach %	16.7	83.3	0.0	0.0		16.7	66.7	16.7	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	10.0	50.0	0.0	0.0	60.0	5.0	20.0	5.0	0.0	30.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					0					11					6					20

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street					Peterborough Street					Kilmarnock Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>% Approach Total</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>		<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.250	0.375	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.375	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	1	3	0	0	4	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	8
Exiting Leg	2					0					3					3					8
<b>Total</b>	<b>6</b>					<b>3</b>					<b>4</b>					<b>3</b>					<b>16</b>

PDI File #: 175839 E  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street								Peterborough Street								Kilmarnock Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	5	0	0	0	0	5	2	0	0	0	0	0	0	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	10		
4:15 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3		
4:30 PM	0	3	0	0	0	0	3	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	6		
4:45 PM	0	2	0	0	0	0	2	1	2	0	0	0	0	0	3	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	8		
Total	0	11	0	0	0	0	11	4	3	1	0	0	0	0	8	0	3	0	0	0	0	2	5	0	2	0	0	1	0	3	27		
5:00 PM	1	3	0	0	0	0	4	2	5	1	0	0	0	0	8	0	3	0	0	0	0	0	3	0	0	0	0	0	1	1	16		
5:15 PM	2	5	0	0	0	0	7	0	5	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13		
5:30 PM	0	11	0	0	0	0	12	1	3	0	0	0	0	0	4	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	18		
5:45 PM	0	4	0	0	0	0	4	1	3	1	0	0	0	0	5	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	12		
Total	3	23	0	0	0	0	27	4	16	3	0	0	0	0	23	2	6	0	0	0	0	0	8	0	0	0	0	0	1	1	59		
6:00 PM	0	4	1	0	0	0	6	0	2	1	0	0	0	0	3	0	2	0	0	0	0	0	2	0	0	1	0	0	1	2	13		
6:15 PM	1	3	0	0	0	0	4	1	2	1	0	0	0	0	4	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	10		
6:30 PM	0	3	0	0	0	0	3	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	6		
6:45 PM	0	2	0	0	0	0	2	1	2	0	0	0	0	0	3	1	1	0	0	0	0	1	3	0	0	1	0	0	0	1	9		
Total	1	12	1	0	0	0	15	3	7	2	0	0	0	0	12	1	5	1	0	0	0	1	8	0	0	2	0	0	1	3	38		
7:00 PM	1	5	0	0	0	0	7	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	5	0	0	0	0	0	3	3	16		
7:15 PM	1	2	0	0	0	0	3	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	6		
7:30 PM	0	2	1	0	0	0	4	1	2	2	0	0	0	0	6	0	2	0	0	0	0	0	2	0	0	1	0	0	0	1	13		
7:45 PM	0	3	0	0	0	0	3	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7		
Total	2	12	1	0	0	0	17	3	3	2	0	0	0	0	11	0	6	2	0	0	0	0	9	0	0	1	0	0	4	5	42		
Grand Total	6	58	2	0	0	0	70	14	29	8	0	0	0	0	54	3	20	3	0	0	0	0	30	0	2	3	0	0	1	6	166		
Approach %	8.6	82.9	2.9	0.0	0.0	0.0	2.9	25.9	53.7	14.8	0.0	0.0	0.0	0.0	3.7	1.9	10.0	66.7	10.0	0.0	0.0	0.0	3.3	10.0	0.0	16.7	25.0	0.0	0.0	8.3	50.0		
Total %	3.6	34.9	1.2	0.0	0.0	0.0	42.2	8.4	17.5	4.8	0.0	0.0	0.0	0.0	32.5	1.8	12.0	1.8	0.0	0.0	0.0	0.6	1.8	18.1	0.0	1.2	1.8	0.0	0.0	0.6	3.6	7.2	
Exiting Leg Total	41							10							70							45							166				

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street								Peterborough Street								Kilmarnock Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	1	3	0	0	0	0	4	2	5	1	0	0	0	0	8	0	3	0	0	0	0	0	3	0	0	0	0	0	0	1	1	16	
5:15 PM	2	5	0	0	0	0	7	0	5	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
5:30 PM	0	11	0	0	0	0	12	1	3	0	0	0	0	0	4	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	18	
5:45 PM	0	4	0	0	0	0	4	1	3	1	0	0	0	0	5	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	12	
Total Volume	3	23	0	0	0	0	27	4	16	3	0	0	0	0	23	2	6	0	0	0	0	0	8	0	0	0	0	0	1	1	59		
% Approach Total	11.1	85.2	0.0	0.0	0.0	0.0	3.7	17.4	69.6	13.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.375	0.523	0.000	0.000	0.000	0.250	0.563	0.500	0.800	0.750	0.000	0.000	0.000	0.719	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.819			
Entering Leg	3	23	0	0	0	0	27	4	16	3	0	0	0	0	23	2	6	0	0	0	0	0	8	0	0	0	0	0	1	1	59		
Exiting Leg	11							2							26							20							59				
Total	38							25							34							21							118				



PDI File #: 175839 E  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Pedestrians**

	Kilmarnock Street								Peterborough Street								Kilmarnock Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	8	9	17	0	0	0	0	13	7	20	0	0	0	0	5	5	10	0	0	0	0	13	21	34	81				
4:15 PM	0	0	0	0	6	7	13	0	0	0	0	11	20	31	0	0	0	0	6	3	9	0	0	0	0	7	19	26	79				
4:30 PM	0	0	0	0	16	31	47	0	0	0	0	17	12	29	0	0	0	0	2	9	11	0	0	0	0	13	36	49	136				
4:45 PM	0	0	0	0	13	9	22	0	0	0	0	32	28	60	0	0	0	0	9	21	30	0	0	0	0	18	27	45	157				
Total	0	0	0	0	43	56	99	0	0	0	0	73	67	140	0	0	0	0	22	38	60	0	0	0	0	51	103	154	453				
5:00 PM	0	0	0	0	11	21	32	0	0	0	0	31	28	59	0	0	0	0	13	11	24	0	0	0	0	26	38	64	179				
5:15 PM	0	0	0	0	29	10	39	0	0	0	0	50	17	67	0	0	0	0	7	7	14	0	0	0	0	23	29	52	172				
5:30 PM	0	0	0	0	13	11	24	0	0	0	0	35	40	75	0	0	0	0	12	12	24	0	0	0	0	24	35	59	182				
5:45 PM	0	0	0	0	17	12	29	0	0	0	0	24	31	55	0	0	0	0	16	12	28	0	0	0	0	33	35	68	180				
Total	0	0	0	0	70	54	124	0	0	0	0	140	116	256	0	0	0	0	48	42	90	0	0	0	0	106	137	243	713				
6:00 PM	0	0	0	0	15	15	30	0	0	0	0	31	19	50	0	0	0	0	10	13	23	0	0	0	0	36	27	63	166				
6:15 PM	0	0	0	0	15	23	38	0	0	0	0	50	43	93	0	0	0	0	16	16	32	0	0	0	0	36	35	71	234				
6:30 PM	0	0	0	0	16	21	37	0	0	0	0	40	44	84	0	0	0	0	10	16	26	0	0	0	0	23	28	51	198				
6:45 PM	0	0	0	0	18	12	30	0	0	0	0	38	56	94	0	0	0	0	8	21	29	0	0	0	0	36	39	75	228				
Total	0	0	0	0	64	71	135	0	0	0	0	159	162	321	0	0	0	0	44	66	110	0	0	0	0	131	129	260	826				
7:00 PM	0	0	0	0	25	10	35	0	0	0	0	35	50	85	0	0	0	0	13	17	30	0	0	0	0	41	19	60	210				
7:15 PM	0	0	0	0	16	12	28	0	0	0	0	20	33	53	0	0	0	0	22	20	42	0	0	0	0	37	31	68	191				
7:30 PM	0	0	0	0	24	14	38	0	0	0	0	43	43	86	0	0	0	0	16	13	29	0	0	0	0	21	22	43	196				
7:45 PM	0	0	0	0	9	10	19	0	0	0	0	22	37	59	0	0	0	0	10	9	19	0	0	0	0	14	12	26	123				
Total	0	0	0	0	74	46	120	0	0	0	0	120	163	283	0	0	0	0	61	59	120	0	0	0	0	113	84	197	720				
Grand Total	0	0	0	0	251	227	478	0	0	0	0	492	508	1000	0	0	0	0	175	205	380	0	0	0	0	401	453	854	2712				
Approach %	0.0	0.0	0.0	0.0	52.5	47.5		0.0	0.0	0.0	0.0	49.2	50.8		0.0	0.0	0.0	0.0	46.1	53.9		0.0	0.0	0.0	0.0	47.0	53.0						
Total %	0.0	0.0	0.0	0.0	9.3	8.4	17.6	0.0	0.0	0.0	0.0	18.1	18.7	36.9	0.0	0.0	0.0	0.0	6.5	7.6	14.0	0.0	0.0	0.0	0.0	14.8	16.7	31.5					
Exiting Leg Total	478							1000							380							854							2712				

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street								Peterborough Street								Kilmarnock Street								Peterborough Street								Total			
	North								East								South								West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
6:15 PM	0	0	0	0	15	23	38	0	0	0	0	50	43	93	0	0	0	0	16	16	32	0	0	0	0	36	35	71	234							
6:30 PM	0	0	0	0	16	21	37	0	0	0	0	40	44	84	0	0	0	0	10	16	26	0	0	0	0	23	28	51	198							
6:45 PM	0	0	0	0	18	12	30	0	0	0	0	38	56	94	0	0	0	0	8	21	29	0	0	0	0	36	39	75	228							
7:00 PM	0	0	0	0	25	10	35	0	0	0	0	35	50	85	0	0	0	0	13	17	30	0	0	0	0	41	19	60	210							
Total Volume	0	0	0	0	74	66	140	0	0	0	0	163	193	356	0	0	0	0	47	70	117	0	0	0	0	136	121	257	870							
% Approach Total	0.0	0.0	0.0	0.0	52.9	47.1		0.0	0.0	0.0	0.0	45.8	54.2		0.0	0.0	0.0	0.0	40.2	59.8		0.0	0.0	0.0	0.0	52.9	47.1									
PHF	0.000	0.000	0.000	0.000	0.740	0.717	0.921	0.000	0.000	0.000	0.000	0.815	0.862	0.947	0.000	0.000	0.000	0.000	0.734	0.833	0.914	0.000	0.000	0.000	0.000	0.829	0.776	0.857	0.929							
Entering Leg	0	0	0	0	74	66	140	0	0	0	0	163	193	356	0	0	0	0	47	70	117	0	0	0	0	136	121	257	870							
Exiting Leg								140							356							117							257							870
Total	280							712							234							514							1740							

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	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	5	4	0	0	9	2	11	2	0	15	0	16	3	0	19	0	0	0	0	0	43
7:15 AM	5	4	0	0	9	4	12	6	0	22	1	15	3	0	19	0	0	0	0	0	50
7:30 AM	2	4	0	0	6	4	11	2	0	17	0	36	5	0	41	0	0	0	0	0	64
7:45 AM	9	2	0	0	11	4	10	5	0	19	0	31	5	1	37	0	0	0	0	0	67
<b>Total</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>14</b>	<b>44</b>	<b>15</b>	<b>0</b>	<b>73</b>	<b>1</b>	<b>98</b>	<b>16</b>	<b>1</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>
8:00 AM	6	2	0	0	8	8	5	4	0	17	0	31	6	0	37	0	0	0	0	0	62
8:15 AM	7	8	0	0	15	11	9	4	0	24	0	21	2	0	23	0	0	0	0	0	62
8:30 AM	7	7	0	0	14	1	12	7	0	20	0	21	5	0	26	0	0	0	0	0	60
8:45 AM	7	5	0	0	12	5	12	5	0	22	0	17	7	0	24	0	0	0	0	0	58
<b>Total</b>	<b>27</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>25</b>	<b>38</b>	<b>20</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>90</b>	<b>20</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>242</b>
Grand Total	48	36	0	0	84	39	82	35	0	156	1	188	36	1	226	0	0	0	0	0	466
Approach %	57.1	42.9	0.0	0.0		25.0	52.6	22.4	0.0		0.4	83.2	15.9	0.4		0.0	0.0	0.0	0.0		
Total %	10.3	7.7	0.0	0.0	18.0	8.4	17.6	7.5	0.0	33.5	0.2	40.3	7.7	0.2	48.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	227					1					72					166					466
Cars	42	31	0	0	73	38	77	33	0	148	1	174	33	1	209	0	0	0	0	0	430
% Cars	87.5	86.1	0.0	0.0	86.9	97.4	93.9	94.3	0.0	94.9	100.0	92.6	91.7	100.0	92.5	0.0	0.0	0.0	0.0	0.0	92.3
Exiting Leg Total	212					1					65					152					430
Heavy Vehicles	6	5	0	0	11	1	5	2	0	8	0	14	3	0	17	0	0	0	0	0	36
% Heavy Vehicles	12.5	13.9	0.0	0.0	13.1	2.6	6.1	5.7	0.0	5.1	0.0	7.4	8.3	0.0	7.5	0.0	0.0	0.0	0.0	0.0	7.7
Exiting Leg Total	15					0					7					14					36

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

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	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	2	4	0	0	6	4	11	2	0	17	0	36	5	0	41	0	0	0	0	0	64
7:45 AM	9	2	0	0	11	4	10	5	0	19	0	31	5	1	37	0	0	0	0	0	67
8:00 AM	6	2	0	0	8	8	5	4	0	17	0	31	6	0	37	0	0	0	0	0	62
8:15 AM	7	8	0	0	15	11	9	4	0	24	0	21	2	0	23	0	0	0	0	0	62
Total Volume	24	16	0	0	40	27	35	15	0	77	0	119	18	1	138	0	0	0	0	0	255
% Approach Total	60.0	40.0	0.0	0.0		35.1	45.5	19.5	0.0		0.0	86.2	13.0	0.7		0.0	0.0	0.0	0.0		
PHF	0.667	0.500	0.000	0.000	0.667	0.614	0.795	0.750	0.000	0.802	0.000	0.826	0.750	0.250	0.841	0.000	0.000	0.000	0.000	0.000	0.951
Cars	22	13	0	0	35	26	32	14	0	72	0	110	16	1	127	0	0	0	0	0	234
Cars %	91.7	81.3	0.0	0.0	87.5	96.3	91.4	93.3	0.0	93.5	0.0	92.4	88.9	100.0	92.0	0.0	0.0	0.0	0.0	0.0	91.8
Heavy Vehicles	2	3	0	0	5	1	3	1	0	5	0	9	2	0	11	0	0	0	0	0	21
Heavy Vehicles %	8.3	18.8	0.0	0.0	12.5	3.7	8.6	6.7	0.0	6.5	0.0	7.6	11.1	0.0	8.0	0.0	0.0	0.0	0.0	0.0	8.2
Cars Enter Leg	22	13	0	0	35	26	32	14	0	72	0	110	16	1	127	0	0	0	0	0	234
Heavy Enter Leg	2	3	0	0	5	1	3	1	0	5	0	9	2	0	11	0	0	0	0	0	21
Total Entering Leg	24	16	0	0	40	27	35	15	0	77	0	119	18	1	138	0	0	0	0	0	255
Cars Exiting Leg	136					0					28					70					234
Heavy Exiting Leg	10					0					4					7					21
Total Exiting Leg	146					0					32					77					255

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	4	0	0	8	2	10	2	0	14	0	15	2	0	17	0	0	0	0	0	39
7:15 AM	4	2	0	0	6	4	11	5	0	20	1	14	3	0	18	0	0	0	0	0	44
7:30 AM	2	4	0	0	6	4	9	2	0	15	0	34	4	0	38	0	0	0	0	0	59
7:45 AM	9	2	0	0	11	4	10	5	0	19	0	29	5	1	35	0	0	0	0	0	65
<b>Total</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>14</b>	<b>40</b>	<b>14</b>	<b>0</b>	<b>68</b>	<b>1</b>	<b>92</b>	<b>14</b>	<b>1</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>207</b>
8:00 AM	4	2	0	0	6	7	4	4	0	15	0	28	5	0	33	0	0	0	0	0	54
8:15 AM	7	5	0	0	12	11	9	3	0	23	0	19	2	0	21	0	0	0	0	0	56
8:30 AM	6	7	0	0	13	1	12	7	0	20	0	19	5	0	24	0	0	0	0	0	57
8:45 AM	6	5	0	0	11	5	12	5	0	22	0	16	7	0	23	0	0	0	0	0	56
<b>Total</b>	<b>23</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>37</b>	<b>19</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>82</b>	<b>19</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>223</b>
Grand Total	42	31	0	0	73	38	77	33	0	148	1	174	33	1	209	0	0	0	0	0	430
Approach %	57.5	42.5	0.0	0.0		25.7	52.0	22.3	0.0		0.5	83.3	15.8	0.5		0.0	0.0	0.0	0.0		
Total %	9.8	7.2	0.0	0.0	17.0	8.8	17.9	7.7	0.0	34.4	0.2	40.5	7.7	0.2	48.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	212					1					65					152					430

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

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	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	2	4	0	0	6	4	9	2	0	15	0	34	4	0	38	0	0	0	0	0	59
7:45 AM	9	2	0	0	11	4	10	5	0	19	0	29	5	1	35	0	0	0	0	0	65
8:00 AM	4	2	0	0	6	7	4	4	0	15	0	28	5	0	33	0	0	0	0	0	54
8:15 AM	7	5	0	0	12	11	9	3	0	23	0	19	2	0	21	0	0	0	0	0	56
Total Volume	22	13	0	0	35	26	32	14	0	72	0	110	16	1	127	0	0	0	0	0	234
% Approach Total	62.9	37.1	0.0	0.0		36.1	44.4	19.4	0.0		0.0	86.6	12.6	0.8		0.0	0.0	0.0	0.0		
PHF	0.611	0.650	0.000	0.000	0.729	0.591	0.800	0.700	0.000	0.783	0.000	0.809	0.800	0.250	0.836	0.000	0.000	0.000	0.000	0.000	0.900
Entering Leg	22	13	0	0	35	26	32	14	0	72	0	110	16	1	127	0	0	0	0	0	234
Exiting Leg	136					0					28					70					234
Total	171					72					155					70					468

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	4
7:15 AM	1	2	0	0	3	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
8:00 AM	2	0	0	0	2	1	1	0	0	2	0	3	1	0	4	0	0	0	0	0	8
8:15 AM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
Grand Total	6	5	0	0	11	1	5	2	0	8	0	14	3	0	17	0	0	0	0	0	36
Approach %	54.5	45.5	0.0	0.0		12.5	62.5	25.0	0.0		0.0	82.4	17.6	0.0		0.0	0.0	0.0	0.0		
Total %	16.7	13.9	0.0	0.0	30.6	2.8	13.9	5.6	0.0	22.2	0.0	38.9	8.3	0.0	47.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	15					0					7					14					36
Large Trucks	3	3	0	0	6	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	13
% Large Trucks	50.0	60.0	0.0	0.0	54.5	0.0	20.0	0.0	0.0	12.5	0.0	35.7	33.3	0.0	35.3	0.0	0.0	0.0	0.0	0.0	36.1
Exiting Leg Total	5					0					3					5					13
Buses	3	2	0	0	5	1	4	2	0	7	0	9	2	0	11	0	0	0	0	0	23
% Buses	50.0	40.0	0.0	0.0	45.5	100.0	80.0	100.0	0.0	87.5	0.0	64.3	66.7	0.0	64.7	0.0	0.0	0.0	0.0	0.0	63.9
Exiting Leg Total	10					0					4					9					23

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

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	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	1	2	0	0	3	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	2	0	0	0	2	1	1	0	0	2	0	3	1	0	4	0	0	0	0	0	8
Total Volume	3	2	0	0	5	1	4	1	0	6	0	8	2	0	10	0	0	0	0	0	21
% Approach Total	60.0	40.0	0.0	0.0		16.7	66.7	16.7	0.0		0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.375	0.250	0.000	0.000	0.417	0.250	0.500	0.250	0.000	0.750	0.000	0.667	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.656
Large Trucks	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Large Trucks %	33.3	100.0	0.0	0.0	60.0	0.0	25.0	0.0	0.0	16.7	0.0	25.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	28.6
Buses	2	0	0	0	2	1	3	1	0	5	0	6	2	0	8	0	0	0	0	0	15
Buses %	66.7	0.0	0.0	0.0	40.0	100.0	75.0	100.0	0.0	83.3	0.0	75.0	100.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	71.4
Trucks Enter Leg	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Bus Enter Leg	2	0	0	0	2	1	3	1	0	5	0	6	2	0	8	0	0	0	0	0	15
Total Entering Leg	3	2	0	0	5	1	4	1	0	6	0	8	2	0	10	0	0	0	0	0	21
Trucks Exiting Leg	2					0					2					2					6
Buses Exiting Leg	7					0					1					7					15
Total Exiting Leg	9					0					3					9					21

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Large Trucks**



	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
Grand Total	3	3	0	0	6	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	13
Approach %	50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		
Total %	23.1	23.1	0.0	0.0	46.2	0.0	7.7	0.0	0.0	7.7	0.0	38.5	7.7	0.0	46.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						5					0					3					5

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

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Approach Total	66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Exiting Leg						4					1					2					
Total	7					0					5					2					

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Buses**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
8:00 AM	2	0	0	0	2	1	1	0	0	2	0	2	1	0	3	0	0	0	0	0	7
8:15 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>Grand Total</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
Approach %	60.0	40.0	0.0	0.0		14.3	57.1	28.6	0.0		0.0	81.8	18.2	0.0		0.0	0.0	0.0	0.0	0.0	
Total %	13.0	8.7	0.0	0.0	21.7	4.3	17.4	8.7	0.0	30.4	0.0	39.1	8.7	0.0	47.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					0					4					9					23

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

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:00 AM	2	0	0	0	2	1	1	0	0	2	0	2	1	0	3	0	0	0	0	0	7
8:15 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
<b>Total Volume</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
% Approach Total	50.0	50.0	0.0	0.0		25.0	50.0	25.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0	0.0	
PHF	0.250	0.250	0.000	0.000	0.500	0.250	0.500	0.250	0.000	0.500	0.000	0.750	0.500	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.571
Entering Leg	2	2	0	0	4	1	2	1	0	4	0	6	2	0	8	0	0	0	0	0	16
Exiting Leg	7					0					3					6					16
<b>Total</b>	<b>11</b>					<b>4</b>					<b>11</b>					<b>6</b>					<b>32</b>

PDI File #: 175839 F  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	3		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3		
7:30 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4			
7:45 AM	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	5	2	0	0	0	7	0	1	0	0	1	0	2	2	12			
Total	1	1	0	0	0	0	2	1	3	0	0	0	1	5	0	9	2	0	0	0	11	0	3	0	0	1	0	4	4	22			
8:00 AM	0	1	0	0	0	0	1	1	1	0	0	0	0	2	0	1	0	0	0	0	1	0	2	0	0	0	0	0	2	6			
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3			
8:30 AM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3			
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	6	0	0	0	0	6	0	1	1	0	0	0	2	2	9			
Total	0	3	0	0	0	0	3	2	2	0	0	0	0	4	0	10	0	0	0	0	10	0	3	1	0	0	0	4	4	21			
Grand Total	1	4	0	0	0	0	5	3	5	0	0	0	1	9	0	19	2	0	0	0	21	0	6	1	0	1	0	8	8	43			
Approach %	20.0	80.0	0.0	0.0	0.0	0.0		33.3	55.6	0.0	0.0	0.0	11.1		0.0	90.5	9.5	0.0	0.0	0.0		0.0	75.0	12.5	0.0	12.5	0.0						
Total %	2.3	9.3	0.0	0.0	0.0	0.0	11.6	7.0	11.6	0.0	0.0	0.0	2.3	20.9		0.0	44.2	4.7	0.0	0.0	0.0	48.8		0.0	14.0	2.3	0.0	2.3	0.0	18.6			
Exiting Leg Total	23							7							4							9							43				

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

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3			
7:30 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4			
7:45 AM	0	1	0	0	0	0	1	0	1	0	0	0	1	2	0	5	2	0	0	0	7	0	1	0	0	1	0	2	2	12			
8:00 AM	0	1	0	0	0	0	1	1	1	0	0	0	0	2	0	1	0	0	0	0	1	0	2	0	0	0	0	2	2	6			
Total Volume	0	2	0	0	0	0	2	2	4	0	0	0	1	7	0	10	2	0	0	0	12	0	3	0	0	1	0	4	4	25			
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		28.6	57.1	0.0	0.0	0.0	14.3		0.0	83.3	16.7	0.0	0.0	0.0		0.0	75.0	0.0	0.0	25.0	0.0						
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.000	0.000	0.000	0.250	0.583		0.000	0.500	0.250	0.000	0.000	0.000	0.429		0.000	0.375	0.000	0.000	0.250	0.000	0.500	0.521		
Entering Leg	0	2	0	0	0	0	2	2	4	0	0	0	1	7	0	10	2	0	0	0	12	0	3	0	0	1	0	4	4	25			
Exiting Leg	12							4							2							7							25				
Total	14							11							14							11							50				



PDI File #: 175839 F  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Pedestrians**

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	2	3	5	0	0	0	0	7	7	14		0	0	0	0	1	2	3		0	0	0	0	8	5	13		35	
7:15 AM	0	0	0	0	4	5	9	0	0	0	0	4	20	24		0	0	0	0	4	3	7		0	0	0	0	11	5	16		56	
7:30 AM	0	0	0	0	10	11	21	0	0	0	0	13	20	33		0	0	0	0	5	4	9		0	0	0	0	18	18	36		99	
7:45 AM	0	0	0	0	3	6	9	0	0	0	0	5	27	32		0	0	0	0	7	3	10		0	0	0	0	22	8	30		81	
Total	0	0	0	0	19	25	44	0	0	0	0	29	74	103		0	0	0	0	17	12	29		0	0	0	0	59	36	95		271	
8:00 AM	0	0	0	0	7	14	21	0	0	0	0	4	32	36		0	0	0	0	7	4	11		0	0	0	0	14	5	19		87	
8:15 AM	0	0	0	0	15	1	16	0	0	0	0	10	23	33		0	0	0	0	7	9	16		0	0	0	0	20	19	39		104	
8:30 AM	0	0	0	0	2	14	16	0	0	0	0	11	18	29		0	0	0	0	2	1	3		0	0	0	0	14	13	27		75	
8:45 AM	0	0	0	0	4	11	15	0	0	0	0	8	24	32		0	0	0	0	6	3	9		0	0	0	0	19	22	41		97	
Total	0	0	0	0	28	40	68	0	0	0	0	33	97	130		0	0	0	0	22	17	39		0	0	0	0	67	59	126		363	
Grand Total	0	0	0	0	47	65	112	0	0	0	0	62	171	233		0	0	0	0	39	29	68		0	0	0	0	126	95	221		634	
Approach %	0.0	0.0	0.0	0.0	42.0	58.0		0.0	0.0	0.0	0.0	26.6	73.4		0.0	0.0	0.0	0.0	57.4	42.6		0.0	0.0	0.0	0.0	57.0	43.0						
Total %	0.0	0.0	0.0	0.0	7.4	10.3	17.7	0.0	0.0	0.0	0.0	9.8	27.0	36.8		0.0	0.0	0.0	0.0	6.2	4.6	10.7		0.0	0.0	0.0	0.0	19.9	15.0	34.9			
Exiting Leg Total	112							233							68							221							634				

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

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	0	0	0	0	10	11	21	0	0	0	0	13	20	33		0	0	0	0	5	4	9		0	0	0	0	18	18	36		99	
7:45 AM	0	0	0	0	3	6	9	0	0	0	0	5	27	32		0	0	0	0	7	3	10		0	0	0	0	22	8	30		81	
8:00 AM	0	0	0	0	7	14	21	0	0	0	0	4	32	36		0	0	0	0	7	4	11		0	0	0	0	14	5	19		87	
8:15 AM	0	0	0	0	15	1	16	0	0	0	0	10	23	33		0	0	0	0	7	9	16		0	0	0	0	20	19	39		104	
Total Volume	0	0	0	0	35	32	67	0	0	0	0	32	102	134		0	0	0	0	26	20	46		0	0	0	0	74	50	124		371	
% Approach Total	0.0	0.0	0.0	0.0	52.2	47.8		0.0	0.0	0.0	0.0	23.9	76.1		0.0	0.0	0.0	0.0	56.5	43.5		0.0	0.0	0.0	0.0	59.7	40.3						
PHF	0.000	0.000	0.000	0.000	0.583	0.571	0.798	0.000	0.000	0.000	0.000	0.615	0.797	0.931		0.000	0.000	0.000	0.000	0.929	0.556	0.719		0.000	0.000	0.000	0.000	0.841	0.658	0.795		0.892	
Entering Leg	0	0	0	0	35	32	67	0	0	0	0	32	102	134		0	0	0	0	26	20	46		0	0	0	0	74	50	124		371	
Exiting Leg	67							134							46							124							371				
Total	134							268							92							248							742				

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	9	2	0	0	11	2	10	3	0	15	0	17	8	1	26	0	0	0	0	0	52
4:15 PM	11	6	0	0	17	6	18	5	0	29	0	15	11	0	26	0	0	0	0	0	72
4:30 PM	9	6	0	0	15	3	11	4	0	18	0	28	8	0	36	0	0	0	0	0	69
4:45 PM	10	5	0	0	15	6	7	3	0	16	0	23	7	0	30	0	0	0	0	0	61
<b>Total</b>	<b>39</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>46</b>	<b>15</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>83</b>	<b>34</b>	<b>1</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>254</b>
5:00 PM	12	6	0	0	18	3	11	0	0	14	0	22	8	1	31	0	0	0	0	0	63
5:15 PM	11	2	0	0	13	9	16	2	0	27	0	23	5	0	28	0	0	0	0	0	68
5:30 PM	8	5	0	0	13	8	24	4	0	36	0	19	3	0	22	0	0	0	0	0	71
5:45 PM	14	4	0	0	18	3	13	4	0	20	0	18	5	0	23	1	0	0	0	1	62
<b>Total</b>	<b>45</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>64</b>	<b>10</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>82</b>	<b>21</b>	<b>1</b>	<b>104</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>264</b>
Grand Total	84	36	0	0	120	40	110	25	0	175	0	165	55	2	222	1	0	0	0	1	518
Approach %	70.0	30.0	0.0	0.0		22.9	62.9	14.3	0.0		0.0	74.3	24.8	0.9		100.0	0.0	0.0	0.0		
Total %	16.2	6.9	0.0	0.0	23.2	7.7	21.2	4.8	0.0	33.8	0.0	31.9	10.6	0.4	42.9	0.2	0.0	0.0	0.0	0.2	
Exiting Leg Total	205					0					64					249					518
Cars	82	34	0	0	116	38	105	25	0	168	0	156	53	2	211	1	0	0	0	1	496
% Cars	97.6	94.4	0.0	0.0	96.7	95.0	95.5	100.0	0.0	96.0	0.0	94.5	96.4	100.0	95.0	100.0	0.0	0.0	0.0	100.0	95.8
Exiting Leg Total	194					0					62					240					496
Heavy Vehicles	2	2	0	0	4	2	5	0	0	7	0	9	2	0	11	0	0	0	0	0	22
% Heavy Vehicles	2.4	5.6	0.0	0.0	3.3	5.0	4.5	0.0	0.0	4.0	0.0	5.5	3.6	0.0	5.0	0.0	0.0	0.0	0.0	0.0	4.2
Exiting Leg Total	11					0					2					9					22

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

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	11	6	0	0	17	6	18	5	0	29	0	15	11	0	26	0	0	0	0	0	72
4:30 PM	9	6	0	0	15	3	11	4	0	18	0	28	8	0	36	0	0	0	0	0	69
4:45 PM	10	5	0	0	15	6	7	3	0	16	0	23	7	0	30	0	0	0	0	0	61
5:00 PM	12	6	0	0	18	3	11	0	0	14	0	22	8	1	31	0	0	0	0	0	63
Total Volume	42	23	0	0	65	18	47	12	0	77	0	88	34	1	123	0	0	0	0	0	265
% Approach Total	64.6	35.4	0.0	0.0		23.4	61.0	15.6	0.0		0.0	71.5	27.6	0.8		0.0	0.0	0.0	0.0		
PHF	0.875	0.958	0.000	0.000	0.903	0.750	0.653	0.600	0.000	0.664	0.000	0.786	0.773	0.250	0.854	0.000	0.000	0.000	0.000	0.000	0.920
Cars	41	21	0	0	62	16	45	12	0	73	0	83	32	1	116	0	0	0	0	0	251
Cars %	97.6	91.3	0.0	0.0	95.4	88.9	95.7	100.0	0.0	94.8	0.0	94.3	94.1	100.0	94.3	0.0	0.0	0.0	0.0	0.0	94.7
Heavy Vehicles	1	2	0	0	3	2	2	0	0	4	0	5	2	0	7	0	0	0	0	0	14
Heavy Vehicles %	2.4	8.7	0.0	0.0	4.6	11.1	4.3	0.0	0.0	5.2	0.0	5.7	5.9	0.0	5.7	0.0	0.0	0.0	0.0	0.0	5.3
Cars Enter Leg	41	21	0	0	62	16	45	12	0	73	0	83	32	1	116	0	0	0	0	0	251
Heavy Enter Leg	1	2	0	0	3	2	2	0	0	4	0	5	2	0	7	0	0	0	0	0	14
Total Entering Leg	42	23	0	0	65	18	47	12	0	77	0	88	34	1	123	0	0	0	0	0	265
Cars Exiting Leg	99					0					34					118					251
Heavy Exiting Leg	7					0					2					5					14
Total Exiting Leg	106					0					36					123					265

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Cars**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	8	2	0	0	10	2	8	3	0	13	0	15	8	1	24	0	0	0	0	0	47
4:15 PM	11	6	0	0	17	4	17	5	0	26	0	15	11	0	26	0	0	0	0	0	69
4:30 PM	8	5	0	0	13	3	11	4	0	18	0	26	8	0	34	0	0	0	0	0	65
4:45 PM	10	4	0	0	14	6	7	3	0	16	0	21	6	0	27	0	0	0	0	0	57
<b>Total</b>	<b>37</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>43</b>	<b>15</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>77</b>	<b>33</b>	<b>1</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>238</b>
5:00 PM	12	6	0	0	18	3	10	0	0	13	0	21	7	1	29	0	0	0	0	0	60
5:15 PM	11	2	0	0	13	9	16	2	0	27	0	23	5	0	28	0	0	0	0	0	68
5:30 PM	8	5	0	0	13	8	23	4	0	35	0	17	3	0	20	0	0	0	0	0	68
5:45 PM	14	4	0	0	18	3	13	4	0	20	0	18	5	0	23	1	0	0	0	1	62
<b>Total</b>	<b>45</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>62</b>	<b>10</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>79</b>	<b>20</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>258</b>
Grand Total	82	34	0	0	116	38	105	25	0	168	0	156	53	2	211	1	0	0	0	1	496
Approach %	70.7	29.3	0.0	0.0		22.6	62.5	14.9	0.0		0.0	73.9	25.1	0.9		100.0	0.0	0.0	0.0		
Total %	16.5	6.9	0.0	0.0	23.4	7.7	21.2	5.0	0.0	33.9	0.0	31.5	10.7	0.4	42.5	0.2	0.0	0.0	0.0	0.2	
Exiting Leg Total	194					0					62					240					496

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

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	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	12	6	0	0	18	3	10	0	0	13	0	21	7	1	29	0	0	0	0	0	60
5:15 PM	11	2	0	0	13	9	16	2	0	27	0	23	5	0	28	0	0	0	0	0	68
5:30 PM	8	5	0	0	13	8	23	4	0	35	0	17	3	0	20	0	0	0	0	0	68
5:45 PM	14	4	0	0	18	3	13	4	0	20	0	18	5	0	23	1	0	0	0	1	62
Total Volume	45	17	0	0	62	23	62	10	0	95	0	79	20	1	100	1	0	0	0	1	258
% Approach Total	72.6	27.4	0.0	0.0		24.2	65.3	10.5	0.0		0.0	79.0	20.0	1.0		100.0	0.0	0.0	0.0		
PHF	0.804	0.708	0.000	0.000	0.861	0.639	0.674	0.625	0.000	0.679	0.000	0.859	0.714	0.250	0.862	0.250	0.000	0.000	0.000	0.250	0.949
Entering Leg	45	17	0	0	62	23	62	10	0	95	0	79	20	1	100	1	0	0	0	1	258
Exiting Leg	102					0					29					127					258
Total	164					95					129					128					516

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Grand Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
Approach %	50.0	50.0	0.0	0.0		28.6	71.4	0.0	0.0		0.0	81.8	18.2	0.0		0.0	0.0	0.0	0.0		
Total %	9.1	9.1	0.0	0.0	18.2	9.1	22.7	0.0	0.0	31.8	0.0	40.9	9.1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	11					0					2					9					22
Large Trucks	2	2	0	0	4	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	10
% Large Trucks	100.0	100.0	0.0	0.0	100.0	0.0	20.0	0.0	0.0	14.3	0.0	44.4	50.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	45.5
Exiting Leg Total	4					0					2					4					10
Buses	0	0	0	0	0	2	4	0	0	6	0	5	1	0	6	0	0	0	0	0	12
% Buses	0.0	0.0	0.0	0.0	0.0	100.0	80.0	0.0	0.0	85.7	0.0	55.6	50.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	54.5
Exiting Leg Total	7					0					0					5					12

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

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
<b>Total Volume</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
% Approach Total	50.0	50.0	0.0	0.0		40.0	60.0	0.0	0.0		0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.500	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.417	0.000	0.750	0.250	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.800
Large Trucks	2	2	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	8
Large Trucks %	100.0	100.0	0.0	0.0	100.0	0.0	33.3	0.0	0.0	20.0	0.0	50.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	50.0
Buses	0	0	0	0	0	2	2	0	0	4	0	3	1	0	4	0	0	0	0	0	8
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	66.7	0.0	0.0	80.0	0.0	50.0	100.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	50.0
Trucks Enter Leg	2	2	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	8
Bus Enter Leg	0	0	0	0	0	2	2	0	0	4	0	3	1	0	4	0	0	0	0	0	8
Total Entering Leg	2	2	0	0	4	2	3	0	0	5	0	6	1	0	7	0	0	0	0	0	16
Trucks Exiting Leg	3					0					2					3					8
Buses Exiting Leg	5					0					0					3					8
Total Exiting Leg	8					0					2					6					16

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Large Trucks**



	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
Grand Total	2	2	0	0	4	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	10
Approach %	50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	80.0	20.0	0.0		0.0	0.0	0.0	0.0		
Total %	20.0	20.0	0.0	0.0	40.0	0.0	10.0	0.0	0.0	10.0	0.0	40.0	10.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	4					0					2					4					10

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

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	2	2	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	8
% Approach Total	50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.667
Entering Leg	2	2	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	8
Exiting Leg						3					0					2					3
Total	7					1					5					3					16

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



**Buses**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	2	2	0	0	4	0	3	1	0	4	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	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
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	4
Grand Total	0	0	0	0	0	2	4	0	0	6	0	5	1	0	6	0	0	0	0	0	12
Approach %	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	16.7	33.3	0.0	0.0	50.0	0.0	41.7	8.3	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	7					0					0					5					12

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

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
<b>Total Volume</b>	0	0	0	0	0	2	2	0	0	4	0	3	1	0	4	0	0	0	0	0	8
% Approach Total	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.375	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	1.000
Entering Leg	0	0	0	0	0	2	2	0	0	4	0	3	1	0	4	0	0	0	0	0	8
Exiting Leg	5					0					0					3					8
<b>Total</b>	5					4					4					3					16

PDI File #: 175839 F  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	7		
4:15 PM	0	4	0	0	0	0	4	3	1	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	9		
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0	6		
4:45 PM	0	0	0	0	0	1	1	0	0	1	0	1	0	2	0	3	3	0	0	0	0	6	0	1	0	0	0	0	1	2	11		
<b>Total</b>	0	9	0	0	0	1	10	3	2	1	0	1	1	8	1	5	6	0	0	0	0	12	1	1	0	0	0	0	1	3	33		
5:00 PM	0	3	0	0	0	0	3	1	0	0	0	0	0	1	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	9		
5:15 PM	1	4	0	0	0	0	5	1	1	0	0	0	0	2	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	10		
5:30 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	3	3	0	0	0	0	6	2	0	0	0	0	0	0	2	10		
5:45 PM	0	2	1	0	0	1	4	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6		
<b>Total</b>	1	10	1	0	0	1	13	2	2	1	0	0	0	5	0	11	4	0	0	0	0	15	2	0	0	0	0	0	0	2	35		
Grand Total	1	19	1	0	0	2	23	5	4	2	0	1	1	13	1	16	10	0	0	0	0	27	3	1	0	0	0	0	1	5	68		
Approach %	4.3	82.6	4.3	0.0	0.0	8.7	38.5	30.8	15.4	0.0	7.7	7.7	3.7	59.3	37.0	0.0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	20.0									
Total %	1.5	27.9	1.5	0.0	0.0	2.9	33.8	7.4	5.9	2.9	0.0	1.5	1.5	19.1	1.5	23.5	14.7	0.0	0.0	0.0	39.7	4.4	1.5	0.0	0.0	0.0	1.5	7.4					
Exiting Leg Total	23							5							24							16							68				

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

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:45 PM	0	0	0	0	0	1	1	0	0	1	0	1	0	2	0	3	3	0	0	0	0	6	0	1	0	0	0	0	1	2	11		
5:00 PM	0	3	0	0	0	0	3	1	0	0	0	0	0	1	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	9		
5:15 PM	1	4	0	0	0	0	5	1	1	0	0	0	0	2	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	10		
5:30 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	3	3	0	0	0	0	6	2	0	0	0	0	0	0	2	10		
<b>Total Volume</b>	1	8	0	0	0	1	10	2	2	1	0	1	0	6	0	13	7	0	0	0	0	20	2	1	0	0	0	0	1	4	40		
% Approach Total	10.0	80.0	0.0	0.0	0.0	10.0	33.3	33.3	16.7	0.0	16.7	0.0	0.0	65.0	35.0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0									
PHF	0.250	0.500	0.000	0.000	0.000	0.250	0.500	0.500	0.500	0.250	0.000	0.250	0.000	0.750	0.000	0.650	0.583	0.000	0.000	0.000	0.833	0.250	0.250	0.000	0.000	0.000	0.250	0.500	0.909				
Entering Leg	1	8	0	0	0	1	10	2	2	1	0	1	0	6	0	13	7	0	0	0	0	20	2	1	0	0	0	0	1	4	40		
Exiting Leg	16							2							11							11							40				
<b>Total</b>	26							8							31							15							80				



PDI File #: 175839 F  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Pedestrians**

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	10	20	30		0	0	0	0	23	25	48		0	0	0	0	6	10	16		0	0	0	0	15	29	44		138
4:15 PM	0	0	0	0	4	10	14		0	0	0	0	22	32	54		0	0	0	0	10	5	15		0	0	0	0	24	20	44		127
4:30 PM	0	0	0	0	5	13	18		0	0	0	0	17	18	35		0	0	0	0	12	11	23		0	0	0	0	19	27	46		122
4:45 PM	0	0	0	0	13	10	23		0	0	0	0	20	34	54		0	0	0	0	8	10	18		0	0	0	0	27	20	47		142
Total	0	0	0	0	32	53	85		0	0	0	0	82	109	191		0	0	0	0	36	36	72		0	0	0	0	85	96	181		529
5:00 PM	0	0	0	0	16	20	36		0	0	0	0	37	63	100		0	0	0	0	9	11	20		0	0	0	0	22	35	57		213
5:15 PM	0	0	0	0	10	19	29		0	0	0	0	38	47	85		0	0	0	0	12	6	18		0	0	0	0	21	33	54		186
5:30 PM	0	0	0	0	12	9	21		0	0	0	0	29	31	60		0	0	0	0	6	15	21		0	0	0	0	31	50	81		183
5:45 PM	0	0	0	0	14	21	35		0	0	0	0	20	47	67		0	0	0	0	15	10	25		0	0	0	0	38	50	88		215
Total	0	0	0	0	52	69	121		0	0	0	0	124	188	312		0	0	0	0	42	42	84		0	0	0	0	112	168	280		797
Grand Total	0	0	0	0	84	122	206		0	0	0	0	206	297	503		0	0	0	0	78	78	156		0	0	0	0	197	264	461		1326
Approach %	0.0	0.0	0.0	0.0	40.8	59.2		0.0	0.0	0.0	0.0	41.0	59.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	42.7	57.3						
Total %	0.0	0.0	0.0	0.0	6.3	9.2	15.5		0.0	0.0	0.0	0.0	15.5	22.4	37.9		0.0	0.0	0.0	0.0	5.9	5.9	11.8		0.0	0.0	0.0	0.0	14.9	19.9	34.8		
Exiting Leg Total	206								503								156								461							1326	

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

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total			
	North								East								South								West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
5:00 PM	0	0	0	0	16	20	36		0	0	0	0	37	63	100		0	0	0	0	9	11	20		0	0	0	0	22	35	57		213			
5:15 PM	0	0	0	0	10	19	29		0	0	0	0	38	47	85		0	0	0	0	12	6	18		0	0	0	0	21	33	54		186			
5:30 PM	0	0	0	0	12	9	21		0	0	0	0	29	31	60		0	0	0	0	6	15	21		0	0	0	0	31	50	81		183			
5:45 PM	0	0	0	0	14	21	35		0	0	0	0	20	47	67		0	0	0	0	15	10	25		0	0	0	0	38	50	88		215			
Total Volume	0	0	0	0	52	69	121		0	0	0	0	124	188	312		0	0	0	0	42	42	84		0	0	0	0	112	168	280		797			
% Approach Total	0.0	0.0	0.0	0.0	43.0	57.0		0.0	0.0	0.0	0.0	39.7	60.3		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	40.0	60.0									
PHF	0.000	0.000	0.000	0.000	0.813	0.821	0.840		0.000	0.000	0.000	0.000	0.816	0.746	0.780		0.000	0.000	0.000	0.000	0.700	0.700	0.840		0.000	0.000	0.000	0.000	0.737	0.840	0.795		0.927			
Entering Leg	0	0	0	0	52	69	121		0	0	0	0	124	188	312		0	0	0	0	42	42	84		0	0	0	0	112	168	280		797			
Exiting Leg								121									312									84									280	797
Total								242									624									168									560	1594

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	12	5	0	1	18	5	16	5	0	26	0	18	8	0	26	0	0	0	0	0	70
4:15 PM	10	6	0	0	16	6	17	3	0	26	0	31	10	0	41	0	0	0	0	0	83
4:30 PM	18	13	0	1	32	6	10	1	0	17	0	11	11	0	22	0	0	0	0	0	71
4:45 PM	26	17	0	0	43	4	21	3	0	28	0	31	3	0	34	0	0	0	0	0	105
<b>Total</b>	<b>66</b>	<b>41</b>	<b>0</b>	<b>2</b>	<b>109</b>	<b>21</b>	<b>64</b>	<b>12</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>91</b>	<b>32</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>329</b>
5:00 PM	20	5	0	0	25	7	27	5	0	39	0	35	6	0	41	0	0	0	0	0	105
5:15 PM	14	15	0	1	30	4	13	4	0	21	0	39	13	0	52	0	0	0	0	0	103
5:30 PM	20	10	0	1	31	5	21	7	0	33	0	42	9	0	51	0	0	0	0	0	115
5:45 PM	15	14	0	0	29	13	30	6	0	49	1	31	13	0	45	0	0	0	0	0	123
<b>Total</b>	<b>69</b>	<b>44</b>	<b>0</b>	<b>2</b>	<b>115</b>	<b>29</b>	<b>91</b>	<b>22</b>	<b>0</b>	<b>142</b>	<b>1</b>	<b>147</b>	<b>41</b>	<b>0</b>	<b>189</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>446</b>
6:00 PM	11	12	0	1	24	11	35	6	0	52	0	34	10	0	44	0	0	0	0	0	120
6:15 PM	14	22	0	0	36	9	26	3	0	38	0	27	11	0	38	0	0	0	0	0	112
6:30 PM	22	10	0	1	33	8	26	1	0	35	0	30	11	0	41	0	0	0	0	0	109
6:45 PM	14	14	0	1	29	4	35	7	0	46	0	28	17	0	45	0	0	0	0	0	120
<b>Total</b>	<b>61</b>	<b>58</b>	<b>0</b>	<b>3</b>	<b>122</b>	<b>32</b>	<b>122</b>	<b>17</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>119</b>	<b>49</b>	<b>0</b>	<b>168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>461</b>
7:00 PM	11	16	0	1	28	11	15	7	0	33	0	30	19	0	49	0	0	0	0	0	110
7:15 PM	15	15	0	0	30	14	17	8	0	39	0	29	13	0	42	0	0	0	0	0	111
7:30 PM	14	16	0	0	30	10	21	8	0	39	0	35	6	0	41	0	0	0	0	0	110
7:45 PM	18	15	0	0	33	3	19	3	0	25	0	19	17	1	37	0	0	0	0	0	95
<b>Total</b>	<b>58</b>	<b>62</b>	<b>0</b>	<b>1</b>	<b>121</b>	<b>38</b>	<b>72</b>	<b>26</b>	<b>0</b>	<b>136</b>	<b>0</b>	<b>113</b>	<b>55</b>	<b>1</b>	<b>169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>426</b>
Grand Total	254	205	0	8	467	120	349	77	0	546	1	470	177	1	649	0	0	0	0	0	1662
Approach %	54.4	43.9	0.0	1.7		22.0	63.9	14.1	0.0		0.2	72.4	27.3	0.2		0.0	0.0	0.0	0.0		
Total %	15.3	12.3	0.0	0.5	28.1	7.2	21.0	4.6	0.0	32.9	0.1	28.3	10.6	0.1	39.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	598					1					283					780					1662
Cars	252	202	0	8	462	120	342	74	0	536	1	451	174	1	627	0	0	0	0	0	1625
% Cars	99.2	98.5	0.0	100.0	98.9	100.0	98.0	96.1	0.0	98.2	100.0	96.0	98.3	100.0	96.6	0.0	0.0	0.0	0.0	0.0	97.8
Exiting Leg Total	579					1					277					768					1625
Heavy Vehicles	2	3	0	0	5	0	7	3	0	10	0	19	3	0	22	0	0	0	0	0	37
% Heavy Vehicles	0.8	1.5	0.0	0.0	1.1	0.0	2.0	3.9	0.0	1.8	0.0	4.0	1.7	0.0	3.4	0.0	0.0	0.0	0.0	0.0	2.2
Exiting Leg Total	19					0					6					12					37

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:30 PM	20	10	0	1	31	5	21	7	0	33	0	42	9	0	51	0	0	0	0	0	115
5:45 PM	15	14	0	0	29	13	30	6	0	49	1	31	13	0	45	0	0	0	0	0	123
6:00 PM	11	12	0	1	24	11	35	6	0	52	0	34	10	0	44	0	0	0	0	0	120
6:15 PM	14	22	0	0	36	9	26	3	0	38	0	27	11	0	38	0	0	0	0	0	112
<b>Total Volume</b>	<b>60</b>	<b>58</b>	<b>0</b>	<b>2</b>	<b>120</b>	<b>38</b>	<b>112</b>	<b>22</b>	<b>0</b>	<b>172</b>	<b>1</b>	<b>134</b>	<b>43</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>470</b>
% Approach Total	50.0	48.3	0.0	1.7		22.1	65.1	12.8	0.0		0.6	75.3	24.2	0.0		0.0	0.0	0.0	0.0		
PHF	0.750	0.659	0.000	0.500	0.833	0.731	0.800	0.786	0.000	0.827	0.250	0.798	0.827	0.000	0.873	0.000	0.000	0.000	0.000	0.000	0.955
Cars	60	57	0	2	119	38	109	22	0	169	1	131	43	0	175	0	0	0	0	0	463
Cars %	100.0	98.3	0.0	100.0	99.2	100.0	97.3	100.0	0.0	98.3	100.0	97.8	100.0	0.0	98.3	0.0	0.0	0.0	0.0	0.0	98.5
Heavy Vehicles	0	1	0	0	1	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	7
Heavy Vehicles %	0.0	1.7	0.0	0.0	0.8	0.0	2.7	0.0	0.0	1.7	0.0	2.2	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.5
Cars Enter Leg	60	57	0	2	119	38	109	22	0	169	1	131	43	0	175	0	0	0	0	0	463
Heavy Enter Leg	0	1	0	0	1	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	7
<b>Total Entering Leg</b>	<b>60</b>	<b>58</b>	<b>0</b>	<b>2</b>	<b>120</b>	<b>38</b>	<b>112</b>	<b>22</b>	<b>0</b>	<b>172</b>	<b>1</b>	<b>134</b>	<b>43</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>470</b>
Cars Exiting Leg	171					1					79					212					463
Heavy Exiting Leg	3					0					1					3					7
<b>Total Exiting Leg</b>	<b>174</b>					<b>1</b>					<b>80</b>					<b>215</b>					<b>470</b>

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Cars**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	11	4	0	1	16	5	14	5	0	24	0	17	8	0	25	0	0	0	0	0	65					
4:15 PM	10	6	0	0	16	6	17	2	0	25	0	27	10	0	37	0	0	0	0	0	78					
4:30 PM	18	13	0	1	32	6	10	1	0	17	0	11	11	0	22	0	0	0	0	0	71					
4:45 PM	25	17	0	0	42	4	21	2	0	27	0	30	3	0	33	0	0	0	0	0	102					
<b>Total</b>	<b>64</b>	<b>40</b>	<b>0</b>	<b>2</b>	<b>106</b>	<b>21</b>	<b>62</b>	<b>10</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>85</b>	<b>32</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>316</b>					
5:00 PM	20	5	0	0	25	7	27	5	0	39	0	33	4	0	37	0	0	0	0	0	101					
5:15 PM	14	14	0	1	29	4	13	4	0	21	0	38	13	0	51	0	0	0	0	0	101					
5:30 PM	20	10	0	1	31	5	21	7	0	33	0	41	9	0	50	0	0	0	0	0	114					
5:45 PM	15	13	0	0	28	13	30	6	0	49	1	31	13	0	45	0	0	0	0	0	122					
<b>Total</b>	<b>69</b>	<b>42</b>	<b>0</b>	<b>2</b>	<b>113</b>	<b>29</b>	<b>91</b>	<b>22</b>	<b>0</b>	<b>142</b>	<b>1</b>	<b>143</b>	<b>39</b>	<b>0</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>438</b>					
6:00 PM	11	12	0	1	24	11	35	6	0	52	0	32	10	0	42	0	0	0	0	0	118					
6:15 PM	14	22	0	0	36	9	23	3	0	35	0	27	11	0	38	0	0	0	0	0	109					
6:30 PM	22	10	0	1	33	8	26	1	0	35	0	28	11	0	39	0	0	0	0	0	107					
6:45 PM	14	14	0	1	29	4	35	7	0	46	0	28	17	0	45	0	0	0	0	0	120					
<b>Total</b>	<b>61</b>	<b>58</b>	<b>0</b>	<b>3</b>	<b>122</b>	<b>32</b>	<b>119</b>	<b>17</b>	<b>0</b>	<b>168</b>	<b>0</b>	<b>115</b>	<b>49</b>	<b>0</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>454</b>					
7:00 PM	11	16	0	1	28	11	15	7	0	33	0	29	18	0	47	0	0	0	0	0	108					
7:15 PM	15	15	0	0	30	14	16	7	0	37	0	28	13	0	41	0	0	0	0	0	108					
7:30 PM	14	16	0	0	30	10	20	8	0	38	0	33	6	0	39	0	0	0	0	0	107					
7:45 PM	18	15	0	0	33	3	19	3	0	25	0	18	17	1	36	0	0	0	0	0	94					
<b>Total</b>	<b>58</b>	<b>62</b>	<b>0</b>	<b>1</b>	<b>121</b>	<b>38</b>	<b>70</b>	<b>25</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>108</b>	<b>54</b>	<b>1</b>	<b>163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>417</b>					
Grand Total	252	202	0	8	462	120	342	74	0	536	1	451	174	1	627	0	0	0	0	0	1625					
Approach %	54.5	43.7	0.0	1.7		22.4	63.8	13.8	0.0		0.2	71.9	27.8	0.2		0.0	0.0	0.0	0.0							
Total %	15.5	12.4	0.0	0.5	28.4	7.4	21.0	4.6	0.0	33.0	0.1	27.8	10.7	0.1	38.6	0.0	0.0	0.0	0.0	0.0						
Exiting Leg Total						579					1					277					768					1625

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
5:30 PM	20	10	0	1	31	5	21	7	0	33	0	41	9	0	50	0	0	0	0	0	114					
5:45 PM	15	13	0	0	28	13	30	6	0	49	1	31	13	0	45	0	0	0	0	0	122					
6:00 PM	11	12	0	1	24	11	35	6	0	52	0	32	10	0	42	0	0	0	0	0	118					
6:15 PM	14	22	0	0	36	9	23	3	0	35	0	27	11	0	38	0	0	0	0	0	109					
<b>Total Volume</b>	<b>60</b>	<b>57</b>	<b>0</b>	<b>2</b>	<b>119</b>	<b>38</b>	<b>109</b>	<b>22</b>	<b>0</b>	<b>169</b>	<b>1</b>	<b>131</b>	<b>43</b>	<b>0</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>463</b>					
<b>% Approach Total</b>	<b>50.4</b>	<b>47.9</b>	<b>0.0</b>	<b>1.7</b>		<b>22.5</b>	<b>64.5</b>	<b>13.0</b>	<b>0.0</b>		<b>0.6</b>	<b>74.9</b>	<b>24.6</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>							
PHF	0.750	0.648	0.000	0.500	0.826	0.731	0.779	0.786	0.000	0.813	0.250	0.799	0.827	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.949					
Entering Leg	60	57	0	2	119	38	109	22	0	169	1	131	43	0	175	0	0	0	0	0	463					
Exiting Leg						171					1					79					212					463
<b>Total</b>						<b>290</b>					<b>170</b>					<b>254</b>					<b>212</b>					<b>926</b>

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	4
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	3
7:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
Grand Total	2	3	0	0	5	0	7	3	0	10	0	19	3	0	22	0	0	0	0	0	37
Approach %	40.0	60.0	0.0	0.0		0.0	70.0	30.0	0.0		0.0	86.4	13.6	0.0		0.0	0.0	0.0	0.0		
Total %	5.4	8.1	0.0	0.0	13.5	0.0	18.9	8.1	0.0	27.0	0.0	51.4	8.1	0.0	59.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	19					0					6					12					37
Large Trucks	1	3	0	0	4	0	3	1	0	4	0	9	2	0	11	0	0	0	0	0	19
% Large Trucks	50.0	100.0	0.0	0.0	80.0	0.0	42.9	33.3	0.0	40.0	0.0	47.4	66.7	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51.4
Exiting Leg Total	9					0					4					6					19
Buses	1	0	0	0	1	0	4	2	0	6	0	10	1	0	11	0	0	0	0	0	18
% Buses	50.0	0.0	0.0	0.0	20.0	0.0	57.1	66.7	0.0	60.0	0.0	52.6	33.3	0.0	50.0	0.0	0.0	0.0	0.0	0.0	48.6
Exiting Leg Total	10					0					2					6					18

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
<b>Total Volume</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
% Approach Total	66.7	33.3	0.0	0.0		0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.500	0.250	0.000	0.000	0.375	0.000	0.250	0.500	0.000	0.500	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.650
Large Trucks	1	1	0	0	2	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	7
Large Trucks %	50.0	100.0	0.0	0.0	66.7	0.0	0.0	50.0	0.0	25.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	53.8
Buses	1	0	0	0	1	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	6
Buses %	50.0	0.0	0.0	0.0	33.3	0.0	100.0	50.0	0.0	75.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	46.2
Trucks Enter Leg	1	1	0	0	2	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	7
Bus Enter Leg	1	0	0	0	1	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	6
<b>Total Entering Leg</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
Trucks Exiting Leg	4					0					2					1					7
Buses Exiting Leg	2					0					1					3					6
<b>Total Exiting Leg</b>	<b>6</b>					<b>0</b>					<b>3</b>					<b>4</b>					<b>13</b>

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Large Trucks**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>Grand Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
Approach %	25.0	75.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	81.8	18.2	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	5.3	15.8	0.0	0.0	21.1	0.0	15.8	5.3	0.0	21.1	0.0	47.4	10.5	0.0	57.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	9					0					4					6					19					

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total Volume</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
% Approach Total	50.0	50.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	1	1	0	0	2	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Exiting Leg	4					0					2					1					7					
<b>Total</b>	<b>6</b>					<b>1</b>					<b>6</b>					<b>1</b>					<b>14</b>					

PDI File #: **175839 F**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Peterborough Street W: Peterborough Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Buses**

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
Approach %	100.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		0.0	90.9	9.1	0.0		0.0	0.0	0.0	0.0		
Total %	5.6	0.0	0.0	0.0	5.6	0.0	22.2	11.1	0.0	33.3	0.0	55.6	5.6	0.0	61.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					0					2					6					18

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street					Peterborough Street					Jersey Street					Peterborough Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>% Approach Total</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.375	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	1	0	0	0	1	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	6
Exiting Leg						2					0					3					6
<b>Total</b>	<b>3</b>					<b>3</b>					<b>3</b>					<b>3</b>					<b>12</b>

PDI File #: 175839 F  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	0	0	0	0	0	0	0	0	4
4:15 PM	1	5	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
4:30 PM	0	3	0	0	0	0	3	0	1	1	0	0	0	0	2	0	2	0	0	0	0	1	3	0	0	0	0	0	0	0	8		
4:45 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	8		
<b>Total</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>			
5:00 PM	0	3	0	0	0	0	3	1	4	0	0	0	0	5	0	3	4	0	0	0	0	7	0	0	0	0	0	0	0	15			
5:15 PM	0	4	0	0	1	0	5	0	5	0	0	0	0	5	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	12			
5:30 PM	0	6	0	0	0	1	7	1	1	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	13			
5:45 PM	0	5	0	0	0	1	6	1	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11			
<b>Total</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>			
6:00 PM	0	2	0	0	1	0	3	0	2	0	0	0	0	2	0	2	0	0	0	0	1	3	0	0	0	0	0	0	0	8			
6:15 PM	0	1	0	0	0	0	1	0	2	1	0	0	0	3	0	4	1	0	0	0	0	5	0	0	0	0	0	0	0	9			
6:30 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8	0	0	0	0	0	0	0	14			
6:45 PM	0	3	0	0	0	0	3	0	4	0	0	0	0	4	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	10			
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>			
7:00 PM	0	1	0	0	0	0	1	2	3	0	0	0	0	5	0	4	0	0	1	0	5	0	0	0	0	1	0	1	12				
7:15 PM	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	0	0	0	0	0	0	0	11			
7:30 PM	1	2	0	0	0	0	3	0	3	0	0	0	0	3	1	1	2	0	0	0	0	4	0	0	0	0	0	0	0	10			
7:45 PM	0	0	0	0	0	0	0	1	3	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	5			
<b>Total</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>38</b>				
<b>Grand Total</b>	<b>2</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>55</b>	<b>6</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>34</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>156</b>				
Approach %	3.6	89.1	0.0	0.0	3.6	3.6		14.6	80.5	4.9	0.0	0.0	0.0		1.7	57.6	35.6	0.0	1.7	3.4		0.0	0.0	0.0	0.0	100.0	0.0						
Total %	1.3	31.4	0.0	0.0	1.3	1.3	35.3	3.8	21.2	1.3	0.0	0.0	0.0	26.3	0.6	21.8	13.5	0.0	0.6	1.3	37.8	0.0	0.0	0.0	0.0	0.6	0.0	0.6					
Exiting Leg Total							44							1							54								57	156			

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	3	0	0	0	0	3	1	4	0	0	0	0	5	0	3	4	0	0	0	0	7	0	0	0	0	0	0	0	15			
5:15 PM	0	4	0	0	1	0	5	0	5	0	0	0	0	5	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	12			
5:30 PM	0	6	0	0	0	1	7	1	1	0	0	0	0	2	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	13			
5:45 PM	0	5	0	0	0	1	6	1	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11			
<b>Total Volume</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>				
% Approach Total	0.0	85.7	0.0	0.0	4.8	9.5		17.6	82.4	0.0	0.0	0.0	0.0		0.0	30.8	69.2	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	0.250	0.500	0.750	0.750	0.700	0.000	0.000	0.000	0.850		0.000	0.333	0.563	0.000	0.000	0.000	0.464		0.000	0.000	0.000	0.000	0.000	0.850					
Entering Leg	0	18	0	0	1	2	21	3	14	0	0	0	0	17	0	4	9	0	0	0	0	13	0	0	0	0	0	0	51				
Exiting Leg							10							0								18						23	51				
<b>Total</b>							31						17								31						23	102					



PDI File #: 175839 F  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Peterborough Street W: Peterborough Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Pedestrians**

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	9	17	26		0	0	0	0	15	39	54		0	0	0	0	3	5	8		0	0	0	0	24	38	62		150
4:15 PM	0	0	0	0	8	10	18		0	0	0	0	24	25	49		0	0	0	0	7	7	14		0	0	0	0	32	30	62		143
4:30 PM	0	0	0	0	4	13	17		0	0	0	0	23	55	78		0	0	0	0	16	3	19		0	0	0	0	33	24	57		171
4:45 PM	0	0	0	0	17	15	32		0	0	0	0	18	65	83		0	0	0	0	11	7	18		0	0	0	0	31	32	63		196
Total	0	0	0	0	38	55	93		0	0	0	0	80	184	264		0	0	0	0	37	22	59		0	0	0	0	120	124	244		660
5:00 PM	0	0	0	0	12	8	20		0	0	0	0	17	44	61		0	0	0	0	4	8	12		0	0	0	0	28	53	81		174
5:15 PM	0	0	0	0	18	12	30		0	0	0	0	21	53	74		0	0	0	0	4	10	14		0	0	0	0	39	42	81		199
5:30 PM	0	0	0	0	28	20	48		0	0	0	0	36	70	106		0	0	0	0	9	12	21		0	0	0	0	34	43	77		252
5:45 PM	0	0	0	0	16	27	43		0	0	0	0	29	116	145		0	0	0	0	20	14	34		0	0	0	0	35	28	63		285
Total	0	0	0	0	74	67	141		0	0	0	0	103	283	386		0	0	0	0	37	44	81		0	0	0	0	136	166	302		910
6:00 PM	0	0	0	0	12	12	24		0	0	0	0	24	80	104		0	0	0	0	13	13	26		0	0	0	0	39	45	84		238
6:15 PM	0	0	0	0	17	28	45		0	0	0	0	36	97	133		0	0	0	0	18	19	37		0	0	0	0	59	49	108		323
6:30 PM	0	0	0	0	9	16	25		0	0	0	0	32	127	159		0	0	0	0	18	12	30		0	0	0	0	52	38	90		304
6:45 PM	0	0	0	0	21	13	34		0	0	0	0	43	130	173		0	0	0	0	9	15	24		0	0	0	0	59	29	88		319
Total	0	0	0	0	59	69	128		0	0	0	0	135	434	569		0	0	0	0	58	59	117		0	0	0	0	209	161	370		1184
7:00 PM	0	0	0	0	18	14	32		0	0	0	0	39	90	129		0	0	0	0	19	14	33		0	0	0	0	73	43	116		310
7:15 PM	0	0	0	0	9	15	24		0	0	0	0	19	101	120		0	0	0	0	19	19	38		0	0	0	0	52	35	87		269
7:30 PM	0	0	0	0	9	13	22		0	0	0	0	24	44	68		0	0	0	0	14	9	23		0	0	0	0	51	28	79		192
7:45 PM	0	0	0	0	12	9	21		0	0	0	0	24	32	56		0	0	0	0	10	14	24		0	0	0	0	37	29	66		167
Total	0	0	0	0	48	51	99		0	0	0	0	106	267	373		0	0	0	0	62	56	118		0	0	0	0	213	135	348		938
Grand Total	0	0	0	0	219	242	461		0	0	0	0	424	1168	1592		0	0	0	0	194	181	375		0	0	0	0	678	586	1264		3692
Approach %	0.0	0.0	0.0	0.0	47.5	52.5		0.0	0.0	0.0	0.0	26.6	73.4		0.0	0.0	0.0	0.0	51.7	48.3		0.0	0.0	0.0	0.0	53.6	46.4						
Total %	0.0	0.0	0.0	0.0	5.9	6.6	12.5		0.0	0.0	0.0	0.0	11.5	31.6	43.1		0.0	0.0	0.0	0.0	5.3	4.9	10.2		0.0	0.0	0.0	0.0	18.4	15.9	34.2		
Exiting Leg Total	461								1592								375								1264							3692	

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street								Peterborough Street								Jersey Street								Peterborough Street								Total			
	North								East								South								West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
6:15 PM	0	0	0	0	17	28	45		0	0	0	0	36	97	133		0	0	0	0	18	19	37		0	0	0	0	59	49	108		323			
6:30 PM	0	0	0	0	9	16	25		0	0	0	0	32	127	159		0	0	0	0	18	12	30		0	0	0	0	52	38	90		304			
6:45 PM	0	0	0	0	21	13	34		0	0	0	0	43	130	173		0	0	0	0	9	15	24		0	0	0	0	59	29	88		319			
7:00 PM	0	0	0	0	18	14	32		0	0	0	0	39	90	129		0	0	0	0	19	14	33		0	0	0	0	73	43	116		310			
Total Volume	0	0	0	0	65	71	136		0	0	0	0	150	444	594		0	0	0	0	64	60	124		0	0	0	0	243	159	402		1256			
% Approach Total	0.0	0.0	0.0	0.0	47.8	52.2		0.0	0.0	0.0	0.0	25.3	74.7		0.0	0.0	0.0	0.0	51.6	48.4		0.0	0.0	0.0	0.0	60.4	39.6									
PHF	0.000	0.000	0.000	0.000	0.774	0.634	0.756		0.000	0.000	0.000	0.000	0.872	0.854	0.858		0.000	0.000	0.000	0.000	0.842	0.789	0.838		0.000	0.000	0.000	0.000	0.832	0.811	0.866		0.972			
Entering Leg	0	0	0	0	65	71	136		0	0	0	0	150	444	594		0	0	0	0	64	60	124		0	0	0	0	243	159	402		1256			
Exiting Leg								136									594									124									402	1256
Total								272									1188									248									804	2512

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	5	1	0	7	1	0	0	0	1	1	17	0	0	18	2	0	0	0	2	28
7:15 AM	2	7	1	0	10	1	0	1	0	2	0	19	0	0	19	1	0	0	0	1	32
7:30 AM	0	5	2	0	7	1	0	0	0	1	0	40	0	0	40	0	0	2	0	2	50
7:45 AM	1	7	0	0	8	4	0	0	0	4	0	36	0	0	36	0	0	0	0	0	48
<b>Total</b>	<b>4</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>158</b>
8:00 AM	1	5	0	0	6	0	0	0	0	0	0	32	1	0	33	0	0	2	0	2	41
8:15 AM	1	8	1	0	10	1	0	0	0	1	0	20	0	0	20	0	0	1	0	1	32
8:30 AM	3	9	2	0	14	2	0	0	0	2	0	23	0	0	23	0	0	1	0	1	40
8:45 AM	1	7	2	0	10	0	1	1	0	2	2	21	2	0	25	0	0	3	0	3	40
<b>Total</b>	<b>6</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>153</b>
<b>Grand Total</b>	<b>10</b>	<b>53</b>	<b>9</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>208</b>	<b>3</b>	<b>0</b>	<b>214</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>311</b>
Approach %	13.9	73.6	12.5	0.0		76.9	7.7	15.4	0.0		1.4	97.2	1.4	0.0		25.0	0.0	75.0	0.0		
Total %	3.2	17.0	2.9	0.0	23.2	3.2	0.3	0.6	0.0	4.2	1.0	66.9	1.0	0.0	68.8	1.0	0.0	2.9	0.0	3.9	
Exiting Leg Total	227					12					58					14					311
Cars	10	47	9	0	66	10	1	2	0	13	3	191	3	0	197	3	0	9	0	12	288
% Cars	100.0	88.7	100.0	0.0	91.7	100.0	100.0	100.0	0.0	100.0	100.0	91.8	100.0	0.0	92.1	100.0	0.0	100.0	0.0	100.0	92.6
Exiting Leg Total	210					12					52					14					288
Heavy Vehicles	0	6	0	0	6	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	23
% Heavy Vehicles	0.0	11.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	7.4
Exiting Leg Total	17					0					6					0					23

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

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	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	2	7	1	0	10	1	0	1	0	2	0	19	0	0	19	1	0	0	0	1	32
7:30 AM	0	5	2	0	7	1	0	0	0	1	0	40	0	0	40	0	0	2	0	2	50
7:45 AM	1	7	0	0	8	4	0	0	0	4	0	36	0	0	36	0	0	0	0	0	48
8:00 AM	1	5	0	0	6	0	0	0	0	0	0	32	1	0	33	0	0	2	0	2	41
<b>Total Volume</b>	<b>4</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>127</b>	<b>1</b>	<b>0</b>	<b>128</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>171</b>
% Approach Total	12.9	77.4	9.7	0.0		85.7	0.0	14.3	0.0		0.0	99.2	0.8	0.0		20.0	0.0	80.0	0.0		
PHF	0.500	0.857	0.375	0.000	0.775	0.375	0.000	0.250	0.000	0.438	0.000	0.794	0.250	0.000	0.800	0.250	0.000	0.500	0.000	0.625	0.855
Cars	4	21	3	0	28	6	0	1	0	7	0	117	1	0	118	1	0	4	0	5	158
Cars %	100.0	87.5	100.0	0.0	90.3	100.0	0.0	100.0	0.0	100.0	0.0	92.1	100.0	0.0	92.2	100.0	0.0	100.0	0.0	100.0	92.4
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
Heavy Vehicles %	0.0	12.5	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	7.6
Cars Enter Leg	4	21	3	0	28	6	0	1	0	7	0	117	1	0	118	1	0	4	0	5	158
Heavy Enter Leg	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
Total Entering Leg	4	24	3	0	31	6	0	1	0	7	0	127	1	0	128	1	0	4	0	5	171
Cars Exiting Leg	127					3					23					5					158
Heavy Exiting Leg	10					0					3					0					13
Total Exiting Leg	137					3					26					5					171

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	5	1	0	7	1	0	0	0	1	1	15	0	0	16	2	0	0	0	2	26
7:15 AM	2	4	1	0	7	1	0	1	0	2	0	18	0	0	18	1	0	0	0	1	28
7:30 AM	0	5	2	0	7	1	0	0	0	1	0	37	0	0	37	0	0	2	0	2	47
7:45 AM	1	7	0	0	8	4	0	0	0	4	0	34	0	0	34	0	0	0	0	0	46
<b>Total</b>	<b>4</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>147</b>
8:00 AM	1	5	0	0	6	0	0	0	0	0	0	28	1	0	29	0	0	2	0	2	37
8:15 AM	1	5	1	0	7	1	0	0	0	1	0	18	0	0	18	0	0	1	0	1	27
8:30 AM	3	9	2	0	14	2	0	0	0	2	0	21	0	0	21	0	0	1	0	1	38
8:45 AM	1	7	2	0	10	0	1	1	0	2	2	20	2	0	24	0	0	3	0	3	39
<b>Total</b>	<b>6</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>87</b>	<b>3</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>141</b>
Grand Total	10	47	9	0	66	10	1	2	0	13	3	191	3	0	197	3	0	9	0	12	288
Approach %	15.2	71.2	13.6	0.0		76.9	7.7	15.4	0.0		1.5	97.0	1.5	0.0		25.0	0.0	75.0	0.0		
Total %	3.5	16.3	3.1	0.0	22.9	3.5	0.3	0.7	0.0	4.5	1.0	66.3	1.0	0.0	68.4	1.0	0.0	3.1	0.0	4.2	
Exiting Leg Total	210					12					52					14					288

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

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	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	2	4	1	0	7	1	0	1	0	2	0	18	0	0	18	1	0	0	0	1	28
7:30 AM	0	5	2	0	7	1	0	0	0	1	0	37	0	0	37	0	0	2	0	2	47
7:45 AM	1	7	0	0	8	4	0	0	0	4	0	34	0	0	34	0	0	0	0	0	46
8:00 AM	1	5	0	0	6	0	0	0	0	0	0	28	1	0	29	0	0	2	0	2	37
Total Volume	4	21	3	0	28	6	0	1	0	7	0	117	1	0	118	1	0	4	0	5	158
% Approach Total	14.3	75.0	10.7	0.0		85.7	0.0	14.3	0.0		0.0	99.2	0.8	0.0		20.0	0.0	80.0	0.0		
PHF	0.500	0.750	0.375	0.000	0.875	0.375	0.000	0.250	0.000	0.438	0.000	0.791	0.250	0.000	0.797	0.250	0.000	0.500	0.000	0.625	0.840
Entering Leg	4	21	3	0	28	6	0	1	0	7	0	117	1	0	118	1	0	4	0	5	158
Exiting Leg	127					3					23					5					158
Total	155					10					141					10					316

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	26.1	0.0	0.0	26.1	0.0	0.0	0.0	0.0	0.0	0.0	73.9	0.0	0.0	73.9	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	17					0					6					0					23
Large Trucks	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0
% Large Trucks	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35.3	0.0	0.0	35.3	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	6					0					3					0					9
Buses	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0
% Buses	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	64.7	0.0	0.0	64.7	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	11					0					3					0					14

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

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.700
Large Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
Large Trucks %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0
Buses %	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	72.7	0.0	0.0	72.7	0.0	0.0	0.0	0.0	0.0	0.0
Trucks Enter Leg	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
Bus Enter Leg	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0
Total Entering Leg	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0
Trucks Exiting Leg	3					0					1					0					4
Buses Exiting Leg	8					0					2					0					10
<b>Total Exiting Leg</b>	<b>11</b>					<b>0</b>					<b>3</b>					<b>0</b>					<b>14</b>

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Large Trucks**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
Grand Total	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	6					0					3					0					9

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

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	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	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Exiting Leg	4					0					1					0					5
Total	5					0					5					0					10

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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**Buses**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Grand Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	21.4	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	78.6	0.0	0.0	78.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	11					0					3					0					14					

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

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.833
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	10
Exiting Leg	8					0					2					0					10					
<b>Total</b>	<b>10</b>					<b>0</b>					<b>10</b>					<b>0</b>					<b>20</b>					

PDI File #: 175839 H  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



46 Morton Street, Framingham, MA 01702  
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**Bicycles (on Roadway and Crosswalks)**

	Jersey Street								Private Alley								Jersey Street								Private Alley								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2	3
7:45 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
<b>Total</b>	0	1	0	0	0	0	1	0	0	1	0	1	0	2	0	12	0	0	0	0	12	0	1	1	0	0	0	0	2	0	1	1	0	0	0	0	2	17	
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3		
8:30 AM	0	2	0	0	0	0	2	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	0	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
<b>Total</b>	0	3	1	0	0	0	4	0	0	0	0	0	0	0	1	9	1	0	0	0	11	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	16		
Grand Total	0	4	1	0	0	0	5	0	0	1	0	1	0	2	1	21	1	0	0	0	23	0	1	1	0	1	0	3	3	0	1	1	0	1	0	3	33		
Approach %	0.0	80.0	20.0	0.0	0.0	0.0		0.0	0.0	50.0	0.0	50.0	0.0		4.3	91.3	4.3	0.0	0.0	0.0		0.0	33.3	33.3	0.0	33.3	0.0			0.0	33.3	33.3	0.0	33.3	0.0				
Total %	0.0	12.1	3.0	0.0	0.0	0.0	15.2	0.0	0.0	3.0	0.0	3.0	0.0	6.1	3.0	63.6	3.0	0.0	0.0	0.0	69.7	0.0	3.0	3.0	0.0	3.0	0.0	9.1		0.0	3.0	3.0	0.0	3.0	0.0	9.1			
Exiting Leg Total	22							4							5							2							33										

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

	Jersey Street								Private Alley								Jersey Street								Private Alley								Total					
	North								East								South								West													
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total							
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	1	0	0	0	2	3	
7:45 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total Volume</b>	0	2	0	0	0	0	2	0	0	1	0	1	0	2	0	13	1	0	0	0	14	0	1	1	0	0	0	2	2	0	1	1	0	0	0	2	20	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	50.0	0.0	50.0	0.0		0.0	92.9	7.1	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0			0.0	50.0	50.0	0.0	0.0	0.0			
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.361	0.250	0.000	0.000	0.000	0.389	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.455									
Entering Leg	0	2	0	0	0	0	2	0	0	1	0	1	0	2	0	13	1	0	0	0	14	0	1	1	0	0	0	2	2	0	1	1	0	0	0	2	20	
Exiting Leg	14							2							3							1							20									
<b>Total</b>	16							4							17							3							40									



PDI File #: 175839 H  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Pedestrians**

	Jersey Street								Private Alley								Jersey Street								Private Alley								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	11	8	19		0	0	0	0	0	0	0	0	0	0	0	0	10	5	15		34	
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	8	17	25		0	0	0	0	2	0	2		0	0	0	0	11	8	19		47	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	16	21	37		0	0	0	0	1	0	1		0	0	0	0	21	19	40		78	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	22	27		0	0	0	0	0	0	0		0	0	0	0	17	11	28		55	
Total	0	0	0	0	0	1	1	0	0	0	0	40	68	108		0	0	0	0	3	0	3		0	0	0	0	59	43	102		214	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	31	39		0	0	0	0	0	3	3		0	0	0	0	17	3	20		62	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	16	24	40		0	0	0	0	1	1	2		0	0	0	0	14	16	30		72	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	16	17	33		0	0	0	0	0	0	0		0	0	0	0	13	14	27		60	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	15	21	36		0	0	0	0	1	0	1		0	0	0	0	18	22	40		77	
Total	0	0	0	0	0	0	0	0	0	0	0	55	93	148		0	0	0	0	2	4	6		0	0	0	0	62	55	117		271	
Grand Total	0	0	0	0	0	1	1	0	0	0	0	95	161	256		0	0	0	0	5	4	9		0	0	0	0	121	98	219		485	
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	37.1	62.9		0.0	0.0	0.0	0.0	55.6	44.4			0.0	0.0	0.0	0.0	55.3	44.7					
Total %	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	19.6	33.2	52.8		0.0	0.0	0.0	0.0	1.0	0.8	1.9		0.0	0.0	0.0	0.0	24.9	20.2	45.2			
Exiting Leg Total	1							256							9							219							485				

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

	Jersey Street								Private Alley								Jersey Street								Private Alley								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	31	39		0	0	0	0	0	3	3		0	0	0	0	17	3	20		62	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	16	24	40		0	0	0	0	1	1	2		0	0	0	0	14	16	30		72	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	16	17	33		0	0	0	0	0	0	0		0	0	0	0	13	14	27		60	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	15	21	36		0	0	0	0	1	0	1		0	0	0	0	18	22	40		77	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	55	93	148		0	0	0	0	2	4	6		0	0	0	0	62	55	117		271	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	37.2	62.8		0.0	0.0	0.0	0.0	33.3	66.7			0.0	0.0	0.0	0.0	53.0	47.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.859	0.750	0.925		0.000	0.000	0.000	0.000	0.500	0.333	0.500		0.000	0.000	0.000	0.000	0.861	0.625	0.731		0.880	
Entering Leg	0							55							93							148							271				
Exiting Leg	0							148							6							117							271				
Total	0							296							12							234							542				

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	5	0	0	5	1	0	0	0	1	2	26	0	0	28	1	0	1	0	2	36
4:15 PM	3	8	0	1	12	1	0	0	0	1	0	26	0	0	26	1	0	1	0	2	41
4:30 PM	0	6	4	0	10	0	1	0	0	1	1	33	0	0	34	0	0	4	0	4	49
4:45 PM	0	8	2	0	10	4	2	0	0	6	0	26	0	1	27	1	0	3	0	4	47
<b>Total</b>	<b>3</b>	<b>27</b>	<b>6</b>	<b>1</b>	<b>37</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>111</b>	<b>0</b>	<b>1</b>	<b>115</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>173</b>
5:00 PM	2	8	1	0	11	1	0	0	0	1	1	27	0	1	29	0	0	3	0	3	44
5:15 PM	0	4	0	0	4	0	0	0	0	0	2	23	0	1	26	0	0	2	0	2	32
5:30 PM	1	7	1	0	9	0	0	0	0	0	0	23	0	0	23	0	0	4	0	4	36
5:45 PM	1	6	2	1	10	1	0	1	0	2	1	22	0	0	23	0	0	3	0	3	38
<b>Total</b>	<b>4</b>	<b>25</b>	<b>4</b>	<b>1</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>150</b>
Grand Total	7	52	10	2	71	8	3	1	0	12	7	206	0	3	216	3	0	21	0	24	323
Approach %	9.9	73.2	14.1	2.8		66.7	25.0	8.3	0.0		3.2	95.4	0.0	1.4		12.5	0.0	87.5	0.0		
Total %	2.2	16.1	3.1	0.6	22.0	2.5	0.9	0.3	0.0	3.7	2.2	63.8	0.0	0.9	66.9	0.9	0.0	6.5	0.0	7.4	
Exiting Leg Total	237					17					59					10					323
Cars	7	50	10	2	69	8	3	1	0	12	7	195	0	3	205	3	0	21	0	24	310
% Cars	100.0	96.2	100.0	100.0	97.2	100.0	100.0	100.0	0.0	100.0	100.0	94.7	0.0	100.0	94.9	100.0	0.0	100.0	0.0	100.0	96.0
Exiting Leg Total	226					17					57					10					310
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	13
% Heavy Vehicles	0.0	3.8	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	4.0
Exiting Leg Total	11					0					2					0					13

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

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	3	8	0	1	12	1	0	0	0	1	0	26	0	0	26	1	0	1	0	2	41
4:30 PM	0	6	4	0	10	0	1	0	0	1	1	33	0	0	34	0	0	4	0	4	49
4:45 PM	0	8	2	0	10	4	2	0	0	6	0	26	0	1	27	1	0	3	0	4	47
5:00 PM	2	8	1	0	11	1	0	0	0	1	1	27	0	1	29	0	0	3	0	3	44
Total Volume	5	30	7	1	43	6	3	0	0	9	2	112	0	2	116	2	0	11	0	13	181
% Approach Total	11.6	69.8	16.3	2.3		66.7	33.3	0.0	0.0		1.7	96.6	0.0	1.7		15.4	0.0	84.6	0.0		
PHF	0.417	0.938	0.438	0.250	0.896	0.375	0.375	0.000	0.000	0.375	0.500	0.848	0.000	0.500	0.853	0.500	0.000	0.688	0.000	0.813	0.923
Cars	5	28	7	1	41	6	3	0	0	9	2	105	0	2	109	2	0	11	0	13	172
Cars %	100.0	93.3	100.0	100.0	95.3	100.0	100.0	0.0	0.0	100.0	100.0	93.8	0.0	100.0	94.0	100.0	0.0	100.0	0.0	100.0	95.0
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
Heavy Vehicles %	0.0	6.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	5.0
Cars Enter Leg	5	28	7	1	41	6	3	0	0	9	2	105	0	2	109	2	0	11	0	13	172
Heavy Enter Leg	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
Total Entering Leg	5	30	7	1	43	6	3	0	0	9	2	112	0	2	116	2	0	11	0	13	181
Cars Exiting Leg	123					9					32					8					172
Heavy Exiting Leg	7					0					2					0					9
Total Exiting Leg	130					9					34					8					181

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	5	0	0	5	1	0	0	0	1	2	24	0	0	26	1	0	1	0	2	34
4:15 PM	3	8	0	1	12	1	0	0	0	1	0	26	0	0	26	1	0	1	0	2	41
4:30 PM	0	5	4	0	9	0	1	0	0	1	1	31	0	0	32	0	0	4	0	4	46
4:45 PM	0	7	2	0	9	4	2	0	0	6	0	23	0	1	24	1	0	3	0	4	43
<b>Total</b>	<b>3</b>	<b>25</b>	<b>6</b>	<b>1</b>	<b>35</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>104</b>	<b>0</b>	<b>1</b>	<b>108</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>164</b>
5:00 PM	2	8	1	0	11	1	0	0	0	1	1	25	0	1	27	0	0	3	0	3	42
5:15 PM	0	4	0	0	4	0	0	0	0	0	2	23	0	1	26	0	0	2	0	2	32
5:30 PM	1	7	1	0	9	0	0	0	0	0	0	21	0	0	21	0	0	4	0	4	34
5:45 PM	1	6	2	1	10	1	0	1	0	2	1	22	0	0	23	0	0	3	0	3	38
<b>Total</b>	<b>4</b>	<b>25</b>	<b>4</b>	<b>1</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>91</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>146</b>
<b>Grand Total</b>	<b>7</b>	<b>50</b>	<b>10</b>	<b>2</b>	<b>69</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>7</b>	<b>195</b>	<b>0</b>	<b>3</b>	<b>205</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>24</b>	<b>310</b>
Approach %	10.1	72.5	14.5	2.9		66.7	25.0	8.3	0.0		3.4	95.1	0.0	1.5		12.5	0.0	87.5	0.0		
Total %	2.3	16.1	3.2	0.6	22.3	2.6	1.0	0.3	0.0	3.9	2.3	62.9	0.0	1.0	66.1	1.0	0.0	6.8	0.0	7.7	
Exiting Leg Total	226					17					57					10					310

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

4:15 PM	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	3	8	0	1	12	1	0	0	0	1	0	26	0	0	26	1	0	1	0	2	41
4:30 PM	0	5	4	0	9	0	1	0	0	1	1	31	0	0	32	0	0	4	0	4	46
4:45 PM	0	7	2	0	9	4	2	0	0	6	0	23	0	1	24	1	0	3	0	4	43
5:00 PM	2	8	1	0	11	1	0	0	0	1	1	25	0	1	27	0	0	3	0	3	42
Total Volume	5	28	7	1	41	6	3	0	0	9	2	105	0	2	109	2	0	11	0	13	172
% Approach Total	12.2	68.3	17.1	2.4		66.7	33.3	0.0	0.0		1.8	96.3	0.0	1.8		15.4	0.0	84.6	0.0		
PHF	0.417	0.875	0.438	0.250	0.854	0.375	0.375	0.000	0.000	0.375	0.500	0.847	0.000	0.500	0.852	0.500	0.000	0.688	0.000	0.813	0.935
Entering Leg	5	28	7	1	41	6	3	0	0	9	2	105	0	2	109	2	0	11	0	13	172
Exiting Leg	123					9					32					8					172
Total	164					18					141					21					344

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:15 PM	0	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	0	2	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	84.6	0.0	0.0	84.6	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	11					0					2					0					13
Large Trucks	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
% Large Trucks	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45.5	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	53.8
Exiting Leg Total	5					0					2					0					7
Buses	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	0.0	54.5	0.0	0.0	0.0	0.0	0.0	46.2
Exiting Leg Total	6					0					0					0					6

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

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.563
Large Trucks	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Large Trucks %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	55.6
Buses	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	44.4
Trucks Enter Leg	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total Entering Leg	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
Trucks Exiting Leg	3					0					2					0					5
Buses Exiting Leg	4					0					0					0					4
Total Exiting Leg	7					0					2					0					9

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Large Trucks**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
Grand Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					0					2					0					7					

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

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	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	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Exiting Leg	3					0					2					0					5					
Total	5					0					5					0					10					

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Buses**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	6					0					0					0					6

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

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Exiting Leg	4					0					0					0					4
Total	4					0					4					0					8

PDI File #: 175839 H  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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**Bicycles (on Roadway and Crosswalks)**

	Jersey Street							Private Alley							Jersey Street							Private Alley							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	7
4:15 PM	0	3	0	0	0	0	3	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	1	1	6
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>25</b>
5:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	1	6	0	0	0	0	7	1	0	0	0	0	0	1	11
5:15 PM	0	5	0	0	0	0	5	0	0	0	0	0	1	1	0	3	0	0	0	0	3	0	0	0	0	0	1	1	10
5:30 PM	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	1	0	0	0	1	15
5:45 PM	1	5	0	0	0	0	6	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	8
<b>Total</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>44</b>
Grand Total	1	32	0	0	0	0	33	0	0	0	0	0	2	2	1	27	1	0	1	0	30	1	0	1	0	0	2	4	69
Approach %	3.0	97.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		3.3	90.0	3.3	0.0	3.3	0.0		25.0	0.0	25.0	0.0	0.0	50.0		
Total %	1.4	46.4	0.0	0.0	0.0	0.0	47.8	0.0	0.0	0.0	0.0	0.0	2.9	2.9	1.4	39.1	1.4	0.0	1.4	0.0	43.5	1.4	0.0	1.4	0.0	0.0	2.9	5.8	
Exiting Leg Total	28							3							34							4	69						

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

	Jersey Street							Private Alley							Jersey Street							Private Alley							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	1	6	0	0	0	0	7	1	0	0	0	0	0	1	11
5:15 PM	0	5	0	0	0	0	5	0	0	0	0	0	1	1	0	3	0	0	0	0	3	0	0	0	0	0	1	1	10
5:30 PM	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	1	0	0	0	1	15
5:45 PM	1	5	0	0	0	0	6	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	8
<b>Total Volume</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>44</b>
% Approach Total	4.3	95.7	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		5.9	82.4	5.9	0.0	5.9	0.0		33.3	0.0	33.3	0.0	0.0	33.3		
PHF	0.250	0.611	0.000	0.000	0.000	0.000	0.639	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.583	0.250	0.000	0.250	0.000	0.607	0.250	0.000	0.250	0.000	0.000	0.250	0.750	0.733	
Entering Leg	1	22	0	0	0	0	23	0	0	0	0	0	1	1	1	14	1	0	1	0	17	1	0	1	0	0	1	3	44
Exiting Leg	15							2							24							3	44						
<b>Total</b>	<b>38</b>							<b>3</b>							<b>41</b>							<b>6</b>	<b>88</b>						



PDI File #: 175839 H  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Pedestrians**

	Jersey Street								Private Alley								Jersey Street								Private Alley								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	23	31	54		0	0	0	0	0	0	1	1	0	0	0	0	23	25	48		103	
4:15 PM	0	0	0	0	1	2	3	0	0	0	0	20	26	46		0	0	0	0	2	5	7		0	0	0	0	24	20	44		100	
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	21	14	35		0	0	0	0	0	1	1		0	0	0	0	18	29	47		84	
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	21	38	59		0	0	0	0	1	0	1		0	0	0	0	31	32	63		124	
Total	0	0	0	0	1	4	5	0	0	0	0	85	109	194		0	0	0	0	3	7	10		0	0	0	0	96	106	202		411	
5:00 PM	0	0	0	0	1	1	2	0	0	0	0	40	62	102		0	0	0	0	0	2	2		0	0	0	0	14	34	48		154	
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	35	46	81		0	0	0	0	0	1	1		0	0	0	0	24	35	59		142	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	40	31	71		0	0	0	0	1	0	1		0	0	0	0	34	48	82		154	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	18	48	66		0	0	0	0	0	0	0		0	0	0	0	34	38	72		138	
Total	0	0	0	0	2	1	3	0	0	0	0	133	187	320		0	0	0	0	1	3	4		0	0	0	0	106	155	261		588	
Grand Total	0	0	0	0	3	5	8	0	0	0	0	218	296	514		0	0	0	0	4	10	14		0	0	0	0	202	261	463		999	
Approach %	0.0	0.0	0.0	0.0	37.5	62.5		0.0	0.0	0.0	0.0	42.4	57.6		0.0	0.0	0.0	0.0	28.6	71.4		0.0	0.0	0.0	0.0	43.6	56.4						
Total %	0.0	0.0	0.0	0.0	0.3	0.5	0.8	0.0	0.0	0.0	0.0	21.8	29.6	51.5		0.0	0.0	0.0	0.0	0.4	1.0	1.4		0.0	0.0	0.0	0.0	20.2	26.1	46.3			
Exiting Leg Total	8							514							14							463							999				

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

	Jersey Street								Private Alley								Jersey Street								Private Alley								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	1	1	2	0	0	0	0	40	62	102		0	0	0	0	0	2	2		0	0	0	0	14	34	48		154	
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	35	46	81		0	0	0	0	0	1	1		0	0	0	0	24	35	59		142	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	40	31	71		0	0	0	0	1	0	1		0	0	0	0	34	48	82		154	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	18	48	66		0	0	0	0	0	0	0		0	0	0	0	34	38	72		138	
Total Volume	0	0	0	0	2	1	3	0	0	0	0	133	187	320		0	0	0	0	1	3	4		0	0	0	0	106	155	261		588	
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	41.6	58.4		0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	40.6	59.4						
PHF	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.000	0.000	0.831	0.754	0.784	0.000	0.000	0.000	0.000	0.250	0.375	0.500	0.000	0.000	0.000	0.000	0.779	0.807	0.796	0.955				
Entering Leg	0							0							1							106							588				
Exiting Leg	3							320							4							261							588				
Total	6							640							8							522							1176				

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	3	2	0	7	3	0	0	0	3	0	24	0	0	24	0	0	0	0	0	34
4:15 PM	0	8	1	0	9	1	0	0	0	1	1	39	0	0	40	0	0	0	0	0	50
4:30 PM	0	13	0	0	13	0	0	1	0	1	0	24	0	0	24	0	0	2	0	2	40
4:45 PM	3	15	0	0	18	0	1	0	0	1	0	29	1	0	30	0	1	4	0	5	54
<b>Total</b>	<b>5</b>	<b>39</b>	<b>3</b>	<b>0</b>	<b>47</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>116</b>	<b>1</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>178</b>
5:00 PM	0	8	2	0	10	1	0	0	0	1	2	38	0	0	40	0	0	2	0	2	53
5:15 PM	2	17	1	0	20	1	0	0	0	1	1	50	0	0	51	1	0	1	0	2	74
5:30 PM	3	13	1	0	17	1	0	0	0	1	1	45	2	0	48	1	0	1	0	2	68
5:45 PM	2	16	2	0	20	0	0	1	0	1	0	41	0	1	42	0	0	2	0	2	65
<b>Total</b>	<b>7</b>	<b>54</b>	<b>6</b>	<b>0</b>	<b>67</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>174</b>	<b>2</b>	<b>1</b>	<b>181</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>260</b>
6:00 PM	4	17	0	0	21	2	0	0	0	2	0	41	1	0	42	0	0	3	0	3	68
6:15 PM	2	22	1	0	25	2	0	0	0	2	1	36	0	0	37	0	0	1	0	1	65
6:30 PM	1	9	2	0	12	0	0	1	0	1	1	38	0	0	39	1	0	3	0	4	56
6:45 PM	2	18	3	0	23	1	0	2	0	3	1	41	0	0	42	0	0	3	0	3	71
<b>Total</b>	<b>9</b>	<b>66</b>	<b>6</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>156</b>	<b>1</b>	<b>0</b>	<b>160</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>260</b>
7:00 PM	1	22	0	0	23	0	0	0	0	0	1	50	0	0	51	0	0	2	0	2	76
7:15 PM	5	17	1	1	24	1	0	0	0	1	0	37	0	0	37	2	0	3	0	5	67
7:30 PM	3	22	0	0	25	0	0	0	0	0	0	38	0	0	38	0	1	2	0	3	66
7:45 PM	2	15	1	0	18	1	0	1	0	2	0	36	2	0	38	0	0	1	0	1	59
<b>Total</b>	<b>11</b>	<b>76</b>	<b>2</b>	<b>1</b>	<b>90</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>161</b>	<b>2</b>	<b>0</b>	<b>164</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>268</b>
Grand Total	32	235	17	1	285	14	1	6	0	21	9	607	6	1	623	5	2	30	0	37	966
Approach %	11.2	82.5	6.0	0.4		66.7	4.8	28.6	0.0		1.4	97.4	1.0	0.2		13.5	5.4	81.1	0.0		
Total %	3.3	24.3	1.8	0.1	29.5	1.4	0.1	0.6	0.0	2.2	0.9	62.8	0.6	0.1	64.5	0.5	0.2	3.1	0.0	3.8	
Exiting Leg Total	652					28					247					39					966
Cars	32	229	17	1	279	14	1	6	0	21	9	586	6	1	602	5	2	30	0	37	939
% Cars	100.0	97.4	100.0	100.0	97.9	100.0	100.0	100.0	0.0	100.0	100.0	96.5	100.0	100.0	96.6	100.0	100.0	100.0	0.0	100.0	97.2
Exiting Leg Total	631					28					241					39					939
Heavy Vehicles	0	6	0	0	6	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	27
% Heavy Vehicles	0.0	2.6	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	2.8
Exiting Leg Total	21					0					6					0					27

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	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 PM	2	18	3	0	23	1	0	2	0	3	1	41	0	0	42	0	0	3	0	3	71
7:00 PM	1	22	0	0	23	0	0	0	0	0	1	50	0	0	51	0	0	2	0	2	76
7:15 PM	5	17	1	1	24	1	0	0	0	1	0	37	0	0	37	2	0	3	0	5	67
7:30 PM	3	22	0	0	25	0	0	0	0	0	0	38	0	0	38	0	1	2	0	3	66
<b>Total Volume</b>	<b>11</b>	<b>79</b>	<b>4</b>	<b>1</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>168</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>13</b>	<b>280</b>
% Approach Total	11.6	83.2	4.2	1.1		50.0	0.0	50.0	0.0		1.2	98.8	0.0	0.0		15.4	7.7	76.9	0.0		
PHF	0.550	0.898	0.333	0.250	0.950	0.500	0.000	0.250	0.000	0.333	0.500	0.830	0.000	0.000	0.824	0.250	0.250	0.833	0.000	0.650	0.921
Cars	11	78	4	1	94	2	0	2	0	4	2	161	0	0	163	2	1	10	0	13	274
Cars %	100.0	98.7	100.0	100.0	98.9	100.0	0.0	100.0	0.0	100.0	100.0	97.0	0.0	0.0	97.0	100.0	100.0	100.0	0.0	100.0	97.9
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Heavy Vehicles %	0.0	1.3	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.1
Cars Enter Leg	11	78	4	1	94	2	0	2	0	4	2	161	0	0	163	2	1	10	0	13	274
Heavy Enter Leg	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
<b>Total Entering Leg</b>	<b>11</b>	<b>79</b>	<b>4</b>	<b>1</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>168</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>13</b>	<b>280</b>
Cars Exiting Leg	174					7					82					11					274
Heavy Exiting Leg	5					0					1					0					6
<b>Total Exiting Leg</b>	<b>179</b>					<b>7</b>					<b>83</b>					<b>11</b>					<b>280</b>

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Cars**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	2	2	0	6	3	0	0	0	3	0	22	0	0	22	0	0	0	0	0	31
4:15 PM	0	7	1	0	8	1	0	0	0	1	1	36	0	0	37	0	0	0	0	0	46
4:30 PM	0	13	0	0	13	0	0	1	0	1	0	24	0	0	24	0	0	2	0	2	40
4:45 PM	3	14	0	0	17	0	1	0	0	1	0	29	1	0	30	0	1	4	0	5	53
<b>Total</b>	<b>5</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>44</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>111</b>	<b>1</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>170</b>
5:00 PM	0	8	2	0	10	1	0	0	0	1	2	34	0	0	36	0	0	2	0	2	49
5:15 PM	2	16	1	0	19	1	0	0	0	1	1	49	0	0	50	1	0	1	0	2	72
5:30 PM	3	13	1	0	17	1	0	0	0	1	1	44	2	0	47	1	0	1	0	2	67
5:45 PM	2	16	2	0	20	0	0	1	0	1	0	41	0	1	42	0	0	2	0	2	65
<b>Total</b>	<b>7</b>	<b>53</b>	<b>6</b>	<b>0</b>	<b>66</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>168</b>	<b>2</b>	<b>1</b>	<b>175</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>253</b>
6:00 PM	4	16	0	0	20	2	0	0	0	2	0	39	1	0	40	0	0	3	0	3	65
6:15 PM	2	22	1	0	25	2	0	0	0	2	1	35	0	0	36	0	0	1	0	1	64
6:30 PM	1	9	2	0	12	0	0	1	0	1	1	37	0	0	38	1	0	3	0	4	55
6:45 PM	2	18	3	0	23	1	0	2	0	3	1	41	0	0	42	0	0	3	0	3	71
<b>Total</b>	<b>9</b>	<b>65</b>	<b>6</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>152</b>	<b>1</b>	<b>0</b>	<b>156</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>255</b>
7:00 PM	1	22	0	0	23	0	0	0	0	0	1	47	0	0	48	0	0	2	0	2	73
7:15 PM	5	16	1	1	23	1	0	0	0	1	0	36	0	0	36	2	0	3	0	5	65
7:30 PM	3	22	0	0	25	0	0	0	0	0	0	37	0	0	37	0	1	2	0	3	65
7:45 PM	2	15	1	0	18	1	0	1	0	2	0	35	2	0	37	0	0	1	0	1	58
<b>Total</b>	<b>11</b>	<b>75</b>	<b>2</b>	<b>1</b>	<b>89</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>155</b>	<b>2</b>	<b>0</b>	<b>158</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>261</b>
Grand Total	32	229	17	1	279	14	1	6	0	21	9	586	6	1	602	5	2	30	0	37	939
Approach %	11.5	82.1	6.1	0.4		66.7	4.8	28.6	0.0		1.5	97.3	1.0	0.2		13.5	5.4	81.1	0.0		
Total %	3.4	24.4	1.8	0.1	29.7	1.5	0.1	0.6	0.0	2.2	1.0	62.4	0.6	0.1	64.1	0.5	0.2	3.2	0.0	3.9	
Exiting Leg Total	631					28					241					39					939

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	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 PM	2	18	3	0	23	1	0	2	0	3	1	41	0	0	42	0	0	3	0	3	71
7:00 PM	1	22	0	0	23	0	0	0	0	0	1	47	0	0	48	0	0	2	0	2	73
7:15 PM	5	16	1	1	23	1	0	0	0	1	0	36	0	0	36	2	0	3	0	5	65
7:30 PM	3	22	0	0	25	0	0	0	0	0	0	37	0	0	37	0	1	2	0	3	65
<b>Total Volume</b>	<b>11</b>	<b>78</b>	<b>4</b>	<b>1</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>161</b>	<b>0</b>	<b>0</b>	<b>163</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>13</b>	<b>274</b>
<b>% Approach Total</b>	<b>11.7</b>	<b>83.0</b>	<b>4.3</b>	<b>1.1</b>		<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>		<b>1.2</b>	<b>98.8</b>	<b>0.0</b>	<b>0.0</b>		<b>15.4</b>	<b>7.7</b>	<b>76.9</b>	<b>0.0</b>		
PHF	0.550	0.886	0.333	0.250	0.940	0.500	0.000	0.250	0.000	0.333	0.500	0.856	0.000	0.000	0.849	0.250	0.250	0.833	0.000	0.650	0.938
Entering Leg	11	78	4	1	94	2	0	2	0	4	2	161	0	0	163	2	1	10	0	13	274
Exiting Leg	174					7					82					11					274
<b>Total</b>	<b>268</b>					<b>11</b>					<b>245</b>					<b>24</b>					<b>548</b>

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
7:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Grand Total	0	6	0	0	6	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	27
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total %	0.0	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	77.8	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	21					0					6					0					27
Large Trucks	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
% Large Trucks	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0	52.4	0.0	0.0	0.0	0.0	0.0	55.6
Exiting Leg Total	11					0					4					0					15
Buses	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12
% Buses	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	47.6	0.0	0.0	47.6	0.0	0.0	0.0	0.0	0.0	44.4
Exiting Leg Total	10					0					2					0					12

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
<b>Total Volume</b>	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.563
Large Trucks	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Large Trucks %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	55.6
Buses	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Buses %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	44.4
Trucks Enter Leg	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Bus Enter Leg	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
<b>Total Entering Leg</b>	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
Trucks Exiting Leg	4					0					1					0					5
Buses Exiting Leg	3					0					1					0					4
<b>Total Exiting Leg</b>	7					0					2					0					9

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Large Trucks**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 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
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 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
7:45 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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Grand Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	26.7	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	73.3	0.0	0.0	73.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	11					0					4					0					15					

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0					2					3					0					5					
Exiting Leg	3					0					2					0					5					
<b>Total</b>	<b>5</b>					<b>0</b>					<b>5</b>					<b>0</b>					<b>10</b>					

PDI File #: **175839 H**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Buses**

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	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	1	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
7:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					0					2					0					12

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street					Private Alley					Jersey Street					Private Alley					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Exiting Leg	3					0					1					0					4
<b>Total</b>	<b>4</b>					<b>0</b>					<b>4</b>					<b>0</b>					<b>8</b>

PDI File #: 175839 H  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
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**Bicycles (on Roadway and Crosswalks)**

	Jersey Street								Private Alley								Jersey Street								Private Alley								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5			
4:15 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6			
4:30 PM	1	2	0	0	0	0	3	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6				
4:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8				
<b>Total</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>					
5:00 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	12				
5:15 PM	0	5	1	0	0	0	6	1	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10				
5:30 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	1	14					
5:45 PM	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	8					
<b>Total</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>44</b>						
6:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1	7					
6:15 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	8					
6:30 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	1	1	15					
6:45 PM	0	2	0	0	0	0	2	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	8					
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>38</b>						
7:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4					
7:15 PM	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	15					
7:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	5						
7:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3					
<b>Total</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>27</b>						
<b>Grand Total</b>	<b>1</b>	<b>52</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>67</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>134</b>							
Approach %	1.8	92.9	5.4	0.0	0.0	0.0		20.0	0.0	0.0	0.0	40.0	40.0		0.0	98.5	1.5	0.0	0.0	0.0		60.0	0.0	0.0	0.0	0.0	40.0						
Total %	0.7	38.8	2.2	0.0	0.0	0.0	41.8	0.7	0.0	0.0	0.0	1.5	1.5	3.7	0.0	50.0	0.7	0.0	0.0	0.0	0.0	50.7	2.2	0.0	0.0	0.0	1.5	3.7					
Exiting Leg Total							68							7												4	134						

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street								Private Alley								Jersey Street								Private Alley								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8				
5:00 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	12					
5:15 PM	0	5	1	0	0	0	6	1	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	10					
5:30 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	1	14					
<b>Total Volume</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>44</b>						
% Approach Total	0.0	94.4	5.6	0.0	0.0	0.0		50.0	0.0	0.0	0.0	0.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0							
PHF	0.000	0.708	0.250	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.250		0.000	0.719	0.000	0.000	0.000	0.000	0.719		0.000	0.000	0.000	0.000	0.250	0.786					
Entering Leg	0	17	1	0	0	0	18	1	0	0	0	0	1	2	0	23	0	0	0	0	0	0	0	1	1	1	44						
Exiting Leg							24							2												1	44						
<b>Total</b>							<b>42</b>							<b>4</b>												<b>2</b>	<b>88</b>						



PDI File #: 175839 H  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Pedestrians**

	Jersey Street								Private Alley								Jersey Street								Private Alley								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	2	0	2		0	0	0	0	24	40	64		0	0	0	0	0	0	0		0	0	0	0	22	35	57		123
4:15 PM	0	0	0	0	0	2	2		0	0	0	0	19	35	54		0	0	0	0	0	0	0		0	0	0	0	26	31	57		113
4:30 PM	0	0	0	0	3	3	6		0	0	0	0	32	60	92		0	0	0	0	0	0	0		0	0	0	0	20	23	43		141
4:45 PM	0	0	0	0	2	0	2		0	0	0	0	15	70	85		0	0	0	0	0	0	0		0	0	0	0	25	32	57		144
Total	0	0	0	0	7	5	12		0	0	0	0	90	205	295		0	0	0	0	0	0	0		0	0	0	0	93	121	214		521
5:00 PM	0	0	0	0	0	4	4		0	0	0	0	15	48	63		0	0	0	0	1	1	2		0	0	0	0	36	47	83		152
5:15 PM	0	0	0	0	0	0	0		0	0	0	0	23	52	75		0	0	0	0	0	0	0		0	0	0	0	34	40	74		149
5:30 PM	0	0	0	0	0	0	0		0	0	0	0	33	69	102		0	0	0	0	0	0	0		0	0	0	0	29	51	80		182
5:45 PM	0	0	0	0	0	0	0		0	0	0	0	22	111	133		0	0	0	0	0	0	0		0	0	0	0	36	22	58		191
Total	0	0	0	0	0	4	4		0	0	0	0	93	280	373		0	0	0	0	1	1	2		0	0	0	0	135	160	295		674
6:00 PM	0	0	0	0	2	2	4		0	0	0	0	35	87	122		0	0	0	0	2	2	4		0	0	0	0	33	48	81		211
6:15 PM	0	0	0	0	2	1	3		0	0	0	0	38	102	140		0	0	0	0	0	1	1		0	0	0	0	54	45	99		243
6:30 PM	0	0	0	0	3	0	3		0	0	0	0	36	124	160		0	0	0	0	1	0	1		0	0	0	0	39	38	77		241
6:45 PM	0	0	0	0	8	0	8		0	0	0	0	45	128	173		0	0	0	0	0	0	0		0	0	0	0	50	26	76		257
Total	0	0	0	0	15	3	18		0	0	0	0	154	441	595		0	0	0	0	3	3	6		0	0	0	0	176	157	333		952
7:00 PM	0	0	0	0	1	1	2		0	0	0	0	50	105	155		0	0	0	0	0	3	3		0	0	0	0	46	46	92		252
7:15 PM	0	0	0	0	0	0	0		0	0	0	0	31	110	141		0	0	0	0	4	2	6		0	0	0	0	43	28	71		218
7:30 PM	0	0	0	0	1	2	3		0	0	0	0	28	53	81		0	0	0	0	0	3	3		0	0	0	0	35	34	69		156
7:45 PM	0	0	0	0	0	1	1		0	0	0	0	30	38	68		0	0	0	0	2	1	3		0	0	0	0	34	30	64		136
Total	0	0	0	0	2	4	6		0	0	0	0	139	306	445		0	0	0	0	6	9	15		0	0	0	0	158	138	296		762
Grand Total	0	0	0	0	24	16	40		0	0	0	0	476	1232	1708		0	0	0	0	10	13	23		0	0	0	0	562	576	1138		2909
Approach %	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	27.9	72.1		0.0	0.0	0.0	0.0	43.5	56.5		0.0	0.0	0.0	0.0	49.4	50.6						
Total %	0.0	0.0	0.0	0.0	0.8	0.6	1.4		0.0	0.0	0.0	0.0	16.4	42.4	58.7		0.0	0.0	0.0	0.0	0.3	0.4	0.8		0.0	0.0	0.0	0.0	19.3	19.8	39.1		
Exiting Leg Total	40								1708								23								1138	2909							

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street								Private Alley								Jersey Street								Private Alley								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:15 PM	0	0	0	0	2	1	3		0	0	0	0	38	102	140		0	0	0	0	0	1	1		0	0	0	0	54	45	99		243
6:30 PM	0	0	0	0	3	0	3		0	0	0	0	36	124	160		0	0	0	0	1	0	1		0	0	0	0	39	38	77		241
6:45 PM	0	0	0	0	8	0	8		0	0	0	0	45	128	173		0	0	0	0	0	0	0		0	0	0	0	50	26	76		257
7:00 PM	0	0	0	0	1	1	2		0	0	0	0	50	105	155		0	0	0	0	0	3	3		0	0	0	0	46	46	92		252
Total Volume	0	0	0	0	14	2	16		0	0	0	0	169	459	628		0	0	0	0	1	4	5		0	0	0	0	189	155	344		993
% Approach Total	0.0	0.0	0.0	0.0	87.5	12.5		0.0	0.0	0.0	0.0	26.9	73.1		0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	54.9	45.1						
PHF	0.000	0.000	0.000	0.000	0.438	0.500	0.500		0.000	0.000	0.000	0.000	0.845	0.896	0.908		0.000	0.000	0.000	0.000	0.250	0.333	0.417		0.000	0.000	0.000	0.000	0.875	0.842	0.869		0.966
Entering Leg	0	0	0	0	14	2	16		0	0	0	0	169	459	628		0	0	0	0	1	4	5		0	0	0	0	189	155	344		993
Exiting Leg	16								628								5								344	993							
Total	32								1256								10								688	1986							

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	5	0	5	0	0	0	0	0	6	4	0	0	10	0	16	11	0	27	42
7:15 AM	0	2	9	0	11	0	0	0	0	0	1	1	0	0	2	0	18	3	0	21	34
7:30 AM	0	2	10	0	12	0	0	0	0	0	2	0	0	0	2	0	26	8	0	34	48
7:45 AM	0	3	9	0	12	0	0	0	0	0	6	3	0	0	9	2	25	10	0	37	58
<b>Total</b>	<b>0</b>	<b>7</b>	<b>33</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>85</b>	<b>32</b>	<b>0</b>	<b>119</b>	<b>182</b>
8:00 AM	0	3	8	2	13	0	0	0	0	0	3	3	0	0	6	0	17	10	0	27	46
8:15 AM	0	2	10	0	12	0	0	0	0	0	1	0	0	0	1	4	13	11	0	28	41
8:30 AM	0	1	6	0	7	0	0	0	0	0	3	6	0	0	9	2	17	8	0	27	43
8:45 AM	0	5	5	0	10	0	0	0	0	0	6	5	0	0	11	6	21	8	0	35	56
<b>Total</b>	<b>0</b>	<b>11</b>	<b>29</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>12</b>	<b>68</b>	<b>37</b>	<b>0</b>	<b>117</b>	<b>186</b>
Grand Total	0	18	62	2	82	0	0	0	0	0	28	22	0	0	50	14	153	69	0	236	368
Approach %	0.0	22.0	75.6	2.4		0.0	0.0	0.0	0.0	0.0	56.0	44.0	0.0	0.0		5.9	64.8	29.2	0.0		
Total %	0.0	4.9	16.8	0.5	22.3	0.0	0.0	0.0	0.0	0.0	7.6	6.0	0.0	0.0	13.6	3.8	41.6	18.8	0.0	64.1	
Exiting Leg Total	93					243					32					0					368
Cars	0	15	48	2	65	0	0	0	0	0	27	22	0	0	49	14	150	63	0	227	341
% Cars	0.0	83.3	77.4	100.0	79.3	0.0	0.0	0.0	0.0	0.0	96.4	100.0	0.0	0.0	98.0	100.0	98.0	91.3	0.0	96.2	92.7
Exiting Leg Total	87					225					29					0					341
Heavy Vehicles	0	3	14	0	17	0	0	0	0	0	1	0	0	0	1	0	3	6	0	9	27
% Heavy Vehicles	0.0	16.7	22.6	0.0	20.7	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	2.0	0.0	2.0	8.7	0.0	3.8	7.3
Exiting Leg Total	6					18					3					0					27

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

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	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	2	10	0	12	0	0	0	0	0	2	0	0	0	2	0	26	8	0	34	48
7:45 AM	0	3	9	0	12	0	0	0	0	0	6	3	0	0	9	2	25	10	0	37	58
8:00 AM	0	3	8	2	13	0	0	0	0	0	3	3	0	0	6	0	17	10	0	27	46
8:15 AM	0	2	10	0	12	0	0	0	0	0	1	0	0	0	1	4	13	11	0	28	41
Total Volume	0	10	37	2	49	0	0	0	0	0	12	6	0	0	18	6	81	39	0	126	193
% Approach Total	0.0	20.4	75.5	4.1		0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0		4.8	64.3	31.0	0.0		
PHF	0.000	0.833	0.925	0.250	0.942	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.375	0.779	0.886	0.000	0.851	0.832
Cars	0	9	28	2	39	0	0	0	0	0	12	6	0	0	18	6	79	36	0	121	178
Cars %	0.0	90.0	75.7	100.0	79.6	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0	97.5	92.3	0.0	96.0	92.2
Heavy Vehicles	0	1	9	0	10	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	15
Heavy Vehicles %	0.0	10.0	24.3	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	7.7	0.0	4.0	7.8
Cars Enter Leg	0	9	28	2	39	0	0	0	0	0	12	6	0	0	18	6	79	36	0	121	178
Heavy Enter Leg	0	1	9	0	10	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	15
Total Entering Leg	0	10	37	2	49	0	0	0	0	0	12	6	0	0	18	6	81	39	0	126	193
Cars Exiting Leg	44					119					15					0					178
Heavy Exiting Leg	3					11					1					0					15
Total Exiting Leg	47					130					16					0					193

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	4	0	4	0	0	0	0	0	6	4	0	0	10	0	15	11	0	26	40
7:15 AM	0	1	8	0	9	0	0	0	0	0	1	1	0	0	2	0	18	3	0	21	32
7:30 AM	0	2	6	0	8	0	0	0	0	0	2	0	0	0	2	0	25	7	0	32	42
7:45 AM	0	3	7	0	10	0	0	0	0	0	6	3	0	0	9	2	25	10	0	37	56
<b>Total</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>83</b>	<b>31</b>	<b>0</b>	<b>116</b>	<b>170</b>
8:00 AM	0	3	6	2	11	0	0	0	0	0	3	3	0	0	6	0	16	8	0	24	41
8:15 AM	0	1	9	0	10	0	0	0	0	0	1	0	0	0	1	4	13	11	0	28	39
8:30 AM	0	1	5	0	6	0	0	0	0	0	3	6	0	0	9	2	17	7	0	26	41
8:45 AM	0	4	3	0	7	0	0	0	0	0	5	5	0	0	10	6	21	6	0	33	50
<b>Total</b>	<b>0</b>	<b>9</b>	<b>23</b>	<b>2</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>12</b>	<b>67</b>	<b>32</b>	<b>0</b>	<b>111</b>	<b>171</b>
Grand Total	0	15	48	2	65	0	0	0	0	0	27	22	0	0	49	14	150	63	0	227	341
Approach %	0.0	23.1	73.8	3.1		0.0	0.0	0.0	0.0		55.1	44.9	0.0	0.0		6.2	66.1	27.8	0.0		
Total %	0.0	4.4	14.1	0.6	19.1	0.0	0.0	0.0	0.0	0.0	7.9	6.5	0.0	0.0	14.4	4.1	44.0	18.5	0.0	66.6	
Exiting Leg Total	87					225					29					0					341

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

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	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	2	6	0	8	0	0	0	0	0	2	0	0	0	2	0	25	7	0	32	42
7:45 AM	0	3	7	0	10	0	0	0	0	0	6	3	0	0	9	2	25	10	0	37	56
8:00 AM	0	3	6	2	11	0	0	0	0	0	3	3	0	0	6	0	16	8	0	24	41
8:15 AM	0	1	9	0	10	0	0	0	0	0	1	0	0	0	1	4	13	11	0	28	39
Total Volume	0	9	28	2	39	0	0	0	0	0	12	6	0	0	18	6	79	36	0	121	178
% Approach Total	0.0	23.1	71.8	5.1		0.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0		5.0	65.3	29.8	0.0		
PHF	0.000	0.750	0.778	0.250	0.886	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.375	0.790	0.818	0.000	0.818	0.795
Entering Leg	0	9	28	2	39	0	0	0	0	0	12	6	0	0	18	6	79	36	0	121	178
Exiting Leg						119					15					0					178
Total	83					119					33					121					356

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

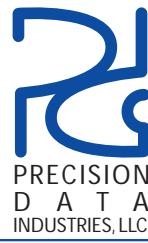
**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
7:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	6
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>12</b>
8:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	5
8:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:45 AM	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	6
<b>Total</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>15</b>
Grand Total	0	3	14	0	17	0	0	0	0	0	1	0	0	0	1	0	3	6	0	9	27
Approach %	0.0	17.6	82.4	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		
Total %	0.0	11.1	51.9	0.0	63.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	0.0	3.7	0.0	11.1	22.2	0.0	33.3	
Exiting Leg Total	6					18					3					0					27
Large Trucks	0	3	4	0	7	0	0	0	0	0	1	0	0	0	1	0	1	3	0	4	12
% Large Trucks	0.0	100.0	28.6	0.0	41.2	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	33.3	50.0	0.0	44.4	44.4
Exiting Leg Total	3					6					3					0					12
Buses	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	15
% Buses	0.0	0.0	71.4	0.0	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	50.0	0.0	55.6	55.6
Exiting Leg Total	3					12					0					0					15

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

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	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	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	6
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	5
Total Volume	0	1	9	0	10	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	15
% Approach Total	0.0	10.0	90.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	40.0	60.0	0.0		
PHF	0.000	0.250	0.563	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.000	0.417	0.625
Large Trucks	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Large Trucks %	0.0	100.0	22.2	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
Buses	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	12
Buses %	0.0	0.0	77.8	0.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	80.0
Trucks Enter Leg	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus Enter Leg	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	12
Total Entering Leg	0	1	9	0	10	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	15
Trucks Exiting Leg	0					2					1					0					3
Buses Exiting Leg	3					9					0					0					12
Total Exiting Leg	3					11					1					0					15

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Large Trucks**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	1	0	2	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	1	0	1	1
8:45 AM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	5
<b>Total</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>9</b>
Grand Total	0	3	4	0	7	0	0	0	0	0	1	0	0	0	1	0	1	3	0	4	12
Approach %	0.0	42.9	57.1	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	25.0	75.0	0.0		
Total %	0.0	25.0	33.3	0.0	58.3	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	8.3	0.0	8.3	25.0	0.0	33.3	
Exiting Leg Total	3					6					3					0					12

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

8:00 AM	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	5
Total Volume	0	2	3	0	5	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	9
% Approach Total	0.0	40.0	60.0	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		
PHF	0.000	0.500	0.750	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.375	0.000	0.375	0.450
Entering Leg	0	2	3	0	5	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	9
Exiting Leg	3					4					2					0					9
Total	8					4					3					3					18

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Buses**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	9
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	4
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
8:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	6
Grand Total	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	15
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	40.0	60.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	66.7	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	20.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						3					12					0					15					

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

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total					
	North					East					South					West										
	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	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	4
Total Volume	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	12
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	40.0	60.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.583	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.600
Entering Leg	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	12
Exiting Leg						3					9					0					12					
Total						10					9					0					24					

PDI File #: 175839 I  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street							Queensberry Street							Kilmarnock Street							Queensberry Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1			
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
7:30 AM	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4			
7:45 AM	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	8			
<b>Total</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>14</b>			
8:00 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	4			
8:15 AM	0	1	2	0	0	0	3	1	0	0	0	0	0	1	0	1	0	0	0	1	2	0	1	0	0	1	7		
8:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3		
8:45 AM	0	3	6	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	11		
<b>Total</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>25</b>	
Grand Total	0	11	13	0	0	0	24	1	0	0	0	0	0	1	0	4	0	0	0	1	5	1	4	2	0	1	1	9	39
Approach %	0.0	45.8	54.2	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	80.0	0.0	0.0	0.0	20.0		11.1	44.4	22.2	0.0	11.1	11.1		
Total %	0.0	28.2	33.3	0.0	0.0	0.0	61.5	2.6	0.0	0.0	0.0	0.0	2.6	2.6	0.0	10.3	0.0	0.0	0.0	2.6	12.8	2.6	10.3	5.1	0.0	2.6	2.6	23.1	
Exiting Leg Total							7							17						13						2	39		

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

	Kilmarnock Street							Queensberry Street							Kilmarnock Street							Queensberry Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	4			
8:15 AM	0	1	2	0	0	0	3	1	0	0	0	0	0	1	0	1	0	0	0	1	2	0	1	0	0	0	1	7	
8:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3	
8:45 AM	0	3	6	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	11	
<b>Total Volume</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>25</b>
% Approach Total	0.0	37.5	62.5	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3		20.0	60.0	0.0	0.0	0.0	20.0		
PHF	0.000	0.500	0.417	0.000	0.000	0.000	0.444	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.250	0.375	0.250	0.750	0.000	0.000	0.000	0.250	0.625	0.568	
Entering Leg	0	6	10	0	0	0	16	1	0	0	0	0	0	1	0	2	0	0	0	1	3	1	3	0	0	0	1	5	25
Exiting Leg							3							13						8							1	25	
<b>Total</b>							19							14						11							6	50	



PDI File #: 175839 I  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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**Pedestrians**

	Kilmarnock Street							Queensberry Street							Kilmarnock Street							Queensberry Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	3	5	8	0	0	0	0	1	3	4	0	0	0	0	2	1	3	0	0	0	0	1	5	6	21
7:15 AM	0	0	0	0	4	1	5	0	0	0	0	4	1	5	0	0	0	0	2	2	4	0	0	0	0	1	3	4	18
7:30 AM	0	0	0	0	1	3	4	0	0	0	0	3	2	5	0	0	0	0	12	6	18	0	0	0	0	4	3	7	34
7:45 AM	0	0	0	0	7	6	13	0	0	0	0	3	3	6	0	0	0	0	3	5	8	0	0	0	0	10	5	15	42
Total	0	0	0	0	15	15	30	0	0	0	0	11	9	20	0	0	0	0	19	14	33	0	0	0	0	16	16	32	115
8:00 AM	0	0	0	0	6	6	12	0	0	0	0	9	7	16	0	0	0	0	8	8	16	0	0	0	0	4	9	13	57
8:15 AM	0	0	0	0	7	12	19	0	0	0	0	6	2	8	0	0	0	0	3	4	7	0	0	0	0	4	3	7	41
8:30 AM	0	0	0	0	1	3	4	0	0	0	0	2	6	8	0	0	0	0	9	5	14	0	0	0	0	9	3	12	38
8:45 AM	0	0	0	0	5	6	11	0	0	0	0	7	4	11	0	0	0	0	8	2	10	0	0	0	0	5	5	10	42
Total	0	0	0	0	19	27	46	0	0	0	0	24	19	43	0	0	0	0	28	19	47	0	0	0	0	22	20	42	178
Grand Total	0	0	0	0	34	42	76	0	0	0	0	35	28	63	0	0	0	0	47	33	80	0	0	0	0	38	36	74	293
Approach %	0.0	0.0	0.0	0.0	44.7	55.3		0.0	0.0	0.0	0.0	55.6	44.4		0.0	0.0	0.0	0.0	58.8	41.3		0.0	0.0	0.0	0.0	51.4	48.6		
Total %	0.0	0.0	0.0	0.0	11.6	14.3	25.9	0.0	0.0	0.0	0.0	11.9	9.6	21.5	0.0	0.0	0.0	0.0	16.0	11.3	27.3	0.0	0.0	0.0	0.0	13.0	12.3	25.3	
Exiting Leg Total	76							63							80							74							293

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

	Kilmarnock Street							Queensberry Street							Kilmarnock Street							Queensberry Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:45 AM	0	0	0	0	7	6	13	0	0	0	0	3	3	6	0	0	0	0	3	5	8	0	0	0	0	10	5	15	42
8:00 AM	0	0	0	0	6	6	12	0	0	0	0	9	7	16	0	0	0	0	8	8	16	0	0	0	0	4	9	13	57
8:15 AM	0	0	0	0	7	12	19	0	0	0	0	6	2	8	0	0	0	0	3	4	7	0	0	0	0	4	3	7	41
8:30 AM	0	0	0	0	1	3	4	0	0	0	0	2	6	8	0	0	0	0	9	5	14	0	0	0	0	9	3	12	38
Total Volume	0	0	0	0	21	27	48	0	0	0	0	20	18	38	0	0	0	0	23	22	45	0	0	0	0	27	20	47	178
% Approach Total	0.0	0.0	0.0	0.0	43.8	56.3		0.0	0.0	0.0	0.0	52.6	47.4		0.0	0.0	0.0	0.0	51.1	48.9		0.0	0.0	0.0	0.0	57.4	42.6		
PHF	0.000	0.000	0.000	0.000	0.750	0.563	0.632	0.000	0.000	0.000	0.000	0.556	0.643	0.594	0.000	0.000	0.000	0.000	0.639	0.688	0.703	0.000	0.000	0.000	0.000	0.675	0.556	0.783	0.781
Entering Leg	0	0	0	0	21	27	48	0	0	0	0	20	18	38	0	0	0	0	23	22	45	0	0	0	0	27	20	47	178
Exiting Leg	48							38							45							47							178
Total	96							76							90							94							356

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	8	0	9	0	0	0	0	0	4	6	0	0	10	1	21	5	0	27	46
4:15 PM	0	0	16	0	16	0	0	0	0	0	2	7	0	0	9	1	16	6	0	23	48
4:30 PM	0	3	18	3	24	0	0	0	0	0	4	6	0	0	10	1	18	5	0	24	58
4:45 PM	0	1	12	0	13	0	0	0	0	0	4	2	0	0	6	3	12	6	0	21	40
<b>Total</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>3</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>6</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>95</b>	<b>192</b>
5:00 PM	0	2	14	0	16	0	0	0	0	0	6	3	0	0	9	5	14	8	0	27	52
5:15 PM	0	3	8	2	13	0	0	0	0	0	2	1	0	0	3	3	25	10	0	38	54
5:30 PM	0	5	12	1	18	0	0	0	0	0	6	7	0	0	13	2	20	7	0	29	60
5:45 PM	0	2	11	0	13	0	0	0	0	0	5	3	0	1	9	3	21	7	0	31	53
<b>Total</b>	<b>0</b>	<b>12</b>	<b>45</b>	<b>3</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>13</b>	<b>80</b>	<b>32</b>	<b>0</b>	<b>125</b>	<b>219</b>
Grand Total	0	17	99	6	122	0	0	0	0	0	33	35	0	1	69	19	147	54	0	220	411
Approach %	0.0	13.9	81.1	4.9		0.0	0.0	0.0	0.0		47.8	50.7	0.0	1.4		8.6	66.8	24.5	0.0		
Total %	0.0	4.1	24.1	1.5	29.7	0.0	0.0	0.0	0.0	0.0	8.0	8.5	0.0	0.2	16.8	4.6	35.8	13.1	0.0	53.5	
Exiting Leg Total	95					279					37					0					411
Cars	0	17	92	6	115	0	0	0	0	0	33	33	0	1	67	19	143	53	0	215	397
% Cars	0.0	100.0	92.9	100.0	94.3	0.0	0.0	0.0	0.0	0.0	100.0	94.3	0.0	100.0	97.1	100.0	97.3	98.1	0.0	97.7	96.6
Exiting Leg Total	92					268					37					0					397
Heavy Vehicles	0	0	7	0	7	0	0	0	0	0	0	2	0	0	2	0	4	1	0	5	14
% Heavy Vehicles	0.0	0.0	7.1	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	2.9	0.0	2.7	1.9	0.0	2.3	3.4
Exiting Leg Total	3					11					0					0					14

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

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	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	2	14	0	16	0	0	0	0	0	6	3	0	0	9	5	14	8	0	27	52
5:15 PM	0	3	8	2	13	0	0	0	0	0	2	1	0	0	3	3	25	10	0	38	54
5:30 PM	0	5	12	1	18	0	0	0	0	0	6	7	0	0	13	2	20	7	0	29	60
5:45 PM	0	2	11	0	13	0	0	0	0	0	5	3	0	1	9	3	21	7	0	31	53
Total Volume	0	12	45	3	60	0	0	0	0	0	19	14	0	1	34	13	80	32	0	125	219
% Approach Total	0.0	20.0	75.0	5.0		0.0	0.0	0.0	0.0		55.9	41.2	0.0	2.9		10.4	64.0	25.6	0.0		
PHF	0.000	0.600	0.804	0.375	0.833	0.000	0.000	0.000	0.000	0.000	0.792	0.500	0.000	0.250	0.654	0.650	0.800	0.800	0.000	0.822	0.913
Cars	0	12	43	3	58	0	0	0	0	0	19	13	0	1	33	13	79	31	0	123	214
Cars %	0.0	100.0	95.6	100.0	96.7	0.0	0.0	0.0	0.0	0.0	100.0	92.9	0.0	100.0	97.1	100.0	98.8	96.9	0.0	98.4	97.7
Heavy Vehicles	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	5
Heavy Vehicles %	0.0	0.0	4.4	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	2.9	0.0	1.3	3.1	0.0	1.6	2.3
Cars Enter Leg	0	12	43	3	58	0	0	0	0	0	19	13	0	1	33	13	79	31	0	123	214
Heavy Enter Leg	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	5
Total Entering Leg	0	12	45	3	60	0	0	0	0	0	19	14	0	1	34	13	80	32	0	125	219
Cars Exiting Leg	47					141					26					0					214
Heavy Exiting Leg	2					3					0					0					5
Total Exiting Leg	49					144					26					0					219

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	8	0	9	0	0	0	0	0	4	6	0	0	10	1	19	5	0	25	44
4:15 PM	0	0	14	0	14	0	0	0	0	0	2	7	0	0	9	1	16	6	0	23	46
4:30 PM	0	3	17	3	23	0	0	0	0	0	4	5	0	0	9	1	18	5	0	24	56
4:45 PM	0	1	10	0	11	0	0	0	0	0	4	2	0	0	6	3	11	6	0	20	37
<b>Total</b>	<b>0</b>	<b>5</b>	<b>49</b>	<b>3</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>6</b>	<b>64</b>	<b>22</b>	<b>0</b>	<b>92</b>	<b>183</b>
5:00 PM	0	2	14	0	16	0	0	0	0	0	6	3	0	0	9	5	14	8	0	27	52
5:15 PM	0	3	7	2	12	0	0	0	0	0	2	1	0	0	3	3	25	10	0	38	53
5:30 PM	0	5	12	1	18	0	0	0	0	0	6	6	0	0	12	2	19	7	0	28	58
5:45 PM	0	2	10	0	12	0	0	0	0	0	5	3	0	1	9	3	21	6	0	30	51
<b>Total</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>3</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>13</b>	<b>79</b>	<b>31</b>	<b>0</b>	<b>123</b>	<b>214</b>
Grand Total	0	17	92	6	115	0	0	0	0	0	33	33	0	1	67	19	143	53	0	215	397
Approach %	0.0	14.8	80.0	5.2		0.0	0.0	0.0	0.0		49.3	49.3	0.0	1.5		8.8	66.5	24.7	0.0		
Total %	0.0	4.3	23.2	1.5	29.0	0.0	0.0	0.0	0.0	0.0	8.3	8.3	0.0	0.3	16.9	4.8	36.0	13.4	0.0	54.2	
Exiting Leg Total	92					268					37					0					397

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

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	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	2	14	0	16	0	0	0	0	0	6	3	0	0	9	5	14	8	0	27	52
5:15 PM	0	3	7	2	12	0	0	0	0	0	2	1	0	0	3	3	25	10	0	38	53
5:30 PM	0	5	12	1	18	0	0	0	0	0	6	6	0	0	12	2	19	7	0	28	58
5:45 PM	0	2	10	0	12	0	0	0	0	0	5	3	0	1	9	3	21	6	0	30	51
Total Volume	0	12	43	3	58	0	0	0	0	0	19	13	0	1	33	13	79	31	0	123	214
% Approach Total	0.0	20.7	74.1	5.2		0.0	0.0	0.0	0.0		57.6	39.4	0.0	3.0		10.6	64.2	25.2	0.0		
PHF	0.000	0.600	0.768	0.375	0.806	0.000	0.000	0.000	0.000	0.000	0.792	0.542	0.000	0.250	0.688	0.650	0.790	0.775	0.000	0.809	0.922
Entering Leg	0	12	43	3	58	0	0	0	0	0	19	13	0	1	33	13	79	31	0	123	214
Exiting Leg	47					141					26					0					214
Total	105					141					59					123					428

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
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	0	0	0	0	0	2
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	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	1	0	0	1	0	1	0	0	1	2
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>5</b>
Grand Total	0	0	7	0	7	0	0	0	0	0	0	2	0	0	2	0	4	1	0	5	14
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	80.0	20.0	0.0		
Total %	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	0.0	28.6	7.1	0.0	35.7	
Exiting Leg Total	3					11					0					0					14
Large Trucks	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
% Large Trucks	0.0	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	50.0	0.0	0.0	40.0	35.7
Exiting Leg Total	2					3					0					0					5
Buses	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	9
% Buses	0.0	0.0	85.7	0.0	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	100.0	0.0	60.0	64.3
Exiting Leg Total	1					8					0					0					9

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

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
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	0	0	0	0	0	2
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	9
% 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		0.0	100.0	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	0.250	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.750
Large Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Large Trucks %	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	33.3	0.0	0.0	33.3	33.3
Buses	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
Buses %	0.0	0.0	80.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	66.7
Trucks Enter Leg	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Bus Enter Leg	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
Total Entering Leg	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	9
Trucks Exiting Leg	1					2					0					0					3
Buses Exiting Leg	0					6					0					0					6
Total Exiting Leg	1					8					0					0					9

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Large Trucks**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
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	1	0	0	1	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Grand Total	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	40.0	0.0	0.0	40.0	
Exiting Leg Total	2					3					0					0					5

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

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
% 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		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.750
Entering Leg	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Exiting Leg	1					2					0					0					3
Total	2					2					1					1					6

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Buses**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Grand Total	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	9
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	0.0	0.0	66.7	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	11.1	0.0	33.3	
Exiting Leg Total	1					8					0					0					9

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

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500
Entering Leg	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
Exiting Leg	0					6					0					0					6
Total	4					6					0					2					12

PDI File #: 175839 I  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street								Queensberry Street								Kilmarnock Street								Queensberry Street								Total				
	North								East								South								West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
4:00 PM	0	1	3	0	0	0	4	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	5
4:15 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	3
4:45 PM	0	0	1	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	1	0	0	0	0	0	1	1	3
<b>Total</b>	0	3	5	0	0	0	8	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	2	0	0	0	1	0	0	2	0	0	1	3	14
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1	0	0	0	1	4
5:15 PM	1	2	0	0	1	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	6
5:30 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	2	0	0	0	0	0	1	2	0	0	0	3	6
5:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	4
<b>Total</b>	1	7	0	0	1	0	9	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	0	3	3	0	0	0	0	0	3	3	0	0	0	6	20
Grand Total	1	10	5	0	1	0	17	0	0	0	0	0	0	0	1	7	0	0	0	0	0	8	0	3	5	0	0	0	1	0	3	5	0	0	1	9	34
Approach %	5.9	58.8	29.4	0.0	5.9	0.0		0.0	0.0	0.0	0.0	0.0	0.0	12.5	87.5	0.0	0.0	0.0	0.0		0.0	33.3	55.6	0.0	0.0	11.1											
Total %	2.9	29.4	14.7	0.0	2.9	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	20.6	0.0	0.0	0.0	0.0	23.5	0.0	8.8	14.7	0.0	0.0	2.9	26.5										
Exiting Leg Total	13							9							10							2							34								

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

	Kilmarnock Street								Queensberry Street								Kilmarnock Street								Queensberry Street								Total				
	North								East								South								West												
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1	0	0	0	1	4
5:15 PM	1	2	0	0	1	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	6
5:30 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	2	0	0	0	0	0	1	2	0	0	0	3	6
5:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	4
<b>Total Volume</b>	1	7	0	0	1	0	9	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	0	3	3	0	0	0	0	0	3	3	0	0	0	6	20
% Approach Total	11.1	77.8	0.0	0.0	11.1	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	50.0	50.0	0.0	0.0	0.0											
PHF	0.250	0.875	0.000	0.000	0.250	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.250	1.000	0.000	0.000	0.000	0.000	0.625	0.000	0.750	0.375	0.000	0.000	0.000	0.500	0.833									
Entering Leg	1	7	0	0	1	0	9	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	0	3	3	0	0	0	0	0	3	3	0	0	0	6	20
Exiting Leg	8							4							7							1							20								
<b>Total</b>	17							4							12							7							40								



PDI File #: 175839 I  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Pedestrians**

	Kilmarnock Street								Queensberry Street								Kilmarnock Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	5	5	10	0	0	0	0	9	2	11	0	0	0	0	6	7	13	0	0	0	0	12	6	18	52				
4:15 PM	0	0	0	0	1	4	5	0	0	0	0	10	6	16	0	0	0	0	7	5	12	0	0	0	0	6	9	15	48				
4:30 PM	0	0	0	0	9	6	15	0	0	0	0	12	7	19	0	0	0	0	2	6	8	0	0	0	0	2	7	9	51				
4:45 PM	0	0	0	0	8	2	10	0	0	0	0	12	12	24	0	0	0	0	12	7	19	0	0	0	0	14	15	29	82				
<b>Total</b>	0	0	0	0	23	17	40	0	0	0	0	43	27	70	0	0	0	0	27	25	52	0	0	0	0	34	37	71	233				
5:00 PM	0	0	0	0	1	17	18	0	0	0	0	6	11	17	0	0	0	0	6	6	12	0	0	0	0	12	15	27	74				
5:15 PM	0	0	0	0	15	11	26	0	0	0	0	21	18	39	0	0	0	0	2	6	8	0	0	0	0	9	11	20	93				
5:30 PM	0	0	0	0	9	12	21	0	0	0	0	21	17	38	0	0	0	0	2	9	11	0	0	0	0	8	13	21	91				
5:45 PM	0	0	0	0	13	15	28	0	0	0	0	19	25	44	0	0	0	0	13	14	27	0	0	0	0	9	18	27	126				
<b>Total</b>	0	0	0	0	38	55	93	0	0	0	0	67	71	138	0	0	0	0	23	35	58	0	0	0	0	38	57	95	384				
Grand Total	0	0	0	0	61	72	133	0	0	0	0	110	98	208	0	0	0	0	50	60	110	0	0	0	0	72	94	166	617				
Approach %	0.0	0.0	0.0	0.0	45.9	54.1		0.0	0.0	0.0	0.0	52.9	47.1		0.0	0.0	0.0	0.0	45.5	54.5		0.0	0.0	0.0	0.0	43.4	56.6						
Total %	0.0	0.0	0.0	0.0	9.9	11.7	21.6	0.0	0.0	0.0	0.0	17.8	15.9	33.7	0.0	0.0	0.0	0.0	8.1	9.7	17.8	0.0	0.0	0.0	0.0	11.7	15.2	26.9					
Exiting Leg Total	133							208							110							166							617				

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

	Kilmarnock Street								Queensberry Street								Kilmarnock Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	1	17	18	0	0	0	0	6	11	17	0	0	0	0	6	6	12	0	0	0	0	12	15	27	74				
5:15 PM	0	0	0	0	15	11	26	0	0	0	0	21	18	39	0	0	0	0	2	6	8	0	0	0	0	9	11	20	93				
5:30 PM	0	0	0	0	9	12	21	0	0	0	0	21	17	38	0	0	0	0	2	9	11	0	0	0	0	8	13	21	91				
5:45 PM	0	0	0	0	13	15	28	0	0	0	0	19	25	44	0	0	0	0	13	14	27	0	0	0	0	9	18	27	126				
<b>Total Volume</b>	0	0	0	0	38	55	93	0	0	0	0	67	71	138	0	0	0	0	23	35	58	0	0	0	0	38	57	95	384				
% Approach Total	0.0	0.0	0.0	0.0	40.9	59.1		0.0	0.0	0.0	0.0	48.6	51.4		0.0	0.0	0.0	0.0	39.7	60.3		0.0	0.0	0.0	0.0	40.0	60.0						
PHF	0.000	0.000	0.000	0.000	0.633	0.809	0.830	0.000	0.000	0.000	0.000	0.798	0.710	0.784	0.000	0.000	0.000	0.000	0.442	0.625	0.537	0.000	0.000	0.000	0.000	0.792	0.792	0.880	0.762				
Entering Leg	0	0	0	0	38	55	93	0	0	0	0	67	71	138	0	0	0	0	23	35	58	0	0	0	0	38	57	95	384				
Exiting Leg	93							138							58							95							384				
<b>Total</b>	186							276							116							190							768				

PDI File #: 175839 I  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	6	12	0	18	0	0	0	0	0	3	5	0	1	9	0	25	6	0	31	58
4:15 PM	0	7	16	1	24	2	0	0	0	2	6	4	0	0	10	1	29	4	0	34	70
4:30 PM	0	8	16	0	24	0	0	0	0	0	2	6	0	1	9	1	21	7	0	29	62
4:45 PM	0	2	10	0	12	2	0	0	0	2	3	2	0	0	5	1	27	15	0	43	62
<b>Total</b>	0	23	54	1	78	4	0	0	0	4	14	17	0	2	33	3	102	32	0	137	252
5:00 PM	0	4	28	1	33	0	0	0	0	0	6	5	0	0	11	2	34	9	0	45	89
5:15 PM	0	5	22	0	27	0	0	0	0	0	2	7	0	0	9	4	37	13	0	54	90
5:30 PM	0	1	24	1	26	0	0	0	0	0	10	6	0	0	16	5	46	8	0	59	101
5:45 PM	0	9	15	0	24	0	0	0	0	0	12	4	0	0	16	3	39	24	0	66	106
<b>Total</b>	0	19	89	2	110	0	0	0	0	0	30	22	0	0	52	14	156	54	0	224	386
6:00 PM	0	6	15	1	22	0	0	0	0	0	8	2	0	0	10	4	38	13	0	55	87
6:15 PM	0	7	19	0	26	0	0	0	0	0	8	5	0	0	13	4	32	14	0	50	89
6:30 PM	0	11	26	1	38	0	0	0	0	0	7	8	0	0	15	6	34	19	1	60	113
6:45 PM	0	6	29	1	36	0	0	0	0	0	9	10	0	0	19	5	33	3	0	41	96
<b>Total</b>	0	30	89	3	122	0	0	0	0	0	32	25	0	0	57	19	137	49	1	206	385
7:00 PM	0	12	28	0	40	0	0	0	0	0	16	5	0	0	21	1	42	8	0	51	112
7:15 PM	0	11	23	1	35	0	0	0	0	0	8	6	0	0	14	7	31	12	0	50	99
7:30 PM	0	6	21	0	27	0	0	0	0	0	12	6	0	0	18	1	19	8	0	28	73
7:45 PM	0	8	27	1	36	0	0	0	0	0	7	8	0	0	15	3	31	5	0	39	90
<b>Total</b>	0	37	99	2	138	0	0	0	0	0	43	25	0	0	68	12	123	33	0	168	374
Grand Total	0	109	331	8	448	4	0	0	0	4	119	89	0	2	210	48	518	168	1	735	1397
Approach %	0.0	24.3	73.9	1.8		100.0	0.0	0.0	0.0		56.7	42.4	0.0	1.0		6.5	70.5	22.9	0.1		
Total %	0.0	7.8	23.7	0.6	32.1	0.3	0.0	0.0	0.0	0.3	8.5	6.4	0.0	0.1	15.0	3.4	37.1	12.0	0.1	52.6	
Exiting Leg Total	269					968					159					1					1397
Cars	0	109	315	8	432	4	0	0	0	4	116	84	0	2	202	48	515	167	1	731	1369
% Cars	0.0	100.0	95.2	100.0	96.4	100.0	0.0	0.0	0.0	100.0	97.5	94.4	0.0	100.0	96.2	100.0	99.4	99.4	100.0	99.5	98.0
Exiting Leg Total	263					946					159					1					1369
Heavy Vehicles	0	0	16	0	16	0	0	0	0	0	3	5	0	0	8	0	3	1	0	4	28
% Heavy Vehicles	0.0	0.0	4.8	0.0	3.6	0.0	0.0	0.0	0.0	0.0	2.5	5.6	0.0	0.0	3.8	0.0	0.6	0.6	0.0	0.5	2.0
Exiting Leg Total	6					22					0					0					28

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

6:30 PM	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	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 PM	0	11	26	1	38	0	0	0	0	0	7	8	0	0	15	6	34	19	1	60	113
6:45 PM	0	6	29	1	36	0	0	0	0	0	9	10	0	0	19	5	33	3	0	41	96
7:00 PM	0	12	28	0	40	0	0	0	0	0	16	5	0	0	21	1	42	8	0	51	112
7:15 PM	0	11	23	1	35	0	0	0	0	0	8	6	0	0	14	7	31	12	0	50	99
Total Volume	0	40	106	3	149	0	0	0	0	0	40	29	0	0	69	19	140	42	1	202	420
% Approach Total	0.0	26.8	71.1	2.0		0.0	0.0	0.0	0.0		58.0	42.0	0.0	0.0		9.4	69.3	20.8	0.5		
PHF	0.000	0.833	0.914	0.750	0.931	0.000	0.000	0.000	0.000	0.000	0.625	0.725	0.000	0.000	0.821	0.679	0.833	0.553	0.250	0.842	0.929
Cars	0	40	104	3	147	0	0	0	0	0	39	29	0	0	68	19	139	42	1	201	416
Cars %	0.0	100.0	98.1	100.0	98.7	0.0	0.0	0.0	0.0	0.0	97.5	100.0	0.0	0.0	98.6	100.0	99.3	100.0	100.0	99.5	99.0
Heavy Vehicles	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4
Heavy Vehicles %	0.0	0.0	1.9	0.0	1.3	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	1.4	0.0	0.7	0.0	0.0	0.5	1.0
Cars Enter Leg	0	40	104	3	147	0	0	0	0	0	39	29	0	0	68	19	139	42	1	201	416
Heavy Enter Leg	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4
Total Entering Leg	0	40	106	3	149	0	0	0	0	0	40	29	0	0	69	19	140	42	1	202	420
Cars Exiting Leg	74					282					59					1					416
Heavy Exiting Leg	0					4					0					0					4
Total Exiting Leg	74					286					59					1					420

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Cars**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	6	10	0	16	0	0	0	0	0	3	4	0	1	8	0	24	6	0	30	54
4:15 PM	0	7	16	1	24	2	0	0	0	2	5	3	0	0	8	1	29	4	0	34	68
4:30 PM	0	8	16	0	24	0	0	0	0	0	2	6	0	1	9	1	21	7	0	29	62
4:45 PM	0	2	10	0	12	2	0	0	0	2	3	2	0	0	5	1	27	15	0	43	62
<b>Total</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>1</b>	<b>76</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>3</b>	<b>101</b>	<b>32</b>	<b>0</b>	<b>136</b>	<b>246</b>
5:00 PM	0	4	22	1	27	0	0	0	0	0	5	4	0	0	9	2	34	9	0	45	81
5:15 PM	0	5	21	0	26	0	0	0	0	0	2	6	0	0	8	4	37	13	0	54	88
5:30 PM	0	1	23	1	25	0	0	0	0	0	10	5	0	0	15	5	46	8	0	59	99
5:45 PM	0	9	15	0	24	0	0	0	0	0	12	4	0	0	16	3	39	24	0	66	106
<b>Total</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>2</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>14</b>	<b>156</b>	<b>54</b>	<b>0</b>	<b>224</b>	<b>374</b>
6:00 PM	0	6	14	1	21	0	0	0	0	0	8	2	0	0	10	4	38	12	0	54	85
6:15 PM	0	7	18	0	25	0	0	0	0	0	8	5	0	0	13	4	32	14	0	50	88
6:30 PM	0	11	25	1	37	0	0	0	0	0	7	8	0	0	15	6	34	19	1	60	112
6:45 PM	0	6	28	1	35	0	0	0	0	0	9	10	0	0	19	5	33	3	0	41	95
<b>Total</b>	<b>0</b>	<b>30</b>	<b>85</b>	<b>3</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>137</b>	<b>48</b>	<b>1</b>	<b>205</b>	<b>380</b>
7:00 PM	0	12	28	0	40	0	0	0	0	0	16	5	0	0	21	1	41	8	0	50	111
7:15 PM	0	11	23	1	35	0	0	0	0	0	7	6	0	0	13	7	31	12	0	50	98
7:30 PM	0	6	19	0	25	0	0	0	0	0	12	6	0	0	18	1	19	8	0	28	71
7:45 PM	0	8	27	1	36	0	0	0	0	0	7	8	0	0	15	3	30	5	0	38	89
<b>Total</b>	<b>0</b>	<b>37</b>	<b>97</b>	<b>2</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>121</b>	<b>33</b>	<b>0</b>	<b>166</b>	<b>369</b>
Grand Total	0	109	315	8	432	4	0	0	0	4	116	84	0	2	202	48	515	167	1	731	1369
Approach %	0.0	25.2	72.9	1.9		100.0	0.0	0.0	0.0		57.4	41.6	0.0	1.0		6.6	70.5	22.8	0.1		
Total %	0.0	8.0	23.0	0.6	31.6	0.3	0.0	0.0	0.0	0.3	8.5	6.1	0.0	0.1	14.8	3.5	37.6	12.2	0.1	53.4	
Exiting Leg Total	263					946					159					1					1369

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	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 PM	0	11	25	1	37	0	0	0	0	0	7	8	0	0	15	6	34	19	1	60	112
6:45 PM	0	6	28	1	35	0	0	0	0	0	9	10	0	0	19	5	33	3	0	41	95
7:00 PM	0	12	28	0	40	0	0	0	0	0	16	5	0	0	21	1	41	8	0	50	111
7:15 PM	0	11	23	1	35	0	0	0	0	0	7	6	0	0	13	7	31	12	0	50	98
Total Volume	0	40	104	3	147	0	0	0	0	0	39	29	0	0	68	19	139	42	1	201	416
% Approach Total	0.0	27.2	70.7	2.0		0.0	0.0	0.0	0.0		57.4	42.6	0.0	0.0		9.5	69.2	20.9	0.5		
PHF	0.000	0.833	0.929	0.750	0.919	0.000	0.000	0.000	0.000	0.000	0.609	0.725	0.000	0.000	0.810	0.679	0.848	0.553	0.250	0.838	0.929
Entering Leg	0	40	104	3	147	0	0	0	0	0	39	29	0	0	68	19	139	42	1	201	416
Exiting Leg	74					282					59					1					416
Total	221					282					127					202					832

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>
5:00 PM	0	0	6	0	6	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	8
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
6:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
6:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
7:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>
Grand Total	0	0	16	0	16	0	0	0	0	0	3	5	0	0	8	0	3	1	0	4	28
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		37.5	62.5	0.0	0.0		0.0	75.0	25.0	0.0		
Total %	0.0	0.0	57.1	0.0	57.1	0.0	0.0	0.0	0.0	0.0	10.7	17.9	0.0	0.0	28.6	0.0	10.7	3.6	0.0	14.3	
Exiting Leg Total	6					22					0					0					28
Large Trucks	0	0	4	0	4	0	0	0	0	0	2	5	0	0	7	0	3	0	0	3	14
% Large Trucks	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	66.7	100.0	0.0	0.0	87.5	0.0	100.0	0.0	0.0	75.0	50.0
Exiting Leg Total	5					9					0					0					14
Buses	0	0	12	0	12	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	14
% Buses	0.0	0.0	75.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	12.5	0.0	0.0	100.0	0.0	25.0	50.0
Exiting Leg Total	1					13					0					0					14

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	6	0	6	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	8
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.333	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.375
Large Trucks	0	0	4	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8
Large Trucks %	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	66.7
Buses	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Buses %	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3
Trucks Enter Leg	0	0	4	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8
Bus Enter Leg	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total Entering Leg</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
Trucks Exiting Leg	3					5					0					0					8
Buses Exiting Leg	0					4					0					0					4
<b>Total Exiting Leg</b>	<b>3</b>					<b>9</b>					<b>0</b>					<b>0</b>					<b>12</b>

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class: **Large Trucks**



	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>
5:00 PM	0	0	3	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>14</b>
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		28.6	71.4	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	28.6	0.0	28.6	0.0	0.0	0.0	0.0	0.0	14.3	35.7	0.0	0.0	50.0	0.0	21.4	0.0	0.0	21.4	
Exiting Leg Total	5					9					0					0					14

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.000	0.333	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.400
Entering Leg	4					0					4					0					8
Exiting Leg	3					5					0					0					8
<b>Total</b>	<b>7</b>					<b>5</b>					<b>4</b>					<b>0</b>					<b>16</b>

PDI File #: **175839 I**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Buses**

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
5:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
6:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
6:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
7:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>14</b>
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	85.7	0.0	85.7	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	7.1	0.0	0.0	7.1	0.0	7.1	
Exiting Leg Total	1					13					0					0					14

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street					Queensberry Street					Kilmarnock Street					Queensberry Street					Total
	North					East					South					West					
	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 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
6:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>		
PHF	0.000	0.000	1.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.625
Entering Leg	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Exiting Leg	1					4					0					0					5
<b>Total</b>	<b>5</b>					<b>4</b>					<b>0</b>					<b>1</b>					<b>10</b>

PDI File #: 175839 I  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street								Queensberry Street								Kilmarnock Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	3	2	0	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	1	0	0	0	0	1	9		
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2		
4:30 PM	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4			
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2			
Total	0	6	4	0	0	0	10	0	0	0	0	0	1	1	0	5	0	0	0	0	0	5	0	1	0	0	0	0	1	17			
5:00 PM	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	1	0	0	1	9			
5:15 PM	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
5:30 PM	0	6	1	0	0	0	7	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	10			
5:45 PM	0	2	1	0	2	2	7	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	0	0	2	0	0	1	12			
Total	0	14	5	0	2	2	23	0	0	0	0	1	1	2	0	4	0	0	0	0	0	4	0	0	4	0	0	2	6	35			
6:00 PM	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	1	0	0	0	1	7			
6:15 PM	0	3	1	0	0	0	4	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	1	1	0	0	0	0	2	9			
6:30 PM	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	7			
6:45 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	0	0	1	5			
Total	0	9	4	0	0	0	13	0	0	0	0	0	1	1	1	5	0	0	0	0	0	6	1	5	2	0	0	0	8	28			
7:00 PM	0	3	5	0	0	0	8	2	0	0	0	0	0	2	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	13			
7:15 PM	0	2	0	0	0	0	2	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	5			
7:30 PM	2	3	3	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	10			
7:45 PM	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6			
Total	2	11	10	0	0	0	23	2	0	0	0	0	1	3	0	5	0	0	0	0	0	5	0	1	2	0	0	0	3	34			
Grand Total	2	40	23	0	2	2	69	2	0	0	0	1	4	7	1	19	0	0	0	0	20	1	7	8	0	0	2	18	114				
Approach %	2.9	58.0	33.3	0.0	2.9	2.9		28.6	0.0	0.0	0.0	14.3	57.1		5.0	95.0	0.0	0.0	0.0	0.0		5.6	38.9	44.4	0.0	0.0	11.1						
Total %	1.8	35.1	20.2	0.0	1.8	1.8	60.5	1.8	0.0	0.0	0.0	0.9	3.5	6.1	0.9	16.7	0.0	0.0	0.0	0.0	17.5	0.9	6.1	7.0	0.0	0.0	1.8	15.8					
Exiting Leg Total							33							36							41								4	114			

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street								Queensberry Street								Kilmarnock Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:30 PM	0	6	1	0	0	0	7	0	0	0	0	1	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	10			
5:45 PM	0	2	1	0	2	2	7	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	0	2	0	0	1	3	12			
6:00 PM	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	1	0	0	0	1	7			
6:15 PM	0	3	1	0	0	0	4	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	1	1	0	0	0	0	2	9			
Total Volume	0	14	4	0	2	2	22	0	0	0	0	1	2	3	1	5	0	0	0	0	6	1	1	4	0	0	1	7	38				
% Approach Total	0.0	63.6	18.2	0.0	9.1	9.1		0.0	0.0	0.0	0.0	33.3	66.7		16.7	83.3	0.0	0.0	0.0	0.0		14.3	14.3	57.1	0.0	0.0	14.3						
PHF	0.000	0.583	1.000	0.000	0.250	0.250	0.786	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.250	0.625	0.000	0.000	0.000	0.000	0.750	0.250	0.250	0.500	0.000	0.000	0.250	0.583	0.792				
Entering Leg	0	14	4	0	2	2	22	0	0	0	0	1	2	3	1	5	0	0	0	0	6	1	1	4	0	0	1	7	38				
Exiting Leg							13							9							15							1	38				
Total							35							12							21							8	76				



PDI File #: 175839 I  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Pedestrians**

	Kilmarnock Street								Queensberry Street								Kilmarnock Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	4	2	6		0	0	0	0	7	5	12		0	0	0	0	3	3	6		0	0	0	0	7	16	23		47
4:15 PM	0	0	0	0	2	5	7		0	0	0	0	4	13	17		0	0	0	0	4	2	6		0	0	0	0	9	15	24		54
4:30 PM	0	0	0	0	3	0	3		0	0	0	0	10	5	15		0	0	0	0	4	6	10		0	0	0	0	15	5	20		48
4:45 PM	0	0	0	0	8	6	14		0	0	0	0	12	10	22		0	0	0	0	9	5	14		0	0	0	0	15	13	28		78
Total	0	0	0	0	17	13	30		0	0	0	0	33	33	66		0	0	0	0	20	16	36		0	0	0	0	46	49	95		227
5:00 PM	0	0	0	0	5	8	13		0	0	0	0	15	13	28		0	0	0	0	2	15	17		0	0	0	0	13	23	36		94
5:15 PM	0	0	0	0	2	9	11		0	0	0	0	20	20	40		0	0	0	0	6	12	18		0	0	0	0	8	23	31		100
5:30 PM	0	0	0	0	13	9	22		0	0	0	0	20	22	42		0	0	0	0	7	11	18		0	0	0	0	15	13	28		110
5:45 PM	0	0	0	0	14	7	21		0	0	0	0	13	13	26		0	0	0	0	7	9	16		0	0	0	0	20	21	41		104
Total	0	0	0	0	34	33	67		0	0	0	0	68	68	136		0	0	0	0	22	47	69		0	0	0	0	56	80	136		408
6:00 PM	0	0	0	0	7	20	27		0	0	0	0	16	23	39		0	0	0	0	7	19	26		0	0	0	0	19	20	39		131
6:15 PM	0	0	0	0	15	13	28		0	0	0	0	23	27	50		0	0	0	0	7	5	12		0	0	0	0	14	19	33		123
6:30 PM	0	0	0	0	7	11	18		0	0	0	0	18	17	35		0	0	0	0	6	16	22		0	0	0	0	10	15	25		100
6:45 PM	0	0	0	0	13	9	22		0	0	0	0	15	15	30		0	0	0	0	5	10	15		0	0	0	0	21	19	40		107
Total	0	0	0	0	42	53	95		0	0	0	0	72	82	154		0	0	0	0	25	50	75		0	0	0	0	64	73	137		461
7:00 PM	0	0	0	0	5	13	18		0	0	0	0	17	22	39		0	0	0	0	1	14	15		0	0	0	0	20	16	36		108
7:15 PM	0	0	0	0	13	19	32		0	0	0	0	8	32	40		0	0	0	0	5	4	9		0	0	0	0	26	16	42		123
7:30 PM	0	0	0	0	8	14	22		0	0	0	0	32	17	49		0	0	0	0	6	5	11		0	0	0	0	11	18	29		111
7:45 PM	0	0	0	0	6	10	16		0	0	0	0	11	22	33		0	0	0	0	7	7	14		0	0	0	0	2	12	14		77
Total	0	0	0	0	32	56	88		0	0	0	0	68	93	161		0	0	0	0	19	30	49		0	0	0	0	59	62	121		419
Grand Total	0	0	0	0	125	155	280		0	0	0	0	241	276	517		0	0	0	0	86	143	229		0	0	0	0	225	264	489		1515
Approach %	0.0	0.0	0.0	0.0	44.6	55.4		0.0	0.0	0.0	0.0	46.6	53.4		0.0	0.0	0.0	0.0	37.6	62.4		0.0	0.0	0.0	0.0	46.0	54.0						
Total %	0.0	0.0	0.0	0.0	8.3	10.2	18.5		0.0	0.0	0.0	0.0	15.9	18.2	34.1		0.0	0.0	0.0	0.0	5.7	9.4	15.1		0.0	0.0	0.0	0.0	14.9	17.4	32.3		
Exiting Leg Total	280								517								229								489	1515							

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street								Queensberry Street								Kilmarnock Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:30 PM	0	0	0	0	13	9	22		0	0	0	0	20	22	42		0	0	0	0	7	11	18		0	0	0	0	15	13	28		110
5:45 PM	0	0	0	0	14	7	21		0	0	0	0	13	13	26		0	0	0	0	7	9	16		0	0	0	0	20	21	41		104
6:00 PM	0	0	0	0	7	20	27		0	0	0	0	16	23	39		0	0	0	0	7	19	26		0	0	0	0	19	20	39		131
6:15 PM	0	0	0	0	15	13	28		0	0	0	0	23	27	50		0	0	0	0	7	5	12		0	0	0	0	14	19	33		123
Total Volume	0	0	0	0	49	49	98		0	0	0	0	72	85	157		0	0	0	0	28	44	72		0	0	0	0	68	73	141		468
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	45.9	54.1		0.0	0.0	0.0	0.0	38.9	61.1		0.0	0.0	0.0	0.0	48.2	51.8						
PHF	0.000	0.000	0.000	0.000	0.817	0.613	0.875		0.000	0.000	0.000	0.000	0.783	0.787	0.785		0.000	0.000	0.000	0.000	1.000	0.579	0.692		0.000	0.000	0.000	0.000	0.850	0.869	0.860		0.893
Entering Leg	0	0	0	0	49	49	98		0	0	0	0	72	85	157		0	0	0	0	28	44	72		0	0	0	0	68	73	141		468
Exiting Leg	98								157								72								141	468							
Total	196								314								144								282	936							

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	5	2	0	7	0	0	0	0	0	4	6	0	0	10	4	4	13	0	21	38
7:15 AM	0	4	5	0	9	0	0	0	0	0	0	4	0	0	4	2	7	16	0	25	38
7:30 AM	0	3	2	0	5	0	0	0	0	0	2	8	0	0	10	4	6	30	0	40	55
7:45 AM	0	4	2	0	6	0	0	0	0	0	3	8	0	0	11	1	8	29	0	38	55
<b>Total</b>	0	16	11	0	27	0	0	0	0	0	9	26	0	0	35	11	25	88	0	124	186
8:00 AM	0	2	2	1	5	0	0	0	0	0	6	7	0	0	13	2	5	23	0	30	48
8:15 AM	0	2	7	0	9	0	0	0	0	0	0	9	0	0	9	4	3	13	0	20	38
8:30 AM	0	2	5	0	7	0	0	0	0	0	7	7	0	0	14	5	11	16	0	32	53
8:45 AM	0	2	4	1	7	0	0	0	0	0	0	10	0	0	10	9	9	15	0	33	50
<b>Total</b>	0	8	18	2	28	0	0	0	0	0	13	33	0	0	46	20	28	67	0	115	189
Grand Total	0	24	29	2	55	0	0	0	0	0	22	59	0	0	81	31	53	155	0	239	375
Approach %	0.0	43.6	52.7	3.6		0.0	0.0	0.0	0.0		27.2	72.8	0.0	0.0		13.0	22.2	64.9	0.0		
Total %	0.0	6.4	7.7	0.5	14.7	0.0	0.0	0.0	0.0	0.0	5.9	15.7	0.0	0.0	21.6	8.3	14.1	41.3	0.0	63.7	
Exiting Leg Total	216					104					55					0					375
Cars	0	21	26	2	49	0	0	0	0	0	22	58	0	0	80	30	53	138	0	221	350
% Cars	0.0	87.5	89.7	100.0	89.1	0.0	0.0	0.0	0.0	0.0	100.0	98.3	0.0	0.0	98.8	96.8	100.0	89.0	0.0	92.5	93.3
Exiting Leg Total	198					101					51					0					350
Heavy Vehicles	0	3	3	0	6	0	0	0	0	0	0	1	0	0	1	1	0	17	0	18	25
% Heavy Vehicles	0.0	12.5	10.3	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.2	3.2	0.0	11.0	0.0	7.5	6.7
Exiting Leg Total	18					3					4					0					25

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

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	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	4	5	0	9	0	0	0	0	0	0	4	0	0	4	2	7	16	0	25	38
7:30 AM	0	3	2	0	5	0	0	0	0	0	2	8	0	0	10	4	6	30	0	40	55
7:45 AM	0	4	2	0	6	0	0	0	0	0	3	8	0	0	11	1	8	29	0	38	55
8:00 AM	0	2	2	1	5	0	0	0	0	0	6	7	0	0	13	2	5	23	0	30	48
Total Volume	0	13	11	1	25	0	0	0	0	0	11	27	0	0	38	9	26	98	0	133	196
% Approach Total	0.0	52.0	44.0	4.0		0.0	0.0	0.0	0.0		28.9	71.1	0.0	0.0		6.8	19.5	73.7	0.0		
PHF	0.000	0.813	0.550	0.250	0.694	0.000	0.000	0.000	0.000	0.000	0.458	0.844	0.000	0.000	0.731	0.563	0.813	0.817	0.000	0.831	0.891
Cars	0	11	10	1	22	0	0	0	0	0	11	27	0	0	38	9	26	88	0	123	183
Cars %	0.0	84.6	90.9	100.0	88.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	89.8	0.0	92.5	93.4
Heavy Vehicles	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	13
Heavy Vehicles %	0.0	15.4	9.1	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.2	0.0	7.5	6.6
Cars Enter Leg	0	11	10	1	22	0	0	0	0	0	11	27	0	0	38	9	26	88	0	123	183
Heavy Enter Leg	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	13
Total Entering Leg	0	13	11	1	25	0	0	0	0	0	11	27	0	0	38	9	26	98	0	133	196
Cars Exiting Leg	116					47					20					0					183
Heavy Exiting Leg	10					1					2					0					13
Total Exiting Leg	126					48					22					0					196

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	5	2	0	7	0	0	0	0	0	4	6	0	0	10	4	4	11	0	19	36
7:15 AM	0	2	4	0	6	0	0	0	0	0	0	4	0	0	4	2	7	15	0	24	34
7:30 AM	0	3	2	0	5	0	0	0	0	0	2	8	0	0	10	4	6	27	0	37	52
7:45 AM	0	4	2	0	6	0	0	0	0	0	3	8	0	0	11	1	8	27	0	36	53
<b>Total</b>	0	14	10	0	24	0	0	0	0	0	9	26	0	0	35	11	25	80	0	116	175
8:00 AM	0	2	2	1	5	0	0	0	0	0	6	7	0	0	13	2	5	19	0	26	44
8:15 AM	0	1	5	0	6	0	0	0	0	0	0	9	0	0	9	4	3	11	0	18	33
8:30 AM	0	2	5	0	7	0	0	0	0	0	7	6	0	0	13	5	11	15	0	31	51
8:45 AM	0	2	4	1	7	0	0	0	0	0	0	10	0	0	10	8	9	13	0	30	47
<b>Total</b>	0	7	16	2	25	0	0	0	0	0	13	32	0	0	45	19	28	58	0	105	175
Grand Total	0	21	26	2	49	0	0	0	0	0	22	58	0	0	80	30	53	138	0	221	350
Approach %	0.0	42.9	53.1	4.1		0.0	0.0	0.0	0.0		27.5	72.5	0.0	0.0		13.6	24.0	62.4	0.0		
Total %	0.0	6.0	7.4	0.6	14.0	0.0	0.0	0.0	0.0	0.0	6.3	16.6	0.0	0.0	22.9	8.6	15.1	39.4	0.0	63.1	
Exiting Leg Total	198					101					51					0					350

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

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	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	2	4	0	6	0	0	0	0	0	0	4	0	0	4	2	7	15	0	24	34
7:30 AM	0	3	2	0	5	0	0	0	0	0	2	8	0	0	10	4	6	27	0	37	52
7:45 AM	0	4	2	0	6	0	0	0	0	0	3	8	0	0	11	1	8	27	0	36	53
8:00 AM	0	2	2	1	5	0	0	0	0	0	6	7	0	0	13	2	5	19	0	26	44
Total Volume	0	11	10	1	22	0	0	0	0	0	11	27	0	0	38	9	26	88	0	123	183
% Approach Total	0.0	50.0	45.5	4.5		0.0	0.0	0.0	0.0		28.9	71.1	0.0	0.0		7.3	21.1	71.5	0.0		
PHF	0.000	0.688	0.625	0.250	0.917	0.000	0.000	0.000	0.000	0.000	0.458	0.844	0.000	0.000	0.731	0.563	0.813	0.815	0.000	0.831	0.863
Entering Leg	0	11	10	1	22	0	0	0	0	0	11	27	0	0	38	9	26	88	0	123	183
Exiting Leg	116					47					20					0					183
Total	138					47					58					123					366

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>11</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
8:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	3
<b>Total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>14</b>
Grand Total	0	3	3	0	6	0	0	0	0	0	0	1	0	0	1	1	0	17	0	18	25
Approach %	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		5.6	0.0	94.4	0.0		
Total %	0.0	12.0	12.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	68.0	0.0	72.0	
Exiting Leg Total	18					3					4					0					25
Large Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	5	0	6	10
% Large Trucks	0.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	0.0	29.4	0.0	33.3	40.0
Exiting Leg Total	6					0					4					0					10
Buses	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	15
% Buses	0.0	0.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.6	0.0	66.7	60.0
Exiting Leg Total	12					3					0					0					15

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

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
8:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Total Volume	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	14
% Approach Total	0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.688	0.700
Large Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
Large Trucks %	0.0	100.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	27.3	28.6
Buses	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	10
Buses %	0.0	0.0	100.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.7	0.0	72.7	71.4
Trucks Enter Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
Bus Enter Leg	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	10
Total Entering Leg	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	14
Trucks Exiting Leg	3					0					1					0					4
Buses Exiting Leg	8					2					0					0					10
Total Exiting Leg	11					2					1					0					14

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Large Trucks**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>6</b>
Grand Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	5	0	6	10
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		16.7	0.0	83.3	0.0		
Total %	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0	0.0	50.0	0.0	60.0	
Exiting Leg Total	6					0					4					0					10

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

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		25.0	0.0	75.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.750	0.000	0.500	0.750
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	6
Exiting Leg	4					0					2					0					6
Total	5					0					3					4					12

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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**Buses**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
8:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	8
Grand Total	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	15
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	80.0	
Exiting Leg Total	12					3					0					0					15

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

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
8:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	10
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.667	0.833
Entering Leg	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	10
Exiting Leg	8					2					0					0					10
Total	10					2					0					8					20

PDI File #: 175839 J  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
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 Count Date: Monday, September 11, 2017  
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 Class:



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**Bicycles (on Roadway and Crosswalks)**

	Jersey Street								Queensberry Street								Jersey Street								Queensberry Street								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	1	0	0	0	0	0	1	4								
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1	3									
7:45 AM	0	2	0	0	0	0	2	1	0	0	0	0	0	1	0	6	0	0	0	0	6	0	1	0	0	0	0	0	1	10									
<b>Total</b>	0	2	0	0	0	0	2	1	0	0	0	1	0	2	0	9	0	0	1	0	10	1	2	0	0	0	0	0	3	17									
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	1	3	5										
8:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	4										
8:30 AM	0	3	0	0	0	0	3	0	0	1	0	0	0	1	2	1	0	0	0	0	3	0	0	0	0	0	0	0	7										
8:45 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	7	0	0	0	0	7	2	2	1	0	0	0	5	14										
<b>Total</b>	0	5	1	0	0	0	6	0	0	2	0	0	0	2	2	9	0	0	0	0	11	2	7	1	0	0	1	11	30										
Grand Total	0	7	1	0	0	0	8	1	0	2	0	1	0	4	2	18	0	0	1	0	21	3	9	1	0	0	1	14	47										
Approach %	0.0	87.5	12.5	0.0	0.0	0.0		25.0	0.0	50.0	0.0	25.0	0.0		9.5	85.7	0.0	0.0	4.8	0.0		21.4	64.3	7.1	0.0	0.0	7.1												
Total %	0.0	14.9	2.1	0.0	0.0	0.0	17.0	2.1	0.0	4.3	0.0	2.1	0.0	8.5	4.3	38.3	0.0	0.0	2.1	0.0	44.7	6.4	19.1	2.1	0.0	0.0	2.1	29.8											
Exiting Leg Total	20							13							13							1	47																

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

	Jersey Street								Queensberry Street								Jersey Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	1	3	5				
8:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	4				
8:30 AM	0	3	0	0	0	0	3	0	0	1	0	0	0	1	2	1	0	0	0	0	3	0	0	0	0	0	0	0	7				
8:45 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	7	0	0	0	0	7	2	2	1	0	0	0	5	14				
<b>Total Volume</b>	0	5	1	0	0	0	6	0	0	2	0	0	0	2	2	9	0	0	0	0	11	2	7	1	0	0	1	11	30				
% Approach Total	0.0	83.3	16.7	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		18.2	81.8	0.0	0.0	0.0	0.0		18.2	63.6	9.1	0.0	0.0	9.1						
PHF	0.000	0.417	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.250	0.321	0.000	0.000	0.000	0.000	0.393	0.250	0.583	0.250	0.000	0.000	0.250	0.550	0.536				
Entering Leg	0	5	1	0	0	0	6	0	0	2	0	0	0	2	2	9	0	0	0	0	11	2	7	1	0	0	1	11	30				
Exiting Leg	10							10							9							1	30										
<b>Total</b>	16							12							20							12	60										



PDI File #: 175839 J  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Pedestrians**

	Jersey Street							Queensberry Street							Jersey Street							Queensberry Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	3	0	3	0	0	0	0	12	9	21	0	0	0	0	6	1	7	0	0	0	0	4	7	11	42
7:15 AM	0	0	0	0	3	6	9	0	0	0	0	6	14	20	0	0	0	0	3	3	6	0	0	0	0	8	10	18	53
7:30 AM	0	0	0	0	1	7	8	0	0	0	0	15	20	35	0	0	0	0	4	6	10	0	0	0	0	20	21	41	94
7:45 AM	0	0	0	0	2	11	13	0	0	0	0	16	21	37	0	0	0	0	16	8	24	0	0	0	0	6	15	21	95
Total	0	0	0	0	9	24	33	0	0	0	0	49	64	113	0	0	0	0	29	18	47	0	0	0	0	38	53	91	284
8:00 AM	0	0	0	0	2	4	6	0	0	0	0	8	24	32	0	0	0	0	14	10	24	0	0	0	0	8	4	12	74
8:15 AM	0	0	0	0	2	9	11	0	0	0	0	13	26	39	0	0	0	0	13	6	19	0	0	0	0	10	11	21	90
8:30 AM	0	0	0	0	3	7	10	0	0	0	0	18	13	31	0	0	0	0	14	10	24	0	0	0	0	12	31	43	108
8:45 AM	0	0	0	0	1	5	6	0	0	0	0	17	19	36	0	0	0	0	15	13	28	0	0	0	0	14	25	39	109
Total	0	0	0	0	8	25	33	0	0	0	0	56	82	138	0	0	0	0	56	39	95	0	0	0	0	44	71	115	381
Grand Total	0	0	0	0	17	49	66	0	0	0	0	105	146	251	0	0	0	0	85	57	142	0	0	0	0	82	124	206	665
Approach %	0.0	0.0	0.0	0.0	25.8	74.2		0.0	0.0	0.0	0.0	41.8	58.2		0.0	0.0	0.0	0.0	59.9	40.1		0.0	0.0	0.0	0.0	39.8	60.2		
Total %	0.0	0.0	0.0	0.0	2.6	7.4	9.9	0.0	0.0	0.0	0.0	15.8	22.0	37.7	0.0	0.0	0.0	0.0	12.8	8.6	21.4	0.0	0.0	0.0	0.0	12.3	18.6	31.0	
Exiting Leg Total	66							251							142							206							665

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

	Jersey Street							Queensberry Street							Jersey Street							Queensberry Street							Total
	North							East							South							West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	2	4	6	0	0	0	0	8	24	32	0	0	0	0	14	10	24	0	0	0	0	8	4	12	74
8:15 AM	0	0	0	0	2	9	11	0	0	0	0	13	26	39	0	0	0	0	13	6	19	0	0	0	0	10	11	21	90
8:30 AM	0	0	0	0	3	7	10	0	0	0	0	18	13	31	0	0	0	0	14	10	24	0	0	0	0	12	31	43	108
8:45 AM	0	0	0	0	1	5	6	0	0	0	0	17	19	36	0	0	0	0	15	13	28	0	0	0	0	14	25	39	109
Total Volume	0	0	0	0	8	25	33	0	0	0	0	56	82	138	0	0	0	0	56	39	95	0	0	0	0	44	71	115	381
% Approach Total	0.0	0.0	0.0	0.0	24.2	75.8		0.0	0.0	0.0	0.0	40.6	59.4		0.0	0.0	0.0	0.0	58.9	41.1		0.0	0.0	0.0	0.0	38.3	61.7		
PHF	0.000	0.000	0.000	0.000	0.667	0.694	0.750	0.000	0.000	0.000	0.000	0.778	0.788	0.885	0.000	0.000	0.000	0.000	0.933	0.750	0.848	0.000	0.000	0.000	0.000	0.786	0.573	0.669	0.874
Entering Leg	0	0	0	0	8	25	33	0	0	0	0	56	82	138	0	0	0	0	56	39	95	0	0	0	0	44	71	115	381
Exiting Leg	33							138							95							115							381
Total	66							276							190							230							762

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	3	0	6	0	0	0	0	0	1	7	0	0	8	5	8	21	0	34	48
4:15 PM	0	4	4	1	9	0	0	0	0	0	5	15	0	0	20	3	15	12	0	30	59
4:30 PM	0	3	2	1	6	0	0	0	0	0	0	8	0	0	8	5	10	24	0	39	53
4:45 PM	0	3	5	0	8	0	0	0	0	0	1	6	0	1	8	5	2	19	0	26	42
<b>Total</b>	<b>0</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>36</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>18</b>	<b>35</b>	<b>76</b>	<b>0</b>	<b>129</b>	<b>202</b>
5:00 PM	0	6	1	1	8	0	0	0	0	0	0	5	0	0	5	5	14	22	0	41	54
5:15 PM	0	1	4	0	5	0	0	0	0	0	4	9	0	0	13	2	10	19	0	31	49
5:30 PM	0	3	4	0	7	0	0	0	0	0	3	3	0	0	6	9	8	19	0	36	49
5:45 PM	0	3	5	0	8	0	0	0	0	0	2	8	0	0	10	10	8	16	0	34	52
<b>Total</b>	<b>0</b>	<b>13</b>	<b>14</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>26</b>	<b>40</b>	<b>76</b>	<b>0</b>	<b>142</b>	<b>204</b>
Grand Total	0	26	28	3	57	0	0	0	0	0	16	61	0	1	78	44	75	152	0	271	406
Approach %	0.0	45.6	49.1	5.3		0.0	0.0	0.0	0.0		20.5	78.2	0.0	1.3		16.2	27.7	56.1	0.0		
Total %	0.0	6.4	6.9	0.7	14.0	0.0	0.0	0.0	0.0	0.0	3.9	15.0	0.0	0.2	19.2	10.8	18.5	37.4	0.0	66.7	
Exiting Leg Total	216					119					71					0					406
Cars	0	25	27	3	55	0	0	0	0	0	16	60	0	1	77	44	73	143	0	260	392
% Cars	0.0	96.2	96.4	100.0	96.5	0.0	0.0	0.0	0.0	0.0	100.0	98.4	0.0	100.0	98.7	100.0	97.3	94.1	0.0	95.9	96.6
Exiting Leg Total	206					116					70					0					392
Heavy Vehicles	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	9	0	11	14
% Heavy Vehicles	0.0	3.8	3.6	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	2.7	5.9	0.0	4.1	3.4
Exiting Leg Total	10					3					1					0					14

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

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	4	4	1	9	0	0	0	0	0	5	15	0	0	20	3	15	12	0	30	59
4:30 PM	0	3	2	1	6	0	0	0	0	0	0	8	0	0	8	5	10	24	0	39	53
4:45 PM	0	3	5	0	8	0	0	0	0	0	1	6	0	1	8	5	2	19	0	26	42
5:00 PM	0	6	1	1	8	0	0	0	0	0	0	5	0	0	5	5	14	22	0	41	54
Total Volume	0	16	12	3	31	0	0	0	0	0	6	34	0	1	41	18	41	77	0	136	208
% Approach Total	0.0	51.6	38.7	9.7		0.0	0.0	0.0	0.0		14.6	82.9	0.0	2.4		13.2	30.1	56.6	0.0		
PHF	0.000	0.667	0.600	0.750	0.861	0.000	0.000	0.000	0.000	0.000	0.300	0.567	0.000	0.250	0.513	0.900	0.683	0.802	0.000	0.829	0.881
Cars	0	15	11	3	29	0	0	0	0	0	6	33	0	1	40	18	40	72	0	130	199
Cars %	0.0	93.8	91.7	100.0	93.5	0.0	0.0	0.0	0.0	0.0	100.0	97.1	0.0	100.0	97.6	100.0	97.6	93.5	0.0	95.6	95.7
Heavy Vehicles	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1	5	0	6	9
Heavy Vehicles %	0.0	6.3	8.3	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.4	0.0	2.4	6.5	0.0	4.4	4.3
Cars Enter Leg	0	15	11	3	29	0	0	0	0	0	6	33	0	1	40	18	40	72	0	130	199
Heavy Enter Leg	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1	5	0	6	9
Total Entering Leg	0	16	12	3	31	0	0	0	0	0	6	34	0	1	41	18	41	77	0	136	208
Cars Exiting Leg	108					57					34					0					199
Heavy Exiting Leg	6					2					1					0					9
Total Exiting Leg	114					59					35					0					208

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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**Cars**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	3	0	6	0	0	0	0	0	1	7	0	0	8	5	7	20	0	32	46
4:15 PM	0	4	4	1	9	0	0	0	0	0	5	15	0	0	20	3	15	12	0	30	59
4:30 PM	0	3	1	1	5	0	0	0	0	0	0	8	0	0	8	5	9	22	0	36	49
4:45 PM	0	2	5	0	7	0	0	0	0	0	1	5	0	1	7	5	2	16	0	23	37
<b>Total</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>35</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>18</b>	<b>33</b>	<b>70</b>	<b>0</b>	<b>121</b>	<b>191</b>
5:00 PM	0	6	1	1	8	0	0	0	0	0	0	5	0	0	5	5	14	22	0	41	54
5:15 PM	0	1	4	0	5	0	0	0	0	0	4	9	0	0	13	2	10	19	0	31	49
5:30 PM	0	3	4	0	7	0	0	0	0	0	3	3	0	0	6	9	8	17	0	34	47
5:45 PM	0	3	5	0	8	0	0	0	0	0	2	8	0	0	10	10	8	15	0	33	51
<b>Total</b>	<b>0</b>	<b>13</b>	<b>14</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>26</b>	<b>40</b>	<b>73</b>	<b>0</b>	<b>139</b>	<b>201</b>
Grand Total	0	25	27	3	55	0	0	0	0	0	16	60	0	1	77	44	73	143	0	260	392
Approach %	0.0	45.5	49.1	5.5		0.0	0.0	0.0	0.0		20.8	77.9	0.0	1.3		16.9	28.1	55.0	0.0		
Total %	0.0	6.4	6.9	0.8	14.0	0.0	0.0	0.0	0.0	0.0	4.1	15.3	0.0	0.3	19.6	11.2	18.6	36.5	0.0	66.3	
Exiting Leg Total	206					116					70					0					392

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

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	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	6	1	1	8	0	0	0	0	0	0	5	0	0	5	5	14	22	0	41	54
5:15 PM	0	1	4	0	5	0	0	0	0	0	4	9	0	0	13	2	10	19	0	31	49
5:30 PM	0	3	4	0	7	0	0	0	0	0	3	3	0	0	6	9	8	17	0	34	47
5:45 PM	0	3	5	0	8	0	0	0	0	0	2	8	0	0	10	10	8	15	0	33	51
Total Volume	0	13	14	1	28	0	0	0	0	0	9	25	0	0	34	26	40	73	0	139	201
% Approach Total	0.0	46.4	50.0	3.6		0.0	0.0	0.0	0.0		26.5	73.5	0.0	0.0		18.7	28.8	52.5	0.0		
PHF	0.000	0.542	0.700	0.250	0.875	0.000	0.000	0.000	0.000	0.000	0.563	0.694	0.000	0.000	0.654	0.650	0.714	0.830	0.000	0.848	0.931
Entering Leg	0	13	14	1	28	0	0	0	0	0	9	25	0	0	34	26	40	73	0	139	201
Exiting Leg	99					63					39					0					201
Total	127					63					73					139					402

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	4
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	5
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>11</b>
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	2	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>
Grand Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	9	0	11	14
Approach %	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	18.2	81.8	0.0		
Total %	0.0	7.1	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	7.1	0.0	14.3	64.3	0.0	78.6	
Exiting Leg Total	10					3					1					0					14
Large Trucks	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	3	0	5	8
% Large Trucks	0.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	33.3	0.0	45.5	57.1
Exiting Leg Total	4					3					1					0					8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	54.5	42.9
Exiting Leg Total	6					0					0					0					6

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

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	4
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	5
Total Volume	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	6	0	8	11
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	25.0	75.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.500	0.000	0.667	0.550
Large Trucks	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	2	0	4	7
Large Trucks %	0.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	33.3	0.0	50.0	63.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	50.0	36.4
Trucks Enter Leg	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	2	0	4	7
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total Entering Leg	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	6	0	8	11
Trucks Exiting Leg	3					3					1					0					7
Buses Exiting Leg	4					0					0					0					4
Total Exiting Leg	7					3					1					0					11

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class: **Large Trucks**



	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>7</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>
Grand Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	3	0	5	8
Approach %	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	40.0	60.0	0.0		
Total %	0.0	12.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	25.0	37.5	0.0	62.5	
Exiting Leg Total	4					3					1					0					8

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

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
Total Volume	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	2	0	4	7
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.500	0.000	0.500	0.583
Entering Leg	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	2	0	4	7
Exiting Leg	3					3					1					0					7
Total	5					3					2					4					14

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Buses**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total	6					0					0					0					6

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

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Exiting Leg	4					0					0					0					4
Total	4					0					0					4					8

PDI File #: 175839 J  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Jersey Street								Queensberry Street								Jersey Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	2	2	0	0	0	4	1	0	0	0	0	0	1		0	0	0	0	0	0	0		1	2	0	0	0	0	3		8	
4:15 PM	0	4	1	0	0	0	5	1	0	0	0	0	0	1		0	4	0	0	0	0	0	4	0	0	0	0	0	2	2		12	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	4	0	0	1	0	5		0	1	0	0	0	0	1		6	
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1		0	4	0	0	2	0	6		0	0	1	0	0	0	1		9	
<b>Total</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>		<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>		<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>		<b>35</b>	
5:00 PM	0	3	1	0	0	0	4	0	0	0	0	0	0	0		0	7	0	0	0	0	7		0	0	0	0	0	0	0		11	
5:15 PM	0	4	0	0	1	0	5	0	0	0	0	0	1	1		0	3	0	0	0	0	3		1	1	0	0	0	0	2		11	
5:30 PM	0	8	0	0	0	0	8	0	0	0	0	0	0	0		0	5	0	0	0	0	5		0	1	0	0	0	2	3		16	
5:45 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0		1	2	0	0	1	0	4		1	1	0	0	0	0	2		11	
<b>Total</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>		<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>19</b>		<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>		<b>49</b>	
Grand Total	0	26	4	0	2	0	32	2	0	0	0	1	1	4	1	29	0	0	4	0	34	3	6	1	0	0	4	14	84				
Approach %	0.0	81.3	12.5	0.0	6.3	0.0		50.0	0.0	0.0	0.0	25.0	25.0		2.9	85.3	0.0	0.0	11.8	0.0		21.4	42.9	7.1	0.0	0.0	28.6						
Total %	0.0	31.0	4.8	0.0	2.4	0.0	38.1	2.4	0.0	0.0	0.0	1.2	1.2	4.8	1.2	34.5	0.0	0.0	4.8	0.0	40.5	3.6	7.1	1.2	0.0	0.0	4.8	16.7					
Exiting Leg Total	34							13							33							4	84										

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

	Jersey Street								Queensberry Street								Jersey Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	3	1	0	0	0	4	0	0	0	0	0	0	0		0	7	0	0	0	0	7		0	0	0	0	0	0	0		11	
5:15 PM	0	4	0	0	1	0	5	0	0	0	0	0	1	1		0	3	0	0	0	0	3		1	1	0	0	0	0	2		11	
5:30 PM	0	8	0	0	0	0	8	0	0	0	0	0	0	0		0	5	0	0	0	0	5		0	1	0	0	0	2	3		16	
5:45 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0		1	2	0	0	1	0	4		1	1	0	0	0	0	2		11	
<b>Total Volume</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>		<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>19</b>		<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>		<b>49</b>	
% Approach Total	0.0	90.9	4.5	0.0	4.5	0.0		0.0	0.0	0.0	0.0	0.0	100.0		5.3	89.5	0.0	0.0	5.3	0.0		28.6	42.9	0.0	0.0	0.0	28.6						
PHF	0.000	0.625	0.250	0.000	0.250	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.607	0.000	0.000	0.250	0.000	0.679	0.500	0.750	0.000	0.000	0.000	0.250	0.583	0.766				
Entering Leg	0	20	1	0	1	0	22	0	0	0	0	0	1	1	1	17	0	0	1	0	19	2	3	0	0	0	2	7	49				
Exiting Leg	18							6							23							2	49										
<b>Total</b>	<b>40</b>							<b>7</b>							<b>42</b>							<b>9</b>	<b>98</b>										



PDI File #: 175839 J  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Pedestrians**

	Jersey Street								Queensberry Street								Jersey Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	3	9	12	0	0	0	0	15	30	45	0	0	0	0	9	2	11	0	0	0	0	16	27	43	111				
4:15 PM	0	0	0	0	5	9	14	0	0	0	0	22	30	52	0	0	0	0	4	6	10	0	0	0	0	15	23	38	114				
4:30 PM	0	0	0	0	4	6	10	0	0	0	0	20	24	44	0	0	0	0	6	6	12	0	0	0	0	14	24	38	104				
4:45 PM	0	0	0	0	9	4	13	0	0	0	0	16	42	58	0	0	0	0	7	5	12	0	0	0	0	28	30	58	141				
Total	0	0	0	0	21	28	49	0	0	0	0	73	126	199	0	0	0	0	26	19	45	0	0	0	0	73	104	177	470				
5:00 PM	0	0	0	0	7	6	13	0	0	0	0	29	60	89	0	0	0	0	11	9	20	0	0	0	0	14	30	44	166				
5:15 PM	0	0	0	0	9	16	25	0	0	0	0	32	43	75	0	0	0	0	14	8	22	0	0	0	0	17	34	51	173				
5:30 PM	0	0	0	0	8	11	19	0	0	0	0	37	31	68	0	0	0	0	16	13	29	0	0	0	0	31	49	80	196				
5:45 PM	0	0	0	0	15	16	31	0	0	0	0	19	56	75	0	0	0	0	14	20	34	0	0	0	0	28	31	59	199				
Total	0	0	0	0	39	49	88	0	0	0	0	117	190	307	0	0	0	0	55	50	105	0	0	0	0	90	144	234	734				
Grand Total	0	0	0	0	60	77	137	0	0	0	0	190	316	506	0	0	0	0	81	69	150	0	0	0	0	163	248	411	1204				
Approach %	0.0	0.0	0.0	0.0	43.8	56.2		0.0	0.0	0.0	0.0	37.5	62.5		0.0	0.0	0.0	0.0	54.0	46.0		0.0	0.0	0.0	0.0	39.7	60.3						
Total %	0.0	0.0	0.0	0.0	5.0	6.4	11.4	0.0	0.0	0.0	0.0	15.8	26.2	42.0	0.0	0.0	0.0	0.0	6.7	5.7	12.5	0.0	0.0	0.0	0.0	13.5	20.6	34.1					
Exiting Leg Total	137							506							150							411							1204				

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

	Jersey Street								Queensberry Street								Jersey Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	7	6	13	0	0	0	0	29	60	89	0	0	0	0	11	9	20	0	0	0	0	14	30	44	166				
5:15 PM	0	0	0	0	9	16	25	0	0	0	0	32	43	75	0	0	0	0	14	8	22	0	0	0	0	17	34	51	173				
5:30 PM	0	0	0	0	8	11	19	0	0	0	0	37	31	68	0	0	0	0	16	13	29	0	0	0	0	31	49	80	196				
5:45 PM	0	0	0	0	15	16	31	0	0	0	0	19	56	75	0	0	0	0	14	20	34	0	0	0	0	28	31	59	199				
Total Volume	0	0	0	0	39	49	88	0	0	0	0	117	190	307	0	0	0	0	55	50	105	0	0	0	0	90	144	234	734				
% Approach Total	0.0	0.0	0.0	0.0	44.3	55.7		0.0	0.0	0.0	0.0	38.1	61.9		0.0	0.0	0.0	0.0	52.4	47.6		0.0	0.0	0.0	0.0	38.5	61.5						
PHF	0.000	0.000	0.000	0.000	0.650	0.766	0.710	0.000	0.000	0.000	0.000	0.791	0.792	0.862	0.000	0.000	0.000	0.000	0.859	0.625	0.772	0.000	0.000	0.000	0.000	0.726	0.735	0.731	0.922				
Entering Leg	0	0	0	0	39	49	88	0	0	0	0	117	190	307	0	0	0	0	55	50	105	0	0	0	0	90	144	234	734				
Exiting Leg	88							307							105							234							734				
Total	176							614							210							468							1468				

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	4	2	0	6	0	0	0	0	0	2	5	0	0	7	6	11	21	0	38	51
4:15 PM	0	5	3	0	8	1	0	0	0	1	1	9	0	0	10	10	15	26	0	51	70
4:30 PM	0	8	6	0	14	0	0	0	0	0	5	3	0	0	8	7	16	21	0	44	66
4:45 PM	0	8	10	0	18	0	0	0	0	0	5	8	0	0	13	8	10	23	0	41	72
<b>Total</b>	<b>0</b>	<b>25</b>	<b>21</b>	<b>0</b>	<b>46</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>52</b>	<b>91</b>	<b>0</b>	<b>174</b>	<b>259</b>
5:00 PM	0	2	6	0	8	0	0	0	0	0	3	10	0	0	13	6	23	36	0	65	86
5:15 PM	0	3	13	2	18	0	0	0	0	0	2	14	0	1	17	10	19	38	0	67	102
5:30 PM	0	5	9	1	15	1	1	0	0	2	7	13	0	0	20	12	32	38	1	83	120
5:45 PM	0	8	10	1	19	0	0	0	0	0	2	10	0	0	12	13	18	34	0	65	96
<b>Total</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>4</b>	<b>60</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>47</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>41</b>	<b>92</b>	<b>146</b>	<b>1</b>	<b>280</b>	<b>404</b>
6:00 PM	0	6	9	2	17	0	0	0	0	0	4	8	0	0	12	11	18	33	0	62	91
6:15 PM	0	10	9	0	19	0	0	0	0	0	4	6	0	0	10	7	19	32	0	58	87
6:30 PM	0	4	8	0	12	0	0	0	0	0	1	5	0	0	6	11	23	33	0	67	85
6:45 PM	0	8	11	0	19	0	0	0	0	0	1	13	0	0	14	7	28	34	0	69	102
<b>Total</b>	<b>0</b>	<b>28</b>	<b>37</b>	<b>2</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>36</b>	<b>88</b>	<b>132</b>	<b>0</b>	<b>256</b>	<b>365</b>
7:00 PM	0	7	16	0	23	0	0	0	0	0	4	12	0	0	16	13	36	38	0	87	126
7:15 PM	0	7	12	0	19	0	0	0	0	0	5	5	0	0	10	10	21	31	0	62	91
7:30 PM	0	9	12	0	21	0	0	0	0	0	6	8	0	0	14	12	15	30	0	57	92
7:45 PM	0	8	8	0	16	0	0	0	0	0	5	10	0	0	15	9	29	27	0	65	96
<b>Total</b>	<b>0</b>	<b>31</b>	<b>48</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>44</b>	<b>101</b>	<b>126</b>	<b>0</b>	<b>271</b>	<b>405</b>
Grand Total	0	102	144	6	252	2	1	0	0	3	57	139	0	1	197	152	333	495	1	981	1433
Approach %	0.0	40.5	57.1	2.4		66.7	33.3	0.0	0.0		28.9	70.6	0.0	0.5		15.5	33.9	50.5	0.1		
Total %	0.0	7.1	10.0	0.4	17.6	0.1	0.1	0.0	0.0	0.2	4.0	9.7	0.0	0.1	13.7	10.6	23.2	34.5	0.1	68.5	
Exiting Leg Total	642					534					255					2					1433
Cars	0	99	142	5	246	2	1	0	0	3	56	135	0	1	192	150	330	478	1	959	1400
% Cars	0.0	97.1	98.6	83.3	97.6	100.0	100.0	0.0	0.0	100.0	98.2	97.1	0.0	100.0	97.5	98.7	99.1	96.6	100.0	97.8	97.7
Exiting Leg Total	620					528					250					2					1400
Heavy Vehicles	0	3	2	1	6	0	0	0	0	0	1	4	0	0	5	2	3	17	0	22	33
% Heavy Vehicles	0.0	2.9	1.4	16.7	2.4	0.0	0.0	0.0	0.0	0.0	1.8	2.9	0.0	0.0	2.5	1.3	0.9	3.4	0.0	2.2	2.3
Exiting Leg Total	22					6					5					0					33

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	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 PM	0	8	11	0	19	0	0	0	0	0	1	13	0	0	14	7	28	34	0	69	102
7:00 PM	0	7	16	0	23	0	0	0	0	0	4	12	0	0	16	13	36	38	0	87	126
7:15 PM	0	7	12	0	19	0	0	0	0	0	5	5	0	0	10	10	21	31	0	62	91
7:30 PM	0	9	12	0	21	0	0	0	0	0	6	8	0	0	14	12	15	30	0	57	92
<b>Total Volume</b>	<b>0</b>	<b>31</b>	<b>51</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>42</b>	<b>100</b>	<b>133</b>	<b>0</b>	<b>275</b>	<b>411</b>
% Approach Total	0.0	37.8	62.2	0.0		0.0	0.0	0.0	0.0		29.6	70.4	0.0	0.0		15.3	36.4	48.4	0.0		
PHF	0.000	0.861	0.797	0.000	0.891	0.000	0.000	0.000	0.000	0.000	0.667	0.731	0.000	0.000	0.844	0.808	0.694	0.875	0.000	0.790	0.815
Cars	0	30	51	0	81	0	0	0	0	0	16	37	0	0	53	42	100	129	0	271	405
Cars %	0.0	96.8	100.0	0.0	98.8	0.0	0.0	0.0	0.0	0.0	100.0	97.4	0.0	0.0	98.1	100.0	100.0	97.0	0.0	98.5	98.5
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	6
Heavy Vehicles %	0.0	3.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	1.9	0.0	0.0	3.0	0.0	1.5	1.5
Cars Enter Leg	0	30	51	0	81	0	0	0	0	0	16	37	0	0	53	42	100	129	0	271	405
Heavy Enter Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	6
<b>Total Entering Leg</b>	<b>0</b>	<b>31</b>	<b>51</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>42</b>	<b>100</b>	<b>133</b>	<b>0</b>	<b>275</b>	<b>411</b>
Cars Exiting Leg	166					167					72					0					405
Heavy Exiting Leg	5					0					1					0					6
<b>Total Exiting Leg</b>	<b>171</b>					<b>167</b>					<b>73</b>					<b>0</b>					<b>411</b>

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



**Cars**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	2	0	5	0	0	0	0	0	2	4	0	0	6	6	10	19	0	35	46
4:15 PM	0	5	2	0	7	1	0	0	0	1	1	8	0	0	9	10	14	25	0	49	66
4:30 PM	0	8	6	0	14	0	0	0	0	0	5	3	0	0	8	7	16	21	0	44	66
4:45 PM	0	7	10	0	17	0	0	0	0	0	5	8	0	0	13	8	10	22	0	40	70
<b>Total</b>	0	23	20	0	43	1	0	0	0	1	13	23	0	0	36	31	50	87	0	168	248
5:00 PM	0	2	6	0	8	0	0	0	0	0	3	9	0	0	12	6	22	33	0	61	81
5:15 PM	0	3	12	2	17	0	0	0	0	0	2	14	0	1	17	9	19	37	0	65	99
5:30 PM	0	5	9	1	15	1	1	0	0	2	7	13	0	0	20	11	32	37	1	81	118
5:45 PM	0	8	10	1	19	0	0	0	0	0	2	10	0	0	12	13	18	34	0	65	96
<b>Total</b>	0	18	37	4	59	1	1	0	0	2	14	46	0	1	61	39	91	141	1	272	394
6:00 PM	0	6	9	1	16	0	0	0	0	0	3	8	0	0	11	11	18	32	0	61	88
6:15 PM	0	10	9	0	19	0	0	0	0	0	4	6	0	0	10	7	19	31	0	57	86
6:30 PM	0	4	8	0	12	0	0	0	0	0	1	5	0	0	6	11	23	32	0	66	84
6:45 PM	0	8	11	0	19	0	0	0	0	0	1	13	0	0	14	7	28	34	0	69	102
<b>Total</b>	0	28	37	1	66	0	0	0	0	0	9	32	0	0	41	36	88	129	0	253	360
7:00 PM	0	7	16	0	23	0	0	0	0	0	4	11	0	0	15	13	36	36	0	85	123
7:15 PM	0	6	12	0	18	0	0	0	0	0	5	5	0	0	10	10	21	30	0	61	89
7:30 PM	0	9	12	0	21	0	0	0	0	0	6	8	0	0	14	12	15	29	0	56	91
7:45 PM	0	8	8	0	16	0	0	0	0	0	5	10	0	0	15	9	29	26	0	64	95
<b>Total</b>	0	30	48	0	78	0	0	0	0	0	20	34	0	0	54	44	101	121	0	266	398
Grand Total	0	99	142	5	246	2	1	0	0	3	56	135	0	1	192	150	330	478	1	959	1400
Approach %	0.0	40.2	57.7	2.0		66.7	33.3	0.0	0.0		29.2	70.3	0.0	0.5		15.6	34.4	49.8	0.1		
Total %	0.0	7.1	10.1	0.4	17.6	0.1	0.1	0.0	0.0	0.2	4.0	9.6	0.0	0.1	13.7	10.7	23.6	34.1	0.1	68.5	
Exiting Leg Total	620					528					250					2					1400

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	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 PM	0	8	11	0	19	0	0	0	0	0	1	13	0	0	14	7	28	34	0	69	102
7:00 PM	0	7	16	0	23	0	0	0	0	0	4	11	0	0	15	13	36	36	0	85	123
7:15 PM	0	6	12	0	18	0	0	0	0	0	5	5	0	0	10	10	21	30	0	61	89
7:30 PM	0	9	12	0	21	0	0	0	0	0	6	8	0	0	14	12	15	29	0	56	91
Total Volume	0	30	51	0	81	0	0	0	0	0	16	37	0	0	53	42	100	129	0	271	405
% Approach Total	0.0	37.0	63.0	0.0		0.0	0.0	0.0	0.0		30.2	69.8	0.0	0.0		15.5	36.9	47.6	0.0		
PHF	0.000	0.833	0.797	0.000	0.880	0.000	0.000	0.000	0.000	0.000	0.667	0.712	0.000	0.000	0.883	0.808	0.694	0.896	0.000	0.797	0.823
Entering Leg	0	30	51	0	81	0	0	0	0	0	16	37	0	0	53	42	100	129	0	271	405
Exiting Leg	166					167					72					0					405
Total	247					167					125					271					810

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
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 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	5
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>11</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	3	0	4	5
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>10</b>
6:00 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
7:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>7</b>
<b>Grand Total</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>33</b>
Approach %	0.0	50.0	33.3	16.7		0.0	0.0	0.0	0.0	0.0	20.0	80.0	0.0	0.0		9.1	13.6	77.3	0.0		
Total %	0.0	9.1	6.1	3.0	18.2	0.0	0.0	0.0	0.0	0.0	3.0	12.1	0.0	0.0	15.2	6.1	9.1	51.5	0.0	66.7	
Exiting Leg Total	22					6					5					0					33
Large Trucks	0	2	0	1	3	0	0	0	0	0	1	4	0	0	5	2	3	6	0	11	19
% Large Trucks	0.0	66.7	0.0	100.0	50.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	35.3	0.0	50.0	57.6
Exiting Leg Total	11					4					4					0					19
Buses	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	14
% Buses	0.0	33.3	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.7	0.0	50.0	42.4
Exiting Leg Total	11					2					1					0					14

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	3	0	4	5
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>12</b>
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		22.2	11.1	66.7	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500	0.250	0.500	0.000	0.563	0.600
Large Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	1	2	0	5	7
Large Trucks %	0.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	100.0	33.3	0.0	55.6	58.3
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
Buses %	0.0	0.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	44.4	41.7
Trucks Enter Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	1	2	0	5	7
Bus Enter Leg	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
<b>Total Entering Leg</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>12</b>
Trucks Exiting Leg	3					1					3					0					7
Buses Exiting Leg	4					1					0					0					5
<b>Total Exiting Leg</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>12</b>

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class: **Large Trucks**



	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>8</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>
6:00 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>
<b>Grand Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>19</b>
Approach %	0.0	66.7	0.0	33.3		0.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		18.2	27.3	54.5	0.0		
Total %	0.0	10.5	0.0	5.3	15.8	0.0	0.0	0.0	0.0	0.0	5.3	21.1	0.0	0.0	26.3	10.5	15.8	31.6	0.0	57.9	
Exiting Leg Total	11					4					4					0					19

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>8</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.500	0.000	0.500	0.500
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	2	2	0	4	8
Exiting Leg	4					2					2					0					8
<b>Total</b>	<b>6</b>					<b>2</b>					<b>4</b>					<b>4</b>					<b>16</b>

PDI File #: **175839 J**  
 Location: **N: Jersey Street S: Jersey Street**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Buses**

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>5</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>4</b>
Grand Total	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	14
Approach %	0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	7.1	14.3	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.6	0.0	78.6	
Exiting Leg Total	11					2					1					0					14

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street					Queensberry Street					Jersey Street					Queensberry Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.625
Entering Leg	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
Exiting Leg	4					1					0					0					5
Total	5					1					0					4					10

PDI File #: 175839 J  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Jersey Street								Queensberry Street								Jersey Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	1	0	0	7	2	1	0	0	0	0	3	10		
4:15 PM	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	1	7		
4:30 PM	0	1	1	0	0	0	2	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	5		
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	7	0	0	0	0	0	0	0	8		
Total	0	6	2	0	0	0	8	0	1	0	0	0	0	0	1	2	12	0	0	2	0	0	16	2	2	1	0	0	0	5	30		
5:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	0	1	2	6		
5:15 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6		
5:30 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6		
5:45 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
Total	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2	0	0	0	2	4	21		
6:00 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	1	0	0	0	0	1	8		
6:15 PM	0	1	1	0	0	0	2	1	0	0	0	0	0	0	1	0	3	0	0	1	1	5	1	1	0	0	0	0	1	3	11		
6:30 PM	0	4	1	0	2	0	7	0	0	0	0	0	0	0	0	0	6	0	0	1	0	7	0	4	0	0	0	0	0	4	18		
6:45 PM	0	2	0	0	0	0	2	1	0	0	0	0	0	0	1	0	2	0	0	1	0	3	1	0	1	0	0	0	0	2	8		
Total	0	11	2	0	2	0	15	2	0	0	0	0	0	0	2	0	14	0	0	3	1	18	2	6	1	0	0	0	1	10	45		
7:00 PM	0	1	0	0	2	0	3	0	0	0	0	0	1	1	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7		
7:15 PM	0	6	3	0	0	0	9	3	0	0	0	0	0	0	3	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	14		
7:30 PM	0	1	1	0	1	0	3	1	0	0	0	0	0	0	1	0	2	0	0	0	0	2	0	3	0	0	0	0	0	3	9		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	1	1	0	0	0	0	2	4		
Total	0	8	4	0	3	0	15	4	0	0	0	0	1	5	0	8	0	0	0	0	1	9	0	4	1	0	0	0	0	5	34		
Grand Total	0	40	8	0	5	0	53	6	1	0	0	0	1	8	2	36	0	0	5	2	45	4	14	3	0	0	3	24	130				
Approach %	0.0	75.5	15.1	0.0	9.4	0.0		75.0	12.5	0.0	0.0	0.0	12.5		4.4	80.0	0.0	0.0	11.1	4.4		16.7	58.3	12.5	0.0	0.0	12.5						
Total %	0.0	30.8	6.2	0.0	3.8	0.0	40.8	4.6	0.8	0.0	0.0	0.0	0.8	6.2	1.5	27.7	0.0	0.0	3.8	1.5	34.6	3.1	10.8	2.3	0.0	0.0	2.3	18.5					
Exiting Leg Total							50						25								51							4	130				

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street								Queensberry Street								Jersey Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:30 PM	0	4	1	0	2	0	7	0	0	0	0	0	0	0	0	0	6	0	0	1	0	7	0	4	0	0	0	0	4	18			
6:45 PM	0	2	0	0	0	0	2	1	0	0	0	0	0	0	1	0	2	0	0	1	0	3	1	0	1	0	0	0	2	8			
7:00 PM	0	1	0	0	2	0	3	0	0	0	0	0	0	1	1	0	3	0	0	0	0	3	0	0	0	0	0	0	0	7			
7:15 PM	0	6	3	0	0	0	9	3	0	0	0	0	0	0	3	0	2	0	0	0	0	2	0	0	0	0	0	0	0	14			
Total Volume	0	13	4	0	4	0	21	4	0	0	0	0	1	5	0	13	0	0	2	0	15	1	4	1	0	0	0	0	6	47			
% Approach Total	0.0	61.9	19.0	0.0	19.0	0.0		80.0	0.0	0.0	0.0	0.0	20.0		0.0	86.7	0.0	0.0	13.3	0.0		16.7	66.7	16.7	0.0	0.0	0.0						
PHF	0.000	0.542	0.333	0.000	0.500	0.000	0.583	0.333	0.000	0.000	0.000	0.250	0.417		0.000	0.542	0.000	0.000	0.500	0.000	0.536	0.250	0.250	0.250	0.000	0.000	0.000	0.375	0.653				
Entering Leg	0	13	4	0	4	0	21	4	0	0	0	0	1	5	0	13	0	0	2	0	15	1	4	1	0	0	0	6	47				
Exiting Leg							22							9							16							0	47				
Total							43						14								31							6	94				



PDI File #: 175839 J  
 Location: N: Jersey Street S: Jersey Street  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Pedestrians**

	Jersey Street								Queensberry Street								Jersey Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	5	4	9		0	0	0	0	22	42	64		0	0	0	0	13	9	22		0	0	0	0	15	30	45		140
4:15 PM	0	0	0	0	6	13	19		0	0	0	0	13	40	53		0	0	0	0	7	8	15		0	0	0	0	19	32	51		138
4:30 PM	0	0	0	0	4	7	11		0	0	0	0	24	60	84		0	0	0	0	2	5	7		0	0	0	0	14	23	37		139
4:45 PM	0	0	0	0	2	10	12		0	0	0	0	14	65	79		0	0	0	0	13	10	23		0	0	0	0	26	31	57		171
Total	0	0	0	0	17	34	51		0	0	0	0	73	207	280		0	0	0	0	35	32	67		0	0	0	0	74	116	190		588
5:00 PM	0	0	0	0	12	8	20		0	0	0	0	14	46	60		0	0	0	0	10	10	20		0	0	0	0	27	40	67		167
5:15 PM	0	0	0	0	13	18	31		0	0	0	0	23	63	86		0	0	0	0	24	10	34		0	0	0	0	23	34	57		208
5:30 PM	0	0	0	0	8	23	31		0	0	0	0	21	67	88		0	0	0	0	11	15	26		0	0	0	0	24	53	77		222
5:45 PM	0	0	0	0	9	18	27		0	0	0	0	20	117	137		0	0	0	0	11	9	20		0	0	0	0	23	27	50		234
Total	0	0	0	0	42	67	109		0	0	0	0	78	293	371		0	0	0	0	56	44	100		0	0	0	0	97	154	251		831
6:00 PM	0	0	0	0	15	15	30		0	0	0	0	28	88	116		0	0	0	0	13	15	28		0	0	0	0	21	36	57		231
6:15 PM	0	0	0	0	12	13	25		0	0	0	0	37	108	145		0	0	0	0	21	11	32		0	0	0	0	44	41	85		287
6:30 PM	0	0	0	0	11	15	26		0	0	0	0	30	127	157		0	0	0	0	17	18	35		0	0	0	0	40	42	82		300
6:45 PM	0	0	0	0	17	14	31		0	0	0	0	43	126	169		0	0	0	0	9	11	20		0	0	0	0	40	28	68		288
Total	0	0	0	0	55	57	112		0	0	0	0	138	449	587		0	0	0	0	60	55	115		0	0	0	0	145	147	292		1106
7:00 PM	0	0	0	0	19	13	32		0	0	0	0	40	112	152		0	0	0	0	7	14	21		0	0	0	0	38	31	69		274
7:15 PM	0	0	0	0	10	9	19		0	0	0	0	26	88	114		0	0	0	0	13	13	26		0	0	0	0	28	29	57		216
7:30 PM	0	0	0	0	15	30	45		0	0	0	0	22	56	78		0	0	0	0	14	4	18		0	0	0	0	27	34	61		202
7:45 PM	0	0	0	0	13	15	28		0	0	0	0	21	34	55		0	0	0	0	11	7	18		0	0	0	0	32	27	59		160
Total	0	0	0	0	57	67	124		0	0	0	0	109	290	399		0	0	0	0	45	38	83		0	0	0	0	125	121	246		852
Grand Total	0	0	0	0	171	225	396		0	0	0	0	398	1239	1637		0	0	0	0	196	169	365		0	0	0	0	441	538	979		3377
Approach %	0.0	0.0	0.0	0.0	43.2	56.8		0.0	0.0	0.0	0.0	24.3	75.7		0.0	0.0	0.0	0.0	53.7	46.3		0.0	0.0	0.0	0.0	45.0	55.0						
Total %	0.0	0.0	0.0	0.0	5.1	6.7	11.7		0.0	0.0	0.0	0.0	11.8	36.7	48.5		0.0	0.0	0.0	0.0	5.8	5.0	10.8		0.0	0.0	0.0	0.0	13.1	15.9	29.0		
Exiting Leg Total	396								1637								365								979	3377							

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Jersey Street								Queensberry Street								Jersey Street								Queensberry Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:15 PM	0	0	0	0	12	13	25		0	0	0	0	37	108	145		0	0	0	0	21	11	32		0	0	0	0	44	41	85		287
6:30 PM	0	0	0	0	11	15	26		0	0	0	0	30	127	157		0	0	0	0	17	18	35		0	0	0	0	40	42	82		300
6:45 PM	0	0	0	0	17	14	31		0	0	0	0	43	126	169		0	0	0	0	9	11	20		0	0	0	0	40	28	68		288
7:00 PM	0	0	0	0	19	13	32		0	0	0	0	40	112	152		0	0	0	0	7	14	21		0	0	0	0	38	31	69		274
Total Volume	0	0	0	0	59	55	114		0	0	0	0	150	473	623		0	0	0	0	54	54	108		0	0	0	0	162	142	304		1149
% Approach Total	0.0	0.0	0.0	0.0	51.8	48.2		0.0	0.0	0.0	0.0	24.1	75.9		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	53.3	46.7						
PHF	0.000	0.000	0.000	0.000	0.776	0.917	0.891		0.000	0.000	0.000	0.000	0.872	0.931	0.922		0.000	0.000	0.000	0.000	0.643	0.750	0.771		0.000	0.000	0.000	0.000	0.920	0.845	0.894		0.958
Entering Leg	0	0	0	0	59	55	114		0	0	0	0	150	473	623		0	0	0	0	54	54	108		0	0	0	0	162	142	304		1149
Exiting Leg								114									623									108		304	1149				
Total								228									1246									216		608	2298				

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	2	0	26	26
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	26	2	1	0	29	31
7:30 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	35	1	2	0	38	41
7:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	41	0	0	0	41	43
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>134</b>	<b>141</b>
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	27	2	1	0	30	31
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	2	0	25	25
8:30 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	27	0	0	0	27	30
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	34	34
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>116</b>	<b>120</b>
Grand Total	0	6	0	0	6	0	0	5	0	5	0	0	0	0	0	235	7	8	0	250	261
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		94.0	2.8	3.2	0.0		
Total %	0.0	2.3	0.0	0.0	2.3	0.0	0.0	1.9	0.0	1.9	0.0	0.0	0.0	0.0	0.0	90.0	2.7	3.1	0.0	95.8	
Exiting Leg Total	8					7					246					0					261
Cars	0	6	0	0	6	0	0	5	0	5	0	0	0	0	0	217	7	8	0	232	243
% Cars	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	92.3	100.0	100.0	0.0	92.8	93.1
Exiting Leg Total	8					7					228					0					243
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	18
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	7.2	6.9
Exiting Leg Total	0					0					18					0					18

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

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	26	2	1	0	29	31
7:30 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	35	1	2	0	38	41
7:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	41	0	0	0	41	43
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	27	2	1	0	30	31
Total Volume	0	5	0	0	5	0	0	3	0	3	0	0	0	0	0	129	5	4	0	138	146
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		93.5	3.6	2.9	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.787	0.625	0.500	0.000	0.841	0.849
Cars	0	5	0	0	5	0	0	3	0	3	0	0	0	0	0	118	5	4	0	127	135
Cars %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	91.5	100.0	100.0	0.0	92.0	92.5
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0	0.0	8.0	7.5
Cars Enter Leg	0	5	0	0	5	0	0	3	0	3	0	0	0	0	0	118	5	4	0	127	135
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
Total Entering Leg	0	5	0	0	5	0	0	3	0	3	0	0	0	0	0	129	5	4	0	138	146
Cars Exiting Leg	4					5					126					0					135
Heavy Exiting Leg	0					0					11					0					11
Total Exiting Leg	4					5					137					0					146

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Cars**



	Garage Driveway West					Garage Driveway East					Queensberry Street East					Queensberry Street West					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	2	0	24	24
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	25	2	1	0	28	30
7:30 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	32	1	2	0	35	38
7:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	38	0	0	0	38	40
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>125</b>	<b>132</b>
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	23	2	1	0	26	27
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	2	0	24	24
8:30 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	26	0	0	0	26	29
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	31	31
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>107</b>	<b>111</b>
Grand Total	0	6	0	0	6	0	0	5	0	5	0	0	0	0	0	217	7	8	0	232	243
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		93.5	3.0	3.4	0.0		
Total %	0.0	2.5	0.0	0.0	2.5	0.0	0.0	2.1	0.0	2.1	0.0	0.0	0.0	0.0	0.0	89.3	2.9	3.3	0.0	95.5	
Exiting Leg Total	8					7					228					0					243

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

	Garage Driveway West					Garage Driveway East					Queensberry Street East					Queensberry Street West					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	25	2	1	0	28	30
7:30 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	32	1	2	0	35	38
7:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	38	0	0	0	38	40
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	23	2	1	0	26	27
Total Volume	0	5	0	0	5	0	0	3	0	3	0	0	0	0	0	118	5	4	0	127	135
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		92.9	3.9	3.1	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.776	0.625	0.500	0.000	0.836	0.844
Entering Leg	0	5	0	0	5	0	0	3	0	3	0	0	0	0	0	118	5	4	0	127	135
Exiting Leg	4					5					126					0					135
Total	9					8					126					127					270

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	18
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0					0					18					0					18
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	33.3
Exiting Leg Total	0					0					6					0					6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	66.7	66.7
Exiting Leg Total	0					0					12					0					12

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

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.000	0.688	0.688
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	0.0	18.2	18.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.8	0.0	0.0	0.0	81.8	81.8
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
Trucks Exiting Leg	0					0					2					0					2
Buses Exiting Leg	0					0					9					0					9
Total Exiting Leg	0					0					11					0					11

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class: **Large Trucks**



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

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total					0					0					6					0	6

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

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Exiting Leg					0					0					4					0	4
Total					0					0					4					4	8

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



46 Morton Street, Framingham, MA 01702  
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**Buses**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
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	1	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0					0					12					0					12

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

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
Exiting Leg	0					0					9					0					9
Total	0					0					9					9					18

PDI File #: 175839 M  
 Location: N: Garage Driveway West NE: Garage Driveway East  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



46 Morton Street, Framingham, MA 01702  
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**Bicycles (on Roadway and Crosswalks)**

	Garage Driveway West							Garage Driveway East							Queensberry Street East							Queensberry Street West							Total
	North							Northeast							East							West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							1							16							0							17

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

	Garage Driveway West							Garage Driveway East							Queensberry Street East							Queensberry Street West							Total
	North							Northeast							East							West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0							0							0							12							12
Exiting Leg	0							0							12							0							12
Total	0							0							12							12							24

PDI File #: 175839 M  
 Location: N: Garage Driveway West NE: Garage Driveway East  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Pedestrians**

	Garage Driveway West							Garage Driveway East							Queensberry Street							Queensberry Street							Total
	North							Northeast							East							West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	3	4	7	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	14		
7:15 AM	0	0	0	0	1	1	2	0	0	0	0	1	3	4	0	0	0	0	1	0	1	0	0	0	0	0	7		
7:30 AM	0	0	0	0	1	8	9	0	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	17		
7:45 AM	0	0	0	0	5	7	12	0	0	0	0	5	5	10	0	0	0	0	1	0	1	0	0	0	0	0	23		
Total	0	0	0	0	10	20	30	0	0	0	0	10	19	29	0	0	0	0	2	0	2	0	0	0	0	0	61		
8:00 AM	0	0	0	0	5	8	13	0	0	0	0	5	9	14	0	0	0	0	0	4	4	0	0	0	0	0	31		
8:15 AM	0	0	0	0	3	12	15	0	0	0	0	3	10	13	0	0	0	0	1	1	2	0	0	0	0	0	30		
8:30 AM	0	0	0	0	2	3	5	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	0	8		
8:45 AM	0	0	0	0	4	5	9	0	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0	1	1	2	18	
Total	0	0	0	0	14	28	42	0	0	0	0	13	23	36	0	0	0	0	2	5	7	0	0	0	0	1	1	2	87
Grand Total	0	0	0	0	24	48	72	0	0	0	0	23	42	65	0	0	0	0	4	5	9	0	0	0	0	1	1	2	148
Approach %	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	35.4	64.6		0.0	0.0	0.0	0.0	44.4	55.6		0.0	0.0	0.0	0.0	50.0	50.0		
Total %	0.0	0.0	0.0	0.0	16.2	32.4	48.6	0.0	0.0	0.0	0.0	15.5	28.4	43.9	0.0	0.0	0.0	0.0	2.7	3.4	6.1	0.0	0.0	0.0	0.0	0.7	0.7	1.4	
Exiting Leg Total	72							65							9							2							148

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

	Garage Driveway West							Garage Driveway East							Queensberry Street							Queensberry Street							Total
	North							Northeast							East							West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
7:30 AM	0	0	0	0	1	8	9	0	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
7:45 AM	0	0	0	0	5	7	12	0	0	0	0	5	5	10	0	0	0	0	1	0	1	0	0	0	0	0	0	23	
8:00 AM	0	0	0	0	5	8	13	0	0	0	0	5	9	14	0	0	0	0	0	4	4	0	0	0	0	0	0	31	
8:15 AM	0	0	0	0	3	12	15	0	0	0	0	3	10	13	0	0	0	0	1	1	2	0	0	0	0	0	0	30	
Total Volume	0	0	0	0	14	35	49	0	0	0	0	14	31	45	0	0	0	0	2	5	7	0	0	0	0	0	0	101	
% Approach Total	0.0	0.0	0.0	0.0	28.6	71.4		0.0	0.0	0.0	0.0	31.1	68.9		0.0	0.0	0.0	0.0	28.6	71.4		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.700	0.729	0.817	0.000	0.000	0.000	0.000	0.700	0.775	0.804	0.000	0.000	0.000	0.000	0.500	0.313	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.815	
Entering Leg	0	0	0	0	14	35	49	0	0	0	0	14	31	45	0	0	0	0	2	5	7	0	0	0	0	0	0	101	
Exiting Leg																													0
Total	98							90							14							0							202



PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	33	1	0	0	34	35
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	31	31
4:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	37	1	1	0	39	42
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	27	0	0	0	27	29
<b>Total</b>	0	3	0	0	3	0	0	3	0	3	0	0	0	0	0	128	2	1	0	131	137
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	34	1	2	0	37	41
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	32	2	0	0	34	35
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	36	36
5:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	33	0	2	0	35	37
<b>Total</b>	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	135	3	4	0	142	149
Grand Total	0	8	0	0	8	0	0	5	0	5	0	0	0	0	0	263	5	5	0	273	286
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		96.3	1.8	1.8	0.0		
Total %	0.0	2.8	0.0	0.0	2.8	0.0	0.0	1.7	0.0	1.7	0.0	0.0	0.0	0.0	0.0	92.0	1.7	1.7	0.0	95.5	
Exiting Leg Total	5					5					276					0					286
Cars	0	8	0	0	8	0	0	5	0	5	0	0	0	0	0	252	5	5	0	262	275
% Cars	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95.8	100.0	100.0	0.0	96.0	96.2
Exiting Leg Total	5					5					265					0					275
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	0.0	4.0	3.8
Exiting Leg Total	0					0					11					0					11

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

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	34	1	2	0	37	41
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	32	2	0	0	34	35
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	36	36
5:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	33	0	2	0	35	37
Total Volume	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	135	3	4	0	142	149
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		95.1	2.1	2.8	0.0		
PHF	0.000	0.313	0.000	0.000	0.313	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.938	0.375	0.500	0.000	0.959	0.909
Cars	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	132	3	4	0	139	146
Cars %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97.8	100.0	100.0	0.0	97.9	98.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	2.1	2.0
Cars Enter Leg	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	132	3	4	0	139	146
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total Entering Leg	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	135	3	4	0	142	149
Cars Exiting Leg	4					3					139					0					146
Heavy Exiting Leg	0					0					3					0					3
Total Exiting Leg	4					3					142					0					149

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	31	1	0	0	32	33
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	30
4:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	35	1	1	0	37	40
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	26
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>123</b>	<b>129</b>
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	34	1	2	0	37	41
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	31	2	0	0	33	34
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	35
5:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	32	0	2	0	34	36
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>139</b>	<b>146</b>
Grand Total	0	8	0	0	8	0	0	5	0	5	0	0	0	0	0	252	5	5	0	262	275
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		96.2	1.9	1.9	0.0		
Total %	0.0	2.9	0.0	0.0	2.9	0.0	0.0	1.8	0.0	1.8	0.0	0.0	0.0	0.0	0.0	91.6	1.8	1.8	0.0	95.3	
Exiting Leg Total	5					5					265					0					275

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

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	34	1	2	0	37	41
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	31	2	0	0	33	34
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	35
5:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	32	0	2	0	34	36
Total Volume	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	132	3	4	0	139	146
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		95.0	2.2	2.9	0.0		
PHF	0.000	0.313	0.000	0.000	0.313	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.943	0.375	0.500	0.000	0.939	0.890
Entering Leg	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	132	3	4	0	139	146
Exiting Leg	4					3					139					0					146
Total	9					5					139					139					292

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>
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	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0					0					11					0					11
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.4	0.0	0.0	0.0	36.4	36.4
Exiting Leg Total	0					0					4					0					4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.6	0.0	0.0	0.0	63.6	63.6
Exiting Leg Total	0					0					7					0					7

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

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.667	0.667
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	0.0	37.5	37.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	0.0	62.5	62.5
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8	
Trucks Exiting Leg	0					0					3					0					3
Buses Exiting Leg	0					0					5					0					5
Total Exiting Leg	0					0					8					0					8

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Large Trucks**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
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	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0					0					4					0					4

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

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Exiting Leg	0					0					3					0					3
Total	0					0					3					3					6

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Buses**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
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	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0					0					7					0					7

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

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Exiting Leg	0					0					5					0					5
Total	0					0					5					5					10

PDI File #: 175839 M  
 Location: N: Garage Driveway West NE: Garage Driveway East  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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**Bicycles (on Roadway and Crosswalks)**

	Garage Driveway West							Garage Driveway East							Queensberry Street							Queensberry Street							Total							
	North							Northeast							East							West														
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total								
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	5	
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	
5:15 PM	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5	
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1		
Total	0	0	0	0	2	1	3	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	9		
Grand Total	0	0	0	0	2	1	3	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	14		
Approach %	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	14.3	7.1	21.4	0.0	0.0	0.0	0.0	14.3	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1			
Exiting Leg Total	3							3							8							0							14							

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

	Garage Driveway West							Garage Driveway East							Queensberry Street							Queensberry Street							Total					
	North							Northeast							East							West												
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	5	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.417		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	5	
Exiting Leg	0							0							5							0							5					
Total	0							0							5							5							10					

PDI File #: 175839 M  
 Location: N: Garage Driveway West NE: Garage Driveway East  
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 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Pedestrians**

	Garage Driveway West							Garage Driveway East							Queensberry Street							Queensberry Street							Total
	North							Northeast							East							West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	6	7	13	0	0	0	0	6	6	12	0	0	0	0	1	1	2	0	0	0	0	0	0	0	27
4:15 PM	0	0	0	0	4	5	9	0	0	0	0	2	5	7	0	0	0	0	0	4	4	0	0	0	0	0	0	0	20
4:30 PM	0	0	0	0	5	6	11	0	0	0	0	5	7	12	0	0	0	0	1	2	3	0	0	0	0	0	0	0	26
4:45 PM	0	0	0	0	6	5	11	0	0	0	0	6	3	9	0	0	0	0	0	1	1	0	0	0	0	0	2	2	23
<b>Total</b>	0	0	0	0	21	23	44	0	0	0	0	19	21	40	0	0	0	0	2	8	10	0	0	0	0	0	2	2	96
5:00 PM	0	0	0	0	3	11	14	0	0	0	0	3	8	11	0	0	0	0	0	0	0	0	0	0	1	0	1	26	
5:15 PM	0	0	0	0	5	7	12	0	0	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
5:30 PM	0	0	0	0	14	12	26	0	0	0	0	13	11	24	0	0	0	0	2	0	2	0	0	0	0	0	0	0	52
5:45 PM	0	0	0	0	10	12	22	0	0	0	0	11	8	19	0	0	0	0	3	0	3	0	0	0	0	0	0	0	44
<b>Total</b>	0	0	0	0	32	42	74	0	0	0	0	33	34	67	0	0	0	0	5	0	5	0	0	0	1	0	1	147	
Grand Total	0	0	0	0	53	65	118	0	0	0	0	52	55	107	0	0	0	0	7	8	15	0	0	0	0	1	2	3	243
Approach %	0.0	0.0	0.0	0.0	44.9	55.1		0.0	0.0	0.0	0.0	48.6	51.4		0.0	0.0	0.0	0.0	46.7	53.3		0.0	0.0	0.0	0.0	33.3	66.7		
Total %	0.0	0.0	0.0	0.0	21.8	26.7	48.6	0.0	0.0	0.0	0.0	21.4	22.6	44.0	0.0	0.0	0.0	0.0	2.9	3.3	6.2	0.0	0.0	0.0	0.0	0.4	0.8	1.2	
Exiting Leg Total	118							107							15							3							243

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

	Garage Driveway West							Garage Driveway East							Queensberry Street							Queensberry Street							Total
	North							Northeast							East							West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	3	11	14	0	0	0	0	3	8	11	0	0	0	0	0	0	0	0	0	0	1	0	1	26	
5:15 PM	0	0	0	0	5	7	12	0	0	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
5:30 PM	0	0	0	0	14	12	26	0	0	0	0	13	11	24	0	0	0	0	2	0	2	0	0	0	0	0	0	52	
5:45 PM	0	0	0	0	10	12	22	0	0	0	0	11	8	19	0	0	0	0	3	0	3	0	0	0	0	0	0	44	
<b>Total Volume</b>	0	0	0	0	32	42	74	0	0	0	0	33	34	67	0	0	0	0	5	0	5	0	0	0	1	0	1	147	
% Approach Total	0.0	0.0	0.0	0.0	43.2	56.8		0.0	0.0	0.0	0.0	49.3	50.7		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.571	0.875	0.712	0.000	0.000	0.000	0.000	0.635	0.773	0.698	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.707
Entering Leg	0	0	0	0	32	42	74	0	0	0	0	33	34	67	0	0	0	0	5	0	5	0	0	0	1	0	1	147	
Exiting Leg	74							67							5							1							147
<b>Total</b>	148							134							10							2							294

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	38	0	0	0	38	39
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	50	1	2	0	53	54
4:30 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	39	0	0	0	39	42
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	42	42
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>172</b>	<b>177</b>
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	67	0	1	0	68	69
5:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	63	0	1	0	64	67
5:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	79	0	1	0	80	83
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	59	0	4	0	63	64
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>268</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>275</b>	<b>283</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	0	3	0	61	61
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	1	0	0	61	61
6:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	62	0	3	0	65	67
6:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	68	0	3	0	71	73
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>248</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>258</b>	<b>262</b>
7:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	86	0	1	0	87	88
7:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	61	1	2	0	64	65
7:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	53	0	0	0	53	55
7:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	60	0	0	0	60	62
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>260</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>264</b>	<b>270</b>
Grand Total	0	9	0	0	9	0	0	14	0	14	0	0	0	0	0	945	3	21	0	969	992
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		97.5	0.3	2.2	0.0		
Total %	0.0	0.9	0.0	0.0	0.9	0.0	0.0	1.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	95.3	0.3	2.1	0.0	97.7	
Exiting Leg Total	21					3					968					0					992
Cars	0	9	0	0	9	0	0	14	0	14	0	0	0	0	0	921	3	21	0	945	968
% Cars	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97.5	100.0	100.0	0.0	97.5	97.6
Exiting Leg Total	21					3					944					0					968
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	24
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	2.5	2.4
Exiting Leg Total	0					0					24					0					24

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
6:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	62	0	3	0	65	67
6:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	68	0	3	0	71	73
7:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	86	0	1	0	87	88
7:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	61	1	2	0	64	65
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>277</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>287</b>	<b>293</b>
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		96.5	0.3	3.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.805	0.250	0.750	0.000	0.825	0.832
Cars	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	273	1	9	0	283	289
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	98.6	100.0	100.0	0.0	98.6	98.6
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	1.4	1.4
Cars Enter Leg	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	273	1	9	0	283	289
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
<b>Total Entering Leg</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>277</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>287</b>	<b>293</b>
Cars Exiting Leg	9					1					279					0					289
Heavy Exiting Leg	0					0					4					0					4
<b>Total Exiting Leg</b>	<b>9</b>					<b>1</b>					<b>283</b>					<b>0</b>					<b>293</b>



PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class: **Cars**



	Garage Driveway West					Garage Driveway East					Queensberry Street East					Queensberry Street West					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	36	0	0	0	36	37
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	48	1	2	0	51	52
4:30 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	38	0	0	0	38	41
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	41
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>163</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>166</b>	<b>171</b>
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	61	0	1	0	62	63
5:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	61	0	1	0	62	65
5:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	78	0	1	0	79	82
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	59	0	4	0	63	64
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>266</b>	<b>274</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	0	3	0	60	60
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	1	0	0	60	60
6:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	61	0	3	0	64	66
6:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	67	0	3	0	70	72
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>244</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>254</b>	<b>258</b>
7:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	85	0	1	0	86	87
7:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	60	1	2	0	63	64
7:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	50	0	0	0	50	52
7:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	60	0	0	0	60	62
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>255</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>259</b>	<b>265</b>
Grand Total	0	9	0	0	9	0	0	14	0	14	0	0	0	0	0	921	3	21	0	945	968
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		97.5	0.3	2.2	0.0		
Total %	0.0	0.9	0.0	0.0	0.9	0.0	0.0	1.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	95.1	0.3	2.2	0.0	97.6	
Exiting Leg Total	21					3					944					0					968

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Garage Driveway West					Garage Driveway East					Queensberry Street East					Queensberry Street West					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
6:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	61	0	3	0	64	66
6:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	67	0	3	0	70	72
7:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	85	0	1	0	86	87
7:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	60	1	2	0	63	64
Total Volume	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	273	1	9	0	283	289
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		96.5	0.4	3.2	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.803	0.250	0.750	0.000	0.823	0.830
Entering Leg	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	273	1	9	0	283	289
Exiting Leg	9					1					279					0					289
Total	9					7					279					283					578

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
7:45 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	5	0	0	0	5	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	24
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0					0					24					0					24
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	13
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.2	0.0	0.0	0.0	54.2	54.2
Exiting Leg Total	0					0					13					0					13
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.8	0.0	0.0	0.0	45.8	45.8
Exiting Leg Total	0					0					11					0					11

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

4:15 PM	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.417	0.417
Large Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	60.0	60.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	40.0	40.0
Trucks Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
Trucks Exiting Leg	0					0					6					0					6
Buses Exiting Leg	0					0					4					0					4
Total Exiting Leg	0					0					10					0					10

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class: **Large Trucks**



	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0					0					13					0					13

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Exiting Leg	0					0					6					0					6
<b>Total</b>	<b>0</b>					<b>0</b>					<b>6</b>					<b>6</b>					<b>12</b>

PDI File #: **175839 M**  
 Location: **N: Garage Driveway West NE: Garage Driveway East**  
 Location: **E: Queensberry Street W: Queensberry Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



**Buses**

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0					0					11					0					11

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Garage Driveway West					Garage Driveway East					Queensberry Street					Queensberry Street					Total
	North					Northeast					East					West					
	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
<b>% Approach Total</b>	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.333	0.333
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Exiting Leg	0					0					4					0					4
<b>Total</b>	0					0					4					4					8

PDI File #: 175839 M  
 Location: N: Garage Driveway West NE: Garage Driveway East  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Garage Driveway West								Garage Driveway East								Queensberry Street								Queensberry Street								Total							
	North								Northeast								East								West															
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total		Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1		
<b>Total</b>	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	8		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1			
5:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2			
<b>Total</b>	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	8			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3				
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4				
6:45 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	2	0	0	0	0	0	0	0	0	2	2				
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10	10				
7:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	6				
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	6				
7:45 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	3	0	0	0	0	0	0	0	0	3	3					
<b>Total</b>	0	0	0	0	0	3	0	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10	15					
<b>Grand Total</b>	0	0	0	0	0	5	1	6	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	30	41						
<b>Approach %</b>	0.0	0.0	0.0	0.0	83.3	16.7			0.0	0.0	0.0	0.0	80.0	20.0										100.0	0.0	0.0	0.0	0.0	0.0	0.0										
<b>Total %</b>	0.0	0.0	0.0	0.0	12.2	2.4	14.6		0.0	0.0	0.0	0.0	9.8	2.4	12.2									73.2	0.0	0.0	0.0	0.0	0.0	0.0						73.2				
<b>Exiting Leg Total</b>								6							5																						41			

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Garage Driveway West								Garage Driveway East								Queensberry Street								Queensberry Street								Total				
	North								Northeast								East								West												
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total		Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total						
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	4		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2		
7:00 PM	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	6			
<b>Total Volume</b>	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	13	15				
<b>% Approach Total</b>	0.0	0.0	0.0	0.0	100.0	0.0			0.0	0.0	0.0	0.0	100.0	0.0										100.0	0.0	0.0	0.0	0.0	0.0	0.0							
<b>PHF</b>	0.000	0.000	0.000	0.000	0.250	0.000	0.250		0.000	0.000	0.000	0.000	0.250	0.000	0.250									0.813	0.000	0.000	0.000	0.000	0.000	0.000						0.625	
<b>Entering Leg</b>	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	13	15				
<b>Exiting Leg</b>								1							1																					15	
<b>Total</b>								2						2																							30

PDI File #: 175839 M  
 Location: N: Garage Driveway West NE: Garage Driveway East  
 Location: E: Queensberry Street W: Queensberry Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Pedestrians**

	Garage Driveway West							Garage Driveway East							Queensberry Street							Queensberry Street							Total
	North							Northeast							East							West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	3	5	8	0	0	0	0	1	4	5	0	0	0	0	1	0	1	0	0	0	0	0	0	14	
4:15 PM	0	0	0	0	5	8	13	0	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0	2	2	22		
4:30 PM	0	0	0	0	4	4	8	0	0	0	0	2	3	5	0	0	0	0	1	0	1	0	0	0	0	0	14		
4:45 PM	0	0	0	0	7	3	10	0	0	0	0	5	2	7	0	0	0	0	1	0	1	0	0	0	0	0	18		
Total	0	0	0	0	19	20	39	0	0	0	0	12	12	24	0	0	0	0	3	0	3	0	0	0	2	2	68		
5:00 PM	0	0	0	0	5	8	13	0	0	0	0	6	8	14	0	0	0	0	0	0	0	0	0	0	0	0	27		
5:15 PM	0	0	0	0	7	12	19	0	0	0	0	9	13	22	0	0	0	0	0	0	0	0	0	1	1	42			
5:30 PM	0	0	0	0	7	13	20	0	0	0	0	7	9	16	0	0	0	0	1	0	1	0	0	0	0	0	37		
5:45 PM	0	0	0	0	6	9	15	0	0	0	0	10	9	19	0	0	0	0	0	0	0	0	0	0	0	0	34		
Total	0	0	0	0	25	42	67	0	0	0	0	32	39	71	0	0	0	0	1	0	1	0	0	0	1	1	140		
6:00 PM	0	0	0	0	6	12	18	0	0	0	0	9	11	20	0	0	0	0	0	0	0	0	0	0	0	0	38		
6:15 PM	0	0	0	0	7	8	15	0	0	0	0	5	8	13	0	0	0	0	0	0	0	0	0	0	0	0	28		
6:30 PM	0	0	0	0	15	10	25	0	0	0	0	18	10	28	0	0	0	0	2	1	3	0	0	0	0	0	56		
6:45 PM	0	0	0	0	12	13	25	0	0	0	0	12	12	24	0	0	0	0	2	2	4	0	0	0	0	0	53		
Total	0	0	0	0	40	43	83	0	0	0	0	44	41	85	0	0	0	0	4	3	7	0	0	0	0	0	175		
7:00 PM	0	0	0	0	15	10	25	0	0	0	0	14	10	24	0	0	0	0	0	0	0	0	0	2	2	51			
7:15 PM	0	0	0	0	18	9	27	0	0	0	0	18	8	26	0	0	0	0	2	0	2	0	0	0	0	0	55		
7:30 PM	0	0	0	0	8	14	22	0	0	0	0	9	14	23	0	0	0	0	0	0	0	0	0	0	0	0	45		
7:45 PM	0	0	0	0	11	11	22	0	0	0	0	11	11	22	0	0	0	0	0	1	1	0	0	0	0	0	45		
Total	0	0	0	0	52	44	96	0	0	0	0	52	43	95	0	0	0	0	2	1	3	0	0	0	0	2	196		
Grand Total	0	0	0	0	136	149	285	0	0	0	0	140	135	275	0	0	0	0	10	4	14	0	0	0	0	5	579		
Approach %	0.0	0.0	0.0	0.0	47.7	52.3		0.0	0.0	0.0	0.0	50.9	49.1		0.0	0.0	0.0	0.0	71.4	28.6		0.0	0.0	0.0	0.0	100.0			
Total %	0.0	0.0	0.0	0.0	23.5	25.7	49.2	0.0	0.0	0.0	0.0	24.2	23.3	47.5	0.0	0.0	0.0	0.0	1.7	0.7	2.4	0.0	0.0	0.0	0.0	0.9	0.9		
Exiting Leg Total							285							275						14						5	579		

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

6:30 PM	Garage Driveway West							Garage Driveway East							Queensberry Street							Queensberry Street							Total
	North							Northeast							East							West							
	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
6:30 PM	0	0	0	0	15	10	25	0	0	0	0	18	10	28	0	0	0	0	2	1	3	0	0	0	0	0	0	56	
6:45 PM	0	0	0	0	12	13	25	0	0	0	0	12	12	24	0	0	0	0	2	2	4	0	0	0	0	0	0	53	
7:00 PM	0	0	0	0	15	10	25	0	0	0	0	14	10	24	0	0	0	0	0	0	0	0	0	0	0	2	51		
7:15 PM	0	0	0	0	18	9	27	0	0	0	0	18	8	26	0	0	0	0	2	0	2	0	0	0	0	0	55		
Total Volume	0	0	0	0	60	42	102	0	0	0	0	62	40	102	0	0	0	0	6	3	9	0	0	0	0	2	215		
% Approach Total	0.0	0.0	0.0	0.0	58.8	41.2		0.0	0.0	0.0	0.0	60.8	39.2		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	100.0			
PHF	0.000	0.000	0.000	0.000	0.833	0.808	0.944	0.000	0.000	0.000	0.000	0.861	0.833	0.911	0.000	0.000	0.000	0.000	0.750	0.375	0.563	0.000	0.000	0.000	0.000	0.250	0.250	0.960	
Entering Leg	0	0	0	0	60	42	102	0	0	0	0	62	40	102	0	0	0	0	6	3	9	0	0	0	0	2	215		
Exiting Leg							102							102						9						2	215		
Total							204							204						18						4	430		

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	1	1	0	0	0	2	8	2	0	0	0	10	0	3	0	87	0	90	0	0	0	0	0	0	0	0	0	0	102		
7:15 AM	1	2	0	0	0	3	0	1	0	0	0	1	0	3	2	92	0	97	0	0	0	0	0	0	0	0	0	0	101		
7:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	3	0	92	0	95	0	0	0	0	0	0	0	0	0	0	97		
7:45 AM	3	2	0	0	0	5	0	0	0	0	0	0	0	9	0	118	0	127	0	0	0	0	0	0	0	0	0	0	132		
<b>Total</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>389</b>	<b>0</b>	<b>409</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>432</b>		
8:00 AM	0	3	0	0	0	3	1	0	1	0	0	2	0	3	1	87	0	91	0	0	0	0	0	0	0	0	0	0	96		
8:15 AM	1	2	0	0	0	3	0	0	1	0	0	1	0	1	1	82	0	84	0	0	0	0	0	0	0	0	0	0	88		
8:30 AM	4	0	0	0	0	4	1	1	0	0	0	2	0	14	2	86	0	102	0	0	0	0	0	0	0	0	0	0	108		
8:45 AM	5	3	0	0	0	8	1	3	1	0	0	5	0	4	1	97	0	102	0	0	0	0	0	0	0	0	0	0	115		
<b>Total</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>5</b>	<b>352</b>	<b>0</b>	<b>379</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>407</b>		
Grand Total	17	13	0	0	0	30	11	7	3	0	0	21	0	40	7	741	0	788	0	0	0	0	0	0	0	0	0	0	839		
Approach %	56.7	43.3	0.0	0.0	0.0		52.4	33.3	14.3	0.0	0.0		0.0	5.1	0.9	94.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total %	2.0	1.5	0.0	0.0	0.0	3.6	1.3	0.8	0.4	0.0	0.0	2.5	0.0	4.8	0.8	88.3	0.0	93.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	51						0						0						757						31						839
Cars	16	11	0	0	0	27	11	6	3	0	0	20	0	39	7	737	0	783	0	0	0	0	0	0	0	0	0	0	830		
% Cars	94.1	84.6	0.0	0.0	0.0	90.0	100.0	85.7	100.0	0.0	0.0	95.2	0.0	97.5	100.0	99.5	0.0	99.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.9		
Exiting Leg Total	50						0						0						751						29						830
Heavy Vehicles	1	2	0	0	0	3	0	1	0	0	0	1	0	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	9		
% Heavy Vehicles	5.9	15.4	0.0	0.0	0.0	10.0	0.0	14.3	0.0	0.0	0.0	4.8	0.0	2.5	0.0	0.5	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1		
Exiting Leg Total	1						0						0						6						2						9

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

7:00 AM	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	1	1	0	0	0	2	8	2	0	0	0	10	0	3	0	87	0	90	0	0	0	0	0	0	0	0	0	0	102		
7:15 AM	1	2	0	0	0	3	0	1	0	0	0	1	0	3	2	92	0	97	0	0	0	0	0	0	0	0	0	0	101		
7:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	3	0	92	0	95	0	0	0	0	0	0	0	0	0	0	97		
7:45 AM	3	2	0	0	0	5	0	0	0	0	0	0	0	9	0	118	0	127	0	0	0	0	0	0	0	0	0	0	132		
Total Volume	7	5	0	0	0	12	8	3	0	0	0	11	0	18	2	389	0	409	0	0	0	0	0	0	0	0	0	0	432		
% Approach Total	58.3	41.7	0.0	0.0	0.0		72.7	27.3	0.0	0.0	0.0		0.0	4.4	0.5	95.1	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.583	0.625	0.000	0.000	0.000	0.600	0.250	0.375	0.000	0.000	0.000	0.275	0.000	0.500	0.250	0.824	0.000	0.805	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.818		
Cars	7	4	0	0	0	11	8	3	0	0	0	11	0	18	2	386	0	406	0	0	0	0	0	0	0	0	0	0	428		
Cars %	100.0	80.0	0.0	0.0	0.0	91.7	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	99.2	0.0	99.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.1		
Heavy Vehicles	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4		
Heavy Vehicles %	0.0	20.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9		
Cars Enter Leg	7	4	0	0	0	11	8	3	0	0	0	11	0	18	2	386	0	406	0	0	0	0	0	0	0	0	0	0	428		
Heavy Enter Leg	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4		
Total Entering Leg	7	5	0	0	0	12	8	3	0	0	0	11	0	18	2	389	0	409	0	0	0	0	0	0	0	0	0	0	432		
Cars Exiting Leg	26						0						0						390						12						428
Heavy Exiting Leg	0						0						0						4						0						4
Total Exiting Leg	26						0						0						394						12						432

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



**Cars**

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	1	1	0	0	0	2	8	2	0	0	0	10	0	3	0	86	0	89	0	0	0	0	0	0	0	0	0	0	0	0	101
7:15 AM	1	1	0	0	0	2	0	1	0	0	0	1	0	3	2	90	0	95	0	0	0	0	0	0	0	0	0	0	0	0	98
7:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	3	0	92	0	95	0	0	0	0	0	0	0	0	0	0	0	0	97
7:45 AM	3	2	0	0	0	5	0	0	0	0	0	0	0	9	0	118	0	127	0	0	0	0	0	0	0	0	0	0	0	0	132
<b>Total</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>386</b>	<b>0</b>	<b>406</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>428</b>
8:00 AM	0	3	0	0	0	3	1	0	1	0	0	2	0	3	1	87	0	91	0	0	0	0	0	0	0	0	0	0	0	0	96
8:15 AM	0	2	0	0	0	2	0	0	1	0	0	1	0	1	1	82	0	84	0	0	0	0	0	0	0	0	0	0	0	0	87
8:30 AM	4	0	0	0	0	4	1	1	0	0	0	2	0	14	2	86	0	102	0	0	0	0	0	0	0	0	0	0	0	0	108
8:45 AM	5	2	0	0	0	7	1	2	1	0	0	4	0	3	1	96	0	100	0	0	0	0	0	0	0	0	0	0	0	0	111
<b>Total</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>21</b>	<b>5</b>	<b>351</b>	<b>0</b>	<b>377</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>402</b>
Grand Total	16	11	0	0	0	27	11	6	3	0	0	20	0	39	7	737	0	783	0	0	0	0	0	0	0	0	0	0	0	0	830
Approach %	59.3	40.7	0.0	0.0	0.0		55.0	30.0	15.0	0.0	0.0		0.0	5.0	0.9	94.1	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	1.9	1.3	0.0	0.0	0.0	3.3	1.3	0.7	0.4	0.0	0.0	2.4	0.0	4.7	0.8	88.8	0.0	94.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	50						0						0						751						29	830					

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

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	1	1	0	0	0	2	8	2	0	0	0	10	0	3	0	86	0	89	0	0	0	0	0	0	0	0	0	0	0	0	101
7:15 AM	1	1	0	0	0	2	0	1	0	0	0	1	0	3	2	90	0	95	0	0	0	0	0	0	0	0	0	0	0	0	98
7:30 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	3	0	92	0	95	0	0	0	0	0	0	0	0	0	0	0	0	97
7:45 AM	3	2	0	0	0	5	0	0	0	0	0	0	0	9	0	118	0	127	0	0	0	0	0	0	0	0	0	0	0	0	132
<b>Total Volume</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>386</b>	<b>0</b>	<b>406</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>428</b>
% Approach Total	63.6	36.4	0.0	0.0	0.0		72.7	27.3	0.0	0.0	0.0		0.0	4.4	0.5	95.1	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.583	0.500	0.000	0.000	0.000	0.550	0.250	0.375	0.000	0.000	0.000	0.275	0.000	0.500	0.250	0.818	0.000	0.799	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.811
Entering Leg	7	4	0	0	0	11	8	3	0	0	0	11	0	18	2	386	0	406	0	0	0	0	0	0	0	0	0	0	0	0	428
Exiting Leg	26						0						390						12						428						
<b>Total</b>	<b>37</b>						<b>11</b>						<b>406</b>						<b>390</b>						<b>12</b>	<b>856</b>					



PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
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				
8:45 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4				
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>				
Grand Total	1	2	0	0	0	3	0	1	0	0	0	1	0	1	0	4	0	5	0	0	0	0	0	0	0	0	9				
Approach %	33.3	66.7	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	20.0	0.0	80.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0				
Total %	11.1	22.2	0.0	0.0	0.0	33.3	0.0	11.1	0.0	0.0	0.0	11.1	0.0	11.1	0.0	44.4	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0				
Exiting Leg Total	1						0						0						6						2						9
Large Trucks	1	2	0	0	0	3	0	1	0	0	0	1	0	1	0	4	0	5	0	0	0	0	0	0	0	0	9				
% Large Trucks	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0				
Exiting Leg Total	1						0						0						6						2						9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	0						0						0						0						0						0

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

8:00 AM	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
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				
8:45 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4				
Total Volume	1	1	0	0	0	2	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5				
% Approach Total	50.0	50.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	50.0	0.0	50.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0				
PHF	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.313				
Large Trucks	1	1	0	0	0	2	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5				
Large Trucks %	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0				
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Trucks Enter Leg	1	1	0	0	0	2	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5				
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total Entering Leg	1	1	0	0	0	2	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5				
Trucks Exiting Leg	1						0						0						2						2						5
Buses Exiting Leg	0						0						0						0						0						0
Total Exiting Leg	1						0						0						2						2						5

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Large Trucks**

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	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	1			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4			
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>				
Grand Total	1	2	0	0	0	3	0	1	0	0	0	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	9			
Approach %	33.3	66.7	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	20.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total %	11.1	22.2	0.0	0.0	0.0	33.3	0.0	11.1	0.0	0.0	0.0	11.1	0.0	11.1	0.0	44.4	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total						1						0				0												9			

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

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	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	1			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4			
Total Volume	1	1	0	0	0	2	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	5			
% Approach Total	50.0	50.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.313			
Entering Leg	1	1	0	0	0	2	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	5			
Exiting Leg						1						0				0												5			
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>				

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Buses**

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total								
	North						Northeast						East						West						Northwest														
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0						0						0								

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

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total								
	North						Northeast						East						West						Northwest														
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0						0						0								
<b>Total</b>	0						0						0						0						0						0						0		

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total														
	North									Northeast									East									West									Northwest																							
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total		Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total		Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total																
7:00 AM	0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0		0	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		2
7:15 AM	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	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		1										
7:30 AM	1	1	0	0	0	0	1	3		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		3										
7:45 AM	1	0	1	0	0	0	1	3		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		3										
<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>9</b>										
8:00 AM	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	1	0	1	1		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		1										
8:15 AM	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		1										
8:30 AM	1	0	0	0	0	0	0	1		0	0	0	0	0	1	0	1	1		0	1	0	0	0	1	0	2	2		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		4										
8:45 AM	1	0	2	0	0	0	0	3		1	0	0	0	0	0	0	1	1		0	0	0	4	0	1	0	5	5		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		9										
<b>Total</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>		<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>15</b>												
Grand Total	5	1	3	0	0	1	2	12		1	0	0	0	0	1	0	2		0	2	0	5	0	3	0	10		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		24												
Approach %	41.7	8.3	25.0	0.0	0.0	8.3	16.7		50.0	0.0	0.0	0.0	0.0	50.0	0.0			0.0	20.0	0.0	50.0	0.0	30.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	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 %	20.8	4.2	12.5	0.0	0.0	4.2	8.3	50.0		4.2	0.0	0.0	0.0	0.0	4.2	0.0	8.3		0.0	8.3	0.0	20.8	0.0	12.5	0.0	41.7		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0														
Exiting Leg Total	6									1									6									6									5									24														

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

	Kilmarnock Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total				
	North									Northeast									East									West									Northwest													
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total		Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total		Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
8:00 AM	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		1	
8:15 AM	1	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		1
8:30 AM	1	0	0	0	0	0	0	1		0	0	0	0	0	1	0	1		0	1	0	0	0	1	0	2		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		4		
8:45 AM	1	0	2	0	0	0	0	3		1	0	0	0	0	0	0	1		0	0	0	4	0	1	0	5		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		9		
Total Volume	3	0	2	0	0	0	0	5		1	0	0	0	0	1	0	2		0	1	0	4	0	3	0	8		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		15		
% Approach Total	60.0	0.0	40.0	0.0	0.0	0.0	0.0		50.0	0.0	0.0	0.0	0.0	50.0	0.0			0.0	12.5	0.0	50.0	0.0	37.5	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.750	0.000	0.250	0.000	0.000	0.000	0.000	0.417		0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500		0.000	0.250	0.000	0.250	0.000	0.750	0.000	0.400		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.417		
Entering Leg	3									1									0									0									0									15				
Exiting Leg	2									1									5									4									3									15				
<b>Total</b>	<b>7</b>									<b>3</b>									<b>13</b>									<b>4</b>									<b>3</b>									<b>30</b>				

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
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 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



**Pedestrians**

	Kilmarnock Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total			
	North									Northeast									East									West									Northwest												
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total									
7:00 AM	0	0	0	0	0	5	6	11	0	0	0	0	0	4	1	5	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:15 AM	0	0	0	0	0	3	8	11	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	18
7:30 AM	0	0	0	0	0	2	15	17	0	0	0	0	0	2	1	3	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	27
7:45 AM	0	0	0	0	0	1	16	17	0	0	0	0	0	1	2	3	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	25
<b>Total</b>	0	0	0	0	0	11	45	56	0	0	0	0	0	10	4	14	0	0	0	0	0	11	7	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	91
8:00 AM	0	0	0	0	0	1	12	13	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	2	21							
8:15 AM	0	0	0	0	0	1	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2	20							
8:30 AM	0	0	0	0	0	1	16	17	0	0	0	0	0	2	0	2	0	0	0	0	0	3	3	6	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	2	2	30							
8:45 AM	0	0	0	0	0	9	15	24	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	0	2	1	3	0	0	0	0	0	2	3	5	40								
<b>Total</b>	0	0	0	0	0	12	52	64	0	0	0	0	0	5	0	5	0	0	0	0	0	16	6	22	0	0	0	0	0	3	6	9	0	0	0	0	0	2	9	11	111								
Grand Total	0	0	0	0	0	23	97	120	0	0	0	0	0	15	4	19	0	0	0	0	0	27	13	40	0	0	0	0	0	3	6	9	0	0	0	0	0	2	12	14	202								
Approach %	0.0	0.0	0.0	0.0	0.0	19.2	80.8		0.0	0.0	0.0	0.0	0.0	78.9	21.1		0.0	0.0	0.0	0.0	0.0	67.5	32.5		0.0	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	14.3	85.7										
Total %	0.0	0.0	0.0	0.0	0.0	11.4	48.0	59.4	0.0	0.0	0.0	0.0	0.0	7.4	2.0	9.4	0.0	0.0	0.0	0.0	0.0	13.4	6.4	19.8	0.0	0.0	0.0	0.0	0.0	1.5	3.0	4.5	0.0	0.0	0.0	0.0	0.0	1.0	5.9	6.9									
Exiting Leg Total	120									19									40									9									14									202			

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

	Kilmarnock Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total
	North									Northeast									East									West									Northwest									
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
8:00 AM	0	0	0	0	0	1	12	13	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	2	21				
8:15 AM	0	0	0	0	0	1	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2	20				
8:30 AM	0	0	0	0	0	1	16	17	0	0	0	0	0	2	0	2	0	0	0	0	0	3	3	6	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	2	2	30				
8:45 AM	0	0	0	0	0	9	15	24	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	0	2	1	3	0	0	0	0	0	2	3	5	40					
Total Volume	0	0	0	0	0	12	52	64	0	0	0	0	0	5	0	5	0	0	0	0	0	16	6	22	0	0	0	0	0	3	6	9	0	0	0	0	0	2	9	11	111					
% Approach Total	0.0	0.0	0.0	0.0	0.0	18.8	81.3		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	72.7	27.3		0.0	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	18.2	81.8							
PHF	0.000	0.000	0.000	0.000	0.000	0.333	0.813	0.667	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.667	0.500	0.786	0.000	0.000	0.000	0.000	0.000	0.375	0.750	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.550	0.694					
Entering Leg	0	0	0	0	0	12	52	64	0	0	0	0	0	5	0	5	0	0	0	0	0	16	6	22	0	0	0	0	0	3	6	9	0	0	0	0	0	2	9	11	111					
Exiting Leg	64									5									22									9									11									111
<b>Total</b>	128									10									44									18									22									222

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	2	0	0	0	0	2	6	3	0	0	0	9	0	1	1	85	0	87	0	0	0	0	0	0	0	0	0	0	98		
4:15 PM	1	0	0	0	0	1	8	8	1	0	0	17	0	1	0	72	0	73	0	0	0	0	0	0	0	0	0	91			
4:30 PM	1	1	0	0	1	3	4	8	1	0	0	13	0	4	1	105	0	110	0	0	0	0	0	0	0	0	0	126			
4:45 PM	2	2	0	0	0	4	5	1	1	0	0	7	0	0	0	118	0	118	0	0	0	0	0	0	0	0	0	129			
<b>Total</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>23</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>380</b>	<b>0</b>	<b>388</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>444</b>			
5:00 PM	3	2	0	0	1	6	6	3	0	0	0	9	0	1	1	87	0	89	0	0	0	0	0	0	0	0	0	104			
5:15 PM	1	1	0	0	0	2	2	3	1	0	0	6	0	2	0	114	0	116	0	0	0	0	0	0	0	0	0	124			
5:30 PM	5	3	0	0	0	8	8	3	0	0	0	11	0	3	0	95	0	98	0	0	0	0	0	0	0	0	0	117			
5:45 PM	2	2	0	0	0	4	6	5	0	0	0	11	0	2	1	88	0	91	0	0	0	0	0	0	0	0	0	106			
<b>Total</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>22</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>384</b>	<b>0</b>	<b>394</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>451</b>			
Grand Total	17	11	0	0	2	30	45	34	4	0	0	83	0	14	4	764	0	782	0	0	0	0	0	0	0	0	0	895			
Approach %	56.7	36.7	0.0	0.0	6.7		54.2	41.0	4.8	0.0	0.0		0.0	1.8	0.5	97.7	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total %	1.9	1.2	0.0	0.0	0.2	3.4	5.0	3.8	0.4	0.0	0.0	9.3	0.0	1.6	0.4	85.4	0.0	87.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	61						0						0						779						55						895
Cars	17	11	0	0	2	30	44	32	3	0	0	79	0	12	4	753	0	769	0	0	0	0	0	0	0	0	0	878			
% Cars	100.0	100.0	0.0	0.0	100.0	100.0	97.8	94.1	75.0	0.0	0.0	95.2	0.0	85.7	100.0	98.6	0.0	98.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1			
Exiting Leg Total	58						0						0						767						53						878
Heavy Vehicles	0	0	0	0	0	0	1	2	1	0	0	4	0	2	0	11	0	13	0	0	0	0	0	0	0	0	0	17			
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	2.2	5.9	25.0	0.0	0.0	4.8	0.0	14.3	0.0	1.4	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9			
Exiting Leg Total	3						0						0						12						2						17

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

4:30 PM	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:30 PM	1	1	0	0	1	3	4	8	1	0	0	13	0	4	1	105	0	110	0	0	0	0	0	0	0	0	0	126			
4:45 PM	2	2	0	0	0	4	5	1	1	0	0	7	0	0	0	118	0	118	0	0	0	0	0	0	0	0	0	129			
5:00 PM	3	2	0	0	1	6	6	3	0	0	0	9	0	1	1	87	0	89	0	0	0	0	0	0	0	0	0	104			
5:15 PM	1	1	0	0	0	2	2	3	1	0	0	6	0	2	0	114	0	116	0	0	0	0	0	0	0	0	0	124			
Total Volume	7	6	0	0	2	15	17	15	3	0	0	35	0	7	2	424	0	433	0	0	0	0	0	0	0	0	0	483			
% Approach Total	46.7	40.0	0.0	0.0	13.3		48.6	42.9	8.6	0.0	0.0		0.0	1.6	0.5	97.9	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.583	0.750	0.000	0.000	0.500	0.625	0.708	0.469	0.750	0.000	0.000	0.673	0.000	0.438	0.500	0.898	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.936			
Cars	7	6	0	0	2	15	16	15	3	0	0	34	0	6	2	417	0	425	0	0	0	0	0	0	0	0	0	474			
Cars %	100.0	100.0	0.0	0.0	100.0	100.0	94.1	100.0	100.0	0.0	0.0	97.1	0.0	85.7	100.0	98.3	0.0	98.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1			
Heavy Vehicles	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	7	0	8	0	0	0	0	0	0	0	0	0	9			
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	2.9	0.0	14.3	0.0	1.7	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9			
Cars Enter Leg	7	6	0	0	2	15	16	15	3	0	0	34	0	6	2	417	0	425	0	0	0	0	0	0	0	0	0	474			
Heavy Enter Leg	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	7	0	8	0	0	0	0	0	0	0	0	9				
Total Entering Leg	7	6	0	0	2	15	17	15	3	0	0	35	0	7	2	424	0	433	0	0	0	0	0	0	0	0	0	483			
Cars Exiting Leg	24						0						0						426						24						474
Heavy Exiting Leg	2						0						0						7						0						9
Total Exiting Leg	26						0						0						433						24						483

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



**Cars**

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	2	0	0	0	0	2	6	3	0	0	0	9	0	1	1	83	0	85	0	0	0	0	0	0	0	0	0	0	96		
4:15 PM	1	0	0	0	0	1	8	6	0	0	0	14	0	1	0	72	0	73	0	0	0	0	0	0	0	0	0	88			
4:30 PM	1	1	0	0	1	3	3	8	1	0	0	12	0	4	1	102	0	107	0	0	0	0	0	0	0	0	0	122			
4:45 PM	2	2	0	0	0	4	5	1	1	0	0	7	0	0	0	116	0	116	0	0	0	0	0	0	0	0	0	127			
<b>Total</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>22</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>373</b>	<b>0</b>	<b>381</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>433</b>			
5:00 PM	3	2	0	0	1	6	6	3	0	0	0	9	0	1	1	86	0	88	0	0	0	0	0	0	0	0	0	103			
5:15 PM	1	1	0	0	0	2	2	3	1	0	0	6	0	1	0	113	0	114	0	0	0	0	0	0	0	0	0	122			
5:30 PM	5	3	0	0	0	8	8	3	0	0	0	11	0	2	0	94	0	96	0	0	0	0	0	0	0	0	0	115			
5:45 PM	2	2	0	0	0	4	6	5	0	0	0	11	0	2	1	87	0	90	0	0	0	0	0	0	0	0	0	105			
<b>Total</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>22</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>380</b>	<b>0</b>	<b>388</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>445</b>			
Grand Total	17	11	0	0	2	30	44	32	3	0	0	79	0	12	4	753	0	769	0	0	0	0	0	0	0	0	0	878			
Approach %	56.7	36.7	0.0	0.0	6.7		55.7	40.5	3.8	0.0	0.0		0.0	1.6	0.5	97.9	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total %	1.9	1.3	0.0	0.0	0.2	3.4	5.0	3.6	0.3	0.0	0.0	9.0	0.0	1.4	0.5	85.8	0.0	87.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	58						0						0						767						53						878

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

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:30 PM	1	1	0	0	1	3	3	8	1	0	0	12	0	4	1	102	0	107	0	0	0	0	0	0	0	0	0	122			
4:45 PM	2	2	0	0	0	4	5	1	1	0	0	7	0	0	0	116	0	116	0	0	0	0	0	0	0	0	0	127			
5:00 PM	3	2	0	0	1	6	6	3	0	0	0	9	0	1	1	86	0	88	0	0	0	0	0	0	0	0	0	103			
5:15 PM	1	1	0	0	0	2	2	3	1	0	0	6	0	1	0	113	0	114	0	0	0	0	0	0	0	0	0	122			
Total Volume	7	6	0	0	2	15	16	15	3	0	0	34	0	6	2	417	0	425	0	0	0	0	0	0	0	0	0	474			
% Approach Total	46.7	40.0	0.0	0.0	13.3		47.1	44.1	8.8	0.0	0.0		0.0	1.4	0.5	98.1	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.583	0.750	0.000	0.000	0.500	0.625	0.667	0.469	0.750	0.000	0.708	0.000	0.375	0.500	0.899	0.000	0.916	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.933			
Entering Leg	7	6	0	0	2	15	16	15	3	0	0	34	0	6	2	417	0	425	0	0	0	0	0	0	0	0	0	474			
Exiting Leg	24						0						0						426						24						474
<b>Total</b>	<b>39</b>						<b>34</b>						<b>425</b>						<b>426</b>						<b>24</b>						<b>948</b>

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
4:15 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	2			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	2			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>				
Grand Total	0	0	0	0	0	0	1	2	1	0	0	4	0	2	0	11	0	13	0	0	0	0	0	0	0	0	0	17			
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	15.4	0.0	84.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	5.9	11.8	5.9	0.0	0.0	23.5	0.0	11.8	0.0	64.7	0.0	76.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	3						0						0						12						2						17
Large Trucks	0	0	0	0	0	0	1	2	1	0	0	4	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	6			
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	18.2	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.3			
Exiting Leg Total	1						0						0						3						2						6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	9	0	11	0	0	0	0	0	0	0	0	0	11			
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	81.8	0.0	84.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.7			
Exiting Leg Total	2						0						0						9						0						11

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

4:00 PM	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2			
4:15 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	4			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2			
Total Volume	0	0	0	0	0	0	1	2	1	0	0	4	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	11			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	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			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.333	0.000	0.000	0.000	0.583	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688			
Large Trucks	0	0	0	0	0	0	1	2	1	0	0	4	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	6			
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	28.6	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.5			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	5			
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.5			
Trucks Enter Leg	0	0	0	0	0	0	1	2	1	0	0	4	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	6			
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	5			
Total Entering Leg	0	0	0	0	0	0	1	2	1	0	0	4	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	11			
Trucks Exiting Leg	1						0						0						3						2						6
Buses Exiting Leg	0						0						0						5						0						5
Total Exiting Leg	1						0						0						8						2						11



PDI File #: **175839 K**  
 Location: **N: Kilmarnock Street NE: Carriage Road NW: Carriage Road**  
 Location: **E: Park Drive W: Park Drive**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**



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

**Large Trucks**

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total							
	North						Northeast						East						West						Northwest													
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total								
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>			
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>			
<b>Approach %</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
<b>Total %</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
<b>Exiting Leg Total</b>	<b>1</b>						<b>0</b>						<b>0</b>						<b>3</b>						<b>2</b>						<b>6</b>							

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

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total					
	North						Northeast						East						West						Northwest											
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	
<b>% Approach Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>PHF</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.250</b>	<b>0.250</b>	<b>0.250</b>	<b>0.000</b>	<b>0.000</b>	<b>0.333</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.500</b>	<b>0.000</b>	<b>0.000</b>	<b>0.500</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.500</b>	
<b>Entering Leg</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>		
<b>Exiting Leg</b>	<b>1</b>						<b>0</b>						<b>0</b>						<b>3</b>						<b>2</b>						<b>6</b>					
<b>Total</b>	<b>1</b>						<b>4</b>						<b>2</b>						<b>3</b>						<b>2</b>						<b>12</b>					

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



**Buses**

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1				
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	2				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	2				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1				
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>				
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>				
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	81.8	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	81.8	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Exiting Leg Total	2						0						0						9						0						11

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

	Kilmarnock Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	2				
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>				
% 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	16.7	0.0	83.3	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.625	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	6	0	0	0	0	0	0	0	0	0	6				
Exiting Leg	1						0						0						5						0						6
<b>Total</b>	<b>1</b>						<b>0</b>						<b>6</b>						<b>5</b>						<b>0</b>	<b>12</b>					

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total
	North									Northeast									East									West									Northwest									
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3					
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5					
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3					
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2					
<b>Total</b>	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	5	0	1	0	1	0	4	1	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	13					
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4					
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6					
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:45 PM	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5					
<b>Total</b>	0	0	1	0	0	2	0	3	1	0	0	0	0	4	0	5	0	1	0	0	0	5	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15					
Grand Total	0	0	1	0	0	2	0	3	2	1	0	0	0	6	1	10	0	2	0	1	0	9	2	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	28					
Approach %	0.0	0.0	33.3	0.0	0.0	66.7	0.0	20.0	10.0	0.0	0.0	0.0	60.0	10.0	0.0	14.3	0.0	7.1	0.0	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0										
Total %	0.0	0.0	3.6	0.0	0.0	7.1	0.0	10.7	7.1	3.6	0.0	0.0	0.0	21.4	3.6	35.7	0.0	7.1	0.0	3.6	0.0	32.1	7.1	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	3.6						
Exiting Leg Total	7									7									12									1									1									28

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

	Kilmarnock Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total
	North									Northeast									East									West									Northwest									
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3					
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5					
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3					
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2					
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	5	0	1	0	1	0	4	1	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	13					
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	40.0	20.0	0.0	14.3	0.0	14.3	0.0	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0										
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.625	0.000	0.250	0.000	0.250	0.000	0.333	0.250	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.650						
Entering Leg	0									1									0									0									1									13
Exiting Leg	3									3									5									1									1									13
<b>Total</b>	3									8									12									1									2									26

PDI File #: 175839 K  
 Location: N: Kilmarnock Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Pedestrians**

	Kilmarnock Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total											
	North									Northeast									East									West									Northwest																				
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total																	
4:00 PM	0	0	0	0	0	9	8	17	0	0	0	0	0	8	2	10	0	0	0	0	0	7	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
4:15 PM	0	0	0	0	0	14	15	29	0	0	0	0	0	7	2	9	0	0	0	0	0	7	3	10	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	54								
4:30 PM	0	0	0	0	0	9	10	19	0	0	0	0	0	10	7	17	0	0	0	0	0	7	5	12	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	52								
4:45 PM	0	0	0	0	0	18	5	23	0	0	0	0	0	12	8	20	0	0	0	0	0	8	7	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58								
<b>Total</b>	0	0	0	0	0	50	38	88	0	0	0	0	0	37	19	56	0	0	0	0	0	29	17	46	0	0	0	0	0	2	4	6	0	0	0	0	0	0	4	4	200																
5:00 PM	0	0	0	0	0	11	6	17	0	0	0	0	0	9	7	16	0	0	0	0	0	4	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	45																
5:15 PM	0	0	0	0	0	36	1	37	0	0	0	0	0	18	4	22	0	0	0	0	0	21	4	25	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	88																
5:30 PM	0	0	0	0	0	15	12	27	0	0	0	0	0	10	9	19	0	0	0	0	0	11	11	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68																
5:45 PM	0	0	0	0	0	19	5	24	0	0	0	0	0	12	14	26	0	0	0	0	0	11	11	22	0	0	0	0	0	3	2	5	0	0	0	0	0	3	2	5	82																
<b>Total</b>	0	0	0	0	0	81	24	105	0	0	0	0	0	49	34	83	0	0	0	0	0	47	33	80	0	0	0	0	0	3	4	7	0	0	0	0	0	3	5	8	283																
Grand Total	0	0	0	0	0	131	62	193	0	0	0	0	0	86	53	139	0	0	0	0	0	76	50	126	0	0	0	0	0	5	8	13	0	0	0	0	0	3	9	12	483																
Approach %	0.0	0.0	0.0	0.0	0.0	67.9	32.1		0.0	0.0	0.0	0.0	0.0	61.9	38.1		0.0	0.0	0.0	0.0	0.0	60.3	39.7		0.0	0.0	0.0	0.0	0.0	38.5	61.5		0.0	0.0	0.0	0.0	0.0	25.0	75.0																		
Total %	0.0	0.0	0.0	0.0	0.0	27.1	12.8	40.0	0.0	0.0	0.0	0.0	0.0	17.8	11.0	28.8	0.0	0.0	0.0	0.0	0.0	15.7	10.4	26.1	0.0	0.0	0.0	0.0	0.0	1.0	1.7	2.7	0.0	0.0	0.0	0.0	0.0	0.6	1.9	2.5																	
Exiting Leg Total	193								139								126								13								12								483																

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

	Kilmarnock Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total
	North									Northeast									East									West									Northwest									
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
5:00 PM	0	0	0	0	0	11	6	17	0	0	0	0	0	9	7	16	0	0	0	0	0	4	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	45					
5:15 PM	0	0	0	0	0	36	1	37	0	0	0	0	0	18	4	22	0	0	0	0	0	21	4	25	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	88					
5:30 PM	0	0	0	0	0	15	12	27	0	0	0	0	0	10	9	19	0	0	0	0	0	11	11	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68					
5:45 PM	0	0	0	0	0	19	5	24	0	0	0	0	0	12	14	26	0	0	0	0	0	11	11	22	0	0	0	0	0	3	2	5	0	0	0	0	0	3	2	5	82					
<b>Total Volume</b>	0	0	0	0	0	81	24	105	0	0	0	0	0	49	34	83	0	0	0	0	0	47	33	80	0	0	0	0	0	3	4	7	0	0	0	0	0	3	5	8	283					
% Approach Total	0.0	0.0	0.0	0.0	0.0	77.1	22.9		0.0	0.0	0.0	0.0	0.0	59.0	41.0		0.0	0.0	0.0	0.0	0.0	58.8	41.3		0.0	0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	0.0	37.5	62.5							
PHF	0.000	0.000	0.000	0.000	0.000	0.563	0.500	0.709	0.000	0.000	0.000	0.000	0.000	0.681	0.607	0.798	0.000	0.000	0.000	0.000	0.000	0.560	0.750	0.800	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.350	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.400	0.804					
Entering Leg	81								49								47								3								3								283					
Exiting Leg	105								83								80								7								8								283					
<b>Total</b>	210								166								160								14								16								566					

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	3	6	0	0	0	9	8	3	3	0	0	14	0	1	0	78	0	79	0	0	0	0	0	0	0	0	0	0	102		
7:15 AM	0	4	0	0	0	4	3	2	1	0	0	6	0	0	0	90	0	90	0	0	0	0	0	0	1	0	1	0	2	102	
7:30 AM	0	4	0	0	0	4	7	1	2	0	0	10	0	2	0	90	0	92	0	0	0	0	0	0	0	0	0	0	106		
7:45 AM	0	8	0	0	0	8	8	0	7	0	0	15	0	0	0	111	0	111	0	0	0	0	0	0	0	0	0	0	134		
<b>Total</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>26</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>369</b>	<b>0</b>	<b>372</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>444</b>	
8:00 AM	0	1	0	0	0	1	9	1	3	0	0	13	0	2	0	79	0	81	0	0	0	0	0	0	0	0	0	0	95		
8:15 AM	0	3	0	1	0	4	3	2	2	0	0	7	0	4	0	78	0	82	0	0	0	0	0	0	0	0	0	0	93		
8:30 AM	0	8	0	0	1	9	7	0	4	0	0	11	0	3	0	94	0	97	0	0	0	0	0	0	0	0	0	0	117		
8:45 AM	2	5	0	0	1	8	8	3	1	0	0	12	0	0	0	96	0	96	0	0	0	0	0	0	0	0	0	0	116		
<b>Total</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>22</b>	<b>27</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>347</b>	<b>0</b>	<b>356</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>421</b>		
Grand Total	5	39	0	1	2	47	53	12	23	0	0	88	0	12	0	716	0	728	0	0	0	0	0	0	1	0	1	0	2	865	
Approach %	10.6	83.0	0.0	2.1	4.3		60.2	13.6	26.1	0.0	0.0		0.0	1.6	0.0	98.4	0.0		0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0			
Total %	0.6	4.5	0.0	0.1	0.2	5.4	6.1	1.4	2.7	0.0	0.0	10.2	0.0	1.4	0.0	82.8	0.0	84.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.2		
Exiting Leg Total						67						2						0										17	865		
Cars	5	36	0	1	1	43	53	8	23	0	0	84	0	12	0	714	0	726	0	0	0	0	0	0	1	0	0	0	1	854	
% Cars	100.0	92.3	0.0	100.0	50.0	91.5	100.0	66.7	100.0	0.0	0.0	95.5	0.0	100.0	0.0	99.7	0.0	99.7	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	50.0	98.7	
Exiting Leg Total						66						1						0										13	854		
Heavy Vehicles	0	3	0	0	1	4	0	4	0	0	0	4	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1	0	2	12	
% Heavy Vehicles	0.0	7.7	0.0	0.0	50.0	8.5	0.0	33.3	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	1.4	
Exiting Leg Total						1						1						0										4	12		

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

7:00 AM	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	3	6	0	0	0	9	8	3	3	0	0	14	0	1	0	78	0	79	0	0	0	0	0	0	0	0	0	0	102		
7:15 AM	0	4	0	0	0	4	3	2	1	0	0	6	0	0	0	90	0	90	0	0	0	0	0	0	1	0	1	0	2	102	
7:30 AM	0	4	0	0	0	4	7	1	2	0	0	10	0	2	0	90	0	92	0	0	0	0	0	0	0	0	0	0	106		
7:45 AM	0	8	0	0	0	8	8	0	7	0	0	15	0	0	0	111	0	111	0	0	0	0	0	0	0	0	0	0	134		
Total Volume	3	22	0	0	0	25	26	6	13	0	0	45	0	3	0	369	0	372	0	0	0	0	0	0	1	0	1	0	2	444	
% Approach Total	12.0	88.0	0.0	0.0	0.0		57.8	13.3	28.9	0.0	0.0		0.0	0.8	0.0	99.2	0.0		0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0			
PHF	0.250	0.688	0.000	0.000	0.000	0.694	0.813	0.500	0.464	0.000	0.000	0.750	0.000	0.375	0.000	0.831	0.000	0.838	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.828	
Cars	3	20	0	0	0	23	26	2	13	0	0	41	0	3	0	368	0	371	0	0	0	0	0	0	1	0	0	0	1	436	
Cars %	100.0	90.9	0.0	0.0	0.0	92.0	100.0	33.3	100.0	0.0	0.0	91.1	0.0	100.0	0.0	99.7	0.0	99.7	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	50.0	98.2	
Heavy Vehicles	0	2	0	0	0	2	0	4	0	0	0	4	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	9		
Heavy Vehicles %	0.0	9.1	0.0	0.0	0.0	8.0	0.0	66.7	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	2.0	
Cars Enter Leg	3	20	0	0	0	23	26	2	13	0	0	41	0	3	0	368	0	371	0	0	0	0	0	0	1	0	0	0	1	436	
Heavy Enter Leg	0	2	0	0	0	2	0	4	0	0	0	4	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	9		
Total Entering Leg	3	22	0	0	0	25	26	6	13	0	0	45	0	3	0	369	0	372	0	0	0	0	0	0	2	0	1	0	3	445	
Cars Exiting Leg						29						0						0										5	436		
Heavy Exiting Leg						0						1						0										4	9		
Total Exiting Leg						29						1						0										9	445		

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Cars**

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	3	6	0	0	0	9	8	1	3	0	0	12	0	1	0	77	0	78	0	0	0	0	0	0	0	0	0	0	0	0	99
7:15 AM	0	2	0	0	0	2	3	1	1	0	0	5	0	0	0	90	0	90	0	0	0	0	0	0	1	0	0	0	0	0	98
7:30 AM	0	4	0	0	0	4	7	0	2	0	0	9	0	2	0	90	0	92	0	0	0	0	0	0	0	0	0	0	0	0	105
7:45 AM	0	8	0	0	0	8	8	0	7	0	0	15	0	0	0	111	0	111	0	0	0	0	0	0	0	0	0	0	0	0	134
<b>Total</b>	<b>3</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>26</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>368</b>	<b>0</b>	<b>371</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>436</b>
8:00 AM	0	1	0	0	0	1	9	1	3	0	0	13	0	2	0	79	0	81	0	0	0	0	0	0	0	0	0	0	0	0	95
8:15 AM	0	3	0	1	0	4	3	2	2	0	0	7	0	4	0	78	0	82	0	0	0	0	0	0	0	0	0	0	0	0	93
8:30 AM	0	8	0	0	0	8	7	0	4	0	0	11	0	3	0	94	0	97	0	0	0	0	0	0	0	0	0	0	0	0	116
8:45 AM	2	4	0	0	1	7	8	3	1	0	0	12	0	0	0	95	0	95	0	0	0	0	0	0	0	0	0	0	0	0	114
<b>Total</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>27</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>346</b>	<b>0</b>	<b>355</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>418</b>
Grand Total	5	36	0	1	1	43	53	8	23	0	0	84	0	12	0	714	0	726	0	0	0	0	0	0	1	0	0	0	0	0	854
Approach %	11.6	83.7	0.0	2.3	2.3	63.1	9.5	27.4	0.0	0.0	0.0	1.7	0.0	98.3	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.6	4.2	0.0	0.1	0.1	5.0	6.2	0.9	2.7	0.0	0.0	9.8	0.0	1.4	0.0	83.6	0.0	85.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	
Exiting Leg Total	66						1						0						774						13						854

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

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:45 AM	0	8	0	0	0	8	8	0	7	0	0	15	0	0	0	111	0	111	0	0	0	0	0	0	0	0	0	0	0	0	134
8:00 AM	0	1	0	0	0	1	9	1	3	0	0	13	0	2	0	79	0	81	0	0	0	0	0	0	0	0	0	0	0	0	95
8:15 AM	0	3	0	1	0	4	3	2	2	0	0	7	0	4	0	78	0	82	0	0	0	0	0	0	0	0	0	0	0	0	93
8:30 AM	0	8	0	0	0	8	7	0	4	0	0	11	0	3	0	94	0	97	0	0	0	0	0	0	0	0	0	0	0	0	116
Total Volume	0	20	0	1	0	21	27	3	16	0	0	46	0	9	0	362	0	371	0	0	0	0	0	0	0	0	0	0	0	0	438
% Approach Total	0.0	95.2	0.0	4.8	0.0	58.7	6.5	34.8	0.0	0.0	0.0	2.4	0.0	97.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.625	0.000	0.250	0.000	0.656	0.750	0.375	0.571	0.000	0.000	0.767	0.000	0.563	0.000	0.815	0.000	0.836	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.817
Entering Leg	0	20	0	1	0	21	27	3	16	0	0	46	0	9	0	362	0	371	0	0	0	0	0	0	0	0	0	0	0	0	438
Exiting Leg	36						1						0						398						3						438
<b>Total</b>	<b>57</b>						<b>47</b>						<b>371</b>						<b>398</b>						<b>3</b>						<b>876</b>

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	
7:15 AM	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	5		
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>			
Grand Total	0	3	0	0	1	4	0	4	0	0	0	4	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0	0	12		
Approach %	0.0	75.0	0.0	0.0	25.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0			
Total %	0.0	25.0	0.0	0.0	8.3	33.3	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8.3	0.0	8.3	0.0	0.0	16.7		
Exiting Leg Total	1						1						0						6						4						12
Large Trucks	0	2	0	0	1	3	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8		
% Large Trucks	0.0	66.7	0.0	0.0	100.0	75.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	50.0	66.7	
Exiting Leg Total	1						1						0						2						4						8
Buses	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3		
% Buses	0.0	33.3	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0		
Exiting Leg Total	0						0						0						3						0						3

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

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3		
7:15 AM	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	5		
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Volume	0	2	0	0	0	2	0	4	0	0	0	4	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	9		
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.450	
Large Trucks	0	2	0	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7		
Large Trucks %	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	50.0	77.8	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1		
Trucks Enter Leg	0	2	0	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7		
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
Total Entering Leg	0	2	0	0	0	2	0	4	0	0	0	4	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	8		
Trucks Exiting Leg	0						1						0						2						4						7
Buses Exiting Leg	0						0						0						1						0						1
Total Exiting Leg	0						1						0						3						4						8

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Large Trucks**

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total							
	North						Northeast						East						West						Northwest													
	Hard Righ	Right	Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Right	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Left	Hard Left	U-Turn	Total								
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		
Grand Total	0	2	0	0	1	3	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	
Approach %	0.0	66.7	0.0	0.0	33.3		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0			
Total %	0.0	25.0	0.0	0.0	12.5	37.5	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	12.5	0.0	0.0		0.0	0.0	12.5	0.0	0.0			
Exiting Leg Total						1					1						0						2												4	8		

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

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total						
	North						Northeast						East						West						Northwest												
	Hard Righ	Right	Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Right	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Left	Hard Left	U-Turn	Total							
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:15 AM	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	2	0	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.250	0.000	0.000		0.000	0.000	0.250	0.000	0.438		
Entering Leg	0	2	0	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
Exiting Leg						0					1						0						2												4	7	
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>		



PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



**Buses**

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Righ	Right	Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Left	Hard Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>			
Grand Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	3		
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	66.7	0.0	66.7		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						3						0						3

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

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Righ	Right	Left	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Hard Left	U-Turn	Total	Hard Righ	Right	Bear Righ	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Left	Left	Hard Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
Total Volume	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
Exiting Leg	0						0						0						2						0						2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>			

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM



**Bicycles (on Roadway and Crosswalks)**

	Jersey Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total				
	North									Northeast									East									West									Northwest													
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total										
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	1	0	6	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:45 AM	1	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	1	0	0	0	0	1	1	3	0	0	0	0	0	2	1	3	0	0	0	2	0	3	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
Grand Total	1	0	0	0	0	1	1	3	0	0	0	0	0	4	2	6	0	0	0	3	0	9	6	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
Approach %	33.3	0.0	0.0	0.0	0.0	33.3	33.3		0.0	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	16.7	0.0	50.0	33.3		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Total %	3.7	0.0	0.0	0.0	0.0	3.7	3.7	11.1	0.0	0.0	0.0	0.0	0.0	14.8	7.4	22.2	0.0	0.0	0.0	11.1	0.0	33.3	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Exiting Leg Total	2								6								15								3								1								27									

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

	Jersey Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total			
	North									Northeast									East									West									Northwest												
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total									
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	1	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total Volume	1	0	0	0	0	1	1	3	0	0	0	0	0	2	1	3	0	0	0	2	0	3	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
% Approach Total	33.3	0.0	0.0	0.0	0.0	33.3	33.3		0.0	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	20.0	0.0	30.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0									
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.375	0.000	0.000	0.000	0.500	0.000	0.375	0.313	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000									0.444
Entering Leg	1								3								10								0								0								16								
Exiting Leg	2								3								8								2								1								16								
Total	5								6								18								2								1								32								

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Pedestrians**

	Jersey Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total
	North									Northeast									East									West									Northwest									
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total		Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total		Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total		
7:00 AM	0	0	0	0	0	6	6	12		0	0	0	0	0	11	10	21		0	0	0	0	0	14	10	24		0	0	0	0	0	4	1	5		0	0	0	0	0	2	5	7		69
7:15 AM	0	0	0	0	0	2	6	8		0	0	0	0	0	7	9	16		0	0	0	0	0	6	12	18		0	0	0	0	0	0	0	0		0	0	0	0	0	1	1	2		44
7:30 AM	0	0	0	0	0	14	23	37		0	0	0	0	0	27	18	45		0	0	0	0	0	39	25	64		0	0	0	0	0	3	3	0		0	0	0	0	0	0	0	0		149
7:45 AM	0	0	0	0	0	9	6	15		0	0	0	0	0	18	16	34		0	0	0	0	0	20	24	44		0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	1		94
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>41</b>	<b>72</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>53</b>	<b>116</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>71</b>	<b>150</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>8</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>10</b>		<b>356</b>
8:00 AM	0	0	0	0	0	9	7	16		0	0	0	0	0	20	17	37		0	0	0	0	0	22	20	42		0	0	0	0	0	0	0	0		0	0	0	0	0	2	1	3		98
8:15 AM	0	0	0	0	0	7	4	11		0	0	0	0	0	22	20	42		0	0	0	0	0	28	22	50		0	0	0	0	0	0	0	0		0	0	0	0	0	3	3	6		109
8:30 AM	0	0	0	0	0	14	7	21		0	0	0	0	0	29	18	47		0	0	0	0	0	38	17	55		0	0	0	0	0	0	0	0		0	0	0	0	0	1	5	6		129
8:45 AM	0	0	0	0	0	11	11	22		0	0	0	0	0	30	20	50		0	0	0	0	0	36	25	61		0	0	0	0	0	1	1	0		0	0	0	0	0	2	9	11		145
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>29</b>	<b>70</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>75</b>	<b>176</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>84</b>	<b>208</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>18</b>	<b>26</b>		<b>481</b>
Grand Total	0	0	0	0	0	72	70	142		0	0	0	0	0	164	128	292		0	0	0	0	0	203	155	358		0	0	0	0	0	4	5	9		0	0	0	0	0	11	25	36		837
Approach %	0.0	0.0	0.0	0.0	0.0	50.7	49.3		0.0	0.0	0.0	0.0	0.0	56.2	43.8		0.0	0.0	0.0	0.0	0.0	56.7	43.3		0.0	0.0	0.0	0.0	0.0	44.4	55.6		0.0	0.0	0.0	0.0	0.0	30.6	69.4							
Total %	0.0	0.0	0.0	0.0	0.0	8.6	8.4	17.0		0.0	0.0	0.0	0.0	0.0	19.6	15.3	34.9		0.0	0.0	0.0	0.0	0.0	24.3	18.5	42.8		0.0	0.0	0.0	0.0	0.0	0.5	0.6	1.1		0.0	0.0	0.0	0.0	0.0	1.3	3.0	4.3		
Exiting Leg Total	142									292									358									9									36									837

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

	Jersey Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total
	North									Northeast									East									West									Northwest									
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total		Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total		Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total		
8:00 AM	0	0	0	0	0	9	7	16		0	0	0	0	0	20	17	37		0	0	0	0	0	22	20	42		0	0	0	0	0	0	0	0		0	0	0	0	0	2	1	3		98
8:15 AM	0	0	0	0	0	7	4	11		0	0	0	0	0	22	20	42		0	0	0	0	0	28	22	50		0	0	0	0	0	0	0	0		0	0	0	0	0	3	3	6		109
8:30 AM	0	0	0	0	0	14	7	21		0	0	0	0	0	29	18	47		0	0	0	0	0	38	17	55		0	0	0	0	0	0	0	0		0	0	0	0	0	1	5	6		129
8:45 AM	0	0	0	0	0	11	11	22		0	0	0	0	0	30	20	50		0	0	0	0	0	36	25	61		0	0	0	0	0	1	1	0		0	0	0	0	0	2	9	11		145
Total Volume	0	0	0	0	0	41	29	70		0	0	0	0	0	101	75	176		0	0	0	0	0	124	84	208		0	0	0	0	0	1	1	0		0	0	0	0	0	8	18	26		481
% Approach Total	0.0	0.0	0.0	0.0	0.0	58.6	41.4		0.0	0.0	0.0	0.0	0.0	57.4	42.6		0.0	0.0	0.0	0.0	0.0	59.6	40.4		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	30.8	69.2							
PHF	0.000	0.000	0.000	0.000	0.000	0.732	0.659	0.795		0.000	0.000	0.000	0.000	0.000	0.842	0.938	0.880		0.000	0.000	0.000	0.000	0.000	0.816	0.840	0.852		0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.000	0.667	0.500	0.591		0.829	
Entering Leg	0	0	0	0	0	41	29	70		0	0	0	0	0	101	75	176		0	0	0	0	0	124	84	208		0	0	0	0	0	1	1	0		0	0	0	0	0	8	18	26		481
Exiting Leg	70									176									208									1									26									481
Total	140									352									416									2									52									962

PDI File #: 175839 L

Location: N: Jersey Street NE: Carriage Road NW: Carriage Road

Location: E: Park Drive W: Park Drive

City, State: Boston, MA

Client: VHB/ C. Bouchard

Site Code: 82875.17

Count Date: Monday, September 11, 2017

Start Time: 4:00 PM

End Time: 6:00 PM

Class:



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

Cars and Heavy Vehicles (Combined)

Table with columns for Jersey Street, Carriage Road, Park Drive (East/West), and Carriage Road (Northwest). Rows include time intervals (4:00 PM to 5:45 PM), Grand Total, Approach %, Total %, and Exiting Leg Total for Cars and Heavy Vehicles.

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

Table showing Peak Hour Analysis for 4:30 PM, 4:45 PM, 5:00 PM, and 5:15 PM. Columns are the same as the main table. Rows include Total Volume, % Approach Total, PHF, and detailed vehicle counts for Cars and Heavy Vehicles.

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Cars**

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	2	0	0	0	0	2	6	2	0	0	0	8	0	3	1	84	0	88	0	0	0	0	0	0	0	0	0	0	0	0	98
4:15 PM	4	1	0	0	0	5	13	10	0	0	0	23	0	8	2	68	0	78	0	0	0	0	0	0	0	0	0	0	0	0	106
4:30 PM	4	2	0	0	0	6	7	4	0	0	0	11	0	0	1	104	0	105	0	0	0	0	0	0	0	0	0	0	0	0	122
4:45 PM	4	2	0	0	0	6	4	6	1	0	0	11	0	3	1	114	0	118	0	0	0	0	0	0	0	0	0	0	0	0	135
<b>Total</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>30</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>370</b>	<b>0</b>	<b>389</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>461</b>
5:00 PM	4	3	0	0	0	7	4	1	3	0	0	8	0	5	2	84	0	91	0	0	0	0	0	0	0	0	0	0	0	0	106
5:15 PM	0	4	0	0	0	4	8	1	0	0	0	9	0	2	3	108	0	113	0	0	0	0	0	0	0	0	0	0	0	0	126
5:30 PM	8	4	0	0	0	12	2	3	2	0	0	7	0	2	5	91	0	98	0	0	0	0	0	0	0	0	0	0	0	0	117
5:45 PM	8	3	0	0	0	11	2	2	3	0	0	7	0	5	1	85	0	91	0	0	0	0	0	0	0	0	0	0	0	0	109
<b>Total</b>	<b>20</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>16</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>14</b>	<b>11</b>	<b>368</b>	<b>0</b>	<b>393</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>458</b>
Grand Total	34	19	0	0	0	53	46	29	9	0	0	84	0	28	16	738	0	782	0	0	0	0	0	0	0	0	0	0	0	0	919
Approach %	64.2	35.8	0.0	0.0	0.0		54.8	34.5	10.7	0.0	0.0		0.0	3.6	2.0	94.4	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	3.7	2.1	0.0	0.0	0.0	5.8	5.0	3.2	1.0	0.0	0.0	9.1	0.0	3.0	1.7	80.3	0.0	85.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	74						0						0						766						79						919

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

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:30 PM	4	2	0	0	0	6	7	4	0	0	0	11	0	0	1	104	0	105	0	0	0	0	0	0	0	0	0	0	0	0	122
4:45 PM	4	2	0	0	0	6	4	6	1	0	0	11	0	3	1	114	0	118	0	0	0	0	0	0	0	0	0	0	0	0	135
5:00 PM	4	3	0	0	0	7	4	1	3	0	0	8	0	5	2	84	0	91	0	0	0	0	0	0	0	0	0	0	0	0	106
5:15 PM	0	4	0	0	0	4	8	1	0	0	0	9	0	2	3	108	0	113	0	0	0	0	0	0	0	0	0	0	0	0	126
Total Volume	12	11	0	0	0	23	23	12	4	0	0	39	0	10	7	410	0	427	0	0	0	0	0	0	0	0	0	0	0	0	489
% Approach Total	52.2	47.8	0.0	0.0	0.0		59.0	30.8	10.3	0.0	0.0		0.0	2.3	1.6	96.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.750	0.688	0.000	0.000	0.000	0.821	0.719	0.500	0.333	0.000	0.000	0.886	0.000	0.500	0.583	0.899	0.000	0.905	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.906
Entering Leg	12	11	0	0	0	23	23	12	4	0	0	39	0	10	7	410	0	427	0	0	0	0	0	0	0	0	0	0	0	0	489
Exiting Leg	33						0						425						31						489						
<b>Total</b>	<b>56</b>						<b>39</b>						<b>427</b>						<b>425</b>						<b>31</b>						<b>978</b>

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
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 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2			
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>				
Grand Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	11			
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	0.0	18.2	0.0	0.0	0.0	81.8	0.0	81.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	0						0						0						9						2						11
Large Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2			
% Large Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2			
Exiting Leg Total	0						0						0						1						1						2
Buses	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	9			
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	88.9	0.0	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.8			
Exiting Leg Total	0						0						0						8						1						9

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

4:00 PM	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	5			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	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			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625			
Large Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2			
Large Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0			
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3			
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0			
Trucks Enter Leg	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2			
Bus Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3			
Total Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	5			
Trucks Exiting Leg	0						0						0						1						1						2
Buses Exiting Leg	0						0						0						3						0						3
Total Exiting Leg	0						0						0						4						1						5

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



PRECISION  
 DATA  
 INDUSTRIES, LLC

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

**Large Trucks**

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						1						1		2				

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

4:00 PM	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0						0						0						1						1		2				
Total	0						1						1						1						1		4				

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



**Buses**

	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2			
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>				
Grand Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	9			
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	88.9	0.0	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Exiting Leg Total	0						0						0						8						1						9

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

4:45 PM	Jersey Street						Carriage Road						Park Drive						Park Drive						Carriage Road						Total
	North						Northeast						East						West						Northwest						
	Hard Right	Right	Left	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	Total	Hard Right	Right	Bear Right	Thru	U-Turn	Total	Thru	Bear Left	Left	Hard Left	U-Turn	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2			
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2			
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	6			
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.625	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750			
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	6			
Exiting Leg	0						0						0						5						1						6
Total	0						1						5						5						1						12



PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM



**Bicycles (on Roadway and Crosswalks)**

	Jersey Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total
	North									Northeast									East									West									Northwest									
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6					
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6					
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	1	0	1	0	5	10	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19					
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	4	0	2	0	1	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15					
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5					
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8					
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9					
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	0	7	0	4	0	6	16	33	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	37					
<b>Grand Total</b>	0	0	0	0	0	0	0	0	2	0	0	0	0	1	2	5	0	8	0	5	0	11	26	50	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	56					
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	40.0	0.0	16.0	0.0	10.0	0.0	22.0	52.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	1.8	3.6	8.9	0.0	14.3	0.0	8.9	0.0	19.6	46.4	89.3	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Exiting Leg Total	10									3									37									6									0	56								

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

	Jersey Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total
	North									Northeast									East									West									Northwest									
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	4	0	2	0	1	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15					
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5					
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8					
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9					
<b>Total Volume</b>	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	0	7	0	4	0	6	16	33	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	37					
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	21.2	0.0	12.1	0.0	18.2	48.5	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.000	0.438	0.000	0.500	0.000	0.500	0.667	0.635	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.617					
Entering Leg	0									1									0									1									0	37								
Exiting Leg	8									2									22									5									0	37								
<b>Total</b>	8									5									55									6									0	74								

PDI File #: 175839 L  
 Location: N: Jersey Street NE: Carriage Road NW: Carriage Road  
 Location: E: Park Drive W: Park Drive  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Pedestrians**

	Jersey Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total
	North									Northeast									East									West									Northwest									
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
4:00 PM	0	0	0	0	0	17	4	21	0	0	0	0	0	23	41	64	0	0	0	0	0	34	42	76	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	9	170					
4:15 PM	0	0	0	0	0	13	23	36	0	0	0	0	0	27	33	60	0	0	0	0	0	30	36	66	0	0	0	0	0	1	2	3	0	0	0	0	0	1	2	3	168					
4:30 PM	0	0	0	0	0	18	14	32	0	0	0	0	0	29	55	84	0	0	0	0	0	41	63	104	0	0	0	0	0	1	0	1	0	0	0	0	0	3	4	7	228					
4:45 PM	0	0	0	0	0	23	25	48	0	0	0	0	0	15	70	85	0	0	0	0	0	25	76	101	0	0	0	0	0	0	1	1	0	0	0	0	0	1	7	8	243					
<b>Total</b>	0	0	0	0	0	71	66	137	0	0	0	0	0	94	199	293	0	0	0	0	0	130	217	347	0	0	0	0	0	2	3	5	0	0	0	0	0	6	21	27	809					
5:00 PM	0	0	0	0	0	22	17	39	0	0	0	0	0	39	63	102	0	0	0	0	0	43	64	107	0	0	0	0	0	1	3	4	0	0	0	0	0	5	8	13	265					
5:15 PM	0	0	0	0	0	37	13	50	0	0	0	0	0	36	50	86	0	0	0	0	0	48	57	105	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	245					
5:30 PM	0	0	0	0	0	39	27	66	0	0	0	0	0	54	59	113	0	0	0	0	0	62	67	129	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	4	314					
5:45 PM	0	0	0	0	0	27	25	52	0	0	0	0	0	41	51	92	0	0	0	0	0	53	55	108	0	0	0	0	0	0	1	1	0	0	0	0	0	1	3	4	257					
<b>Total</b>	0	0	0	0	0	125	82	207	0	0	0	0	0	170	223	393	0	0	0	0	0	206	243	449	0	0	0	0	0	1	8	9	0	0	0	0	0	6	17	23	1081					
Grand Total	0	0	0	0	0	196	148	344	0	0	0	0	0	264	422	686	0	0	0	0	0	336	460	796	0	0	0	0	0	3	11	14	0	0	0	0	0	12	38	50	1890					
Approach %	0.0	0.0	0.0	0.0	0.0	57.0	43.0		0.0	0.0	0.0	0.0	0.0	38.5	61.5		0.0	0.0	0.0	0.0	0.0	42.2	57.8		0.0	0.0	0.0	0.0	0.0	21.4	78.6		0.0	0.0	0.0	0.0	0.0	24.0	76.0							
Total %	0.0	0.0	0.0	0.0	0.0	10.4	7.8	18.2	0.0	0.0	0.0	0.0	0.0	14.0	22.3	36.3	0.0	0.0	0.0	0.0	0.0	17.8	24.3	42.1	0.0	0.0	0.0	0.0	0.0	0.2	0.6	0.7	0.0	0.0	0.0	0.0	0.0	0.6	2.0	2.6						
Exiting Leg Total	344									686									796									14									50									1890

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

	Jersey Street									Carriage Road									Park Drive									Park Drive									Carriage Road									Total
	North									Northeast									East									West									Northwest									
	Hard Right	Right	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Right	Bear Right	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Bear Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Left	Left	Hard Left	U-Turn	CW-NEB	CW-SWB	Total						
5:00 PM	0	0	0	0	0	22	17	39	0	0	0	0	0	39	63	102	0	0	0	0	0	43	64	107	0	0	0	0	0	1	3	4	0	0	0	0	0	5	8	13	265					
5:15 PM	0	0	0	0	0	37	13	50	0	0	0	0	0	36	50	86	0	0	0	0	0	48	57	105	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	245					
5:30 PM	0	0	0	0	0	39	27	66	0	0	0	0	0	54	59	113	0	0	0	0	0	62	67	129	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	4	314					
5:45 PM	0	0	0	0	0	27	25	52	0	0	0	0	0	41	51	92	0	0	0	0	0	53	55	108	0	0	0	0	0	0	1	1	0	0	0	0	0	1	3	4	257					
Total Volume	0	0	0	0	0	125	82	207	0	0	0	0	0	170	223	393	0	0	0	0	0	206	243	449	0	0	0	0	0	1	8	9	0	0	0	0	0	6	17	23	1081					
% Approach Total	0.0	0.0	0.0	0.0	0.0	60.4	39.6		0.0	0.0	0.0	0.0	0.0	43.3	56.7		0.0	0.0	0.0	0.0	0.0	45.9	54.1		0.0	0.0	0.0	0.0	0.0	11.1	88.9		0.0	0.0	0.0	0.0	0.0	26.1	73.9							
PHF	0.000	0.000	0.000	0.000	0.000	0.801	0.759	0.784	0.000	0.000	0.000	0.000	0.000	0.787	0.885	0.869	0.000	0.000	0.000	0.000	0.000	0.831	0.907	0.870	0.000	0.000	0.000	0.000	0.000	0.250	0.667	0.563	0.000	0.000	0.000	0.000	0.000	0.300	0.531	0.442	0.861					
Entering Leg	0									0									0									0									0									1081
Exiting Leg	207									393									449									9									23									1081
Total	414									786									898									18									46									2162

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	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	2	11	0	13	8	178	2	0	188	11	5	1	0	17	14	208	5	0	227	445
7:15 AM	3	3	15	0	21	10	182	0	0	192	6	3	0	0	9	5	237	5	0	247	469
7:30 AM	2	1	13	0	16	11	178	5	0	194	8	4	0	0	12	6	283	6	0	295	517
7:45 AM	3	2	11	0	16	12	173	3	0	188	10	6	0	0	16	7	260	4	0	271	491
<b>Total</b>	<b>8</b>	<b>8</b>	<b>50</b>	<b>0</b>	<b>66</b>	<b>41</b>	<b>711</b>	<b>10</b>	<b>0</b>	<b>762</b>	<b>35</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>32</b>	<b>988</b>	<b>20</b>	<b>0</b>	<b>1040</b>	<b>1922</b>
8:00 AM	2	2	17	0	21	13	167	3	1	184	8	3	3	0	14	7	243	11	0	261	480
8:15 AM	5	1	13	0	19	17	150	1	0	168	11	3	0	0	14	9	249	10	0	268	469
8:30 AM	3	1	12	0	16	4	160	2	0	166	11	4	1	0	16	9	244	10	0	263	461
8:45 AM	5	1	26	0	32	12	162	4	0	178	9	1	0	0	10	9	228	10	0	247	467
<b>Total</b>	<b>15</b>	<b>5</b>	<b>68</b>	<b>0</b>	<b>88</b>	<b>46</b>	<b>639</b>	<b>10</b>	<b>1</b>	<b>696</b>	<b>39</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>54</b>	<b>34</b>	<b>964</b>	<b>41</b>	<b>0</b>	<b>1039</b>	<b>1877</b>
Grand Total	23	13	118	0	154	87	1350	20	1	1458	74	29	5	0	108	66	1952	61	0	2079	3799
Approach %	14.9	8.4	76.6	0.0		6.0	92.6	1.4	0.1		68.5	26.9	4.6	0.0		3.2	93.9	2.9	0.0		
Total %	0.6	0.3	3.1	0.0	4.1	2.3	35.5	0.5	0.0	38.4	1.9	0.8	0.1	0.0	2.8	1.7	51.4	1.6	0.0	54.7	
Exiting Leg Total	177					2145					99					1378					3799
Cars	22	10	106	0	138	79	1320	11	1	1411	64	27	2	0	93	56	1901	55	0	2012	3654
% Cars	95.7	76.9	89.8	0.0	89.6	90.8	97.8	55.0	100.0	96.8	86.5	93.1	40.0	0.0	86.1	84.8	97.4	90.2	0.0	96.8	96.2
Exiting Leg Total	161					2072					77					1344					3654
Heavy Vehicles	1	3	12	0	16	8	30	9	0	47	10	2	3	0	15	10	51	6	0	67	145
% Heavy Vehicles	4.3	23.1	10.2	0.0	10.4	9.2	2.2	45.0	0.0	3.2	13.5	6.9	60.0	0.0	13.9	15.2	2.6	9.8	0.0	3.2	3.8
Exiting Leg Total	16					73					22					34					145

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

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	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	3	3	15	0	21	10	182	0	0	192	6	3	0	0	9	5	237	5	0	247	469
7:30 AM	2	1	13	0	16	11	178	5	0	194	8	4	0	0	12	6	283	6	0	295	517
7:45 AM	3	2	11	0	16	12	173	3	0	188	10	6	0	0	16	7	260	4	0	271	491
8:00 AM	2	2	17	0	21	13	167	3	1	184	8	3	3	0	14	7	243	11	0	261	480
Total Volume	10	8	56	0	74	46	700	11	1	758	32	16	3	0	51	25	1023	26	0	1074	1957
% Approach Total	13.5	10.8	75.7	0.0		6.1	92.3	1.5	0.1		62.7	31.4	5.9	0.0		2.3	95.3	2.4	0.0		
PHF	0.833	0.667	0.824	0.000	0.881	0.885	0.962	0.550	0.250	0.977	0.800	0.667	0.250	0.000	0.797	0.893	0.904	0.591	0.000	0.910	0.946
Cars	10	5	50	0	65	41	686	7	1	735	25	16	0	0	41	20	998	24	0	1042	1883
Cars %	100.0	62.5	89.3	0.0	87.8	89.1	98.0	63.6	100.0	97.0	78.1	100.0	0.0	0.0	80.4	80.0	97.6	92.3	0.0	97.0	96.2
Heavy Vehicles	0	3	6	0	9	5	14	4	0	23	7	0	3	0	10	5	25	2	0	32	74
Heavy Vehicles %	0.0	37.5	10.7	0.0	12.2	10.9	2.0	36.4	0.0	3.0	21.9	0.0	100.0	0.0	19.6	20.0	2.4	7.7	0.0	3.0	3.8
Cars Enter Leg	10	5	50	0	65	41	686	7	1	735	25	16	0	0	41	20	998	24	0	1042	1883
Heavy Enter Leg	0	3	6	0	9	5	14	4	0	23	7	0	3	0	10	5	25	2	0	32	74
Total Entering Leg	10	8	56	0	74	46	700	11	1	758	32	16	3	0	51	25	1023	26	0	1074	1957
Cars Exiting Leg	81					1074					32					696					1883
Heavy Exiting Leg	7					38					12					17					74
Total Exiting Leg	88					1112					44					713					1957

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Cars**

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	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	2	9	0	11	7	174	1	0	182	11	3	1	0	15	13	199	5	0	217	425
7:15 AM	3	2	13	0	18	9	178	0	0	187	4	3	0	0	7	5	227	5	0	237	449
7:30 AM	2	0	11	0	13	11	175	3	0	189	5	4	0	0	9	5	277	6	0	288	499
7:45 AM	3	2	10	0	15	10	172	2	0	184	9	6	0	0	15	4	257	3	0	264	478
<b>Total</b>	<b>8</b>	<b>6</b>	<b>43</b>	<b>0</b>	<b>57</b>	<b>37</b>	<b>699</b>	<b>6</b>	<b>0</b>	<b>742</b>	<b>29</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>960</b>	<b>19</b>	<b>0</b>	<b>1006</b>	<b>1851</b>
8:00 AM	2	1	16	0	19	11	161	2	1	175	7	3	0	0	10	6	237	10	0	253	457
8:15 AM	5	1	11	0	17	17	145	0	0	162	10	3	0	0	13	7	244	8	0	259	451
8:30 AM	2	1	11	0	14	3	157	1	0	161	11	4	1	0	16	9	238	10	0	257	448
8:45 AM	5	1	25	0	31	11	158	2	0	171	7	1	0	0	8	7	222	8	0	237	447
<b>Total</b>	<b>14</b>	<b>4</b>	<b>63</b>	<b>0</b>	<b>81</b>	<b>42</b>	<b>621</b>	<b>5</b>	<b>1</b>	<b>669</b>	<b>35</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>941</b>	<b>36</b>	<b>0</b>	<b>1006</b>	<b>1803</b>
Grand Total	22	10	106	0	138	79	1320	11	1	1411	64	27	2	0	93	56	1901	55	0	2012	3654
Approach %	15.9	7.2	76.8	0.0		5.6	93.6	0.8	0.1		68.8	29.0	2.2	0.0		2.8	94.5	2.7	0.0		
Total %	0.6	0.3	2.9	0.0	3.8	2.2	36.1	0.3	0.0	38.6	1.8	0.7	0.1	0.0	2.5	1.5	52.0	1.5	0.0	55.1	
Exiting Leg Total	161					2072					77					1344					3654

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

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	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	2	0	11	0	13	11	175	3	0	189	5	4	0	0	9	5	277	6	0	288	499
7:45 AM	3	2	10	0	15	10	172	2	0	184	9	6	0	0	15	4	257	3	0	264	478
8:00 AM	2	1	16	0	19	11	161	2	1	175	7	3	0	0	10	6	237	10	0	253	457
8:15 AM	5	1	11	0	17	17	145	0	0	162	10	3	0	0	13	7	244	8	0	259	451
Total Volume	12	4	48	0	64	49	653	7	1	710	31	16	0	0	47	22	1015	27	0	1064	1885
% Approach Total	18.8	6.3	75.0	0.0		6.9	92.0	1.0	0.1		66.0	34.0	0.0	0.0		2.1	95.4	2.5	0.0		
PHF	0.600	0.500	0.750	0.000	0.842	0.721	0.933	0.583	0.250	0.939	0.775	0.667	0.000	0.000	0.783	0.786	0.916	0.675	0.000	0.924	0.944
Entering Leg	12	4	48	0	64	49	653	7	1	710	31	16	0	0	47	22	1015	27	0	1064	1885
Exiting Leg																33					665
Total	156					1805					80					1729					3770

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	2	0	2	1	4	1	0	6	0	2	0	0	2	1	9	0	0	10	20
7:15 AM	0	1	2	0	3	1	4	0	0	5	2	0	0	0	2	0	10	0	0	10	20
7:30 AM	0	1	2	0	3	0	3	2	0	5	3	0	0	0	3	1	6	0	0	7	18
7:45 AM	0	0	1	0	1	2	1	1	0	4	1	0	0	0	1	3	3	1	0	7	13
<b>Total</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>71</b>
8:00 AM	0	1	1	0	2	2	6	1	0	9	1	0	3	0	4	1	6	1	0	8	23
8:15 AM	0	0	2	0	2	0	5	1	0	6	1	0	0	0	1	2	5	2	0	9	18
8:30 AM	1	0	1	0	2	1	3	1	0	5	0	0	0	0	0	0	6	0	0	6	13
8:45 AM	0	0	1	0	1	1	4	2	0	7	2	0	0	0	2	2	6	2	0	10	20
<b>Total</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>74</b>
Grand Total	1	3	12	0	16	8	30	9	0	47	10	2	3	0	15	10	51	6	0	67	145
Approach %	6.3	18.8	75.0	0.0		17.0	63.8	19.1	0.0		66.7	13.3	20.0	0.0		14.9	76.1	9.0	0.0		
Total %	0.7	2.1	8.3	0.0	11.0	5.5	20.7	6.2	0.0	32.4	6.9	1.4	2.1	0.0	10.3	6.9	35.2	4.1	0.0	46.2	
Exiting Leg Total	16					73					22					34					145
Large Trucks	1	3	6	0	10	6	21	2	0	29	5	2	2	0	9	9	27	5	0	41	89
% Large Trucks	100.0	100.0	50.0	0.0	62.5	75.0	70.0	22.2	0.0	61.7	50.0	100.0	66.7	0.0	60.0	90.0	52.9	83.3	0.0	61.2	61.4
Exiting Leg Total	13					38					14					24					89
Buses	0	0	6	0	6	2	9	7	0	18	5	0	1	0	6	1	24	1	0	26	56
% Buses	0.0	0.0	50.0	0.0	37.5	25.0	30.0	77.8	0.0	38.3	50.0	0.0	33.3	0.0	40.0	10.0	47.1	16.7	0.0	38.8	38.6
Exiting Leg Total	3					35					8					10					56

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

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	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	1	2	0	3	1	4	0	0	5	2	0	0	0	2	0	10	0	0	10	20
7:30 AM	0	1	2	0	3	0	3	2	0	5	3	0	0	0	3	1	6	0	0	7	18
7:45 AM	0	0	1	0	1	2	1	1	0	4	1	0	0	0	1	3	3	1	0	7	13
8:00 AM	0	1	1	0	2	2	6	1	0	9	1	0	3	0	4	1	6	1	0	8	23
Total Volume	0	3	6	0	9	5	14	4	0	23	7	0	3	0	10	5	25	2	0	32	74
% Approach Total	0.0	33.3	66.7	0.0		21.7	60.9	17.4	0.0		70.0	0.0	30.0	0.0		15.6	78.1	6.3	0.0		
PHF	0.000	0.750	0.750	0.000	0.750	0.625	0.583	0.500	0.000	0.639	0.583	0.000	0.250	0.000	0.625	0.417	0.625	0.500	0.000	0.800	0.804
Large Trucks	0	3	3	0	6	3	9	0	0	12	3	0	2	0	5	4	15	1	0	20	43
Large Trucks %	0.0	100.0	50.0	0.0	66.7	60.0	64.3	0.0	0.0	52.2	42.9	0.0	66.7	0.0	50.0	80.0	60.0	50.0	0.0	62.5	58.1
Buses	0	0	3	0	3	2	5	4	0	11	4	0	1	0	5	1	10	1	0	12	31
Buses %	0.0	0.0	50.0	0.0	33.3	40.0	35.7	100.0	0.0	47.8	57.1	0.0	33.3	0.0	50.0	20.0	40.0	50.0	0.0	37.5	41.9
Trucks Enter Leg	0	3	3	0	6	3	9	0	0	12	3	0	2	0	5	4	15	1	0	20	43
Bus Enter Leg	0	0	3	0	3	2	5	4	0	11	4	0	1	0	5	1	10	1	0	12	31
Total Entering Leg	0	3	6	0	9	5	14	4	0	23	7	0	3	0	10	5	25	2	0	32	74
Trucks Exiting Leg	4					21					7					11					43
Buses Exiting Leg	3					17					5					6					31
Total Exiting Leg	7					38					12					17					74

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Large Trucks**

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	1	4	0	0	5	0	2	0	0	2	1	2	0	0	3	11
7:15 AM	0	1	1	0	2	0	2	0	0	2	2	0	0	0	2	0	8	0	0	8	14
7:30 AM	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	8
7:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	1	1	0	4	6
<b>Total</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>39</b>
8:00 AM	0	1	0	0	1	2	5	0	0	7	0	0	2	0	2	1	4	0	0	5	15
8:15 AM	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	2	2	2	0	6	11
8:30 AM	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	9
8:45 AM	0	0	0	0	0	1	3	1	0	5	2	0	0	0	2	2	4	2	0	8	15
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>50</b>
Grand Total	1	3	6	0	10	6	21	2	0	29	5	2	2	0	9	9	27	5	0	41	89
Approach %	10.0	30.0	60.0	0.0		20.7	72.4	6.9	0.0		55.6	22.2	22.2	0.0		22.0	65.9	12.2	0.0		
Total %	1.1	3.4	6.7	0.0	11.2	6.7	23.6	2.2	0.0	32.6	5.6	2.2	2.2	0.0	10.1	10.1	30.3	5.6	0.0	46.1	
Exiting Leg Total	13					38					14					24					89

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

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	1	0	0	1	2	5	0	0	7	0	0	2	0	2	1	4	0	0	5	15
8:15 AM	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	2	2	2	0	6	11
8:30 AM	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	9
8:45 AM	0	0	0	0	0	1	3	1	0	5	2	0	0	0	2	2	4	2	0	8	15
Total Volume	1	1	2	0	4	4	13	2	0	19	2	0	2	0	4	5	14	4	0	23	50
% Approach Total	25.0	25.0	50.0	0.0		21.1	68.4	10.5	0.0		50.0	0.0	50.0	0.0		21.7	60.9	17.4	0.0		
PHF	0.250	0.250	0.500	0.000	0.500	0.500	0.650	0.500	0.000	0.679	0.250	0.000	0.250	0.000	0.500	0.625	0.875	0.500	0.000	0.719	0.833
Entering Leg	1	1	2	0	4	4	13	2	0	19	2	0	2	0	4	5	14	4	0	23	50
Exiting Leg	8					18					8					16					50
Total	12					37					12					39					100

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



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

**Buses**

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	9					
7:15 AM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	6					
7:30 AM	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	0	4	0	0	4	10					
7:45 AM	0	0	1	0	1	1	1	1	0	3	0	0	0	0	0	1	2	0	0	3	7					
<b>Total</b>	0	0	3	0	3	2	4	4	0	10	3	0	0	0	3	1	15	0	0	16	32					
8:00 AM	0	0	1	0	1	0	1	1	0	2	1	0	1	0	2	0	2	1	0	3	8					
8:15 AM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	7					
8:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4					
8:45 AM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	5					
<b>Total</b>	0	0	3	0	3	0	5	3	0	8	2	0	1	0	3	0	9	1	0	10	24					
<b>Grand Total</b>	0	0	6	0	6	2	9	7	0	18	5	0	1	0	6	1	24	1	0	26	56					
Approach %	0.0	0.0	100.0	0.0		11.1	50.0	38.9	0.0		83.3	0.0	16.7	0.0		3.8	92.3	3.8	0.0							
Total %	0.0	0.0	10.7	0.0	10.7	3.6	16.1	12.5	0.0	32.1	8.9	0.0	1.8	0.0	10.7	1.8	42.9	1.8	0.0	46.4						
Exiting Leg Total						3					35					8					10					56

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

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total					
	North					East					South					West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	9					
7:15 AM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	6					
7:30 AM	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	0	4	0	0	4	10					
7:45 AM	0	0	1	0	1	1	1	1	0	3	0	0	0	0	0	1	2	0	0	3	7					
<b>Total Volume</b>	0	0	3	0	3	2	4	4	0	10	3	0	0	0	3	1	15	0	0	16	32					
% Approach Total	0.0	0.0	100.0	0.0		20.0	40.0	40.0	0.0		100.0	0.0	0.0	0.0		6.3	93.8	0.0	0.0							
PHF	0.000	0.000	0.750	0.000	0.750	0.500	0.500	0.500	0.000	0.833	0.250	0.000	0.000	0.000	0.250	0.250	0.536	0.000	0.000	0.571	0.800					
Entering Leg						3					3					1					16					32
Exiting Leg						2					5					4					32					
<b>Total</b>						5					31					8					20					64

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street								Boylston Street								Kilmarnock Street								Boylston Street								Total						
	North								East								South								West														
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	1	0	0	1	3	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	4	0	3	0	0	0	1	4	9
7:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	6	0	2	0	0	0	0	0	0	0	0	0	0	2	0	9	
<b>Total</b>	0	4	1	0	0	1	6	0	1	0	0	0	0	1	1	7	0	0	0	0	1	9	0	5	0	0	0	0	1	6	0	5	0	0	0	1	6	22	
8:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4		
8:15 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	2	0	0	0	0	0	0	0	0	0	2	0	3		
8:30 AM	0	2	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	6		
8:45 AM	0	4	0	0	0	0	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	1	0	1	0	4	0	2	1	0	1	0	4	9	
<b>Total</b>	0	10	0	0	0	0	10	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	8	1	0	1	0	1	0	10	0	8	1	0	1	0	10	22	
Grand Total	0	14	1	0	0	1	16	0	3	0	0	0	3	1	7	0	0	0	1	9	0	13	1	0	1	1	1	16	0	13	1	0	1	1	16	44			
Approach %	0.0	87.5	6.3	0.0	0.0	6.3		0.0	100.0	0.0	0.0	0.0		11.1	77.8	0.0	0.0	0.0	11.1		0.0	81.3	6.3	0.0	6.3	6.3		0.0	81.3	6.3	0.0	6.3	6.3						
Total %	0.0	31.8	2.3	0.0	0.0	2.3	36.4	0.0	6.8	0.0	0.0	0.0	6.8	2.3	15.9	0.0	0.0	0.0	2.3	20.5	0.0	29.5	2.3	0.0	2.3	2.3	36.4	0.0	29.5	2.3	0.0	2.3	2.3	36.4					
Exiting Leg Total	9							15							15							5							44										

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

	Kilmarnock Street								Boylston Street								Kilmarnock Street								Boylston Street								Total		
	North								East								South								West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	3		
8:30 AM	0	2	0	0	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	6		
8:45 AM	0	4	0	0	0	0	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	1	0	4	0	2	1	0	1	0	4	9
9:00 AM	0	3	0	0	1	0	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	4	0	1	0	0	3	4	9	
<b>Total Volume</b>	0	10	0	0	1	0	11	0	3	0	0	0	3	0	0	0	0	0	0	0	0	8	1	0	1	3	13	0	8	1	0	1	3	13	27
% Approach Total	0.0	90.9	0.0	0.0	9.1	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	61.5	7.7	0.0	7.7	23.1		0.0	61.5	7.7	0.0	7.7	23.1			
PHF	0.000	0.625	0.000	0.000	0.250	0.000	0.688	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.250	0.000	0.250	0.250	0.813	0.750							
Entering Leg	0							3							0							8							27						
Exiting Leg	2							8							10							7							27						
<b>Total</b>	13							11							10							20							54						



PDI File #: 175839 C  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Boylston Street W: Boylston Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Pedestrians**

	Kilmarnock Street								Boylston Street								Kilmarnock Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	5	5	10		0	0	0	0	3	5	8		0	0	0	0	15	7	22		0	0	0	0	12	9	21		61
7:15 AM	0	0	0	0	3	4	7		0	0	0	0	8	4	12		0	0	0	0	20	5	25		0	0	0	0	8	10	18		62
7:30 AM	0	0	0	0	7	6	13		0	0	0	0	8	10	18		0	0	0	0	25	14	39		0	0	0	0	6	15	21		91
7:45 AM	0	0	0	0	11	14	25		0	0	0	0	13	23	36		0	0	0	0	21	23	44		0	0	0	0	18	6	24		129
Total	0	0	0	0	26	29	55		0	0	0	0	32	42	74		0	0	0	0	81	49	130		0	0	0	0	44	40	84		343
8:00 AM	0	0	0	0	11	15	26		0	0	0	0	20	17	37		0	0	0	0	23	13	36		0	0	0	0	9	14	23		122
8:15 AM	0	0	0	0	15	5	20		0	0	0	0	13	11	24		0	0	0	0	16	18	34		0	0	0	0	19	15	34		112
8:30 AM	0	0	0	0	27	12	39		0	0	0	0	10	16	26		0	0	0	0	24	19	43		0	0	0	0	9	17	26		134
8:45 AM	0	0	0	0	17	13	30		0	0	0	0	25	24	49		0	0	0	0	19	24	43		0	0	0	0	21	17	38		160
Total	0	0	0	0	70	45	115		0	0	0	0	68	68	136		0	0	0	0	82	74	156		0	0	0	0	58	63	121		528
Grand Total	0	0	0	0	96	74	170		0	0	0	0	100	110	210		0	0	0	0	163	123	286		0	0	0	0	102	103	205		871
Approach %	0.0	0.0	0.0	0.0	56.5	43.5		0.0	0.0	0.0	0.0	47.6	52.4		0.0	0.0	0.0	0.0	57.0	43.0		0.0	0.0	0.0	0.0	49.8	50.2						
Total %	0.0	0.0	0.0	0.0	11.0	8.5	19.5		0.0	0.0	0.0	0.0	11.5	12.6	24.1		0.0	0.0	0.0	0.0	18.7	14.1	32.8		0.0	0.0	0.0	0.0	11.7	11.8	23.5		
Exiting Leg Total	170								210								286								205							871	

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

	Kilmarnock Street								Boylston Street								Kilmarnock Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	11	15	26		0	0	0	0	20	17	37		0	0	0	0	23	13	36		0	0	0	0	9	14	23		122
8:15 AM	0	0	0	0	15	5	20		0	0	0	0	13	11	24		0	0	0	0	16	18	34		0	0	0	0	19	15	34		112
8:30 AM	0	0	0	0	27	12	39		0	0	0	0	10	16	26		0	0	0	0	24	19	43		0	0	0	0	9	17	26		134
8:45 AM	0	0	0	0	17	13	30		0	0	0	0	25	24	49		0	0	0	0	19	24	43		0	0	0	0	21	17	38		160
Total Volume	0	0	0	0	70	45	115		0	0	0	0	68	68	136		0	0	0	0	82	74	156		0	0	0	0	58	63	121		528
% Approach Total	0.0	0.0	0.0	0.0	60.9	39.1		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	52.6	47.4		0.0	0.0	0.0	0.0	47.9	52.1						
PHF	0.000	0.000	0.000	0.000	0.648	0.750	0.737		0.000	0.000	0.000	0.000	0.680	0.708	0.694		0.000	0.000	0.000	0.000	0.854	0.771	0.907		0.000	0.000	0.000	0.000	0.690	0.926	0.796		0.825
Entering Leg	0	0	0	0	70	45	115		0	0	0	0	68	68	136		0	0	0	0	82	74	156		0	0	0	0	58	63	121		528
Exiting Leg	115								136								156								121							528	
Total	230								272								312								242							1056	

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 18, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	10	7	24	0	41	8	175	3	0	186	2	0	0	0	2	8	250	8	0	266	495
4:15 PM	11	4	22	0	37	10	150	6	0	166	2	1	0	0	3	10	233	8	0	251	457
4:30 PM	8	4	32	0	44	14	143	4	0	161	1	0	1	0	2	7	277	10	0	294	501
4:45 PM	13	9	17	0	39	8	128	3	0	139	2	1	1	0	4	8	243	10	0	261	443
<b>Total</b>	<b>42</b>	<b>24</b>	<b>95</b>	<b>0</b>	<b>161</b>	<b>40</b>	<b>596</b>	<b>16</b>	<b>0</b>	<b>652</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>1003</b>	<b>36</b>	<b>0</b>	<b>1072</b>	<b>1896</b>
5:00 PM	19	3	36	0	58	13	160	1	0	174	4	2	0	0	6	29	264	8	0	301	539
5:15 PM	15	5	29	0	49	10	162	1	0	173	2	1	0	0	3	16	222	13	0	251	476
5:30 PM	13	8	19	0	40	6	150	8	0	164	2	0	0	0	2	13	244	2	0	259	465
5:45 PM	7	3	18	0	28	17	151	1	0	169	2	0	1	0	3	7	219	13	0	239	439
<b>Total</b>	<b>54</b>	<b>19</b>	<b>102</b>	<b>0</b>	<b>175</b>	<b>46</b>	<b>623</b>	<b>11</b>	<b>0</b>	<b>680</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>949</b>	<b>36</b>	<b>0</b>	<b>1050</b>	<b>1919</b>
Grand Total	96	43	197	0	336	86	1219	27	0	1332	17	5	3	0	25	98	1952	72	0	2122	3815
Approach %	28.6	12.8	58.6	0.0		6.5	91.5	2.0	0.0		68.0	20.0	12.0	0.0		4.6	92.0	3.4	0.0		
Total %	2.5	1.1	5.2	0.0	8.8	2.3	32.0	0.7	0.0	34.9	0.4	0.1	0.1	0.0	0.7	2.6	51.2	1.9	0.0	55.6	
Exiting Leg Total	163					2166					168					1318					3815
Cars	95	42	188	0	325	84	1198	24	0	1306	16	4	2	0	22	94	1916	70	0	2080	3733
% Cars	99.0	97.7	95.4	0.0	96.7	97.7	98.3	88.9	0.0	98.0	94.1	80.0	66.7	0.0	88.0	95.9	98.2	97.2	0.0	98.0	97.9
Exiting Leg Total	158					2120					160					1295					3733
Heavy Vehicles	1	1	9	0	11	2	21	3	0	26	1	1	1	0	3	4	36	2	0	42	82
% Heavy Vehicles	1.0	2.3	4.6	0.0	3.3	2.3	1.7	11.1	0.0	2.0	5.9	20.0	33.3	0.0	12.0	4.1	1.8	2.8	0.0	2.0	2.1
Exiting Leg Total	5					46					8					23					82

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

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	8	4	32	0	44	14	143	4	0	161	1	0	1	0	2	7	277	10	0	294	501
4:45 PM	13	9	17	0	39	8	128	3	0	139	2	1	1	0	4	8	243	10	0	261	443
5:00 PM	19	3	36	0	58	13	160	1	0	174	4	2	0	0	6	29	264	8	0	301	539
5:15 PM	15	5	29	0	49	10	162	1	0	173	2	1	0	0	3	16	222	13	0	251	476
Total Volume	55	21	114	0	190	45	593	9	0	647	9	4	2	0	15	60	1006	41	0	1107	1959
% Approach Total	28.9	11.1	60.0	0.0		7.0	91.7	1.4	0.0		60.0	26.7	13.3	0.0		5.4	90.9	3.7	0.0		
PHF	0.724	0.583	0.792	0.000	0.819	0.804	0.915	0.563	0.000	0.930	0.563	0.500	0.500	0.000	0.625	0.517	0.908	0.788	0.000	0.919	0.909
Cars	55	21	110	0	186	43	584	7	0	634	9	3	1	0	13	57	988	39	0	1084	1917
Cars %	100.0	100.0	96.5	0.0	97.9	95.6	98.5	77.8	0.0	98.0	100.0	75.0	50.0	0.0	86.7	95.0	98.2	95.1	0.0	97.9	97.9
Heavy Vehicles	0	0	4	0	4	2	9	2	0	13	0	1	1	0	2	3	18	2	0	23	42
Heavy Vehicles %	0.0	0.0	3.5	0.0	2.1	4.4	1.5	22.2	0.0	2.0	0.0	25.0	50.0	0.0	13.3	5.0	1.8	4.9	0.0	2.1	2.1
Cars Enter Leg	55	21	110	0	186	43	584	7	0	634	9	3	1	0	13	57	988	39	0	1084	1917
Heavy Enter Leg	0	0	4	0	4	2	9	2	0	13	0	1	1	0	2	3	18	2	0	23	42
Total Entering Leg	55	21	114	0	190	45	593	9	0	647	9	4	2	0	15	60	1006	41	0	1107	1959
Cars Exiting Leg	85					1107					85					640					1917
Heavy Exiting Leg	5					22					5					10					42
Total Exiting Leg	90					1129					90					650					1959

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 18, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Cars**

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	9	7	22	0	38	8	169	2	0	179	2	0	0	0	2	8	245	8	0	261	480
4:15 PM	11	3	21	0	35	10	148	6	0	164	2	1	0	0	3	10	229	8	0	247	449
4:30 PM	8	4	31	0	43	14	140	3	0	157	1	0	1	0	2	7	273	9	0	289	491
4:45 PM	13	9	16	0	38	8	124	3	0	135	2	1	0	0	3	8	239	9	0	256	432
<b>Total</b>	<b>41</b>	<b>23</b>	<b>90</b>	<b>0</b>	<b>154</b>	<b>40</b>	<b>581</b>	<b>14</b>	<b>0</b>	<b>635</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>33</b>	<b>986</b>	<b>34</b>	<b>0</b>	<b>1053</b>	<b>1852</b>
5:00 PM	19	3	35	0	57	12	158	0	0	170	4	1	0	0	5	27	259	8	0	294	526
5:15 PM	15	5	28	0	48	9	162	1	0	172	2	1	0	0	3	15	217	13	0	245	468
5:30 PM	13	8	18	0	39	6	148	8	0	162	2	0	0	0	2	12	237	2	0	251	454
5:45 PM	7	3	17	0	27	17	149	1	0	167	1	0	1	0	2	7	217	13	0	237	433
<b>Total</b>	<b>54</b>	<b>19</b>	<b>98</b>	<b>0</b>	<b>171</b>	<b>44</b>	<b>617</b>	<b>10</b>	<b>0</b>	<b>671</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>930</b>	<b>36</b>	<b>0</b>	<b>1027</b>	<b>1881</b>
Grand Total	95	42	188	0	325	84	1198	24	0	1306	16	4	2	0	22	94	1916	70	0	2080	3733
Approach %	29.2	12.9	57.8	0.0		6.4	91.7	1.8	0.0		72.7	18.2	9.1	0.0		4.5	92.1	3.4	0.0		
Total %	2.5	1.1	5.0	0.0	8.7	2.3	32.1	0.6	0.0	35.0	0.4	0.1	0.1	0.0	0.6	2.5	51.3	1.9	0.0	55.7	
Exiting Leg Total	158					2120					160					1295					3733

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

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	8	4	31	0	43	14	140	3	0	157	1	0	1	0	2	7	273	9	0	289	491
4:45 PM	13	9	16	0	38	8	124	3	0	135	2	1	0	0	3	8	239	9	0	256	432
5:00 PM	19	3	35	0	57	12	158	0	0	170	4	1	0	0	5	27	259	8	0	294	526
5:15 PM	15	5	28	0	48	9	162	1	0	172	2	1	0	0	3	15	217	13	0	245	468
Total Volume	55	21	110	0	186	43	584	7	0	634	9	3	1	0	13	57	988	39	0	1084	1917
% Approach Total	29.6	11.3	59.1	0.0		6.8	92.1	1.1	0.0		69.2	23.1	7.7	0.0		5.3	91.1	3.6	0.0		
PHF	0.724	0.583	0.786	0.000	0.816	0.768	0.901	0.583	0.000	0.922	0.563	0.750	0.250	0.000	0.650	0.528	0.905	0.750	0.000	0.922	0.911
Entering Leg	55	21	110	0	186	43	584	7	0	634	9	3	1	0	13	57	988	39	0	1084	1917
Exiting Leg	85					1107					85					640					1917
Total	271					1741					98					1724					3834

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 18, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	2	0	3	0	6	1	0	7	0	0	0	0	0	0	5	0	0	5	15
4:15 PM	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	8
4:30 PM	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	4	1	0	5	10
4:45 PM	0	0	1	0	1	0	4	0	0	4	0	0	1	0	1	0	4	1	0	5	11
<b>Total</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>44</b>
5:00 PM	0	0	1	0	1	1	2	1	0	4	0	1	0	0	1	2	5	0	0	7	13
5:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	1	5	0	0	6	8
5:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	11
5:45 PM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>82</b>
Approach %	9.1	9.1	81.8	0.0		7.7	80.8	11.5	0.0		33.3	33.3	33.3	0.0		9.5	85.7	4.8	0.0		
Total %	1.2	1.2	11.0	0.0	13.4	2.4	25.6	3.7	0.0	31.7	1.2	1.2	1.2	0.0	3.7	4.9	43.9	2.4	0.0	51.2	
Exiting Leg Total	5					46					8					23					82
Large Trucks	1	1	2	0	4	2	6	0	0	8	0	1	1	0	2	0	10	2	0	12	26
% Large Trucks	100.0	100.0	22.2	0.0	36.4	100.0	28.6	0.0	0.0	30.8	0.0	100.0	100.0	0.0	66.7	0.0	27.8	100.0	0.0	28.6	31.7
Exiting Leg Total	5					12					1					8					26
Buses	0	0	7	0	7	0	15	3	0	18	1	0	0	0	1	4	26	0	0	30	56
% Buses	0.0	0.0	77.8	0.0	63.6	0.0	71.4	100.0	0.0	69.2	100.0	0.0	0.0	0.0	33.3	100.0	72.2	0.0	0.0	71.4	68.3
Exiting Leg Total	0					34					7					15					56

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

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	2	0	3	0	6	1	0	7	0	0	0	0	0	0	5	0	0	5	15
4:15 PM	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	8
4:30 PM	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	4	1	0	5	10
4:45 PM	0	0	1	0	1	0	4	0	0	4	0	0	1	0	1	0	4	1	0	5	11
<b>Total Volume</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>44</b>
% Approach Total	14.3	14.3	71.4	0.0		0.0	88.2	11.8	0.0		0.0	0.0	100.0	0.0		0.0	89.5	10.5	0.0		
PHF	0.250	0.250	0.625	0.000	0.583	0.000	0.625	0.500	0.000	0.607	0.000	0.000	0.250	0.000	0.250	0.000	0.850	0.500	0.000	0.950	0.733
Large Trucks	1	1	1	0	3	0	5	0	0	5	0	0	1	0	1	0	6	2	0	8	17
Large Trucks %	100.0	100.0	20.0	0.0	42.9	0.0	33.3	0.0	0.0	29.4	0.0	0.0	100.0	0.0	100.0	0.0	35.3	100.0	0.0	42.1	38.6
Buses	0	0	4	0	4	0	10	2	0	12	0	0	0	0	0	0	11	0	0	11	27
Buses %	0.0	0.0	80.0	0.0	57.1	0.0	66.7	100.0	0.0	70.6	0.0	0.0	0.0	0.0	0.0	0.0	64.7	0.0	0.0	57.9	61.4
Trucks Enter Leg	1	1	1	0	3	0	5	0	0	5	0	0	1	0	1	0	6	2	0	8	17
Bus Enter Leg	0	0	4	0	4	0	10	2	0	12	0	0	0	0	0	0	11	0	0	11	27
Total Entering Leg	1	1	5	0	7	0	15	2	0	17	0	0	1	0	1	0	17	2	0	19	44
Trucks Exiting Leg	2					7					1					7					17
Buses Exiting Leg	0					15					2					10					27
Total Exiting Leg	2					22					3					17					44

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 18, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Large Trucks**

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	6
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	5
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>17</b>
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>26</b>
Approach %	25.0	25.0	50.0	0.0		25.0	75.0	0.0	0.0		0.0	50.0	50.0	0.0		0.0	83.3	16.7	0.0		
Total %	3.8	3.8	7.7	0.0	15.4	7.7	23.1	0.0	0.0	30.8	0.0	3.8	3.8	0.0	7.7	0.0	38.5	7.7	0.0	46.2	
Exiting Leg Total	5					12					1					8					26

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

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	6
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	5
Total Volume	1	1	1	0	3	0	5	0	0	5	0	0	1	0	1	0	6	2	0	8	17
% Approach Total	33.3	33.3	33.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	75.0	25.0	0.0		
PHF	0.250	0.250	0.250	0.000	0.375	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.250	0.000	0.250	0.000	0.750	0.500	0.000	0.667	0.708
Entering Leg	1	1	1	0	3	0	5	0	0	5	0	0	1	0	1	0	6	2	0	8	17
Exiting Leg	2					7					1					7					17
Total	5					12					2					15					34

PDI File #: **175839 C**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street**  
 Location: **E: Boylston Street W: Boylston Street**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 18, 2017**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

**Buses**

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	9
4:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
4:30 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	7
4:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>27</b>
5:00 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	2	5	0	0	7	11
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	9
5:45 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>29</b>
Grand Total	0	0	7	0	7	0	15	3	0	18	1	0	0	0	1	4	26	0	0	30	56
Approach %	0.0	0.0	100.0	0.0		0.0	83.3	16.7	0.0		100.0	0.0	0.0	0.0		13.3	86.7	0.0	0.0		
Total %	0.0	0.0	12.5	0.0	12.5	0.0	26.8	5.4	0.0	32.1	1.8	0.0	0.0	0.0	1.8	7.1	46.4	0.0	0.0	53.6	
Exiting Leg Total	0					34					7					15					56

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

	Kilmarnock Street					Boylston Street					Kilmarnock Street					Boylston Street					Total
	North					East					South					West					
	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	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
5:00 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	2	5	0	0	7	11
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	9
Total Volume	0	0	3	0	3	0	7	1	0	8	0	0	0	0	0	4	15	0	0	19	30
% Approach Total	0.0	0.0	100.0	0.0		0.0	87.5	12.5	0.0		0.0	0.0	0.0	0.0		21.1	78.9	0.0	0.0		
PHF	0.000	0.000	0.750	0.000	0.750	0.000	0.583	0.250	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.500	0.625	0.000	0.000	0.679	0.682
Entering Leg	0	0	3	0	3	0	7	1	0	8	0	0	0	0	0	4	15	0	0	19	30
Exiting Leg	0					18					5					7					30
Total	3					26					5					26					60

PDI File #: 175839 C  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Boylston Street W: Boylston Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 18, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



46 Morton Street, Framingham, MA 01702  
 Office: 508-875-0100 Fax: 508-875-0118  
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**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street								Boylston Street								Kilmarnock Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	1	2	0	0	0	0	3		0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	5	
4:15 PM	0	2	0	0	1	0	3	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	5	
4:30 PM	0	1	0	0	0	0	1	0	2	0	0	1	0	3		0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	8	
4:45 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	1		0	0	0	0	1	0	0	1	0	3	0	0	0	0	0	3	6	
<b>Total</b>	0	4	0	0	1	0	5	1	5	0	0	1	0	7	0	1	0	0	1	0	0	2	0	10	0	0	0	0	0	10	24		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	1	0	0	0	0	0	1	0	6	0	0	1	0	0	7	8	
5:15 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0		0	2	0	0	0	0	0	2	0	0	0	0	1	2	3	8		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	3	0	0	0	0	0	3	0	0	2	0	0	0	0	5		
5:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3		
<b>Total</b>	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	6	2	0	2	3	13	24			
<b>Grand Total</b>	0	9	0	0	1	0	10	1	5	0	0	1	0	7	0	7	0	0	1	0	0	8	0	16	2	0	2	3	23	48			
<b>Approach %</b>	0.0	90.0	0.0	0.0	10.0	0.0		14.3	71.4	0.0	0.0	14.3	0.0		0.0	87.5	0.0	0.0	12.5	0.0			0.0	69.6	8.7	0.0	8.7	13.0					
<b>Total %</b>	0.0	18.8	0.0	0.0	2.1	0.0	20.8	2.1	10.4	0.0	0.0	2.1	0.0	14.6	0.0	14.6	0.0	0.0	2.1	0.0	16.7		0.0	33.3	4.2	0.0	4.2	6.3	47.9				
<b>Exiting Leg Total</b>	11							17							10							10	48										

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

	Kilmarnock Street								Boylston Street								Kilmarnock Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:30 PM	0	1	0	0	0	0	1	0	2	0	0	1	0	3		0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	8	
4:45 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	1		0	0	0	0	1	0	0	1	0	3	0	0	0	0	0	3	6	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	1	0	0	0	0	0	1	0	6	0	0	1	0	0	7	8	
5:15 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0		0	2	0	0	0	0	0	2	0	0	0	0	1	2	3	8		
<b>Total Volume</b>	0	5	0	0	0	0	5	0	3	0	0	1	0	4	0	3	0	0	1	0	0	4	0	13	0	0	2	2	17	30			
<b>% Approach Total</b>	0.0	100.0	0.0	0.0	0.0	0.0		0.0	75.0	0.0	0.0	25.0	0.0		0.0	75.0	0.0	0.0	25.0	0.0			0.0	76.5	0.0	0.0	11.8	11.8					
<b>PHF</b>	0.000	0.417	0.000	0.000	0.000	0.000	0.417	0.000	0.375	0.000	0.000	0.250	0.000	0.333	0.000	0.375	0.000	0.000	0.250	0.000	0.500		0.000	0.542	0.000	0.000	0.500	0.250	0.607	0.938			
<b>Entering Leg</b>	0	5	0	0	0	0	5	0	3	0	0	1	0	4	0	3	0	0	1	0	0	4	0	13	0	0	2	2	17	30			
<b>Exiting Leg</b>	3							14							6							7	30										
<b>Total</b>	8							18							10							24	60										

PDI File #: 175839 C  
 Location: N: Kilmarnock Street S: Kilmarnock Street  
 Location: E: Boylston Street W: Boylston Street  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 18, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Pedestrians**

	Kilmarnock Street								Boylston Street								Kilmarnock Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	42	47	89		0	0	0	0	34	34	68		0	0	0	0	24	49	73		0	0	0	0	40	38	78		308
4:15 PM	0	0	0	0	39	35	74		0	0	0	0	28	54	82		0	0	0	0	31	54	85		0	0	0	0	31	34	65		306
4:30 PM	0	0	0	0	36	55	91		0	0	0	0	34	40	74		0	0	0	0	24	54	78		0	0	0	0	27	40	67		310
4:45 PM	0	0	0	0	34	38	72		0	0	0	0	37	50	87		0	0	0	0	29	41	70		0	0	0	0	43	42	85		314
Total	0	0	0	0	151	175	326		0	0	0	0	133	178	311		0	0	0	0	108	198	306		0	0	0	0	141	154	295		1238
5:00 PM	0	0	0	0	47	59	106		0	0	0	0	50	66	116		0	0	0	0	51	74	125		0	0	0	0	36	45	81		428
5:15 PM	0	0	0	0	40	64	104		0	0	0	0	41	69	110		0	0	0	0	27	69	96		0	0	0	0	54	43	97		407
5:30 PM	0	0	0	0	41	52	93		0	0	0	0	32	46	78		0	0	0	0	25	82	107		0	0	0	0	42	40	82		360
5:45 PM	0	0	0	0	32	41	73		0	0	0	0	29	57	86		0	0	0	0	41	67	108		0	0	0	0	33	41	74		341
Total	0	0	0	0	160	216	376		0	0	0	0	152	238	390		0	0	0	0	144	292	436		0	0	0	0	165	169	334		1536
Grand Total	0	0	0	0	311	391	702		0	0	0	0	285	416	701		0	0	0	0	252	490	742		0	0	0	0	306	323	629		2774
Approach %	0.0	0.0	0.0	0.0	44.3	55.7		0.0	0.0	0.0	0.0	40.7	59.3		0.0	0.0	0.0	0.0	34.0	66.0		0.0	0.0	0.0	0.0	48.6	51.4						
Total %	0.0	0.0	0.0	0.0	11.2	14.1	25.3		0.0	0.0	0.0	0.0	10.3	15.0	25.3		0.0	0.0	0.0	0.0	9.1	17.7	26.7		0.0	0.0	0.0	0.0	11.0	11.6	22.7		
Exiting Leg Total	702								701								742								629							2774	

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

	Kilmarnock Street								Boylston Street								Kilmarnock Street								Boylston Street								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	47	59	106		0	0	0	0	50	66	116		0	0	0	0	51	74	125		0	0	0	0	36	45	81		428
5:15 PM	0	0	0	0	40	64	104		0	0	0	0	41	69	110		0	0	0	0	27	69	96		0	0	0	0	54	43	97		407
5:30 PM	0	0	0	0	41	52	93		0	0	0	0	32	46	78		0	0	0	0	25	82	107		0	0	0	0	42	40	82		360
5:45 PM	0	0	0	0	32	41	73		0	0	0	0	29	57	86		0	0	0	0	41	67	108		0	0	0	0	33	41	74		341
Total Volume	0	0	0	0	160	216	376		0	0	0	0	152	238	390		0	0	0	0	144	292	436		0	0	0	0	165	169	334		1536
% Approach Total	0.0	0.0	0.0	0.0	42.6	57.4		0.0	0.0	0.0	0.0	39.0	61.0		0.0	0.0	0.0	0.0	33.0	67.0		0.0	0.0	0.0	0.0	49.4	50.6						
PHF	0.000	0.000	0.000	0.000	0.851	0.844	0.887		0.000	0.000	0.000	0.000	0.760	0.862	0.841		0.000	0.000	0.000	0.000	0.706	0.890	0.872		0.000	0.000	0.000	0.000	0.764	0.939	0.861		0.897
Entering Leg	0	0	0	0	160	216	376		0	0	0	0	152	238	390		0	0	0	0	144	292	436		0	0	0	0	165	169	334		1536
Exiting Leg	376								390								436								334							1536	
Total	752								780								872								668							3072	



PDI File #: 175839 G  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	0	4	0	0	0	4	2	0	0	0	0	2	3	4	0	0	0	7	0	0	17	0	0	17	0	0	0	0	0	0	30
7:15 AM	2	10	0	0	1	13	0	0	0	1	0	1	0	0	0	0	0	0	0	1	2	0	0	3	1	0	0	3	0	4	21
7:30 AM	0	11	1	3	0	15	1	0	0	1	1	3	7	1	0	0	0	8	0	0	7	0	0	7	1	0	0	1	0	2	35
7:45 AM	0	11	0	0	0	11	0	0	0	0	1	1	1	2	0	0	0	3	1	1	12	0	0	13	0	0	0	2	0	2	30
<b>Total</b>	<b>2</b>	<b>36</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>116</b>
8:00 AM	0	11	1	0	0	12	0	0	0	0	0	0	1	0	0	0	0	1	0	1	14	0	0	15	1	0	0	0	0	1	29
8:15 AM	0	8	0	2	0	10	0	0	0	0	0	0	1	2	0	4	0	7	0	0	10	1	0	11	0	0	0	0	0	0	28
8:30 AM	1	8	1	3	0	13	1	0	1	0	1	3	1	1	0	0	0	2	1	0	12	1	0	14	0	0	0	1	0	1	33
8:45 AM	1	10	0	0	0	11	0	0	0	1	0	1	2	0	1	0	0	3	0	0	12	0	0	12	0	0	1	0	0	1	28
<b>Total</b>	<b>2</b>	<b>37</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>118</b>
<b>Grand Total</b>	<b>4</b>	<b>73</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>89</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>234</b>
Approach %	4.5	82.0	3.4	9.0	1.1		36.4	0.0	9.1	27.3	27.3		51.6	32.3	3.2	12.9	0.0		2.2	2.2	93.5	2.2	0.0		27.3	0.0	9.1	63.6	0.0		
Total %	1.7	31.2	1.3	3.4	0.4	38.0	1.7	0.0	0.4	1.3	1.3	4.7	6.8	4.3	0.4	1.7	0.0	13.2	0.9	0.9	36.8	0.9	0.0	39.3	1.3	0.0	0.4	3.0	0.0	4.7	
Exiting Leg Total	108						30						8						81						7	234					
Cars	4	57	2	0	1	64	0	0	0	0	0	0	0	25	1	4	0	30	2	0	82	1	0	85	3	0	0	8	0	11	190
% Cars	100.0	78.1	66.7	0.0	100.0	71.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0	100.0	100.0	0.0	96.8	100.0	0.0	95.3	50.0	0.0	92.4	100.0	0.0	0.0	114.3	0.0	100.0	81.2
Exiting Leg Total	116						0						4						64						6	190					
Heavy Vehicles	0	16	1	0	0	17	0	0	0	0	0	0	0	1	0	0	0	1	0	0	6	1	0	7	0	0	0	0	0	0	25
% Heavy Vehicles	0.0	21.9	33.3	0.0	0.0	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	3.2	0.0	0.0	7.0	50.0	0.0	7.6	0.0	0.0	0.0	0.0	0.0	0.0	10.7
Exiting Leg Total	7						0						1						16						1	25					

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

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
7:30 AM	0	11	1	3	0	15	1	0	0	1	1	3	7	1	0	0	0	8	0	0	7	0	0	7	1	0	0	1	0	2	35
7:45 AM	0	11	0	0	0	11	0	0	0	0	1	1	1	2	0	0	0	3	1	0	12	0	0	13	0	0	0	2	0	2	30
8:00 AM	0	11	1	0	0	12	0	0	0	0	0	0	1	0	0	0	0	1	0	1	14	0	0	15	1	0	0	0	0	1	29
8:15 AM	0	8	0	2	0	10	0	0	0	0	0	0	1	2	0	4	0	7	0	0	10	1	0	11	0	0	0	0	0	0	28
<b>Total Volume</b>	<b>0</b>	<b>41</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>48</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>122</b>
% Approach Total	0.0	85.4	4.2	10.4	0.0		25.0	0.0	0.0	25.0	50.0		52.6	26.3	0.0	21.1	0.0		2.2	2.2	93.5	2.2	0.0		40.0	0.0	0.0	60.0	0.0		
PHF	0.000	0.932	0.500	0.417	0.000	0.800	0.250	0.000	0.000	0.250	0.500	0.333	0.357	0.625	0.000	0.250	0.000	0.594	0.250	0.250	0.768	0.250	0.000	0.767	0.500	0.000	0.000	0.375	0.000	0.625	0.871
Cars	0	31	2	0	0	33	0	0	0	0	0	0	0	15	0	4	0	19	1	0	41	0	0	42	2	0	0	3	0	5	99
Cars %	0.0	75.6	100.0	0.0	0.0	68.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0	0.0	100.0	0.0	100.0	100.0	0.0	95.3	0.0	0.0	91.3	100.0	0.0	0.0	100.0	0.0	100.0	81.1
Heavy Vehicles	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	14
Heavy Vehicles %	0.0	24.4	0.0	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	100.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	11.5
Cars Enter Leg	0	31	2	0	0	33	0	0	0	0	0	0	0	15	0	4	0	19	1	0	41	0	0	42	2	0	0	3	0	5	99
Heavy Enter Leg	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	14
Total Entering Leg	0	41	2	0	0	43	0	0	0	0	0	0	0	15	0	4	0	19	1	0	44	1	0	46	2	0	0	3	0	5	113
Cars Exiting Leg	59						0						3						37						0	99					
Heavy Exiting Leg	3						0						0						10						1	14					
Total Exiting Leg	62						0						3						47						1	113					

PDI File #: 175839 G  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Cars**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	7	0	0	17	0	0	17	0	0	0	0	0	0	28
7:15 AM	2	8	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	3	0	4	18
7:30 AM	0	7	1	0	0	8	0	0	0	0	0	0	0	8	0	0	0	8	0	0	6	0	0	6	1	0	0	1	0	2	24
7:45 AM	0	9	0	0	0	9	0	0	0	0	0	0	0	3	0	0	0	3	1	0	12	0	0	13	0	0	0	2	0	2	27
<b>Total</b>	<b>2</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>97</b>
8:00 AM	0	9	1	0	0	10	0	0	0	0	0	0	0	1	0	0	0	1	0	0	13	0	0	13	1	0	0	0	0	1	25
8:15 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	3	0	4	0	7	0	0	10	0	0	10	0	0	0	0	0	0	23
8:30 AM	1	7	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	1	0	11	1	0	13	0	0	0	1	0	1	23
8:45 AM	1	7	0	0	0	8	0	0	0	0	0	0	0	2	1	0	0	3	0	0	10	0	0	10	0	0	0	1	0	1	22
<b>Total</b>	<b>2</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>93</b>
<b>Grand Total</b>	<b>4</b>	<b>57</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>190</b>
Approach %	6.3	89.1	3.1	0.0	1.6		0.0	0.0	0.0	0.0	0.0		0.0	83.3	3.3	13.3	0.0		2.4	0.0	96.5	1.2	0.0		27.3	0.0	0.0	72.7	0.0		
Total %	2.1	30.0	1.1	0.0	0.5	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.2	0.5	2.1	0.0	15.8	1.1	0.0	43.2	0.5	0.0	44.7	1.6	0.0	0.0	4.2	0.0	5.8	
Exiting Leg Total	116						0						4						64						6	190					

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

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
7:30 AM	0	7	1	0	0	8	0	0	0	0	0	0	0	8	0	0	0	8	0	0	6	0	0	6	1	0	0	1	0	2	24
7:45 AM	0	9	0	0	0	9	0	0	0	0	0	0	0	3	0	0	0	3	1	0	12	0	0	13	0	0	0	2	0	2	27
8:00 AM	0	9	1	0	0	10	0	0	0	0	0	0	0	1	0	0	0	1	0	0	13	0	0	13	1	0	0	0	0	1	25
8:15 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	3	0	4	0	7	0	0	10	0	0	10	0	0	0	0	0	0	23
<b>Total Volume</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>99</b>
% Approach Total	0.0	93.9	6.1	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	78.9	0.0	21.1	0.0		2.4	0.0	97.6	0.0	0.0		40.0	0.0	0.0	60.0	0.0		
PHF	0.000	0.861	0.500	0.000	0.000	0.825	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.469	0.000	0.250	0.000	0.594	0.250	0.000	0.788	0.000	0.000	0.808	0.500	0.000	0.000	0.375	0.000	0.625	0.917
Entering Leg	0	31	2	0	0	33	0	0	0	0	0	0	0	15	0	4	0	19	1	0	41	0	0	42	2	0	0	3	0	5	99
Exiting Leg	59						0						3						37						0	99					
<b>Total</b>	<b>92</b>						<b>0</b>						<b>22</b>						<b>79</b>						<b>5</b>	<b>198</b>					

PDI File #: **175839 G**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Monday, September 11, 2017**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total						
	North						Northeast						East						South						West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total							
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>		
8:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>			
Grand Total	0	16	1	0	0	17	0	0	0	0	0	0	0	1	0	0	0	6	1	0	7	0	0	6	1	0	7	0	0	0	0	0	0	0	25		
Approach %	0.0	94.1	5.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	85.7	14.3	0.0		0.0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	64.0	4.0	0.0	0.0	68.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	24.0	4.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	7						0						1						16						1						25						
Large Trucks	0	8	1	0	0	9	0	0	0	0	0	0	0	1	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	13	
% Large Trucks	0.0	50.0	100.0	0.0	0.0	52.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	50.0	0.0	0.0	42.9	0.0	0.0	50.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0	
Exiting Leg Total	4						0						1						8						0						13						
Buses	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	3	1	0	4	0	0	0	0	0	0	0	0	12	
% Buses	0.0	50.0	0.0	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	100.0	0.0	57.1	0.0	0.0	50.0	100.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.0	
Exiting Leg Total	3						0						0						8						1						12						

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

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total						
	North						Northeast						East						South						West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total							
8:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	
8:45 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5	
Total Volume	0	8	1	0	0	9	0	0	0	0	0	0	0	1	0	0	0	5	1	0	6	0	0	5	1	0	6	0	0	0	0	0	0	0	0	16	
% Approach Total	0.0	88.9	11.1	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	83.3	16.7	0.0		0.0	0.0	83.3	16.7	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	0.667	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.625	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.800		
Large Trucks	0	5	1	0	0	6	0	0	0	0	0	0	0	1	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Large Trucks %	0.0	62.5	100.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	60.0	0.0	0.0	50.0	0.0	0.0	60.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	
Buses	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	2	1	0	3	0	0	0	0	0	0	0	0	6	
Buses %	0.0	37.5	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	100.0	0.0	50.0	0.0	0.0	40.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	
Trucks Enter Leg	0	5	1	0	0	6	0	0	0	0	0	0	0	1	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	10	
Bus Enter Leg	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	2	1	0	3	0	0	0	0	0	0	0	0	6	
Total Entering Leg	0	8	1	0	0	9	0	0	0	0	0	0	0	1	0	0	0	5	1	0	6	0	0	5	1	0	6	0	0	0	0	0	0	0	0	16	
Trucks Exiting Leg	4						0						1						5						0						10						
Buses Exiting Leg	2						0						0						3						1						6						
Total Exiting Leg	6						0						1						8						1						16						



PDI File #: 175839 G  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



**Buses**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total						
	North						Northeast						East						South						West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total							
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Grand Total</b>	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0	0.0								
Total %	0.0	66.7	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	8.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0							
Exiting Leg Total	3						0						0						8						1	12											

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

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total						
	North						Northeast						East						South						West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total							
7:30 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0	0.0								
PHF	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000							0.625
Entering Leg	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
Exiting Leg	3						0						0						6						1	10											
<b>Total</b>	9						0						0						10						1	20											

PDI File #: 175839 G  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total
	North				East				South				West				West																
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2
7:15 AM	0	1	0	0	0	0	1		0	1	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	1	0	0	2	3	
7:45 AM	0	4	0	0	0	0	4		0	0	0	1	1				0	3	0	0	0	0	3		0	0	1	0	0	0	1	9	
<b>Total</b>	0	6	0	0	0	0	6		0	1	0	1	2				0	4	0	0	0	0	4		0	2	1	1	0	1	4	16	
8:00 AM	0	3	0	0	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:15 AM	0	3	0	0	0	0	3		0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	
8:30 AM	0	2	0	0	0	0	2		0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
8:45 AM	0	9	0	0	0	0	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
<b>Total</b>	0	17	0	0	0	0	17		0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	19	
<b>Grand Total</b>	0	23	0	0	0	0	23		0	1	0	1	2				1	5	0	0	0	0	6		0	2	1	1	0	1	4	35	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	50.0				16.7	83.3	0.0	0.0	0.0	0.0	0.0		0.0	50.0	25.0	0.0	25.0	0.0			
Total %	0.0	65.7	0.0	0.0	0.0	0.0	65.7		0.0	2.9	0.0	0.0	2.9	5.7			2.9	14.3	0.0	0.0	0.0	0.0	17.1		0.0	5.7	2.9	0.0	2.9	0.0	11.4		
Exiting Leg Total	6								4								23								2	35							

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

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total
	North				East				South				West				West																
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	0	1	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3	
7:45 AM	0	4	0	0	0	0	4		0	0	0	0	1	1			0	3	0	0	0	0	3		0	0	1	0	0	0	1	9	
8:00 AM	0	3	0	0	0	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:15 AM	0	3	0	0	0	0	3		0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	
<b>Total Volume</b>	0	11	0	0	0	0	11		0	0	0	0	1	1			1	3	0	0	0	0	4		0	1	1	0	1	0	3	19	
% 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				25.0	75.0	0.0	0.0	0.0	0.0	0.0		0.0	33.3	33.3	0.0	33.3	0.0			
PHF	0.000	0.688	0.000	0.000	0.000	0.000	0.688		0.000	0.000	0.000	0.000	0.250	0.250			0.250	0.250	0.000	0.000	0.000	0.000	0.333		0.000	0.250	0.250	0.000	0.250	0.000	0.375	0.528	
Entering Leg	0	11	0	0	0	0	11		0	0	0	0	1	1			1	3	0	0	0	0	4		0	1	1	0	1	0	3	19	
Exiting Leg	4								3								11								1	19							
<b>Total</b>	15								4								15								4	38							

PDI File #: 175839 G  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 7:00 AM  
 End Time: 9:00 AM  
 Class:



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

**Pedestrians**

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total
	North				East				South				West				North				East				South				West				
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0		0	0	0	0	3	4	7		0	0	0	0	0	0	0		0	0	0	0	2	5	7		14
7:15 AM	0	0	0	0	0	0	0		0	0	0	0	2	3	5		0	0	0	0	0	0	0		0	0	0	0	2	4	6		11
7:30 AM	0	0	0	0	2	0	2		0	0	0	0	2	6	8		0	0	0	0	0	0	0		0	0	0	0	5	6	11		21
7:45 AM	0	0	0	0	0	1	1		0	0	0	0	2	9	11		0	0	0	0	0	1	1		0	0	0	0	13	8	21		34
<b>Total</b>	0	0	0	0	2	1	3		0	0	0	0	9	22	31		0	0	0	0	0	1	1		0	0	0	0	22	23	45		80
8:00 AM	0	0	0	0	1	0	1		0	0	0	0	8	15	23		0	0	0	0	0	2	2		0	0	0	0	3	14	17		43
8:15 AM	0	0	0	0	1	1	2		0	0	0	0	4	3	7		0	0	0	0	0	1	1		0	0	0	0	11	5	16		26
8:30 AM	0	0	0	0	2	0	2		0	0	0	0	4	9	13		0	0	0	0	0	0	0		0	0	0	0	10	2	12		27
8:45 AM	0	0	0	0	1	1	2		0	0	0	0	8	9	17		0	0	0	0	1	0	1		0	0	0	0	8	6	14		34
<b>Total</b>	0	0	0	0	5	2	7		0	0	0	0	24	36	60		0	0	0	0	1	3	4		0	0	0	0	32	27	59		130
<b>Grand Total</b>	0	0	0	0	7	3	10		0	0	0	0	33	58	91		0	0	0	0	1	4	5		0	0	0	0	54	50	104		210
Approach %	0.0	0.0	0.0	0.0	70.0	30.0			0.0	0.0	0.0	0.0	36.3	63.7			0.0	0.0	0.0	0.0	20.0	80.0			0.0	0.0	0.0	0.0	51.9	48.1			
Total %	0.0	0.0	0.0	0.0	3.3	1.4	4.8		0.0	0.0	0.0	0.0	15.7	27.6	43.3		0.0	0.0	0.0	0.0	0.5	1.9	2.4		0.0	0.0	0.0	0.0	25.7	23.8	49.5		
Exiting Leg Total	10								91								5								104								210

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

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total
	North				East				South				West				North				East				South				West				
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:45 AM	0	0	0	0	0	1	1		0	0	0	0	2	9	11		0	0	0	0	0	1	1		0	0	0	0	13	8	21		34
8:00 AM	0	0	0	0	1	0	1		0	0	0	0	8	15	23		0	0	0	0	0	2	2		0	0	0	0	3	14	17		43
8:15 AM	0	0	0	0	1	1	2		0	0	0	0	4	3	7		0	0	0	0	0	1	1		0	0	0	0	11	5	16		26
8:30 AM	0	0	0	0	2	0	2		0	0	0	0	4	9	13		0	0	0	0	0	0	0		0	0	0	0	10	2	12		27
<b>Total Volume</b>	0	0	0	0	4	2	6		0	0	0	0	18	36	54		0	0	0	0	0	4	4		0	0	0	0	37	29	66		130
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3			0.0	0.0	0.0	0.0	33.3	66.7			0.0	0.0	0.0	0.0	0.0	100.0			0.0	0.0	0.0	0.0	56.1	43.9			
PHF	0.000	0.000	0.000	0.000	0.500	0.500	0.750		0.000	0.000	0.000	0.000	0.563	0.600	0.587		0.000	0.000	0.000	0.000	0.000	0.500	0.500		0.000	0.000	0.000	0.000	0.712	0.518	0.786		0.756
Entering Leg	6								54								4								66								130
Exiting Leg	6								54								4								66								130
<b>Total</b>	12								108								8								132								260

PDI File #: 175839 GG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	10	0	3	4	17	0	0	0	0	0	0	1	4	0	0	0	5	1	0	10	0	0	11	0	1	0	1	0	2	35
4:15 PM	1	15	1	2	0	19	0	0	0	0	0	0	1	3	0	1	0	5	1	0	11	1	0	13	0	0	0	1	0	1	38
4:30 PM	0	22	1	4	0	27	0	0	0	0	0	0	2	3	1	1	0	7	0	0	15	0	0	15	0	0	0	1	0	1	50
4:45 PM	0	15	1	1	0	17	0	0	0	0	0	0	1	1	1	0	0	3	1	1	6	0	0	8	0	0	0	0	0	0	28
<b>Total</b>	<b>1</b>	<b>62</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>42</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>151</b>
5:00 PM	0	14	0	2	1	17	0	0	0	0	0	0	2	5	0	0	0	7	0	2	9	0	0	11	0	0	0	0	0	0	35
5:15 PM	0	10	1	1	0	12	0	0	0	0	0	0	1	1	0	0	0	2	0	2	10	0	0	12	1	0	0	0	0	1	27
5:30 PM	2	16	1	3	0	22	0	0	0	0	0	0	0	0	0	1	0	1	0	2	12	0	0	14	0	0	0	1	0	1	38
5:45 PM	0	12	2	8	1	23	1	0	0	0	0	1	0	1	0	0	0	1	1	1	9	0	0	11	1	0	0	0	0	1	37
<b>Total</b>	<b>2</b>	<b>52</b>	<b>4</b>	<b>14</b>	<b>2</b>	<b>74</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>7</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>137</b>
Grand Total	3	114	7	24	6	154	1	0	0	0	0	1	8	18	2	3	0	31	4	8	82	1	0	95	2	1	0	4	0	7	288
Approach %	1.9	74.0	4.5	15.6	3.9		100.0	0.0	0.0	0.0	0.0		25.8	58.1	6.5	9.7	0.0		4.2	8.4	86.3	1.1	0.0		28.6	14.3	0.0	57.1	0.0		
Total %	1.0	39.6	2.4	8.3	2.1	53.5	0.3	0.0	0.0	0.0	0.0	0.3	2.8	6.3	0.7	1.0	0.0	10.8	1.4	2.8	28.5	0.3	0.0	33.0	0.7	0.3	0.0	1.4	0.0	2.4	
Exiting Leg Total	111						40						12						119						6	288					
Cars	3	107	7	24	6	147	1	0	0	0	0	1	8	18	2	3	0	31	4	8	81	1	0	94	2	1	0	4	0	7	280
% Cars	100.0	93.9	100.0	100.0	100.0	95.5	100.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	98.8	100.0	0.0	98.9	100.0	100.0	0.0	100.0	0.0	100.0	97.2
Exiting Leg Total	110						40						12						112						6	280					
Heavy Vehicles	0	7	0	24	0	31	1	0	0	0	0	1	8	17	0	0	0	25	0	8	47	0	0	55	0	0	0	0	0	0	112
% Heavy Vehicles	0.0	6.1	0.0	100.0	0.0	20.1	100.0	0.0	0.0	0.0	0.0	100.0	100.0	94.4	0.0	0.0	0.0	80.6	0.0	100.0	57.3	0.0	0.0	57.9	0.0	0.0	0.0	0.0	0.0	0.0	38.9
Exiting Leg Total	65						40						0						7						0	112					

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

4:00 PM	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	10	0	3	4	17	0	0	0	0	0	0	1	4	0	0	0	5	1	0	10	0	0	11	0	1	0	1	0	2	35
4:15 PM	1	15	1	2	0	19	0	0	0	0	0	0	1	3	0	1	0	5	1	0	11	1	0	13	0	0	0	1	0	1	38
4:30 PM	0	22	1	4	0	27	0	0	0	0	0	0	2	3	1	1	0	7	0	0	15	0	0	15	0	0	0	1	0	1	50
4:45 PM	0	15	1	1	0	17	0	0	0	0	0	0	1	1	1	0	0	3	1	1	6	0	0	8	0	0	0	0	0	0	28
Total Volume	1	62	3	10	4	80	0	0	0	0	0	0	5	11	2	2	0	20	3	1	42	1	0	47	0	1	0	3	0	4	151
% Approach Total	1.3	77.5	3.8	12.5	5.0		0.0	0.0	0.0	0.0	0.0		25.0	55.0	10.0	10.0	0.0		6.4	2.1	89.4	2.1	0.0		0.0	25.0	0.0	75.0	0.0		
PHF	0.250	0.705	0.750	0.625	0.250	0.741	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.688	0.500	0.500	0.000	0.714	0.750	0.250	0.700	0.250	0.000	0.783	0.000	0.250	0.000	0.750	0.000	0.500	0.755
Cars	1	57	3	10	4	75	0	0	0	0	0	0	5	11	2	2	0	20	3	1	41	1	0	46	0	1	0	3	0	4	145
Cars %	100.0	91.9	100.0	100.0	100.0	93.8	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	97.6	100.0	0.0	97.9	0.0	100.0	0.0	100.0	0.0	100.0	96.0
Heavy Vehicles	0	5	0	10	0	15	0	0	0	0	0	0	5	11	0	0	0	16	0	1	7	0	0	8	0	0	0	0	0	0	39
Heavy Vehicles %	0.0	8.1	0.0	100.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	80.0	0.0	100.0	16.7	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8
Cars Enter Leg	1	57	3	10	4	75	0	0	0	0	0	0	5	11	2	2	0	20	3	1	41	1	0	46	0	1	0	3	0	4	145
Heavy Enter Leg	0	5	0	10	0	15	0	0	0	0	0	0	5	11	0	0	0	16	0	1	7	0	0	8	0	0	0	0	0	0	39
Total Entering Leg	1	62	3	20	4	90	0	0	0	0	0	0	10	22	2	2	0	36	3	2	48	1	0	54	0	1	0	3	0	4	184
Cars Exiting Leg	59						16						7						59						4	145					
Heavy Exiting Leg	18						16						0						5						0	39					
Total Exiting Leg	77						32						7						64						4	184					



PDI File #: 175839 GG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Cars**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	9	0	3	4	16	0	0	0	0	0	0	1	4	0	0	0	5	1	0	10	0	0	11	0	1	0	1	0	2	34
4:15 PM	1	14	1	2	0	18	0	0	0	0	0	0	1	3	0	1	0	5	1	0	11	1	0	13	0	0	0	1	0	1	37
4:30 PM	0	21	1	4	0	26	0	0	0	0	0	0	2	3	1	1	0	7	0	0	14	0	0	14	0	0	0	1	0	1	48
4:45 PM	0	13	1	1	0	15	0	0	0	0	0	0	1	1	1	0	0	3	1	1	6	0	0	8	0	0	0	0	0	0	26
<b>Total</b>	<b>1</b>	<b>57</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>145</b>
5:00 PM	0	14	0	2	1	17	0	0	0	0	0	0	2	5	0	0	0	7	0	2	9	0	0	11	0	0	0	0	0	0	35
5:15 PM	0	9	1	1	0	11	0	0	0	0	0	0	1	1	0	0	0	2	0	2	10	0	0	12	1	0	0	0	0	1	26
5:30 PM	2	16	1	3	0	22	0	0	0	0	0	0	0	0	0	1	0	1	0	2	12	0	0	14	0	0	0	1	0	1	38
5:45 PM	0	11	2	8	1	22	1	0	0	0	0	1	0	1	0	0	0	1	1	1	9	0	0	11	1	0	0	0	0	1	36
<b>Total</b>	<b>2</b>	<b>50</b>	<b>4</b>	<b>14</b>	<b>2</b>	<b>72</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>7</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>135</b>
<b>Grand Total</b>	<b>3</b>	<b>107</b>	<b>7</b>	<b>24</b>	<b>6</b>	<b>147</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>18</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>8</b>	<b>81</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>280</b>
Approach %	2.0	72.8	4.8	16.3	4.1		100.0	0.0	0.0	0.0	0.0		25.8	58.1	6.5	9.7	0.0		4.3	8.5	86.2	1.1	0.0		28.6	14.3	0.0	57.1	0.0		
Total %	1.1	38.2	2.5	8.6	2.1	52.5	0.4	0.0	0.0	0.0	0.0	0.4	2.9	6.4	0.7	1.1	0.0	11.1	1.4	2.9	28.9	0.4	0.0	33.6	0.7	0.4	0.0	1.4	0.0	2.5	
Exiting Leg Total	110						40						12						112						6	280					

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

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:15 PM	1	14	1	2	0	18	0	0	0	0	0	0	1	3	0	1	0	5	1	0	11	1	0	13	0	0	0	1	0	1	37
4:30 PM	0	21	1	4	0	26	0	0	0	0	0	0	2	3	1	1	0	7	0	0	14	0	0	14	0	0	0	1	0	1	48
4:45 PM	0	13	1	1	0	15	0	0	0	0	0	0	1	1	1	0	0	3	1	1	6	0	0	8	0	0	0	0	0	0	26
5:00 PM	0	14	0	2	1	17	0	0	0	0	0	0	2	5	0	0	0	7	0	2	9	0	0	11	0	0	0	0	0	0	35
<b>Total Volume</b>	<b>1</b>	<b>62</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>3</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>146</b>
% Approach Total	1.3	81.6	3.9	11.8	1.3		0.0	0.0	0.0	0.0	0.0		27.3	54.5	9.1	9.1	0.0		4.3	6.5	87.0	2.2	0.0		0.0	0.0	0.0	100.0	0.0		
PHF	0.250	0.738	0.750	0.563	0.250	0.731	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.600	0.500	0.500	0.000	0.786	0.500	0.375	0.714	0.250	0.000	0.821	0.000	0.000	0.000	0.500	0.000	0.500	0.760
Entering Leg	1	62	3	9	1	76	0	0	0	0	0	0	6	12	2	2	0	22	2	3	40	1	0	46	0	0	0	2	0	2	146
Exiting Leg	55						18						5						64						4	146					
<b>Total</b>	<b>131</b>						<b>18</b>						<b>27</b>						<b>110</b>						<b>6</b>	<b>292</b>					

PDI File #: 175839 GG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	1	0	3	0	4	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	9	
4:15 PM	0	1	0	2	0	3	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7		
4:30 PM	0	1	0	4	0	5	0	0	0	0	0	0	2	3	0	0	0	5	0	0	1	0	0	1	0	0	0	0	11		
4:45 PM	0	2	0	1	0	3	0	0	0	0	0	0	1	1	0	0	0	2	0	1	6	0	0	7	0	0	0	0	12		
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>		
5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	5	0	0	0	7	0	2	9	0	0	11	0	0	0	0	20		
5:15 PM	0	1	0	1	0	2	0	0	0	0	0	0	1	1	0	0	0	2	0	2	10	0	0	12	0	0	0	0	16		
5:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	14	0	0	0	0	17		
5:45 PM	0	1	0	8	0	9	1	0	0	0	0	1	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	20		
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>		
Grand Total	0	7	0	24	0	31	1	0	0	0	0	1	8	17	0	0	0	25	0	8	47	0	0	55	0	0	0	0	112		
Approach %	0.0	22.6	0.0	77.4	0.0		100.0	0.0	0.0	0.0	0.0		32.0	68.0	0.0	0.0	0.0		0.0	14.5	85.5	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	6.3	0.0	21.4	0.0	27.7	0.9	0.0	0.0	0.0	0.0	0.9	7.1	15.2	0.0	0.0	0.0	22.3	0.0	7.1	42.0	0.0	0.0	49.1	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	65						40						0						7						0						112
Large Trucks	0	1	0	24	0	25	1	0	0	0	0	1	8	17	0	0	0	25	0	8	47	0	0	55	0	0	0	0	0	106	
% Large Trucks	0.0	14.3	0.0	100.0	0.0	80.6	100.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	94.6	
Exiting Leg Total	65						40						0						1						0						106
Buses	0	6	0	24	0	30	1	0	0	0	0	1	8	17	0	0	0	25	0	8	46	0	0	54	0	0	0	0	0	110	
% Buses	0.0	85.7	0.0	100.0	0.0	96.8	100.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	97.9	0.0	0.0	98.2	0.0	0.0	0.0	0.0	0.0	98.2	
Exiting Leg Total	64						40						0						6						0						110

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

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	5	0	0	0	7	0	2	9	0	0	11	0	0	0	0	0	20	
5:15 PM	0	1	0	1	0	2	0	0	0	0	0	0	1	1	0	0	0	2	0	2	10	0	0	12	0	0	0	0	0	16	
5:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	17	
5:45 PM	0	1	0	8	0	9	1	0	0	0	0	1	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	20	
Total Volume	0	2	0	14	0	16	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	73	
% Approach Total	0.0	12.5	0.0	87.5	0.0		100.0	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0	0.0		0.0	14.9	85.1	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.500	0.000	0.438	0.000	0.444	0.250	0.000	0.000	0.000	0.250	0.375	0.300	0.000	0.000	0.000	0.321	0.000	0.875	0.833	0.000	0.000	0.839	0.000	0.000	0.000	0.000	0.000	0.913		
Large Trucks	0	0	0	14	0	14	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	71	
Large Trucks %	0.0	0.0	0.0	100.0	0.0	87.5	100.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97.3	
Buses	0	2	0	14	0	16	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	73	
Buses %	0.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	
Trucks Enter Leg	0	0	0	14	0	14	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	71	
Bus Enter Leg	0	2	0	14	0	16	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	73	
Total Entering Leg	0	2	0	28	0	30	2	0	0	0	0	2	6	12	0	0	0	18	0	14	80	0	0	94	0	0	0	0	0	144	
Trucks Exiting Leg	47						24						0						0						0						71
Buses Exiting Leg	47						24						0						2						0						73
Total Exiting Leg	94						48						0						2						0						144

PDI File #: 175839 GG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Large Trucks**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	3	0	3	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	1	0	2	0	3	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	0	0	4	0	4	0	0	0	0	0	0	2	3	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	10
4:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	1	6	0	0	7	0	0	0	0	0	0	10
<b>Total</b>	0	1	0	10	0	11	0	0	0	0	0	0	5	11	0	0	0	16	0	1	7	0	0	8	0	0	0	0	0	0	35
5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	5	0	0	0	7	0	2	9	0	0	11	0	0	0	0	0	0	20
5:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	2	10	0	0	12	0	0	0	0	0	0	15
5:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	0	17
5:45 PM	0	0	0	8	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	19
<b>Total</b>	0	0	0	14	0	14	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	0	71
Grand Total	0	1	0	24	0	25	1	0	0	0	0	1	8	17	0	0	0	25	0	8	47	0	0	55	0	0	0	0	0	0	106
Approach %	0.0	4.0	0.0	96.0	0.0		100.0	0.0	0.0	0.0	0.0		32.0	68.0	0.0	0.0	0.0		0.0	14.5	85.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.9	0.0	22.6	0.0	23.6	0.9	0.0	0.0	0.0	0.0	0.9	7.5	16.0	0.0	0.0	0.0	23.6	0.0	7.5	44.3	0.0	0.0	51.9	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	65						40						0						1						0	106					

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

5:00 PM	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	5	0	0	0	7	0	2	9	0	0	11	0	0	0	0	0	0	20
5:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	2	10	0	0	12	0	0	0	0	0	0	15
5:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	0	17
5:45 PM	0	0	0	8	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	19
Total Volume	0	0	0	14	0	14	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	0	71
% Approach Total	0.0	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0	0.0		0.0	14.9	85.1	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.438	0.000	0.438	0.250	0.000	0.000	0.000	0.000	0.250	0.375	0.300	0.000	0.000	0.000	0.321	0.000	0.875	0.833	0.000	0.000	0.839	0.000	0.000	0.000	0.000	0.000	0.000	0.888
Entering Leg	0	0	0	14	0	14	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	0	71
Exiting Leg	47						24						9						47						0	71					
Total	61						25						9						47						0	142					

PDI File #: 175839 GG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



**Buses**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total						
	North						Northeast						East						South						West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total							
4:00 PM	0	1	0	3	0	4	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
4:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	1	0	4	0	5	0	0	0	0	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
4:45 PM	0	2	0	1	0	3	0	0	0	0	0	0	1	1	0	0	0	2	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	12
<b>Total</b>	0	4	0	10	0	14	0	0	0	0	0	0	5	11	0	0	0	16	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	37
5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	5	0	0	0	7	0	2	9	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	20
5:15 PM	0	1	0	1	0	2	0	0	0	0	0	0	1	1	0	0	0	2	0	2	10	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	16
5:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	17
5:45 PM	0	1	0	8	0	9	1	0	0	0	0	1	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	20
<b>Total</b>	0	2	0	14	0	16	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	73
<b>Grand Total</b>	0	6	0	24	0	30	1	0	0	0	0	1	8	17	0	0	0	25	0	8	46	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	110
Approach %	0.0	20.0	0.0	80.0	0.0		100.0	0.0	0.0	0.0	0.0		32.0	68.0	0.0	0.0	0.0		0.0	14.8	85.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0								
Total %	0.0	5.5	0.0	21.8	0.0	27.3	0.9	0.0	0.0	0.0	0.0	0.9	7.3	15.5	0.0	0.0	0.0	22.7	0.0	7.3	41.8	0.0	0.0	49.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	64						40						0						6						0	110											

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

5:00 PM	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total						
	North						Northeast						East						South						West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total							
5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	5	0	0	0	7	0	2	9	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	20
5:15 PM	0	1	0	1	0	2	0	0	0	0	0	0	1	1	0	0	0	2	0	2	10	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	16
5:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	17
5:45 PM	0	1	0	8	0	9	1	0	0	0	0	1	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	20
<b>Total Volume</b>	0	2	0	14	0	16	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	73
% Approach Total	0.0	12.5	0.0	87.5	0.0		100.0	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0	0.0		0.0	14.9	85.1	0.0	0.0		0.0	0.0	0.0	0.0	0.0								
PHF	0.000	0.500	0.000	0.438	0.000	0.444	0.250	0.000	0.000	0.000	0.000	0.250	0.375	0.300	0.000	0.000	0.000	0.321	0.000	0.875	0.833	0.000	0.000	0.839	0.000	0.000	0.000	0.000	0.000	0.000	0.913						
Entering Leg	0	2	0	14	0	16	1	0	0	0	0	1	3	6	0	0	0	9	0	7	40	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	73
Exiting Leg	47						24						9						49						0	73											
<b>Total</b>	63						25						9						49						0	146											

PDI File #: 175839 GG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	5		
4:15 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3		
4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3		
4:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3		
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>		
5:00 PM	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	2		
5:15 PM	0	5	0	0	0	0	5	0	0	0	0	2	1	3	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10		
5:30 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7		
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	1	1	4		
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>23</b>		
<b>Grand Total</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>37</b>		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	100.0	0.0	0.0	0.0	0.0		50.0	0.0	0.0	0.0	0.0	50.0						
Total %	0.0	48.6	0.0	0.0	0.0	0.0	48.6	0.0	0.0	0.0	0.0	5.4	2.7	8.1	0.0	37.8	0.0	0.0	0.0	0.0	37.8	2.7	0.0	0.0	0.0	0.0	2.7	5.4					
Exiting Leg Total	14							3							19							1							37				

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

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total
	North								East								South								West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
5:15 PM	0	5	0	0	0	0	5	0	0	0	0	2	1	3	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10		
5:30 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	7		
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	1	1	4		
<b>Total Volume</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>23</b>		
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0						
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.563	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.575				
Entering Leg	10							3							9							1							23				
Exiting Leg	9							3							10							1							23				
<b>Total</b>	<b>19</b>							<b>6</b>							<b>19</b>							<b>2</b>							<b>46</b>				

PDI File #: 175839 GG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Monday, September 11, 2017  
 Start Time: 4:00 PM  
 End Time: 6:00 PM  
 Class:



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

**Pedestrians**

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total	
	North				East				South				West				North				East				South				West					
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
4:00 PM	0	0	0	0	1	2	3		0	0	0	0	10	2	12		0	0	0	0	0	0	4	4		0	0	0	0	18	7	25		44
4:15 PM	0	0	0	0	2	0	2		0	0	0	0	12	7	19		0	0	0	0	0	0	1	1		0	0	0	0	12	15	27		49
4:30 PM	0	0	0	0	1	3	4		0	0	0	0	20	15	35		0	0	0	0	0	0	0	0		0	0	0	0	6	12	18		57
4:45 PM	0	0	0	0	0	0	0		0	0	0	0	13	14	27		0	0	0	0	0	0	2	2		0	0	0	0	13	21	34		63
<b>Total</b>	0	0	0	0	4	5	9		0	0	0	0	55	38	93		0	0	0	0	0	7	7	7		0	0	0	0	49	55	104		213
5:00 PM	0	0	0	0	2	1	3		0	0	0	0	14	13	27		0	0	0	0	0	2	2	2		0	0	0	0	16	12	28		60
5:15 PM	0	0	0	0	0	0	0		0	0	0	0	20	22	42		0	0	0	0	1	1	2	2		0	0	0	0	19	21	40		84
5:30 PM	0	0	0	0	1	4	5		0	0	0	0	26	21	47		0	0	0	0	0	0	0	0		0	0	0	0	17	21	38		90
5:45 PM	0	0	0	0	0	3	3		0	0	0	0	20	29	49		0	0	0	0	0	3	3	3		0	0	0	0	19	27	46		101
<b>Total</b>	0	0	0	0	3	8	11		0	0	0	0	80	85	165		0	0	0	0	1	6	7	7		0	0	0	0	71	81	152		335
<b>Grand Total</b>	0	0	0	0	7	13	20		0	0	0	0	135	123	258		0	0	0	0	1	13	14	14		0	0	0	0	120	136	256		548
Approach %	0.0	0.0	0.0	0.0	35.0	65.0		0.0	0.0	0.0	0.0	52.3	47.7		0.0	0.0	0.0	0.0	7.1	92.9		0.0	0.0	0.0	0.0	46.9	53.1							
Total %	0.0	0.0	0.0	0.0	1.3	2.4	3.6		0.0	0.0	0.0	0.0	24.6	22.4	47.1		0.0	0.0	0.0	0.0	0.2	2.4	2.6	2.6		0.0	0.0	0.0	0.0	21.9	24.8	46.7		
Exiting Leg Total	20								258								14								256								548	

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

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total	
	North				East				South				West				North				East				South				West					
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
5:00 PM	0	0	0	0	2	1	3		0	0	0	0	14	13	27		0	0	0	0	0	2	2	2		0	0	0	0	16	12	28		60
5:15 PM	0	0	0	0	0	0	0		0	0	0	0	20	22	42		0	0	0	0	1	1	2	2		0	0	0	0	19	21	40		84
5:30 PM	0	0	0	0	1	4	5		0	0	0	0	26	21	47		0	0	0	0	0	0	0	0		0	0	0	0	17	21	38		90
5:45 PM	0	0	0	0	0	3	3		0	0	0	0	20	29	49		0	0	0	0	0	3	3	3		0	0	0	0	19	27	46		101
<b>Total Volume</b>	0	0	0	0	3	8	11		0	0	0	0	80	85	165		0	0	0	0	1	6	7	7		0	0	0	0	71	81	152		335
% Approach Total	0.0	0.0	0.0	0.0	27.3	72.7		0.0	0.0	0.0	0.0	48.5	51.5		0.0	0.0	0.0	0.0	14.3	85.7		0.0	0.0	0.0	0.0	46.7	53.3							
PHF	0.000	0.000	0.000	0.000	0.375	0.500	0.550		0.000	0.000	0.000	0.000	0.769	0.733	0.842		0.000	0.000	0.000	0.000	0.250	0.500	0.583	0.583		0.000	0.000	0.000	0.000	0.934	0.750	0.826		0.829
Entering Leg	3								80								1								71								335	
Exiting Leg	11								165								7								152								335	
<b>Total</b>	22								330								14								304								670	

PDI File #: 175839 GGG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	3	24	1	5	1	34	2	0	0	0	0	2	1	5	0	0	0	6	0	1	10	1	0	12	0	0	0	1	0	1	55
4:15 PM	0	21	4	2	1	28	1	0	0	0	1	2	3	6	0	0	0	9	1	0	5	1	0	7	0	0	0	0	0	0	46
4:30 PM	0	23	3	3	0	29	1	0	0	0	4	5	0	5	0	1	0	6	2	1	11	2	0	16	1	0	0	0	0	1	57
4:45 PM	2	12	1	2	0	17	0	0	0	0	0	0	1	6	2	0	0	9	1	0	16	1	0	18	0	1	0	0	0	1	45
<b>Total</b>	<b>5</b>	<b>80</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>108</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>4</b>	<b>2</b>	<b>42</b>	<b>5</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>203</b>
5:00 PM	1	32	0	3	0	36	0	0	0	0	1	1	2	3	0	0	0	5	1	0	12	2	0	15	1	0	0	2	0	3	60
5:15 PM	1	26	0	4	0	31	1	0	0	0	2	3	0	5	0	0	0	5	4	4	11	0	0	19	0	0	0	1	0	1	59
5:30 PM	3	25	0	1	0	29	0	0	0	0	0	0	2	1	0	0	0	3	1	0	10	0	0	11	0	0	0	0	0	0	43
5:45 PM	2	22	1	5	1	31	1	0	0	1	0	2	0	1	0	1	0	2	1	2	30	0	0	33	0	0	0	1	0	1	69
<b>Total</b>	<b>7</b>	<b>105</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>127</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>63</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>231</b>
6:00 PM	1	19	0	8	0	28	1	0	1	0	0	2	0	2	0	1	0	3	1	4	13	0	0	18	0	0	0	0	0	0	51
6:15 PM	6	26	0	5	0	37	0	0	0	0	0	0	2	0	0	0	0	2	3	2	15	0	0	20	0	0	0	0	0	0	59
6:30 PM	4	33	0	9	0	46	0	0	1	0	0	1	0	2	0	4	0	6	3	0	21	6	0	30	0	0	0	0	0	0	83
6:45 PM	2	35	1	10	0	48	0	0	0	0	0	0	1	1	0	1	0	3	3	0	11	2	0	16	0	1	0	0	0	1	68
<b>Total</b>	<b>13</b>	<b>113</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>159</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>60</b>	<b>8</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>261</b>
7:00 PM	6	40	2	5	0	53	0	0	0	0	0	0	0	3	0	2	0	5	0	1	14	0	0	15	0	1	1	0	0	2	75
7:15 PM	1	35	4	4	0	44	0	0	0	0	0	0	1	0	0	2	0	3	1	0	18	1	0	20	0	1	0	1	0	2	69
7:30 PM	1	27	2	3	0	33	1	0	0	0	1	2	0	4	0	0	0	4	0	1	13	0	0	14	0	1	0	0	0	1	54
7:45 PM	0	33	3	2	0	38	0	0	0	0	1	1	1	4	0	2	0	7	0	0	14	0	0	14	1	0	0	2	0	3	63
<b>Total</b>	<b>8</b>	<b>135</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>168</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>59</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>261</b>
<b>Grand Total</b>	<b>33</b>	<b>433</b>	<b>22</b>	<b>71</b>	<b>3</b>	<b>562</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>21</b>	<b>14</b>	<b>48</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>16</b>	<b>224</b>	<b>16</b>	<b>0</b>	<b>278</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>17</b>	<b>956</b>
Approach %	5.9	77.0	3.9	12.6	0.5		38.1	0.0	9.5	4.8	47.6		17.9	61.5	2.6	17.9	0.0		7.9	5.8	80.6	5.8	0.0		17.6	29.4	5.9	47.1	0.0		
Total %	3.5	45.3	2.3	7.4	0.3	58.8	0.8	0.0	0.2	0.1	1.0	2.2	1.5	5.0	0.2	1.5	0.0	8.2	2.3	1.7	23.4	1.7	0.0	29.1	0.3	0.5	0.1	0.8	0.0	1.8	
<b>Exiting Leg Total</b>						<b>291</b>						<b>112</b>						<b>50</b>						<b>452</b>						<b>51</b>	<b>956</b>
Cars	32	421	22	0	3	478	0	0	0	0	0	0	0	61	2	14	0	77	22	0	234	16	0	272	2	5	0	9	0	16	843
% Cars	97.0	97.2	100.0	0.0	100.0	85.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	127.1	100.0	100.0	0.0	98.7	100.0	0.0	104.5	100.0	0.0	97.8	66.7	100.0	0.0	112.5	0.0	94.1	88.2
<b>Exiting Leg Total</b>						<b>307</b>						<b>0</b>						<b>49</b>						<b>437</b>						<b>50</b>	<b>843</b>
Heavy Vehicles	1	15	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	0	0	0	0	1	23
% Heavy Vehicles	3.0	3.5	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.2	33.3	0.0	0.0	0.0	0.0	5.9	2.4
<b>Exiting Leg Total</b>						<b>6</b>						<b>0</b>						<b>0</b>						<b>16</b>						<b>1</b>	<b>23</b>

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
6:30 PM	4	33	0	9	0	46	0	0	1	0	0	1	0	2	0	4	0	6	3	0	21	6	0	30	0	0	0	0	0	0	83
6:45 PM	2	35	1	10	0	48	0	0	0	0	0	0	1	1	0	1	0	3	3	0	11	2	0	16	0	1	0	0	0	1	68
7:00 PM	6	40	2	5	0	53	0	0	0	0	0	0	0	3	0	2	0	5	0	1	14	0	0	15	0	1	1	0	0	2	75
7:15 PM	1	35	4	4	0	44	0	0	0	0	0	0	1	0	0	2	0	3	1	0	18	1	0	20	0	1	0	1	0	2	69
<b>Total Volume</b>	<b>13</b>	<b>143</b>	<b>7</b>	<b>28</b>	<b>0</b>	<b>191</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>64</b>	<b>9</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>295</b>
% Approach Total	6.8	74.9	3.7	14.7	0.0		0.0	0.0	100.0	0.0	0.0		11.8	35.3	0.0	52.9	0.0		8.6	1.2	79.0	11.1	0.0		0.0	60.0	20.0	20.0	0.0		
PHF	0.542	0.894	0.438	0.700	0.000	0.901	0.000	0.000	0.250	0.000	0.000	0.250	0.500	0.500	0.000	0.563	0.000	0.708	0.583	0.250	0.762	0.375	0.000	0.675	0.000	0.750	0.250	0.250	0.000	0.625	0.889
Cars	13	142	7	0	0	162	0	0	0	0	0	0	0	8	0	9	0	17	7	0	65	9	0	81	0	3	0	2	0	5	265
Cars %	100.0	99.3	100.0	0.0	0.0	84.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	133.3	0.0	100.0	0.0	100.0	100.0	0.0	101.6	100.0	0.0	100.0	0.0	100.0	0.0	200.0	0.0	100.0	89.8

PDI File #: 175839 GGG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



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

**Cars and Heavy Vehicles (Combined)**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total						
	North						Northeast						East						South						West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total							
Heavy Vehicles	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Heavy Vehicles %	0.0	1.4	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	
Cars Enter Leg	13	142	7	0	0	162	0	0	0	0	0	0	0	8	0	9	0	17	7	0	65	9	0	81	0	3	0	2	0	5	265						
Heavy Enter Leg	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2						
Total Entering Leg	13	144	7	0	0	164	0	0	0	0	0	0	0	8	0	9	0	17	7	0	65	9	0	81	0	3	0	2	0	5	267						
Cars Exiting Leg						75						0					17						151						22	265							
Heavy Exiting Leg						0						0					0						2						0	2							
Total Exiting Leg						75						0					17						153						22	267							



PDI File #: 175839 GGG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



	Cars																											Total			
	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						
	North			Northeast			East			South			West																		
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	2	22	1	0	1	26	0	0	0	0	0	0	0	6	0	0	0	6	0	0	10	1	0	11	0	0	0	1	0	1	44
4:15 PM	0	20	4	0	1	25	0	0	0	0	0	0	0	9	0	0	0	9	1	0	4	1	0	6	0	0	0	0	0	0	40
4:30 PM	0	23	3	0	0	26	0	0	0	0	0	0	0	5	0	1	0	6	2	0	12	2	0	16	1	0	0	0	0	1	49
4:45 PM	2	12	1	0	0	15	0	0	0	0	0	0	0	7	2	0	0	9	1	0	16	1	0	18	0	1	0	0	0	1	43
<b>Total</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>42</b>	<b>5</b>	<b>0</b>	<b>51</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>176</b>
5:00 PM	1	28	0	0	0	29	0	0	0	0	0	0	0	5	0	0	0	5	1	0	11	2	0	14	0	0	0	2	0	2	50
5:15 PM	1	25	0	0	0	26	0	0	0	0	0	0	0	5	0	0	0	5	4	0	14	0	0	18	0	0	0	1	0	1	50
5:30 PM	3	24	0	0	0	27	0	0	0	0	0	0	0	3	0	0	0	3	1	0	10	0	0	11	0	0	0	0	0	0	41
5:45 PM	2	23	1	0	1	27	0	0	0	0	0	0	0	1	0	1	0	2	1	0	31	0	0	32	0	0	0	1	0	1	62
<b>Total</b>	<b>7</b>	<b>100</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>66</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>203</b>
6:00 PM	1	19	0	0	0	20	0	0	0	0	0	0	0	2	0	1	0	3	1	0	16	0	0	17	0	0	0	0	0	0	40
6:15 PM	6	25	0	0	0	31	0	0	0	0	0	0	0	1	0	0	0	1	3	0	17	0	0	20	0	0	0	0	0	0	52
6:30 PM	4	33	0	0	0	37	0	0	0	0	0	0	0	2	0	4	0	6	3	0	21	6	0	30	0	0	0	0	0	0	73
6:45 PM	2	34	1	0	0	37	0	0	0	0	0	0	0	2	0	1	0	3	3	0	11	2	0	16	0	1	0	0	0	1	57
<b>Total</b>	<b>13</b>	<b>111</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>222</b>
7:00 PM	6	40	2	0	0	48	0	0	0	0	0	0	0	3	0	2	0	5	0	0	15	0	0	15	0	1	0	1	0	2	70
7:15 PM	1	35	4	0	0	40	0	0	0	0	0	0	0	1	0	2	0	3	1	0	18	1	0	20	0	1	0	1	0	2	65
7:30 PM	1	25	2	0	0	28	0	0	0	0	0	0	0	4	0	0	0	4	0	0	14	0	0	14	0	1	0	0	0	1	47
7:45 PM	0	33	3	0	0	36	0	0	0	0	0	0	0	5	0	2	0	7	0	0	14	0	0	14	1	0	0	2	0	3	60
<b>Total</b>	<b>8</b>	<b>133</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>242</b>
<b>Grand Total</b>	<b>32</b>	<b>421</b>	<b>22</b>	<b>0</b>	<b>3</b>	<b>478</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>77</b>	<b>22</b>	<b>0</b>	<b>234</b>	<b>16</b>	<b>0</b>	<b>272</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>843</b>
Approach %	6.7	88.1	4.6	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	79.2	2.6	18.2	0.0	8.1	0.0	86.0	5.9	0.0	12.5	31.3	0.0	56.3	0.0						
Total %	3.8	49.9	2.6	0.0	0.4	56.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.2	1.7	0.0	9.1	2.6	0.0	27.8	1.9	0.0	32.3	0.2	0.6	0.0	1.1	0.0	1.9	
Exiting Leg Total	307						0						49						437						50						843

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Cars																											Total			
	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						
	North			Northeast			East			South			West																		
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
6:30 PM	4	33	0	0	0	37	0	0	0	0	0	0	0	2	0	4	0	6	3	0	21	6	0	30	0	0	0	0	0	0	73
6:45 PM	2	34	1	0	0	37	0	0	0	0	0	0	0	2	0	1	0	3	3	0	11	2	0	16	0	1	0	0	0	1	57
7:00 PM	6	40	2	0	0	48	0	0	0	0	0	0	0	3	0	2	0	5	0	0	15	0	0	15	0	1	0	1	0	2	70
7:15 PM	1	35	4	0	0	40	0	0	0	0	0	0	0	1	0	2	0	3	1	0	18	1	0	20	0	1	0	1	0	2	65
Total Volume	13	142	7	0	0	162	0	0	0	0	0	0	0	8	0	9	0	17	7	0	65	9	0	81	0	3	0	2	0	5	265
% Approach Total	8.0	87.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.1	0.0	52.9	0.0	8.6	0.0	80.2	11.1	0.0	0.0	60.0	0.0	40.0	0.0						
PHF	0.542	0.888	0.438	0.000	0.000	0.844	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.563	0.000	0.708	0.583	0.000	0.774	0.375	0.000	0.675	0.000	0.750	0.000	0.500	0.000	0.625	0.908
Entering Leg	13	142	7	0	0	162	0	0	0	0	0	0	0	8	0	9	0	17	7	0	65	9	0	81	0	3	0	2	0	5	265
Exiting Leg	75						0						17						151						22						
Total	237						0						34						232						27						

PDI File #: 175839 GGG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North			Northeast			East			South			West			West			West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
5:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	6
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>
6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
6:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
7:00 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
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
Grand Total	1	15	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	0	0	0	0	1	23
Approach %	6.3	93.8	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	4.3	65.2	0.0	0.0	0.0	69.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.1	0.0	0.0	26.1	4.3	0.0	0.0	0.0	0.0	4.3	
Exiting Leg Total	6						0						16						1						23						
Large Trucks	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	0	1	11
% Large Trucks	100.0	26.7	0.0	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	83.3	100.0	0.0	0.0	0.0	0.0	100.0	47.8
Exiting Leg Total	5						0						5						1						11						
Buses	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	12
% Buses	0.0	73.3	0.0	0.0	0.0	68.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	52.2
Exiting Leg Total	1						0						11						0						12						

**Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North			Northeast			East			South			West			West			West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
5:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	6
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total Volume	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1	10
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.250	0.417
Large Trucks	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1	7
Large Trucks %	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0	70.0

PDI File #: 175839 GGG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM



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

**Heavy Vehicles (Combined-Large Trucks and Buses)**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total						
	North						Northeast						East						South						West												
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total							
Buses	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Buses %	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	
Trucks Enter Leg	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1	0	0	0	0	0	7	
Bus Enter Leg	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total Entering Leg	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1	0	0	0	0	0	10	
Trucks Exiting Leg						3						0						0						4						0						7	
Buses Exiting Leg						0						0						0						3						0						3	
Total Exiting Leg						3						0						0						7						0						10	

PDI File #: 175839 GGG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



**Large Trucks**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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			
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>			
5:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1			
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1			
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>				
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 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			
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>				
7:00 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			
7:15 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			
7:30 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			
7:45 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			
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				
<b>Grand Total</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>				
Approach %	20.0	80.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0				
Total %	9.1	36.4	0.0	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	45.5	0.0	0.0		9.1	0.0	0.0	9.1				
Exiting Leg Total						5					0					0						5					1				

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
5:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1			
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1			
Total Volume	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1			
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0				
PHF	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000		0.000	0.000	0.750	0.000	0.000		0.250	0.000	0.000	0.438				
Entering Leg	0	3	0	0	0	3	0	0	0	0	0		0	0	0	0		0	0	3	0	0		1	0	0	1				
Exiting Leg						3					0					0							4				0				
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>					

PDI File #: 175839 GGG  
 Location: N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage  
 Location: E: Private Alley W: Private Alley  
 City, State: Boston, MA  
 Client: VHB/ C. Bouchard  
 Site Code: 82875.17  
 Count Date: Tuesday, September 12, 2017  
 Start Time: 4:00 PM  
 End Time: 8:00 PM  
 Class:



**Buses**

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
5:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
<b>Total</b>	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4		
7:00 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		
7:15 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		
7:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Total</b>	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
<b>Grand Total</b>	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12		
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	91.7	0.0	0.0	0.0	91.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						1																							11	0	12

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street						Parking Garage						Private Alley						Kilmarnock Street						Private Alley						Total
	North						Northeast						East						South						West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
<b>Total Volume</b>	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	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	0.750	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	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.500	
Entering Leg	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4		
Exiting Leg						1																							3	0	4
<b>Total</b>						4																							4	0	8

PDI File #: **175839 GGG**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Bicycles (on Roadway and Crosswalks)**

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total
	North				East				South				West				North				East				South				West				
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	3	
4:30 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	4	
4:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	4	
Total	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	1	0	0	0	1	17	
5:00 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	1	1	9	
5:15 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
5:30 PM	0	7	0	0	0	0	7	0	0	0	0	2	0	2	2	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	11	
5:45 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	7	
Total	0	21	0	0	0	0	21	0	0	0	0	2	0	2	2	2	0	9	0	0	0	0	0	9	0	0	0	0	0	1	1	33	
6:00 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	7	
6:15 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	6	
6:30 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	4	
6:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	4	
Total	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	0	0	21	
7:00 PM	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	15	
7:15 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	5	
7:30 PM	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	9	
7:45 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
Total	0	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0	0	0	0	0	0	35	
Grand Total	0	70	0	0	0	0	70	0	0	0	0	2	0	2	2	2	0	32	0	0	0	0	0	32	0	0	1	0	0	1	2	106	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0				0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	50.0	0.0	0.0	50.0				
Total %	0.0	66.0	0.0	0.0	0.0	0.0	66.0	0.0	0.0	0.0	0.0	1.9	0.0	1.9	1.9	1.9	0.0	30.2	0.0	0.0	0.0	0.0	0.0	30.2	0.0	0.0	0.9	0.0	0.0	0.9	1.9		
Exiting Leg Total							33							2				70						70						1	106		

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total
	North				East				South				West				North				East				South				West				
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 PM	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	15	
7:15 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	5	
7:30 PM	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	9	
7:45 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
Total Volume	0	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0	0	0	0	0	0	35	
% 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				
PHF	0.000	0.667	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.458	0.000	0.000	0.000	0.000	0.458	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583		
Entering Leg	0	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0	0	0	0	0	0	35	
Exiting Leg							11											24						24							0	35	
Total							35							0				35						35						0	70		

PDI File #: **175839 GGG**  
 Location: **N: Kilmarnock Street S: Kilmarnock Street NE: Parking Garage**  
 Location: **E: Private Alley W: Private Alley**  
 City, State: **Boston, MA**  
 Client: **VHB/ C. Bouchard**  
 Site Code: **82875.17**  
 Count Date: **Tuesday, September 12, 2017**  
 Start Time: **4:00 PM**  
 End Time: **8:00 PM**  
 Class:



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

**Pedestrians**

	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total
	North				East				South				West				North				East				South				West				
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	11	6	17	0	0	0	0	2	0	2	0	0	0	0	12	15	27	47				
4:15 PM	0	0	0	0	2	5	7	0	0	0	0	6	15	21	0	0	0	0	0	5	5	0	0	0	0	6	15	21	54				
4:30 PM	0	0	0	0	3	0	3	0	0	0	0	12	9	21	0	0	0	0	0	1	1	0	0	0	0	21	9	30	55				
4:45 PM	0	0	0	0	5	1	6	0	0	0	0	16	14	30	0	0	0	0	0	0	0	0	0	0	0	26	17	43	79				
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>44</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>56</b>	<b>121</b>	<b>235</b>				
5:00 PM	0	0	0	0	5	4	9	0	0	0	0	30	25	55	0	0	0	0	0	0	0	0	0	0	17	26	43	107					
5:15 PM	0	0	0	0	5	2	7	0	0	0	0	31	22	53	0	0	0	0	0	2	2	0	0	0	18	22	40	102					
5:30 PM	0	0	0	0	5	3	8	0	0	0	0	27	42	69	0	0	0	0	0	2	2	0	0	0	19	22	41	120					
5:45 PM	0	0	0	0	6	1	7	0	0	0	0	17	33	50	0	0	0	0	0	0	0	0	0	0	19	29	48	105					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>10</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>122</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>99</b>	<b>172</b>	<b>434</b>				
6:00 PM	0	0	0	0	0	1	1	0	0	0	0	20	19	39	0	0	0	0	0	0	0	0	0	0	35	23	58	98					
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	35	39	74	0	0	0	0	0	0	0	0	0	0	35	34	69	143					
6:30 PM	0	0	0	0	5	0	5	0	0	0	0	30	28	58	0	0	0	0	0	4	4	0	0	0	21	18	39	106					
6:45 PM	0	0	0	0	4	2	6	0	0	0	0	21	34	55	0	0	0	0	2	0	2	0	0	0	32	25	57	120					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>120</b>	<b>226</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>100</b>	<b>223</b>	<b>467</b>				
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	26	22	48	0	0	0	0	3	1	4	0	0	0	43	17	60	112					
7:15 PM	0	0	0	0	1	1	2	0	0	0	0	25	37	62	0	0	0	0	0	0	0	0	0	0	30	19	49	113					
7:30 PM	0	0	0	0	4	1	5	0	0	0	0	44	30	74	0	0	0	0	0	2	2	0	0	0	19	25	44	125					
7:45 PM	0	0	0	0	1	2	3	0	0	0	0	16	23	39	0	0	0	0	3	2	5	0	0	0	11	12	23	70					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>112</b>	<b>223</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>73</b>	<b>176</b>	<b>420</b>				
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>24</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>367</b>	<b>398</b>	<b>765</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>19</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>364</b>	<b>328</b>	<b>692</b>	<b>1556</b>				
Approach %	0.0	0.0	0.0	0.0	65.7	34.3		0.0	0.0	0.0	0.0	48.0	52.0		0.0	0.0	0.0	0.0	34.5	65.5		0.0	0.0	0.0	0.0	52.6	47.4						
Total %	0.0	0.0	0.0	0.0	3.0	1.5	4.5	0.0	0.0	0.0	0.0	23.6	25.6	49.2	0.0	0.0	0.0	0.0	0.6	1.2	1.9	0.0	0.0	0.0	0.0	23.4	21.1	44.5					
Exiting Leg Total							70							765							29						692	1556					

Peak Hour Analysis from 04:00 PM to 08:00 PM begins at:

6:15 PM	Kilmarnock Street								Private Alley								Kilmarnock Street								Private Alley								Total
	North				East				South				West				North				East				South				West				
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	35	39	74	0	0	0	0	0	0	0	0	0	35	34	69	143						
6:30 PM	0	0	0	0	5	0	5	0	0	0	0	30	28	58	0	0	0	0	0	4	4	0	0	0	21	18	39	106					
6:45 PM	0	0	0	0	4	2	6	0	0	0	0	21	34	55	0	0	0	0	2	0	2	0	0	0	32	25	57	120					
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	26	22	48	0	0	0	0	3	1	4	0	0	0	43	17	60	112					
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>123</b>	<b>235</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>94</b>	<b>225</b>	<b>481</b>				
% Approach Total	0.0	0.0	0.0	0.0	81.8	18.2		0.0	0.0	0.0	0.0	47.7	52.3		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	58.2	41.8						
PHF	0.000	0.000	0.000	0.000	0.450	0.250	0.458	0.000	0.000	0.000	0.000	0.800	0.788	0.794	0.000	0.000	0.000	0.000	0.417	0.313	0.625	0.000	0.000	0.000	0.000	0.762	0.691	0.815	0.841				
Entering Leg	0	0	0	0	9	2	11	0	0	0	0	112	123	235	0	0	0	0	5	5	10	0	0	0	131	94	225	481					
Exiting Leg							11							235							10						225	481					
<b>Total</b>							22							470							20						450	962					

# Synchro Reports



## Existing Conditions

Lanes, Volumes, Timings  
 1: Park Dr & Peterborough St

06/14/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			
Traffic Volume (vph)	0	74	807	0	0	0
Future Volume (vph)	0	74	807	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1317	3398	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1317	3398	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	646		336			115
Travel Time (s)	17.6		9.2			3.1
Confl. Peds. (#/hr)		28		141		
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.69	0.69	0.90	0.90	0.92	0.92
Heavy Vehicles (%)	0%	12%	2%	0%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	107	897	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	107	897	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.97	1.15	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	42.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
2: Park Dr & Queensberry St

06/14/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (vph)	0	0	807	119	0	0
Future Volume (vph)	0	0	807	119	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.981			
Flt Protected						
Satd. Flow (prot)	0	0	3325	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3325	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	530		470			336
Travel Time (s)	14.5		12.8			9.2
Confl. Peds. (#/hr)		133		25	25	
Confl. Bikes (#/hr)				6		
Peak Hour Factor	0.92	0.92	0.93	0.93	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	4%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	0	868	128	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	996	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	42.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
3: Kilmarnock St & Boylston St

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	26	1023	29	11	700	46	3	16	33	56	8	10
Future Volume (vph)	26	1023	29	11	700	46	3	16	33	56	8	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	11	11	12	13	12	10	10	12
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.91		0.88	0.93	
Frt		0.996			0.991			0.915			0.917	
Flt Protected		0.999			0.999			0.997		0.950		
Satd. Flow (prot)	0	3242	0	0	3003	0	0	1224	0	1366	1167	0
Flt Permitted		0.921			0.934			0.991		0.715		
Satd. Flow (perm)	0	2988	0	0	2807	0	0	1209	0	909	1167	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			13			41			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			633			347			230	
Travel Time (s)		10.2			17.3			9.5			6.3	
Confl. Peds. (#/hr)	71		144	144		71	86		103	103		86
Confl. Bikes (#/hr)			7			2			7			8
Peak Hour Factor	0.91	0.91	0.91	0.98	0.98	0.98	0.80	0.80	0.80	0.88	0.88	0.88
Heavy Vehicles (%)	8%	2%	20%	36%	2%	11%	100%	0%	22%	11%	38%	0%
Parking (#/hr)			1			1						
Adj. Flow (vph)	29	1124	32	11	714	47	4	20	41	64	9	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1185	0	0	772	0	0	65	0	64	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.10	1.10	1.19	1.19	1.19	1.14	1.10	1.14	1.25	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			2	

Lanes, Volumes, Timings  
 3: Kilmarnock St & Boylston St

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	58.0	58.0		58.0	58.0		27.0	27.0		27.0	27.0	
Total Split (s)	59.0	59.0		59.0	59.0		31.0	31.0		31.0	31.0	
Total Split (%)	65.6%	65.6%		65.6%	65.6%		34.4%	34.4%		34.4%	34.4%	
Maximum Green (s)	54.0	54.0		54.0	54.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		Max	Max		Max	Max	
Walk Time (s)	48.0	48.0		48.0	48.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	5.0	5.0		5.0	5.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	54	54		54	54		48	48		48	48	
Act Effect Green (s)		54.0			54.0			26.0		26.0	26.0	
Actuated g/C Ratio		0.60			0.60			0.29		0.29	0.29	
v/c Ratio		0.66			0.46			0.17		0.24	0.06	
Control Delay		14.1			8.4			13.2		27.6	16.1	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		14.1			8.4			13.2		27.6	16.1	
LOS		B			A			B		C	B	
Approach Delay		14.1			8.4			13.2			24.9	
Approach LOS		B			A			B			C	

Intersection Summary

Area Type: CBD  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 9 (10%), Referenced to phase 1:EBWB, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 12.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 80.1%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 3: Kilmarnock St & Boylston St



Lanes, Volumes, Timings  
4: Jersey St & Boylston St

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				
Traffic Volume (vph)	43	1034	36	39	788	65	9	27	105	0	0	0
Future Volume (vph)	43	1034	36	39	788	65	9	27	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	14	14	11	14	14	16	16	16	12	16	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.86				
Frt		0.995			0.989			0.900				
Flt Protected		0.998			0.998			0.997				
Satd. Flow (prot)	0	3347	0	0	3254	0	0	1386	0	0	0	0
Flt Permitted		0.885			0.808			0.997				
Satd. Flow (perm)	0	2967	0	0	2634	0	0	1374	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		6						60				
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		633			947			336			162	
Travel Time (s)		17.3			25.8			9.2			4.4	
Confl. Peds. (#/hr)	53		15	15		53	129		150			
Confl. Bikes (#/hr)			7						7			5
Peak Hour Factor	0.92	0.92	0.92	0.97	0.97	0.97	0.83	0.83	0.83	0.92	0.92	0.92
Heavy Vehicles (%)	16%	2%	6%	13%	3%	18%	0%	4%	9%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Adj. Flow (vph)	47	1124	39	40	812	67	11	33	127	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1210	0	0	919	0	0	171	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.05	1.05	1.19	1.05	1.05	0.97	1.00	0.97	1.14	0.97	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1				
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	50	50		50	50		50	50				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	4	1			1			2				
Permitted Phases	1			1			2					
Detector Phase	4	1		1	1		2	2				

# Lanes, Volumes, Timings

## 4: Jersey St & Boylston St

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	8.0		8.0	8.0		5.0	5.0				
Minimum Split (s)	7.0	45.0		45.0	45.0		30.0	30.0				
Total Split (s)	11.0	47.0		47.0	47.0		32.0	32.0				
Total Split (%)	12.2%	52.2%		52.2%	52.2%		35.6%	35.6%				
Maximum Green (s)	9.0	42.0		42.0	42.0		27.0	27.0				
Yellow Time (s)	2.0	3.0		3.0	3.0		3.0	3.0				
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag		Lead		Lead	Lead		Lag	Lag				
Lead-Lag Optimize?		Yes		Yes	Yes		Yes	Yes				
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	Max	C-Max		C-Max	C-Max		Max	Max				
Walk Time (s)		6.0		6.0	6.0		20.0	20.0				
Flash Dont Walk (s)		34.0		34.0	34.0		5.0	5.0				
Pedestrian Calls (#/hr)		17		17	17		70	70				
Act Effct Green (s)		48.0			42.0			27.0				
Actuated g/C Ratio		0.53			0.47			0.30				
v/c Ratio		0.75			0.75			0.38				
Control Delay		9.9			24.4			18.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		9.9			24.4			18.7				
LOS		A			C			B				
Approach Delay		9.9			24.4			18.7				
Approach LOS		A			C			B				

### Intersection Summary

Area Type: CBD  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 56 (62%), Referenced to phase 1:EBWB, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 16.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 97.4%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 4: Jersey St & Boylston St



Lanes, Volumes, Timings  
5: Kilmarnock St & Peterborough St

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	20	47	17	10	35	0	0	31	17
Future Volume (vph)	0	0	0	20	47	17	10	35	0	0	31	17
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.972						0.953	
Flt Protected					0.988			0.989				
Satd. Flow (prot)	0	0	0	0	1645	0	0	1559	0	0	1210	0
Flt Permitted					0.988			0.989				
Satd. Flow (perm)	0	0	0	0	1645	0	0	1559	0	0	1210	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		646			619			108			347	
Travel Time (s)		17.6			16.9			2.9			9.5	
Confl. Peds. (#/hr)	46		38	38		46	64		47	47		64
Confl. Bikes (#/hr)						1			4			8
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.67	0.67	0.67	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	11%	10%	24%	10%	8%	0%	0%	25%	27%
Parking (#/hr)			4			5			2			0
Adj. Flow (vph)	0	0	0	25	59	22	15	52	0	0	37	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	106	0	0	67	0	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	0.97	0.97	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	32.3%
Analysis Period (min)	15
	ICU Level of Service A



Lanes, Volumes, Timings  
6: Jersey St & Peterborough St

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	19	39	20	20	115	0	0	12	25
Future Volume (vph)	0	0	0	19	39	20	20	115	0	0	12	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.965						0.910	
Flt Protected					0.988			0.993				
Satd. Flow (prot)	0	0	0	0	1406	0	0	1473	0	0	1263	0
Flt Permitted					0.988			0.993				
Satd. Flow (perm)	0	0	0	0	1406	0	0	1473	0	0	1263	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		619			390			169			336	
Travel Time (s)		16.9			10.6			4.6			9.2	
Confl. Peds. (#/hr)	60		37	37		60	101		125	125		101
Confl. Bikes (#/hr)			3			4			10			2
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82	0.77	0.77	0.77
Heavy Vehicles (%)	0%	0%	0%	6%	11%	5%	11%	7%	0%	0%	17%	14%
Parking (#/hr)			5			4			1			1
Adj. Flow (vph)	0	0	0	22	46	24	24	140	0	0	16	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	92	0	0	164	0	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	34.5%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
7: Kilmarnock St & Deaconess Garage

06/14/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	1	44	11	3	48
Future Volume (vph)	2	1	44	11	3	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961		0.973			
Flt Protected	0.966					0.997
Satd. Flow (prot)	1482	0	1449	0	0	1169
Flt Permitted	0.966					0.997
Satd. Flow (perm)	1482	0	1449	0	0	1169
Link Speed (mph)	25		25			25
Link Distance (ft)	65		58			108
Travel Time (s)	1.8		1.6			2.9
Peak Hour Factor	0.42	0.42	0.58	0.58	0.89	0.89
Heavy Vehicles (%)	0%	0%	9%	0%	0%	23%
Parking (#/hr)		0		1		1
Adj. Flow (vph)	5	2	76	19	3	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	95	0	0	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.43
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	15.5%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
 8: Kilmarnock St & Private Alley 933/Private Alley 934

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	0	4	0	0	12	0	37	1	4	43	2
Future Volume (vph)	6	0	4	0	0	12	0	37	1	4	43	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.949			0.865			0.997			0.994	
Flt Protected		0.970									0.996	
Satd. Flow (prot)	0	1574	0	0	1479	0	0	1462	0	0	1316	0
Flt Permitted		0.970									0.996	
Satd. Flow (perm)	0	1574	0	0	1479	0	0	1462	0	0	1316	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		388			364			164			58	
Travel Time (s)		10.6			9.9			4.5			1.6	
Confl. Peds. (#/hr)	4		3	3		4	55		47	47		55
Confl. Bikes (#/hr)			1			1			5			9
Peak Hour Factor	0.63	0.63	0.63	0.44	0.44	0.44	0.80	0.80	0.80	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	23%	0%
Parking (#/hr)			0			0			2			2
Adj. Flow (vph)	10	0	6	0	0	27	0	46	1	5	55	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	27	0	0	47	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	26.2%
Analysis Period (min)	15
	ICU Level of Service A

# Lanes, Volumes, Timings

## 9: Jersey St & Private Alley 934/Private Alley 935

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	0	1	1	0	6	1	126	0	4	22	5
Future Volume (vph)	4	0	1	1	0	6	1	126	0	4	22	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.966			0.882						0.979	
Flt Protected		0.964			0.994						0.994	
Satd. Flow (prot)	0	1592	0	0	1499	0	0	1478	0	0	1421	0
Flt Permitted		0.964			0.994						0.994	
Satd. Flow (perm)	0	1592	0	0	1499	0	0	1478	0	0	1421	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		259			367			170			169	
Travel Time (s)		7.1			10.0			4.6			4.6	
Confl. Peds. (#/hr)	1		6	6		1	107		128	128		107
Confl. Bikes (#/hr)			1						13			3
Peak Hour Factor	0.63	0.63	0.63	0.44	0.44	0.44	0.80	0.80	0.80	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	13%	0%
Parking (#/hr)									1			1
Adj. Flow (vph)	6	0	2	2	0	14	1	158	0	5	28	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	16	0	0	159	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

### Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
10: Kilmarnock St & Queensberry St

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	86	2	0	0	0	0	7	12	37	10	0
Future Volume (vph)	31	86	2	0	0	0	0	7	12	37	10	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997						0.914				
Flt Protected		0.987									0.962	
Satd. Flow (prot)	0	1510	0	0	0	0	0	1459	0	0	1261	0
Flt Permitted		0.987									0.962	
Satd. Flow (perm)	0	1510	0	0	0	0	0	1459	0	0	1261	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		530			326			522			164	
Travel Time (s)		14.5			8.9			14.2			4.5	
Confl. Peds. (#/hr)	34		46	46		34	39		32	32		39
Confl. Bikes (#/hr)			2						2			5
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.53	0.53	0.53	0.92	0.92	0.92
Heavy Vehicles (%)	10%	2%	0%	0%	0%	0%	0%	0%	0%	25%	10%	0%
Parking (#/hr)			4			4			2			4
Adj. Flow (vph)	39	108	3	0	0	0	0	13	23	40	11	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	0	0	0	0	0	36	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

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

Lanes, Volumes, Timings  
 11: Jersey St & Queensberry St

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	100	25	9	0	0	0	0	27	7	12	12	0
Future Volume (vph)	100	25	9	0	0	0	0	27	7	12	12	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.991						0.971				
Flt Protected		0.964									0.976	
Satd. Flow (prot)	0	1520	0	0	0	0	0	1550	0	0	1391	0
Flt Permitted		0.964									0.976	
Satd. Flow (perm)	0	1520	0	0	0	0	0	1550	0	0	1391	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		300			342			329			170	
Travel Time (s)		8.2			9.3			9.0			4.6	
Confl. Peds. (#/hr)	36		64	64		36	92		124	124		92
Confl. Bikes (#/hr)			4			1			10			4
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.73	0.73	0.73	0.67	0.67	0.67
Heavy Vehicles (%)	10%	0%	0%	0%	0%	0%	0%	0%	0%	9%	15%	0%
Parking (#/hr)			4			4			2			1
Adj. Flow (vph)	120	30	11	0	0	0	0	37	10	18	18	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	0	0	0	0	0	47	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	35.0%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
 12: Kilmarnock St & Park Drive Carriage

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	1	2	1	3	18	0	0	7	5
Future Volume (vph)	0	0	0	1	2	1	3	18	0	0	7	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.963						0.943	
Flt Protected					0.987			0.994				
Satd. Flow (prot)	0	0	0	0	1621	0	0	1700	0	0	1239	0
Flt Permitted					0.987			0.994				
Satd. Flow (perm)	0	0	0	0	1621	0	0	1700	0	0	1239	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		377			705			56			522	
Travel Time (s)		10.3			19.2			1.5			14.2	
Confl. Peds. (#/hr)	58						58	5		10	10	5
Confl. Bikes (#/hr)							2					1
Peak Hour Factor	0.92	0.92	0.92	0.38	0.38	0.38	0.92	0.92	0.92	0.65	0.65	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	3	5	3	3	20	0	0	11	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	11	0	0	23	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	1.14	1.14	1.14	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
13: Park Dr & Kilmarnock St

06/14/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	388	21	0	8
Future Volume (vph)	0	0	388	21	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.992			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3330	0	0	1470
Flt Permitted						
Satd. Flow (perm)	0	0	3330	0	0	1470
Link Speed (mph)		25	25		25	
Link Distance (ft)		394	677		56	
Travel Time (s)		10.7	18.5		1.5	
Confl. Peds. (#/hr)	58			58	16	16
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.81	0.81	0.65	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	14%
Adj. Flow (vph)	0	0	479	26	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	505	0	0	12
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	27.4%
ICU Level of Service	A
Analysis Period (min)	15



Lanes, Volumes, Timings  
 14: Jersey St & Park Drive Carriage

06/14/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	13	4	30	0	4	0	0	21	0
Future Volume (vph)	0	0	0	13	4	30	0	4	0	0	21	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	16	16	16	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.914							
Flt Protected					0.986							
Satd. Flow (prot)	0	0	0	0	1479	0	0	1938	0	0	1268	0
Flt Permitted					0.986							
Satd. Flow (perm)	0	0	0	0	1479	0	0	1938	0	0	1268	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		705			280			53			329	
Travel Time (s)		19.2			7.6			1.4			9.0	
Confl. Peds. (#/hr)	58					58	5		10	10		5
Confl. Bikes (#/hr)												6
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.92	0.92	0.92	0.53	0.53	0.53
Heavy Vehicles (%)	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	12%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	18	5	41	0	4	0	0	40	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	64	0	0	4	0	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	0.97	0.97	0.97	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings  
15: Park Dr & Jersey St

06/14/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	375	4	0	34
Future Volume (vph)	0	0	375	4	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor			1.00			
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3347	0	0	1676
Flt Permitted						
Satd. Flow (perm)	0	0	3347	0	0	1676
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			222
Link Speed (mph)		25	25		25	
Link Distance (ft)		677	747		53	
Travel Time (s)		18.5	20.4		1.4	
Confl. Peds. (#/hr)	58			58	16	16
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.84	0.84	0.53	0.53
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	446	5	0	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	451	0	0	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Number of Detectors			1			1
Detector Template						
Leading Detector (ft)			50			50
Trailing Detector (ft)			0			0
Detector 1 Position(ft)			0			0
Detector 1 Size(ft)			50			50
Detector 1 Type			Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0			0.0
Detector 1 Queue (s)			0.0			0.0
Detector 1 Delay (s)			0.0			0.0
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Detector Phase			1			2
Switch Phase						
Minimum Initial (s)			30.0			8.0

Lanes, Volumes, Timings  
15: Park Dr & Jersey St

06/14/2018

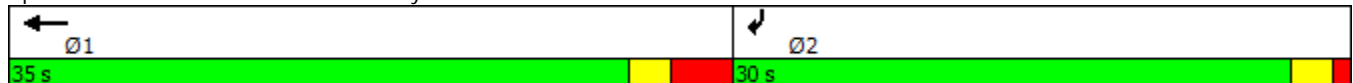


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)			35.0			16.0
Total Split (s)			35.0			30.0
Total Split (%)			53.8%			46.2%
Maximum Green (s)			30.0			27.0
Yellow Time (s)			2.0			2.0
All-Red Time (s)			3.0			1.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			5.0			3.0
Lead/Lag			Lead			Lag
Lead-Lag Optimize?			Yes			Yes
Vehicle Extension (s)			3.0			3.0
Recall Mode			Max			Max
Walk Time (s)						6.0
Flash Dont Walk (s)						7.0
Pedestrian Calls (#/hr)						0
Act Effect Green (s)			30.0			27.0
Actuated g/C Ratio			0.46			0.42
v/c Ratio			0.29			0.08
Control Delay			11.5			0.2
Queue Delay			0.0			0.0
Total Delay			11.5			0.2
LOS			B			A
Approach Delay			11.5		0.2	
Approach LOS			B		A	

Intersection Summary

Area Type:	CBD
Cycle Length:	65
Actuated Cycle Length:	65
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.29
Intersection Signal Delay:	10.1
Intersection LOS:	B
Intersection Capacity Utilization:	45.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 15: Park Dr & Jersey St



Lanes, Volumes, Timings  
 16: Queensberry St & Queensberry Garage South

06/14/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4			4	
Traffic Volume (vph)	9	126	0	0	8	0
Future Volume (vph)	9	126	0	0	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.997			0.950	
Satd. Flow (prot)	0	1292	0	0	1516	0
Flt Permitted		0.997			0.950	
Satd. Flow (perm)	0	1292	0	0	1516	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		326	300		53	
Travel Time (s)		8.9	8.2		1.4	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	0%	9%	0%	0%	0%	0%
Parking (#/hr)		4		4		
Adj. Flow (vph)	11	150	0	0	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	161	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.25	1.46	1.25	1.25	1.25	1.25
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	17.9%
Analysis Period (min)	15
	ICU Level of Service A

2017 Existing  
1: Park Dr & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑			
Traffic Volume (vph)	0	99	964	0	0	0
Future Volume (vph)	0	99	964	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1461	3365	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1461	3365	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	646		336			115
Travel Time (s)	17.6		9.2			3.1
Confl. Peds. (#/hr)		22		292		
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.77	0.77	0.89	0.89	0.92	0.92
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	129	1083	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	129	1083	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.97	1.15	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	47.5%
Analysis Period (min)	15
	ICU Level of Service A

2017 Existing  
1: Park Dr & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↗			
Traffic Volume (veh/h)	0	99	964	0	0	0
Future Volume (Veh/h)	0	99	964	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.89	0.89	0.92	0.92
Hourly flow rate (vph)	0	129	1083	0	0	0
Pedestrians	292					22
Lane Width (ft)	16.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	32					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1375	856			1375	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1375	856			1375	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	37			100	
cM capacity (veh/h)	94	205			341	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>			
Volume Total	129	542	542			
Volume Left	0	0	0			
Volume Right	129	0	0			
cSH	205	1700	1700			
Volume to Capacity	0.63	0.32	0.32			
Queue Length 95th (ft)	92	0	0			
Control Delay (s)	48.4	0.0	0.0			
Lane LOS	E					
Approach Delay (s)	48.4	0.0				
Approach LOS	E					
<b>Intersection Summary</b>						
Average Delay			5.2			
Intersection Capacity Utilization			47.5%		ICU Level of Service	A
Analysis Period (min)			15			

2017 Existing  
2: Park Dr & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (vph)	0	0	964	113	0	0
Future Volume (vph)	0	0	964	113	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.984			
Flt Protected						
Satd. Flow (prot)	0	0	3318	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3318	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	530		470			336
Travel Time (s)	14.5		12.8			9.2
Confl. Peds. (#/hr)		38		311		
Confl. Bikes (#/hr)				22		
Peak Hour Factor	0.92	0.92	0.86	0.86	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	1%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	0	1121	131	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1252	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	47.5%
Analysis Period (min)	15
	ICU Level of Service A

2017 Existing  
2: Park Dr & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (veh/h)	0	0	964	113	0	0
Future Volume (Veh/h)	0	0	964	113	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.86	0.86	0.92	0.92
Hourly flow rate (vph)	0	0	1121	131	0	0
Pedestrians	311					38
Lane Width (ft)	0.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1498	975			1563	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1498	975			1563	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	115	255			428	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>				
Volume Total	747	505				
Volume Left	0	0				
Volume Right	0	131				
cSH	1700	1700				
Volume to Capacity	0.44	0.30				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			47.5%		ICU Level of Service	A
Analysis Period (min)			15			



2017 Existing  
3: Kilmarnock St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	41	1006	42	5	593	45	5	18	45	114	18	55
Future Volume (vph)	41	1006	42	5	593	45	5	18	45	114	18	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	11	11	12	13	12	10	10	12
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.98			0.75		0.73	0.74	
Frt		0.994			0.990			0.911			0.887	
Flt Protected		0.998						0.996		0.950		
Satd. Flow (prot)	0	3219	0	0	2976	0	0	1115	0	1458	1055	0
Flt Permitted		0.897			0.948			0.982		0.672		
Satd. Flow (perm)	0	2882	0	0	2820	0	0	1076	0	749	1055	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			11			25			66	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			633			347			230	
Travel Time (s)		10.2			17.3			9.5			6.3	
Confl. Peds. (#/hr)	373		369	369		373	330		387	387		330
Confl. Bikes (#/hr)			13			4			5			8
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.63	0.63	0.63	0.82	0.82	0.82
Heavy Vehicles (%)	5%	2%	5%	22%	2%	4%	50%	25%	0%	4%	0%	0%
Parking (#/hr)			1			1			0			
Adj. Flow (vph)	45	1093	46	5	638	48	8	29	71	139	22	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1184	0	0	691	0	0	108	0	139	89	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.10	1.10	1.19	1.19	1.19	1.14	1.10	1.14	1.25	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			2	

2017 Existing  
3: Kilmarnock St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	70.0	70.0		70.0	70.0		27.0	27.0		27.0	27.0	
Total Split (s)	71.0	71.0		71.0	71.0		29.0	29.0		29.0	29.0	
Total Split (%)	71.0%	71.0%		71.0%	71.0%		29.0%	29.0%		29.0%	29.0%	
Maximum Green (s)	66.0	66.0		66.0	66.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		Max	Max		Max	Max	
Walk Time (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	5.0	5.0		5.0	5.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	186	186		186	186		180	180		180	180	
Act Effect Green (s)		66.0			66.0			24.0		24.0	24.0	
Actuated g/C Ratio		0.66			0.66			0.24		0.24	0.24	
v/c Ratio		0.62			0.37			0.39		0.78	0.29	
Control Delay		11.5			4.8			29.2		65.3	14.5	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		11.5			4.8			29.2		65.3	14.5	
LOS		B			A			C		E	B	
Approach Delay		11.5			4.8			29.2			45.5	
Approach LOS		B			A			C			D	

Intersection Summary

Area Type:	CBD
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	45 (45%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	13.8
Intersection LOS:	B
Intersection Capacity Utilization:	92.9%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 3: Kilmarnock St & Boylston St





Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	1184	691	108	139	89
v/c Ratio	0.62	0.37	0.39	0.78	0.29
Control Delay	11.5	4.8	29.2	65.3	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	4.8	29.2	65.3	14.5
Queue Length 50th (ft)	203	42	44	83	11
Queue Length 95th (ft)	266	47	59	#159	44
Internal Link Dist (ft)	295	553	267		150
Turn Bay Length (ft)				150	
Base Capacity (vph)	1904	1864	277	179	303
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.37	0.39	0.78	0.29

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

2017 Existing  
3: Kilmarnock St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	41	1006	42	5	593	45	5	18	45	114	18	55
Future Volume (vph)	41	1006	42	5	593	45	5	18	45	114	18	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	13	13	11	11	11	12	13	12	10	10	12
Total Lost time (s)		5.0			5.0			5.0		5.0	5.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frbp, ped/bikes		0.99			0.98			0.77		1.00	0.74	
Flpb, ped/bikes		1.00			1.00			0.98		0.73	1.00	
Frt		0.99			0.99			0.91		1.00	0.89	
Flt Protected		1.00			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		3207			2973			1092		1059	1055	
Flt Permitted		0.90			0.95			0.98		0.67	1.00	
Satd. Flow (perm)		2883			2818			1076		749	1055	
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.63	0.63	0.63	0.82	0.82	0.82
Adj. Flow (vph)	45	1093	46	5	638	48	8	29	71	139	22	67
RTOR Reduction (vph)	0	3	0	0	4	0	0	19	0	0	50	0
Lane Group Flow (vph)	0	1181	0	0	687	0	0	89	0	139	39	0
Confl. Peds. (#/hr)	373		369	369		373	330		387	387		330
Confl. Bikes (#/hr)			13			4			5			8
Heavy Vehicles (%)	5%	2%	5%	22%	2%	4%	50%	25%	0%	4%	0%	0%
Parking (#/hr)			1			1			0			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2				2
Permitted Phases	1			1			2			2		
Actuated Green, G (s)		66.0			66.0			24.0		24.0	24.0	
Effective Green, g (s)		66.0			66.0			24.0		24.0	24.0	
Actuated g/C Ratio		0.66			0.66			0.24		0.24	0.24	
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)		1902			1859			258		179	253	
v/s Ratio Prot												0.04
v/s Ratio Perm		c0.41			0.24			0.08		c0.19		
v/c Ratio		0.62			0.37			0.34		0.78	0.15	
Uniform Delay, d1		9.8			7.6			31.5		35.5	30.0	
Progression Factor		1.00			0.56			1.00		1.00	1.00	
Incremental Delay, d2		1.5			0.5			3.6		27.5	1.3	
Delay (s)		11.3			4.8			35.1		62.9	31.3	
Level of Service		B			A			D		E	C	
Approach Delay (s)		11.3			4.8			35.1			50.6	
Approach LOS		B			A			D			D	

Intersection Summary

HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

2017 Existing  
4: Jersey St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄			⇄			⇄				
Traffic Volume (vph)	22	1178	32	20	608	48	31	12	111	0	0	0
Future Volume (vph)	22	1178	32	20	608	48	31	12	111	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	14	14	11	14	14	16	16	16	12	16	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.98			0.78				
Frt		0.996			0.989			0.903				
Flt Protected		0.999			0.999			0.990				
Satd. Flow (prot)	0	3359	0	0	3216	0	0	1360	0	0	0	0
Flt Permitted		0.936			0.889			0.990				
Satd. Flow (perm)	0	3142	0	0	2861	0	0	1292	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		4						43				
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		633			947			336			162	
Travel Time (s)		17.3			25.8			9.2			4.4	
Confl. Peds. (#/hr)	245		92	92		245	223		208	208		223
Confl. Bikes (#/hr)			17			5			11			5
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.88	0.88	0.88	0.82	0.82	0.82
Heavy Vehicles (%)	14%	2%	6%	5%	3%	21%	6%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Adj. Flow (vph)	23	1214	33	22	676	53	35	14	126	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1270	0	0	751	0	0	175	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.05	1.05	1.19	1.05	1.05	0.97	1.00	0.97	1.14	0.97	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1				
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	50	50		50	50		50	50				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	3	1			1			2				
Permitted Phases	1			1			2					
Detector Phase	3	1		1	1		2	2				

2017 Existing  
4: Jersey St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



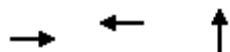
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	1.0		1.0	1.0		5.0	5.0				
Minimum Split (s)	7.0	51.0		51.0	51.0		32.0	32.0				
Total Split (s)	11.0	57.0		57.0	57.0		32.0	32.0				
Total Split (%)	11.0%	57.0%		57.0%	57.0%		32.0%	32.0%				
Maximum Green (s)	9.0	52.0		52.0	52.0		27.0	27.0				
Yellow Time (s)	2.0	3.0		3.0	3.0		3.0	3.0				
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag		Lead		Lead	Lead		Lag	Lag				
Lead-Lag Optimize?		Yes		Yes	Yes		Yes	Yes				
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	Max	C-Max		C-Max	C-Max		Max	Max				
Walk Time (s)		40.0		40.0	40.0		7.0	7.0				
Flash Dont Walk (s)		6.0		6.0	6.0		20.0	20.0				
Pedestrian Calls (#/hr)		85		85	85		108	108				
Act Effct Green (s)		58.0			52.0			27.0				
Actuated g/C Ratio		0.58			0.52			0.27				
v/c Ratio		0.69			0.51			0.46				
Control Delay		9.9			17.1			27.3				
Queue Delay		0.0			0.0			0.0				
Total Delay		9.9			17.1			27.3				
LOS		A			B			C				
Approach Delay		9.9			17.1			27.3				
Approach LOS		A			B			C				

Intersection Summary

Area Type:	CBD
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	56 (56%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	13.7
Intersection LOS:	B
Intersection Capacity Utilization:	85.8%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 4: Jersey St & Boylston St





Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	1270	751	175
v/c Ratio	0.69	0.51	0.46
Control Delay	9.9	17.1	27.3
Queue Delay	0.0	0.0	0.0
Total Delay	9.9	17.1	27.3
Queue Length 50th (ft)	146	156	69
Queue Length 95th (ft)	162	207	131
Internal Link Dist (ft)	553	867	256
Turn Bay Length (ft)			
Base Capacity (vph)	1837	1487	380
Starvation Cap Reductn	8	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.69	0.51	0.46
<b>Intersection Summary</b>			

2017 Existing  
4: Jersey St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				
Traffic Volume (vph)	22	1178	32	20	608	48	31	12	111	0	0	0
Future Volume (vph)	22	1178	32	20	608	48	31	12	111	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	14	14	11	14	14	16	16	16	12	16	12
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		0.95			0.95			1.00				
Frbp, ped/bikes		1.00			0.98			0.82				
Flpb, ped/bikes		1.00			1.00			0.95				
Frt		1.00			0.99			0.90				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		3355			3215			1292				
Flt Permitted		0.94			0.89			0.99				
Satd. Flow (perm)		3143			2861			1292				
Peak-hour factor, PHF	0.97	0.97	0.97	0.90	0.90	0.90	0.88	0.88	0.88	0.82	0.82	0.82
Adj. Flow (vph)	23	1214	33	22	676	53	35	14	126	0	0	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	31	0	0	0	0
Lane Group Flow (vph)	0	1268	0	0	751	0	0	144	0	0	0	0
Confl. Peds. (#/hr)	245		92	92		245	223		208	208		223
Confl. Bikes (#/hr)			17			5			11			5
Heavy Vehicles (%)	14%	2%	6%	5%	3%	21%	6%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	3	1			1			2				
Permitted Phases	1			1			2					
Actuated Green, G (s)		61.0			52.0			27.0				
Effective Green, g (s)		61.0			52.0			27.0				
Actuated g/C Ratio		0.61			0.52			0.27				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		1936			1487			348				
v/s Ratio Prot		c0.06										
v/s Ratio Perm		0.34			0.26			0.11				
v/c Ratio		0.66			0.51			0.41				
Uniform Delay, d1		12.7			15.6			30.0				
Progression Factor		0.58			1.00			1.00				
Incremental Delay, d2		1.4			1.2			3.6				
Delay (s)		8.7			16.9			33.6				
Level of Service		A			B			C				
Approach Delay (s)		8.7			16.9			33.6			0.0	
Approach LOS		A			B			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			13.5				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)		14.0			
Intersection Capacity Utilization			85.8%				ICU Level of Service		E			
Analysis Period (min)			15									



c Critical Lane Group

2017 Existing  
5: Kilmarnock St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	23	53	34	13	34	0	0	32	33
Future Volume (vph)	0	0	0	23	53	34	13	34	0	0	32	33
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.958						0.932	
Flt Protected					0.990			0.986				
Satd. Flow (prot)	0	0	0	0	1787	0	0	1650	0	0	1445	0
Flt Permitted					0.990			0.986				
Satd. Flow (perm)	0	0	0	0	1787	0	0	1650	0	0	1445	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		646			619			108			347	
Travel Time (s)		17.6			16.9			2.9			9.5	
Confl. Peds. (#/hr)	112		68	68		112	181		147	147		181
Confl. Bikes (#/hr)			1			4			7			9
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.75	0.75	0.75	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	0%	3%	2%	4%	0%	3%	0%	0%	6%	0%
Parking (#/hr)			4			5			2			0
Adj. Flow (vph)	0	0	0	26	59	38	17	45	0	0	41	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	123	0	0	62	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	0.97	0.97	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	35.4%
Analysis Period (min)	15
	ICU Level of Service A

2017 Existing  
5: Kilmarnock St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	23	53	34	13	34	0	0	32	33
Future Volume (vph)	0	0	0	23	53	34	13	34	0	0	32	33
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.75	0.75	0.75	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	26	59	38	17	45	0	0	41	42

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	123	62	83
Volume Left (vph)	26	17	0
Volume Right (vph)	38	0	42
Hadj (s)	-0.09	0.09	-0.25
Departure Headway (s)	4.1	4.3	4.0
Degree Utilization, x	0.14	0.07	0.09
Capacity (veh/h)	844	795	872
Control Delay (s)	7.8	7.7	7.4
Approach Delay (s)	7.8	7.7	7.4
Approach LOS	A	A	A

Intersection Summary		
Delay		7.6
Level of Service		A
Intersection Capacity Utilization	35.4%	ICU Level of Service
Analysis Period (min)		15

2017 Existing  
6: Jersey St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	12	40	21	28	98	0	0	21	42
Future Volume (vph)	0	0	0	12	40	21	28	98	0	0	21	42
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.961						0.911	
Flt Protected					0.992			0.989				
Satd. Flow (prot)	0	0	0	0	1357	0	0	1497	0	0	1384	0
Flt Permitted					0.992			0.989				
Satd. Flow (perm)	0	0	0	0	1357	0	0	1497	0	0	1384	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		619			390			169			336	
Travel Time (s)		16.9			10.6			4.6			9.2	
Confl. Peds. (#/hr)	106		79	79		106	204		274	274		204
Confl. Bikes (#/hr)									21			11
Peak Hour Factor	0.50	0.50	0.50	0.69	0.69	0.69	0.87	0.87	0.87	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	22%	0%	7%	5%	0%	0%	11%	2%
Parking (#/hr)			5			4			1			1
Adj. Flow (vph)	0	0	0	17	58	30	32	113	0	0	25	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	105	0	0	145	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

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

2017 Existing  
6: Jersey St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	12	40	21	28	98	0	0	21	42
Future Volume (vph)	0	0	0	12	40	21	28	98	0	0	21	42
Peak Hour Factor	0.50	0.50	0.50	0.69	0.69	0.69	0.87	0.87	0.87	0.85	0.85	0.85
Hourly flow rate (vph)	0	0	0	17	58	30	32	113	0	0	25	49

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	105	145	74
Volume Left (vph)	17	32	0
Volume Right (vph)	30	0	49
Hadj (s)	0.07	0.14	-0.31
Departure Headway (s)	4.5	4.4	4.0
Degree Utilization, x	0.13	0.18	0.08
Capacity (veh/h)	771	798	869
Control Delay (s)	8.1	8.3	7.4
Approach Delay (s)	8.1	8.3	7.4
Approach LOS	A	A	A

Intersection Summary		
Delay		8.0
Level of Service		A
Intersection Capacity Utilization	34.1%	ICU Level of Service
Analysis Period (min)		15

2017 Existing  
7: Kilmarnock St & Deaconess Garage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	1	46	9	3	52
Future Volume (vph)	4	1	46	9	3	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.973		0.977			
Flt Protected	0.962					0.997
Satd. Flow (prot)	1494	0	1534	0	0	1336
Flt Permitted	0.962					0.997
Satd. Flow (perm)	1494	0	1534	0	0	1336
Link Speed (mph)	25		25			25
Link Distance (ft)	65		58			108
Travel Time (s)	1.8		1.6			2.9
Confl. Peds. (#/hr)		7		131		
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.25	0.25	0.77	0.77	0.66	0.66
Heavy Vehicles (%)	0%	0%	2%	0%	0%	7%
Parking (#/hr)		0		1		1
Adj. Flow (vph)	16	4	60	12	5	79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	72	0	0	84
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.43
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.3%
Analysis Period (min)	15
	ICU Level of Service A

2017 Existing  
7: Kilmarnock St & Deaconess Garage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	1	46	9	3	52
Future Volume (Veh/h)	4	1	46	9	3	52
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.77	0.77	0.66	0.66
Hourly flow rate (vph)	16	4	60	12	5	79
Pedestrians	131					7
Lane Width (ft)	10.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	9					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	286	204			203	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	286	204			203	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			100	
cM capacity (veh/h)	642	761			1255	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	20	72	84			
Volume Left	16	0	5			
Volume Right	4	12	0			
cSH	662	1700	1255			
Volume to Capacity	0.03	0.04	0.00			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	10.6	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	10.6	0.0	0.5			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			1.4			
Intersection Capacity Utilization			25.3%		ICU Level of Service	A
Analysis Period (min)			15			

2017 Existing  
8: Kilmarnock St & Private Alley 933/Private Alley 934

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	0	6	1	0	12	0	37	1	5	49	2
Future Volume (vph)	6	0	6	1	0	12	0	37	1	5	49	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.932			0.872			0.997			0.995	
Flt Protected		0.976			0.997						0.996	
Satd. Flow (prot)	0	1555	0	0	1487	0	0	1591	0	0	1490	0
Flt Permitted		0.976			0.997						0.996	
Satd. Flow (perm)	0	1555	0	0	1487	0	0	1591	0	0	1490	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		388			364			164			58	
Travel Time (s)		10.6			9.9			4.5			1.6	
Confl. Peds. (#/hr)	7		6	6		7	120		131	131		120
Confl. Bikes (#/hr)									7			11
Peak Hour Factor	0.50	0.50	0.50	0.68	0.68	0.68	0.77	0.77	0.77	0.67	0.67	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	7%	0%
Parking (#/hr)			0			0			2			2
Adj. Flow (vph)	12	0	12	1	0	18	0	48	1	7	73	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	19	0	0	49	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.3%
Analysis Period (min)	15
	ICU Level of Service A



2017 Existing  
8: Kilmarnock St & Private Alley 933/Private Alley 934

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	6	0	6	1	0	12	0	37	1	5	49	2
Future Volume (Veh/h)	6	0	6	1	0	12	0	37	1	5	49	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.68	0.68	0.68	0.77	0.77	0.77	0.67	0.67	0.67
Hourly flow rate (vph)	12	0	12	1	0	18	0	48	1	7	73	3
Pedestrians		120			131			6			7	
Lane Width (ft)		12.0			12.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		10			11			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	282	388	200	286	390	186	196			180		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	282	388	200	286	390	186	196			180		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	98	100	100	98	100			99		
cM capacity (veh/h)	498	438	758	494	438	763	1239			1254		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	24	19	49	83								
Volume Left	12	1	0	7								
Volume Right	12	18	1	3								
cSH	601	742	1239	1254								
Volume to Capacity	0.04	0.03	0.00	0.01								
Queue Length 95th (ft)	3	2	0	0								
Control Delay (s)	11.2	10.0	0.0	0.7								
Lane LOS	B	A		A								
Approach Delay (s)	11.2	10.0	0.0	0.7								
Approach LOS	B	A										
<b>Intersection Summary</b>												
Average Delay			3.0									
Intersection Capacity Utilization			25.3%		ICU Level of Service				A			
Analysis Period (min)			15									

2017 Existing  
9: Jersey St & Private Alley 934/Private Alley 935

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	0	1	0	3	5	0	109	4	7	24	2
Future Volume (vph)	12	0	1	0	3	5	0	109	4	7	24	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.992			0.916			0.995			0.990	
Flt Protected		0.955									0.989	
Satd. Flow (prot)	0	1620	0	0	1566	0	0	1501	0	0	1478	0
Flt Permitted		0.955									0.989	
Satd. Flow (perm)	0	1620	0	0	1566	0	0	1501	0	0	1478	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		259			367			170			169	
Travel Time (s)		7.1			10.0			4.6			4.6	
Confl. Peds. (#/hr)	5		5	5		5	217		277	277		217
Confl. Bikes (#/hr)									21			11
Peak Hour Factor	0.81	0.81	0.81	0.33	0.33	0.33	0.85	0.85	0.85	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	8%	0%
Parking (#/hr)									1			1
Adj. Flow (vph)	15	0	1	0	9	15	0	128	5	9	30	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	24	0	0	133	0	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	28.4%
Analysis Period (min)	15
	ICU Level of Service A

2017 Existing  
9: Jersey St & Private Alley 934/Private Alley 935

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	12	0	1	0	3	5	0	109	4	7	24	2
Future Volume (Veh/h)	12	0	1	0	3	5	0	109	4	7	24	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.33	0.33	0.33	0.85	0.85	0.85	0.80	0.80	0.80
Hourly flow rate (vph)	15	0	1	0	9	15	0	128	5	9	30	3
Pedestrians		217			277			5			5	
Lane Width (ft)		12.0			12.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		18			23			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	422	676	254	463	676	412	250			410		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	422	676	254	463	676	412	250			410		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	100	100	96	97	100			99		
cM capacity (veh/h)	297	235	645	277	236	494	1087			892		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	16	24	133	42								
Volume Left	15	0	0	9								
Volume Right	1	15	5	3								
cSH	308	350	1087	892								
Volume to Capacity	0.05	0.07	0.00	0.01								
Queue Length 95th (ft)	4	5	0	1								
Control Delay (s)	17.3	16.0	0.0	2.0								
Lane LOS	C	C		A								
Approach Delay (s)	17.3	16.0	0.0	2.0								
Approach LOS	C	C										
<b>Intersection Summary</b>												
Average Delay			3.5									
Intersection Capacity Utilization			28.4%		ICU Level of Service				A			
Analysis Period (min)			15									

2017 Existing  
10: Kilmarnock St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	71	12	0	0	0	0	8	16	47	9	0
Future Volume (vph)	30	71	12	0	0	0	0	8	16	47	9	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.985						0.909				
Flt Protected		0.987									0.960	
Satd. Flow (prot)	0	1542	0	0	0	0	0	1414	0	0	1436	0
Flt Permitted		0.987									0.960	
Satd. Flow (perm)	0	1542	0	0	0	0	0	1414	0	0	1436	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		530			326			522			164	
Travel Time (s)		14.5			8.9			14.2			4.5	
Confl. Peds. (#/hr)	69		47	47		69	85		99	99		85
Confl. Bikes (#/hr)			1						4			4
Peak Hour Factor	0.72	0.72	0.72	0.92	0.92	0.92	0.70	0.70	0.70	0.69	0.69	0.69
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	8%	0%	8%	0%	0%
Parking (#/hr)			4			4			2			4
Adj. Flow (vph)	42	99	17	0	0	0	0	11	23	68	13	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	0	0	0	0	34	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	33.7%
Analysis Period (min)	15
	ICU Level of Service A

2017 Existing  
10: Kilmarnock St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	71	12	0	0	0	0	8	16	47	9	0
Future Volume (vph)	30	71	12	0	0	0	0	8	16	47	9	0
Peak Hour Factor	0.72	0.72	0.72	0.92	0.92	0.92	0.70	0.70	0.70	0.69	0.69	0.69
Hourly flow rate (vph)	42	99	17	0	0	0	0	11	23	68	13	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	158	34	81
Volume Left (vph)	42	0	68
Volume Right (vph)	17	23	0
Hadj (s)	0.00	-0.36	0.28
Departure Headway (s)	4.2	4.0	4.6
Degree Utilization, x	0.18	0.04	0.10
Capacity (veh/h)	841	856	759
Control Delay (s)	8.1	7.1	8.1
Approach Delay (s)	8.1	7.1	8.1
Approach LOS	A	A	A

Intersection Summary		
Delay		8.0
Level of Service		A
Intersection Capacity Utilization	33.7%	ICU Level of Service
Analysis Period (min)		15

2017 Existing  
11: Jersey St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	36	16	0	0	0	0	28	5	12	13	0
Future Volume (vph)	85	36	16	0	0	0	0	28	5	12	13	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984						0.979				
Flt Protected		0.970									0.976	
Satd. Flow (prot)	0	1562	0	0	0	0	0	1512	0	0	1442	0
Flt Permitted		0.970									0.976	
Satd. Flow (perm)	0	1562	0	0	0	0	0	1512	0	0	1442	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		300			342			329			170	
Travel Time (s)		8.2			9.3			9.0			4.6	
Confl. Peds. (#/hr)	61		66	66			61	191		266	266	191
Confl. Bikes (#/hr)			4				3			26		1
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.65	0.65	0.65	0.84	0.84	0.84
Heavy Vehicles (%)	6%	3%	0%	0%	0%	0%	0%	4%	0%	8%	8%	0%
Parking (#/hr)			4				4			2		1
Adj. Flow (vph)	101	43	19	0	0	0	0	43	8	14	15	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	0	0	0	51	0	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15			9	15		9	15	9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	35.6%
Analysis Period (min)	15
	ICU Level of Service A

2017 Existing  
11: Jersey St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	85	36	16	0	0	0	0	28	5	12	13	0
Future Volume (vph)	85	36	16	0	0	0	0	28	5	12	13	0
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.65	0.65	0.65	0.84	0.84	0.84
Hourly flow rate (vph)	101	43	19	0	0	0	0	43	8	14	15	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	163	51	29
Volume Left (vph)	101	0	14
Volume Right (vph)	19	8	0
Hadj (s)	0.13	-0.04	0.23
Departure Headway (s)	4.2	4.3	4.6
Degree Utilization, x	0.19	0.06	0.04
Capacity (veh/h)	836	805	758
Control Delay (s)	8.2	7.5	7.7
Approach Delay (s)	8.2	7.5	7.7
Approach LOS	A	A	A

Intersection Summary		
Delay		8.0
Level of Service		A
Intersection Capacity Utilization	35.6%	ICU Level of Service
Analysis Period (min)		15

2017 Existing  
12: Kilmarnock St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	3	15	17	2	7	0	0	10	11
Future Volume (vph)	0	0	0	3	15	17	2	7	0	0	10	11
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.934						0.930	
Flt Protected					0.996			0.990				
Satd. Flow (prot)	0	0	0	0	1541	0	0	1693	0	0	1321	0
Flt Permitted					0.996			0.990				
Satd. Flow (perm)	0	0	0	0	1541	0	0	1693	0	0	1321	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		377			705			56			522	
Travel Time (s)		10.3			19.2			1.5			14.2	
Confl. Peds. (#/hr)	96						96	4		75	75	4
Confl. Bikes (#/hr)							1			1		
Peak Hour Factor	0.92	0.92	0.92	0.67	0.67	0.67	0.92	0.92	0.92	0.63	0.63	0.63
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	4	22	25	2	8	0	0	16	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	51	0	0	10	0	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	1.14	1.14	1.14	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	32.2%
Analysis Period (min)	15
	ICU Level of Service A



2017 Existing  
12: Kilmarnock St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	3	15	17	2	7	0	0	10	11
Future Volume (Veh/h)	0	0	0	3	15	17	2	7	0	0	10	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.67	0.67	0.67	0.92	0.92	0.92	0.63	0.63	0.63
Hourly flow rate (vph)	0	0	0	4	22	25	2	8	0	0	16	17
Pedestrians		4			75						96	
Lane Width (ft)		0.0			16.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			8						7	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	172	116	28	112	124	179	37			83		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	172	116	28	112	124	179	37			83		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	100	100	99	97	97	100			100		
cM capacity (veh/h)	655	713	1052	747	705	730	1587			1400		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	51	10	33									
Volume Left	4	2	0									
Volume Right	25	0	17									
cSH	720	1587	1700									
Volume to Capacity	0.07	0.00	0.02									
Queue Length 95th (ft)	6	0	0									
Control Delay (s)	10.4	1.5	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.4	1.5	0.0									
Approach LOS	B											
<b>Intersection Summary</b>												
Average Delay			5.8									
Intersection Capacity Utilization		32.2%		ICU Level of Service	A							
Analysis Period (min)			15									

2017 Existing  
13: Park Dr & Kilmarnock St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	424	9	0	13
Future Volume (vph)	0	0	424	9	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3273	0	0	1676
Flt Permitted						
Satd. Flow (perm)	0	0	3273	0	0	1676
Link Speed (mph)		25	25		25	
Link Distance (ft)		394	677		56	
Travel Time (s)		10.7	18.5		1.5	
Confl. Peds. (#/hr)	96			96	63	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.63	0.63
Heavy Vehicles (%)	0%	0%	2%	14%	0%	0%
Adj. Flow (vph)	0	0	461	10	0	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	471	0	0	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	24.7%
Analysis Period (min)	15
	ICU Level of Service A

2017 Existing  
13: Park Dr & Kilmarnock St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (veh/h)	0	0	424	9	0	13
Future Volume (Veh/h)	0	0	424	9	0	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.63	0.63
Hourly flow rate (vph)	0	0	461	10	0	21
Pedestrians		4	63		96	
Lane Width (ft)		0.0	13.0		16.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	6		11	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			677			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	567				625	336
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	548				606	314
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	97
cM capacity (veh/h)	915				362	609
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>SB 1</b>			
Volume Total	307	164	21			
Volume Left	0	0	0			
Volume Right	0	10	21			
cSH	1700	1700	609			
Volume to Capacity	0.18	0.10	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	11.1			
Lane LOS			B			
Approach Delay (s)	0.0		11.1			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			0.5			
Intersection Capacity Utilization			24.7%	ICU Level of Service		A
Analysis Period (min)			15			

2017 Existing  
14: Jersey St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	4	12	23	7	10	0	0	13	16
Future Volume (vph)	0	0	0	4	12	23	7	10	0	0	13	16
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	16	16	16	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.918						0.925	
Flt Protected					0.995			0.979				
Satd. Flow (prot)	0	0	0	0	1558	0	0	1897	0	0	1314	0
Flt Permitted					0.995			0.979				
Satd. Flow (perm)	0	0	0	0	1558	0	0	1897	0	0	1314	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		705			280			53			329	
Travel Time (s)		19.2			7.6			1.4			9.0	
Confl. Peds. (#/hr)	169					169	30		357	357		30
Confl. Bikes (#/hr)									22			2
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	4	13	26	8	11	0	0	16	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	43	0	0	19	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	0.97	0.97	0.97	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

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

2017 Existing  
14: Jersey St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	4	12	23	7	10	0	0	13	16
Future Volume (Veh/h)	0	0	0	4	12	23	7	10	0	0	13	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	0	4	13	26	8	11	0	0	16	20
Pedestrians		30			357						169	
Lane Width (ft)		0.0			16.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			40						12	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								53				
pX, platoon unblocked												
vC, conflicting volume	284	440	56	410	450	537	66			368		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	284	440	56	410	450	537	66			368		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	96	91	99			100		
cM capacity (veh/h)	361	309	1016	231	305	292	1549			725		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	43	19	36									
Volume Left	4	8	0									
Volume Right	26	0	20									
cSH	288	1549	1700									
Volume to Capacity	0.15	0.01	0.02									
Queue Length 95th (ft)	13	0	0									
Control Delay (s)	19.7	3.1	0.0									
Lane LOS	C	A										
Approach Delay (s)	19.7	3.1	0.0									
Approach LOS	C											
<b>Intersection Summary</b>												
Average Delay			9.2									
Intersection Capacity Utilization			33.3%	ICU Level of Service						A		
Analysis Period (min)			15									

2017 Existing  
15: Park Dr & Jersey St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	416	17	0	17
Future Volume (vph)	0	0	416	17	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor			0.99			
Frt			0.994			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3280	0	0	1676
Flt Permitted						
Satd. Flow (perm)	0	0	3280	0	0	1676
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			9			125
Link Speed (mph)		25	25		25	
Link Distance (ft)		677	747		53	
Travel Time (s)		18.5	20.4		1.4	
Confl. Peds. (#/hr)	169			169	417	8
Confl. Bikes (#/hr)				3		2
Peak Hour Factor	0.92	0.92	0.91	0.91	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	0	0	457	19	0	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	476	0	0	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Number of Detectors			1			1
Detector Template						
Leading Detector (ft)			50			50
Trailing Detector (ft)			0			0
Detector 1 Position(ft)			0			0
Detector 1 Size(ft)			50			50
Detector 1 Type			Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0			0.0
Detector 1 Queue (s)			0.0			0.0
Detector 1 Delay (s)			0.0			0.0
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Detector Phase			1			2
Switch Phase						
Minimum Initial (s)			30.0			8.0

2017 Existing  
15: Park Dr & Jersey St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



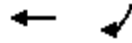
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)			36.0			19.0
Total Split (s)			36.0			30.0
Total Split (%)			54.5%			45.5%
Maximum Green (s)			32.0			24.0
Yellow Time (s)			3.0			3.0
All-Red Time (s)			1.0			3.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			4.0			6.0
Lead/Lag			Lead			Lag
Lead-Lag Optimize?			Yes			Yes
Vehicle Extension (s)			3.0			3.0
Recall Mode			Max			Max
Walk Time (s)						6.0
Flash Dont Walk (s)						7.0
Pedestrian Calls (#/hr)						0
Act Effect Green (s)			32.0			24.0
Actuated g/C Ratio			0.48			0.36
v/c Ratio			0.30			0.03
Control Delay			10.7			0.1
Queue Delay			0.0			0.0
Total Delay			10.7			0.1
LOS			B			A
Approach Delay			10.7		0.1	
Approach LOS			B		A	

Intersection Summary

Area Type:	CBD
Cycle Length:	66
Actuated Cycle Length:	66
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.30
Intersection Signal Delay:	10.2
Intersection LOS:	B
Intersection Capacity Utilization:	45.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 15: Park Dr & Jersey St





Lane Group	WBT	SBR
Lane Group Flow (vph)	476	21
v/c Ratio	0.30	0.03
Control Delay	10.7	0.1
Queue Delay	0.0	0.0
Total Delay	10.7	0.1
Queue Length 50th (ft)	55	0
Queue Length 95th (ft)	84	0
Internal Link Dist (ft)	667	
Turn Bay Length (ft)		
Base Capacity (vph)	1594	689
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.30	0.03
<b>Intersection Summary</b>		



2017 Existing  
15: Park Dr & Jersey St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON

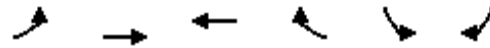


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	416	17	0	17
Future Volume (vph)	0	0	416	17	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	16	16
Total Lost time (s)			4.0			6.0
Lane Util. Factor			0.95			1.00
Frbp, ped/bikes			0.99			1.00
Flpb, ped/bikes			1.00			1.00
Frt			0.99			0.86
Flt Protected			1.00			1.00
Satd. Flow (prot)			3280			1676
Flt Permitted			1.00			1.00
Satd. Flow (perm)			3280			1676
Peak-hour factor, PHF	0.92	0.92	0.91	0.91	0.82	0.82
Adj. Flow (vph)	0	0	457	19	0	21
RTOR Reduction (vph)	0	0	5	0	0	13
Lane Group Flow (vph)	0	0	471	0	0	8
Confl. Peds. (#/hr)	169			169	417	8
Confl. Bikes (#/hr)				3		2
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Actuated Green, G (s)			32.0			24.0
Effective Green, g (s)			32.0			24.0
Actuated g/C Ratio			0.48			0.36
Clearance Time (s)			4.0			6.0
Vehicle Extension (s)			3.0			3.0
Lane Grp Cap (vph)			1590			609
v/s Ratio Prot			c0.14			c0.00
v/s Ratio Perm						
v/c Ratio			0.30			0.01
Uniform Delay, d1			10.2			13.4
Progression Factor			1.00			1.00
Incremental Delay, d2			0.5			0.0
Delay (s)			10.7			13.5
Level of Service			B			B
Approach Delay (s)		0.0	10.7		13.5	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			10.8		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.17			
Actuated Cycle Length (s)			66.0		Sum of lost time (s)	10.0
Intersection Capacity Utilization			45.0%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

2017 Existing  
16: Queensberry St & Queensberry Garage South

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕			↕	
Traffic Volume (vph)	7	127	0	0	10	0
Future Volume (vph)	7	127	0	0	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected		0.997			0.950	
Satd. Flow (prot)	0	1337	0	0	1516	0
Flt Permitted		0.997			0.950	
Satd. Flow (perm)	0	1337	0	0	1516	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		326	300		53	
Travel Time (s)		8.9	8.2		1.4	
Confl. Peds. (#/hr)	48			48	4	3
Peak Hour Factor	0.88	0.88	0.92	0.92	0.63	0.63
Heavy Vehicles (%)	0%	5%	0%	0%	0%	0%
Parking (#/hr)		4		4		
Adj. Flow (vph)	8	144	0	0	16	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	152	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.25	1.46	1.25	1.25	1.25	1.25
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	24.7%
ICU Level of Service	A
Analysis Period (min)	15

2017 Existing  
16: Queensberry St & Queensberry Garage South

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4			4	
Traffic Volume (veh/h)	7	127	0	0	10	0
Future Volume (Veh/h)	7	127	0	0	10	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.63	0.63
Hourly flow rate (vph)	8	144	0	0	16	0
Pedestrians		3	4		48	
Lane Width (ft)		10.0	0.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		3	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	48				212	51
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	48				212	51
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	100
cM capacity (veh/h)	1520				751	987
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>SB 1</b>				
Volume Total	152	16				
Volume Left	8	16				
Volume Right	0	0				
cSH	1520	751				
Volume to Capacity	0.01	0.02				
Queue Length 95th (ft)	0	2				
Control Delay (s)	0.4	9.9				
Lane LOS	A	A				
Approach Delay (s)	0.4	9.9				
Approach LOS		A				
<b>Intersection Summary</b>						
Average Delay			1.3			
Intersection Capacity Utilization			24.7%		ICU Level of Service	A
Analysis Period (min)			15			

## No-Build Conditions

2022 No-Build  
1: Park Dr & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕		↖	↘
Traffic Volume (vph)	0	76	827	0	0	0
Future Volume (vph)	0	76	827	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1317	3398	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1317	3398	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	646		336			115
Travel Time (s)	17.6		9.2			3.1
Confl. Peds. (#/hr)		28		141		
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.69	0.69	0.90	0.90	0.92	0.92
Heavy Vehicles (%)	0%	12%	2%	0%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	110	919	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	110	919	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.97	1.15	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

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

2022 No-Build  
1: Park Dr & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↗↗			
Traffic Volume (veh/h)	0	76	827	0	0	0
Future Volume (Veh/h)	0	76	827	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.69	0.69	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	0	110	919	0	0	0
Pedestrians	141					28
Lane Width (ft)	16.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	16					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1060	628			1060	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1060	628			1060	
tC, single (s)	6.8	7.1			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	100	68			100	
cM capacity (veh/h)	188	339			561	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	110	460	460
Volume Left	0	0	0
Volume Right	110	0	0
cSH	339	1700	1700
Volume to Capacity	0.32	0.27	0.27
Queue Length 95th (ft)	34	0	0
Control Delay (s)	20.6	0.0	0.0
Lane LOS	C		
Approach Delay (s)	20.6	0.0	
Approach LOS	C		

Intersection Summary			
Average Delay		2.2	
Intersection Capacity Utilization		43.2%	ICU Level of Service A
Analysis Period (min)		15	

2022 No-Build  
2: Park Dr & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (vph)	0	0	827	122	0	0
Future Volume (vph)	0	0	827	122	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.981			
Flt Protected						
Satd. Flow (prot)	0	0	3325	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3325	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	530		470			336
Travel Time (s)	14.5		12.8			9.2
Confl. Peds. (#/hr)		133		25	25	
Confl. Bikes (#/hr)				6		
Peak Hour Factor	0.92	0.92	0.93	0.93	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	4%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	0	889	131	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1020	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

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

2022 No-Build  
2: Park Dr & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (veh/h)	0	0	827	122	0	0
Future Volume (Veh/h)	0	0	827	122	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	0	0	889	131	0	0
Pedestrians	25					133
Lane Width (ft)	0.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	980	668			1045	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	980	668			1045	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	251	405			673	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>				
Volume Total	593	427				
Volume Left	0	0				
Volume Right	0	131				
cSH	1700	1700				
Volume to Capacity	0.35	0.25				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			43.2%	ICU Level of Service		A
Analysis Period (min)			15			



2022 No-Build  
3: Kilmarnock St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	27	1051	31	16	708	57	8	14	52	81	9	18
Future Volume (vph)	27	1051	31	16	708	57	8	14	52	81	9	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	10	10	10	8	13	12	10	10	12
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.89		0.89	0.92	
Frt		0.996			0.989			0.906			0.900	
Flt Protected		0.999			0.999			0.995		0.950		
Satd. Flow (prot)	0	2928	0	0	2882	0	0	1139	0	1366	1172	0
Flt Permitted		0.919			0.919			0.979		0.731		
Satd. Flow (perm)	0	2692	0	0	2650	0	0	1109	0	938	1172	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			16			43			20	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			633			347			230	
Travel Time (s)		10.2			17.3			9.5			6.3	
Confl. Peds. (#/hr)	71		144	144		71	86		103	103		86
Confl. Bikes (#/hr)			7			2			7			8
Peak Hour Factor	0.91	0.91	0.91	0.98	0.98	0.98	0.80	0.80	0.80	0.88	0.88	0.88
Heavy Vehicles (%)	8%	2%	20%	36%	2%	11%	100%	0%	22%	11%	38%	0%
Parking (#/hr)			1			1						
Adj. Flow (vph)	30	1155	34	16	722	58	10	18	65	92	10	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1219	0	0	796	0	0	93	0	92	30	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.25	1.25	1.25	1.25	1.25	1.37	1.10	1.14	1.25	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			2	

2022 No-Build  
3: Kilmarnock St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	58.0	58.0		58.0	58.0		27.0	27.0		27.0	27.0	
Total Split (s)	59.0	59.0		59.0	59.0		31.0	31.0		31.0	31.0	
Total Split (%)	65.6%	65.6%		65.6%	65.6%		34.4%	34.4%		34.4%	34.4%	
Maximum Green (s)	54.0	54.0		54.0	54.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		Max	Max		Max	Max	
Walk Time (s)	48.0	48.0		48.0	48.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	5.0	5.0		5.0	5.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	54	54		54	54		48	48		48	48	
Act Effct Green (s)		54.0			54.0			26.0		26.0	26.0	
Actuated g/C Ratio		0.60			0.60			0.29		0.29	0.29	
v/c Ratio		0.75			0.50			0.27		0.34	0.09	
Control Delay		16.9			11.4			16.8		29.6	13.7	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		16.9			11.4			16.8		29.6	13.7	
LOS		B			B			B		C	B	
Approach Delay		16.9			11.4			16.8			25.7	
Approach LOS		B			B			B			C	

Intersection Summary

Area Type: CBD  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 9 (10%), Referenced to phase 1:EBWB, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 15.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 81.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 3: Kilmarnock St & Boylston St





Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	1219	796	93	92	30
v/c Ratio	0.75	0.50	0.27	0.34	0.09
Control Delay	16.9	11.4	16.8	29.6	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	11.4	16.8	29.6	13.7
Queue Length 50th (ft)	243	94	21	41	4
Queue Length 95th (ft)	330	m105	50	83	24
Internal Link Dist (ft)	295	553	267		150
Turn Bay Length (ft)				150	
Base Capacity (vph)	1617	1596	350	270	352
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.75	0.50	0.27	0.34	0.09

**Intersection Summary**

m Volume for 95th percentile queue is metered by upstream signal.

2022 No-Build  
3: Kilmarnock St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	27	1051	31	16	708	57	8	14	52	81	9	18
Future Volume (vph)	27	1051	31	16	708	57	8	14	52	81	9	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	10	10	10	10	10	8	13	12	10	10	12
Total Lost time (s)		5.0			5.0			5.0		5.0	5.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frbp, ped/bikes		1.00			0.99			0.90		1.00	0.92	
Flpb, ped/bikes		1.00			1.00			0.99		0.89	1.00	
Frt		1.00			0.99			0.91		1.00	0.90	
Flt Protected		1.00			1.00			0.99		0.95	1.00	
Satd. Flow (prot)		2925			2881			1126		1220	1172	
Flt Permitted		0.92			0.92			0.98		0.73	1.00	
Satd. Flow (perm)		2691			2650			1108		939	1172	
Peak-hour factor, PHF	0.91	0.91	0.91	0.98	0.98	0.98	0.80	0.80	0.80	0.88	0.88	0.88
Adj. Flow (vph)	30	1155	34	16	722	58	10	18	65	92	10	20
RTOR Reduction (vph)	0	2	0	0	6	0	0	31	0	0	14	0
Lane Group Flow (vph)	0	1217	0	0	790	0	0	62	0	92	16	0
Confl. Peds. (#/hr)	71		144	144		71	86		103	103		86
Confl. Bikes (#/hr)			7			2			7			8
Heavy Vehicles (%)	8%	2%	20%	36%	2%	11%	100%	0%	22%	11%	38%	0%
Parking (#/hr)			1			1						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2				2
Permitted Phases	1			1			2			2		
Actuated Green, G (s)		54.0			54.0			26.0		26.0	26.0	
Effective Green, g (s)		54.0			54.0			26.0		26.0	26.0	
Actuated g/C Ratio		0.60			0.60			0.29		0.29	0.29	
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)		1614			1590			320		271	338	
v/s Ratio Prot												0.01
v/s Ratio Perm		c0.45			0.30			0.06		c0.10		
v/c Ratio		0.75			0.50			0.20		0.34	0.05	
Uniform Delay, d1		13.1			10.3			24.1		25.2	23.1	
Progression Factor		1.00			1.08			1.00		1.00	1.00	
Incremental Delay, d2		3.3			0.4			1.4		3.4	0.3	
Delay (s)		16.5			11.4			25.5		28.6	23.3	
Level of Service		B			B			C		C	C	
Approach Delay (s)		16.5			11.4			25.5			27.3	
Approach LOS		B			B			C			C	

Intersection Summary		
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio	0.62	
Actuated Cycle Length (s)	90.0	Sum of lost time (s) 10.0
Intersection Capacity Utilization	81.8%	ICU Level of Service D
Analysis Period (min)	15	
c Critical Lane Group		

2022 No-Build  
4: Jersey St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				
Traffic Volume (vph)	45	1103	37	47	808	67	9	28	108	0	0	0
Future Volume (vph)	45	1103	37	47	808	67	9	28	108	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	16	16	16	12	16	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.86				
Frt		0.995			0.989			0.900				
Flt Protected		0.998			0.997			0.997				
Satd. Flow (prot)	0	2930	0	0	2842	0	0	1386	0	0	0	0
Flt Permitted		0.881			0.744			0.997				
Satd. Flow (perm)	0	2585	0	0	2121	0	0	1374	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		5						49				
Link Speed (mph)		25			25			25				25
Link Distance (ft)		633			947			336				162
Travel Time (s)		17.3			25.8			9.2				4.4
Confl. Peds. (#/hr)	53		15	15		53	129		150			
Confl. Bikes (#/hr)			7						7			5
Peak Hour Factor	0.92	0.92	0.92	0.97	0.97	0.97	0.83	0.83	0.83	0.92	0.92	0.92
Heavy Vehicles (%)	16%	2%	6%	13%	3%	18%	0%	4%	9%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Adj. Flow (vph)	49	1199	40	48	833	69	11	34	130	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1288	0	0	950	0	0	175	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	0.97	1.00	0.97	1.14	0.97	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1				
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	50	50		50	50		50	50				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	4	1			1			2				
Permitted Phases	1			1			2					
Detector Phase	4	1		1	1		2	2				

2022 No-Build  
4: Jersey St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON

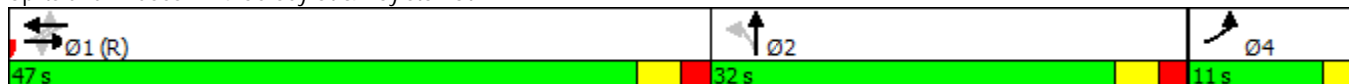


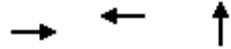
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	8.0		8.0	8.0		5.0	5.0				
Minimum Split (s)	7.0	45.0		45.0	45.0		30.0	30.0				
Total Split (s)	11.0	47.0		47.0	47.0		32.0	32.0				
Total Split (%)	12.2%	52.2%		52.2%	52.2%		35.6%	35.6%				
Maximum Green (s)	9.0	42.0		42.0	42.0		27.0	27.0				
Yellow Time (s)	2.0	3.0		3.0	3.0		3.0	3.0				
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag		Lead		Lead	Lead		Lag	Lag				
Lead-Lag Optimize?		Yes		Yes	Yes		Yes	Yes				
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	Max	C-Max		C-Max	C-Max		Max	Max				
Walk Time (s)		6.0		6.0	6.0		20.0	20.0				
Flash Dont Walk (s)		34.0		34.0	34.0		5.0	5.0				
Pedestrian Calls (#/hr)		17		17	17		70	70				
Act Effct Green (s)		48.0			42.0			27.0				
Actuated g/C Ratio		0.53			0.47			0.30				
v/c Ratio		0.92			0.96			0.39				
Control Delay		19.1			45.2			20.8				
Queue Delay		0.0			0.0			0.0				
Total Delay		19.1			45.2			20.8				
LOS		B			D			C				
Approach Delay		19.1			45.2			20.8				
Approach LOS		B			D			C				

Intersection Summary

Area Type:	CBD
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	56 (62%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	29.5
Intersection LOS:	C
Intersection Capacity Utilization:	101.1%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 4: Jersey St & Boylston St





Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	1288	950	175
v/c Ratio	0.92	0.96	0.39
Control Delay	19.1	45.2	20.8
Queue Delay	0.0	0.0	0.0
Total Delay	19.1	45.2	20.8
Queue Length 50th (ft)	117	264	55
Queue Length 95th (ft)	#210	#408	101
Internal Link Dist (ft)	553	867	256
Turn Bay Length (ft)			
Base Capacity (vph)	1404	989	446
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.92	0.96	0.39

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

2022 No-Build  
4: Jersey St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				
Traffic Volume (vph)	45	1103	37	47	808	67	9	28	108	0	0	0
Future Volume (vph)	45	1103	37	47	808	67	9	28	108	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	16	16	16	12	16	12
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		0.95			0.95			1.00				
Frbp, ped/bikes		1.00			0.99			0.87				
Flpb, ped/bikes		1.00			1.00			0.99				
Frt		1.00			0.99			0.90				
Flt Protected		1.00			1.00			1.00				
Satd. Flow (prot)		2930			2844			1373				
Flt Permitted		0.88			0.74			1.00				
Satd. Flow (perm)		2584			2122			1373				
Peak-hour factor, PHF	0.92	0.92	0.92	0.97	0.97	0.97	0.83	0.83	0.83	0.92	0.92	0.92
Adj. Flow (vph)	49	1199	40	48	833	69	11	34	130	0	0	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	34	0	0	0	0
Lane Group Flow (vph)	0	1286	0	0	950	0	0	141	0	0	0	0
Confl. Peds. (#/hr)	53		15	15		53	129		150			
Confl. Bikes (#/hr)			7						7			5
Heavy Vehicles (%)	16%	2%	6%	13%	3%	18%	0%	4%	9%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	4	1			1			2				
Permitted Phases	1			1			2					
Actuated Green, G (s)		51.0			42.0			27.0				
Effective Green, g (s)		51.0			42.0			27.0				
Actuated g/C Ratio		0.57			0.47			0.30				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		1498			990			411				
v/s Ratio Prot		c0.09										
v/s Ratio Perm		0.40			c0.45			0.10				
v/c Ratio		0.86			0.96			0.34				
Uniform Delay, d1		16.5			23.2			24.6				
Progression Factor		0.53			1.00			1.00				
Incremental Delay, d2		4.8			20.4			2.3				
Delay (s)		13.5			43.5			26.8				
Level of Service		B			D			C				
Approach Delay (s)		13.5			43.5			26.8			0.0	
Approach LOS		B			D			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			26.3									C
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			90.0								14.0	
Intersection Capacity Utilization			101.1%									G
Analysis Period (min)			15									



c Critical Lane Group

2022 No-Build  
5: Kilmarnock St & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	21	48	17	10	35	0	0	32	17
Future Volume (vph)	0	0	0	21	48	17	10	35	0	0	32	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.973						0.953	
Flt Protected					0.988			0.989				
Satd. Flow (prot)	0	0	0	0	1648	0	0	1559	0	0	1210	0
Flt Permitted					0.988			0.989				
Satd. Flow (perm)	0	0	0	0	1648	0	0	1559	0	0	1210	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		646			619			108			347	
Travel Time (s)		17.6			16.9			2.9			9.5	
Confl. Peds. (#/hr)	46		38	38		46	64		47	47		64
Confl. Bikes (#/hr)						1			4			8
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.67	0.67	0.67	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	11%	10%	24%	10%	8%	0%	0%	25%	27%
Parking (#/hr)			4			5			2			0
Adj. Flow (vph)	0	0	0	27	61	22	15	52	0	0	38	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	110	0	0	67	0	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	0.97	0.97	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	32.4%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
5: Kilmarnock St & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	21	48	17	10	35	0	0	32	17
Future Volume (vph)	0	0	0	21	48	17	10	35	0	0	32	17
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.67	0.67	0.67	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	0	27	61	22	15	52	0	0	38	20

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	110	67	58
Volume Left (vph)	27	15	0
Volume Right (vph)	22	0	20
Hadj (s)	0.15	0.19	0.23
Departure Headway (s)	4.3	4.4	4.5
Degree Utilization, x	0.13	0.08	0.07
Capacity (veh/h)	805	787	783
Control Delay (s)	8.0	7.8	7.8
Approach Delay (s)	8.0	7.8	7.8
Approach LOS	A	A	A

Intersection Summary		
Delay		7.9
Level of Service		A
Intersection Capacity Utilization	32.4%	ICU Level of Service
Analysis Period (min)		15

2022 No-Build  
6: Jersey St & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	19	40	21	21	119	0	0	12	26
Future Volume (vph)	0	0	0	19	40	21	21	119	0	0	12	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.964						0.908	
Flt Protected					0.988			0.992				
Satd. Flow (prot)	0	0	0	0	1404	0	0	1471	0	0	1261	0
Flt Permitted					0.988			0.992				
Satd. Flow (perm)	0	0	0	0	1404	0	0	1471	0	0	1261	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		619			390			169			336	
Travel Time (s)		16.9			10.6			4.6			9.2	
Confl. Peds. (#/hr)	60		37	37		60	101		125	125		101
Confl. Bikes (#/hr)			3			4			10			2
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82	0.77	0.77	0.77
Heavy Vehicles (%)	0%	0%	0%	6%	11%	5%	11%	7%	0%	0%	17%	14%
Parking (#/hr)			5			4			1			1
Adj. Flow (vph)	0	0	0	22	47	25	26	145	0	0	16	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	94	0	0	171	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	34.8%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
6: Jersey St & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	19	40	21	21	119	0	0	12	26
Future Volume (vph)	0	0	0	19	40	21	21	119	0	0	12	26
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	22	47	25	26	145	0	0	16	34

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	94	171	50
Volume Left (vph)	22	26	0
Volume Right (vph)	25	0	34
Hadj (s)	0.03	0.16	-0.15
Departure Headway (s)	4.4	4.3	4.2
Degree Utilization, x	0.12	0.21	0.06
Capacity (veh/h)	775	806	839
Control Delay (s)	8.0	8.5	7.4
Approach Delay (s)	8.0	8.5	7.4
Approach LOS	A	A	A

Intersection Summary		
Delay		8.2
Level of Service		A
Intersection Capacity Utilization	34.8%	ICU Level of Service
Analysis Period (min)		15

2022 No-Build  
7: Kilmarnock St & Deaconess Garage

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	1	44	11	3	49
Future Volume (vph)	2	1	44	11	3	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961		0.973			
Flt Protected	0.966					0.997
Satd. Flow (prot)	1482	0	1449	0	0	1169
Flt Permitted	0.966					0.997
Satd. Flow (perm)	1482	0	1449	0	0	1169
Link Speed (mph)	25		25			25
Link Distance (ft)	65		58			108
Travel Time (s)	1.8		1.6			2.9
Peak Hour Factor	0.42	0.42	0.58	0.58	0.89	0.89
Heavy Vehicles (%)	0%	0%	9%	0%	0%	23%
Parking (#/hr)		0		1		1
Adj. Flow (vph)	5	2	76	19	3	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	95	0	0	58
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.43
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	15.6%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
7: Kilmarnock St & Deaconess Garage

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	1	44	11	3	49
Future Volume (Veh/h)	2	1	44	11	3	49
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.42	0.42	0.58	0.58	0.89	0.89
Hourly flow rate (vph)	5	2	76	19	3	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	146	86			95	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146	86			95	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	849	979			1512	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	7	95	58			
Volume Left	5	0	3			
Volume Right	2	19	0			
cSH	882	1700	1512			
Volume to Capacity	0.01	0.06	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.1	0.0	0.4			
Lane LOS	A		A			
Approach Delay (s)	9.1	0.0	0.4			
Approach LOS	A					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			15.6%	ICU Level of Service		A
Analysis Period (min)			15			

2022 No-Build  
8: Kilmarnock St & Private Alley 933/Private Alley 934

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	0	4	0	0	12	0	37	1	4	44	2
Future Volume (vph)	6	0	4	0	0	12	0	37	1	4	44	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.949			0.865			0.997			0.994	
Flt Protected		0.970									0.996	
Satd. Flow (prot)	0	1574	0	0	1479	0	0	1462	0	0	1315	0
Flt Permitted		0.970									0.996	
Satd. Flow (perm)	0	1574	0	0	1479	0	0	1462	0	0	1315	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		388			364			164			58	
Travel Time (s)		10.6			9.9			4.5			1.6	
Confl. Peds. (#/hr)	4		3	3		4	55		47	47		55
Confl. Bikes (#/hr)			1			1			5			9
Peak Hour Factor	0.63	0.63	0.63	0.44	0.44	0.44	0.80	0.80	0.80	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	23%	0%
Parking (#/hr)			0			0			2			2
Adj. Flow (vph)	10	0	6	0	0	27	0	46	1	5	56	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	27	0	0	47	0	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	26.2%
Analysis Period (min)	15
	ICU Level of Service A



2022 No-Build  
8: Kilmarnock St & Private Alley 933/Private Alley 934

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	6	0	4	0	0	12	0	37	1	4	44	2
Future Volume (Veh/h)	6	0	4	0	0	12	0	37	1	4	44	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.44	0.44	0.44	0.80	0.80	0.80	0.78	0.78	0.78
Hourly flow rate (vph)	10	0	6	0	0	27	0	46	1	5	56	3
Pedestrians		55			47			3			4	
Lane Width (ft)		12.0			12.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		5			4			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	200	216	116	170	218	98	114			94		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	200	216	116	170	218	98	114			94		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	100	100	97	100			100		
cM capacity (veh/h)	658	626	897	710	625	924	1420			1454		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	16	27	47	64								
Volume Left	10	0	0	5								
Volume Right	6	27	1	3								
cSH	731	924	1420	1454								
Volume to Capacity	0.02	0.03	0.00	0.00								
Queue Length 95th (ft)	2	2	0	0								
Control Delay (s)	10.0	9.0	0.0	0.6								
Lane LOS	B	A		A								
Approach Delay (s)	10.0	9.0	0.0	0.6								
Approach LOS	B	A										
<b>Intersection Summary</b>												
Average Delay			2.9									
Intersection Capacity Utilization			26.2%		ICU Level of Service				A			
Analysis Period (min)			15									

2022 No-Build  
 9: Jersey St & Private Alley 934/Private Alley 935

Weekday Morning Peak Hour  
 Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	0	1	1	0	6	1	129	0	4	23	5
Future Volume (vph)	4	0	1	1	0	6	1	129	0	4	23	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.966			0.882						0.980	
Flt Protected		0.964			0.994						0.994	
Satd. Flow (prot)	0	1592	0	0	1499	0	0	1478	0	0	1421	0
Flt Permitted		0.964			0.994						0.994	
Satd. Flow (perm)	0	1592	0	0	1499	0	0	1478	0	0	1421	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		259			367			170			169	
Travel Time (s)		7.1			10.0			4.6			4.6	
Confl. Peds. (#/hr)	1		6	6		1	107		128	128		107
Confl. Bikes (#/hr)			1						13			3
Peak Hour Factor	0.63	0.63	0.63	0.44	0.44	0.44	0.80	0.80	0.80	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	13%	0%
Parking (#/hr)									1			1
Adj. Flow (vph)	6	0	2	2	0	14	1	161	0	5	29	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	16	0	0	162	0	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
 9: Jersey St & Private Alley 934/Private Alley 935

Weekday Morning Peak Hour  
 Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	4	0	1	1	0	6	1	129	0	4	23	5
Future Volume (Veh/h)	4	0	1	1	0	6	1	129	0	4	23	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.44	0.44	0.44	0.80	0.80	0.80	0.78	0.78	0.78
Hourly flow rate (vph)	6	0	2	2	0	14	1	161	0	5	29	6
Pedestrians		107			128			6			1	
Lane Width (ft)		12.0			12.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		9			11			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	327	440	145	341	443	290	142			289		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	327	440	145	341	443	290	142			289		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	100	98	100			100		
cM capacity (veh/h)	479	416	823	467	415	673	1324			1147		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	8	16	162	40								
Volume Left	6	2	1	5								
Volume Right	2	14	0	6								
cSH	535	638	1324	1147								
Volume to Capacity	0.01	0.03	0.00	0.00								
Queue Length 95th (ft)	1	2	0	0								
Control Delay (s)	11.8	10.8	0.1	1.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.8	10.8	0.1	1.1								
Approach LOS	B	B										
<b>Intersection Summary</b>												
Average Delay			1.4									
Intersection Capacity Utilization			25.1%		ICU Level of Service					A		
Analysis Period (min)			15									

2022 No-Build  
10: Kilmarnock St & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	32	88	2	0	0	0	0	6	12	38	10	0
Future Volume (vph)	32	88	2	0	0	0	0	6	12	38	10	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997						0.909				
Flt Protected		0.987									0.962	
Satd. Flow (prot)	0	1509	0	0	0	0	0	1451	0	0	1260	0
Flt Permitted		0.987									0.962	
Satd. Flow (perm)	0	1509	0	0	0	0	0	1451	0	0	1260	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		530			326			522			164	
Travel Time (s)		14.5			8.9			14.2			4.5	
Confl. Peds. (#/hr)	34		46	46		34	39		32	32		39
Confl. Bikes (#/hr)			2						2			5
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.53	0.53	0.53	0.92	0.92	0.92
Heavy Vehicles (%)	10%	2%	0%	0%	0%	0%	0%	0%	0%	25%	10%	0%
Parking (#/hr)			4			4			2			4
Adj. Flow (vph)	40	110	3	0	0	0	0	11	23	41	11	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	153	0	0	0	0	0	34	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	33.0%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
10: Kilmarnock St & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	32	88	2	0	0	0	0	6	12	38	10	0
Future Volume (vph)	32	88	2	0	0	0	0	6	12	38	10	0
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.53	0.53	0.53	0.92	0.92	0.92
Hourly flow rate (vph)	40	110	3	0	0	0	0	11	23	41	11	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	153	34	52
Volume Left (vph)	40	0	41
Volume Right (vph)	3	23	0
Hadj (s)	0.11	-0.41	0.53
Departure Headway (s)	4.2	3.9	4.8
Degree Utilization, x	0.18	0.04	0.07
Capacity (veh/h)	836	875	712
Control Delay (s)	8.1	7.1	8.2
Approach Delay (s)	8.1	7.1	8.2
Approach LOS	A	A	A

Intersection Summary		
Delay		8.0
Level of Service		A
Intersection Capacity Utilization	33.0%	ICU Level of Service
Analysis Period (min)		15

2022 No-Build  
11: Jersey St & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	26	9	0	0	0	0	28	7	12	12	0
Future Volume (vph)	103	26	9	0	0	0	0	28	7	12	12	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.991						0.972				
Flt Protected		0.964									0.976	
Satd. Flow (prot)	0	1520	0	0	0	0	0	1551	0	0	1391	0
Flt Permitted		0.964									0.976	
Satd. Flow (perm)	0	1520	0	0	0	0	0	1551	0	0	1391	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		300			342			329			170	
Travel Time (s)		8.2			9.3			9.0			4.6	
Confl. Peds. (#/hr)	36		64	64		36	92		124	124		92
Confl. Bikes (#/hr)			4			1			10			4
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.73	0.73	0.73	0.67	0.67	0.67
Heavy Vehicles (%)	10%	0%	0%	0%	0%	0%	0%	0%	0%	9%	15%	0%
Parking (#/hr)			4			4			2			1
Adj. Flow (vph)	124	31	11	0	0	0	0	38	10	18	18	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	0	0	0	0	0	48	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	35.3%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
11: Jersey St & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	103	26	9	0	0	0	0	28	7	12	12	0
Future Volume (vph)	103	26	9	0	0	0	0	28	7	12	12	0
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.73	0.73	0.73	0.67	0.67	0.67
Hourly flow rate (vph)	124	31	11	0	0	0	0	38	10	18	18	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	166	48	36
Volume Left (vph)	124	0	18
Volume Right (vph)	11	10	0
Hadj (s)	0.24	-0.13	0.30
Departure Headway (s)	4.3	4.2	4.6
Degree Utilization, x	0.20	0.06	0.05
Capacity (veh/h)	814	814	734
Control Delay (s)	8.4	7.5	7.9
Approach Delay (s)	8.4	7.5	7.9
Approach LOS	A	A	A

Intersection Summary		
Delay		8.2
Level of Service		A
Intersection Capacity Utilization	35.3%	ICU Level of Service
Analysis Period (min)		15

2022 No-Build  
12: Kilmarnock St & Park Drive Carriage

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	1	2	1	3	17	0	0	7	5
Future Volume (vph)	0	0	0	1	2	1	3	17	0	0	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.963						0.943	
Flt Protected					0.987			0.993				
Satd. Flow (prot)	0	0	0	0	1621	0	0	1698	0	0	1239	0
Flt Permitted					0.987			0.993				
Satd. Flow (perm)	0	0	0	0	1621	0	0	1698	0	0	1239	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		377			705			56			522	
Travel Time (s)		10.3			19.2			1.5			14.2	
Confl. Peds. (#/hr)	58						58	5		10	10	5
Confl. Bikes (#/hr)							2					1
Peak Hour Factor	0.92	0.92	0.92	0.38	0.38	0.38	0.92	0.92	0.92	0.65	0.65	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	3	5	3	3	18	0	0	11	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	11	0	0	21	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	1.14	1.14	1.14	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A



2022 No-Build  
12: Kilmarnock St & Park Drive Carriage

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	1	2	1	3	17	0	0	7	5
Future Volume (Veh/h)	0	0	0	1	2	1	3	17	0	0	7	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.38	0.38	0.38	0.92	0.92	0.92	0.65	0.65	0.65
Hourly flow rate (vph)	0	0	0	3	5	3	3	18	0	0	11	8
Pedestrians		5			10						58	
Lane Width (ft)		0.0			16.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			1						4	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	108	54	20	49	58	86	24			28		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	108	54	20	49	58	86	24			28		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	99	100	100			100		
cM capacity (veh/h)	826	830	1064	936	826	928	1604			1581		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	11	21	19									
Volume Left	3	3	0									
Volume Right	3	0	8									
cSH	881	1604	1700									
Volume to Capacity	0.01	0.00	0.01									
Queue Length 95th (ft)	1	0	0									
Control Delay (s)	9.1	1.0	0.0									
Lane LOS	A	A										
Approach Delay (s)	9.1	1.0	0.0									
Approach LOS	A											
<b>Intersection Summary</b>												
Average Delay			2.4									
Intersection Capacity Utilization			25.1%	ICU Level of Service						A		
Analysis Period (min)			15									

2022 No-Build  
13: Park Dr & Kilmarnock St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	398	21	0	8
Future Volume (vph)	0	0	398	21	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.992			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3330	0	0	1470
Flt Permitted						
Satd. Flow (perm)	0	0	3330	0	0	1470
Link Speed (mph)		25	25		25	
Link Distance (ft)		394	677		56	
Travel Time (s)		10.7	18.5		1.5	
Confl. Peds. (#/hr)	58			58	16	16
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.81	0.81	0.65	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	14%
Adj. Flow (vph)	0	0	491	26	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	517	0	0	12
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	27.4%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
13: Park Dr & Kilmarnock St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (veh/h)	0	0	398	21	0	8
Future Volume (Veh/h)	0	0	398	21	0	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.81	0.81	0.65	0.65
Hourly flow rate (vph)	0	0	491	26	0	12
Pedestrians		16	16		58	
Lane Width (ft)		0.0	13.0		16.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	1		6	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			677			
pX, platoon unblocked	0.98				0.98	0.98
vC, conflicting volume	575				578	332
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	534				537	287
tC, single (s)	4.1				6.8	7.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				100	98
cM capacity (veh/h)	961				434	621
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>SB 1</b>			
Volume Total	327	190	12			
Volume Left	0	0	0			
Volume Right	0	26	12			
cSH	1700	1700	621			
Volume to Capacity	0.19	0.11	0.02			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	10.9			
Lane LOS			B			
Approach Delay (s)	0.0		10.9			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			27.4%		ICU Level of Service	A
Analysis Period (min)			15			

2022 No-Build  
14: Jersey St & Park Drive Carriage

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	13	4	31	0	4	0	0	22	0
Future Volume (vph)	0	0	0	13	4	31	0	4	0	0	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	16	16	16	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.913							
Flt Protected					0.986							
Satd. Flow (prot)	0	0	0	0	1478	0	0	1938	0	0	1268	0
Flt Permitted					0.986							
Satd. Flow (perm)	0	0	0	0	1478	0	0	1938	0	0	1268	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		705			280			53			329	
Travel Time (s)		19.2			7.6			1.4			9.0	
Confl. Peds. (#/hr)	58					58	5		10	10		5
Confl. Bikes (#/hr)												6
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.92	0.92	0.92	0.53	0.53	0.53
Heavy Vehicles (%)	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	12%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	18	5	42	0	4	0	0	42	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	65	0	0	4	0	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	0.97	0.97	0.97	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
14: Jersey St & Park Drive Carriage

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔			↔			↔		
Traffic Volume (veh/h)	0	0	0	13	4	31	0	4	0	0	22	0	
Future Volume (Veh/h)	0	0	0	13	4	31	0	4	0	0	22	0	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.92	0.92	0.92	0.53	0.53	0.53	
Hourly flow rate (vph)	0	0	0	18	5	42	0	4	0	0	42	0	
Pedestrians		5			10						58		
Lane Width (ft)		0.0			16.0						10.0		
Walking Speed (ft/s)		4.0			4.0						4.0		
Percent Blockage		0			1						4		
Right turn flare (veh)													
Median type								None			None		
Median storage (veh)													
Upstream signal (ft)								53					
pX, platoon unblocked													
vC, conflicting volume	154	61	47	56	61	72	47			14			
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	154	61	47	56	61	72	47			14			
tC, single (s)	7.1	6.5	6.2	7.1	7.0	6.2	4.1			4.1			
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.5	3.3	2.2			2.2			
p0 queue free %	100	100	100	98	99	96	100			100			
cM capacity (veh/h)	740	825	1028	928	738	945	1573			1599			
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>										
Volume Total	65	4	42										
Volume Left	18	0	0										
Volume Right	42	0	0										
cSH	920	1573	1700										
Volume to Capacity	0.07	0.00	0.02										
Queue Length 95th (ft)	6	0	0										
Control Delay (s)	9.2	0.0	0.0										
Lane LOS	A												
Approach Delay (s)	9.2	0.0	0.0										
Approach LOS	A												
<b>Intersection Summary</b>													
Average Delay			5.4										
Intersection Capacity Utilization			25.1%	ICU Level of Service						A			
Analysis Period (min)			15										

2022 No-Build  
15: Park Dr & Jersey St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	383	4	0	35
Future Volume (vph)	0	0	383	4	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor			1.00			
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3348	0	0	1676
Flt Permitted						
Satd. Flow (perm)	0	0	3348	0	0	1676
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			216
Link Speed (mph)		25	25		25	
Link Distance (ft)		677	747		53	
Travel Time (s)		18.5	20.4		1.4	
Confl. Peds. (#/hr)	58			58	16	16
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.84	0.84	0.53	0.53
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	456	5	0	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	461	0	0	66
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Number of Detectors			1			1
Detector Template						
Leading Detector (ft)			50			50
Trailing Detector (ft)			0			0
Detector 1 Position(ft)			0			0
Detector 1 Size(ft)			50			50
Detector 1 Type			Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0			0.0
Detector 1 Queue (s)			0.0			0.0
Detector 1 Delay (s)			0.0			0.0
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Detector Phase			1			2
Switch Phase						
Minimum Initial (s)			30.0			8.0

2022 No-Build  
15: Park Dr & Jersey St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON

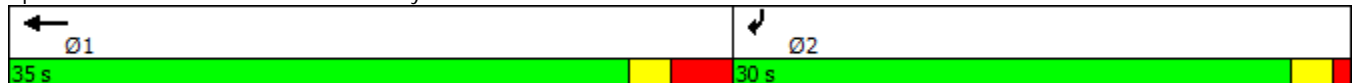


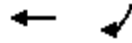
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)			35.0			16.0
Total Split (s)			35.0			30.0
Total Split (%)			53.8%			46.2%
Maximum Green (s)			30.0			27.0
Yellow Time (s)			2.0			2.0
All-Red Time (s)			3.0			1.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			5.0			3.0
Lead/Lag			Lead			Lag
Lead-Lag Optimize?			Yes			Yes
Vehicle Extension (s)			3.0			3.0
Recall Mode			Max			Max
Walk Time (s)						6.0
Flash Dont Walk (s)						7.0
Pedestrian Calls (#/hr)						0
Act Effect Green (s)			30.0			27.0
Actuated g/C Ratio			0.46			0.42
v/c Ratio			0.30			0.08
Control Delay			11.5			0.2
Queue Delay			0.0			0.0
Total Delay			11.5			0.2
LOS			B			A
Approach Delay			11.5		0.2	
Approach LOS			B		A	

Intersection Summary

Area Type:	CBD
Cycle Length:	65
Actuated Cycle Length:	65
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.30
Intersection Signal Delay:	10.1
Intersection LOS:	B
Intersection Capacity Utilization:	45.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 15: Park Dr & Jersey St





Lane Group	WBT	SBR
Lane Group Flow (vph)	461	66
v/c Ratio	0.30	0.08
Control Delay	11.5	0.2
Queue Delay	0.0	0.0
Total Delay	11.5	0.2
Queue Length 50th (ft)	56	0
Queue Length 95th (ft)	78	0
Internal Link Dist (ft)	667	
Turn Bay Length (ft)		
Base Capacity (vph)	1546	822
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.30	0.08
<b>Intersection Summary</b>		



2022 No-Build  
15: Park Dr & Jersey St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	383	4	0	35
Future Volume (vph)	0	0	383	4	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	16	16
Total Lost time (s)			5.0			3.0
Lane Util. Factor			0.95			1.00
Frbp, ped/bikes			1.00			1.00
Flpb, ped/bikes			1.00			1.00
Frt			1.00			0.86
Flt Protected			1.00			1.00
Satd. Flow (prot)			3349			1676
Flt Permitted			1.00			1.00
Satd. Flow (perm)			3349			1676
Peak-hour factor, PHF	0.92	0.92	0.84	0.84	0.53	0.53
Adj. Flow (vph)	0	0	456	5	0	66
RTOR Reduction (vph)	0	0	1	0	0	39
Lane Group Flow (vph)	0	0	460	0	0	27
Confl. Peds. (#/hr)	58			58	16	16
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Actuated Green, G (s)			30.0			27.0
Effective Green, g (s)			30.0			27.0
Actuated g/C Ratio			0.46			0.42
Clearance Time (s)			5.0			3.0
Vehicle Extension (s)			3.0			3.0
Lane Grp Cap (vph)			1545			696
v/s Ratio Prot			c0.14			c0.02
v/s Ratio Perm						
v/c Ratio			0.30			0.04
Uniform Delay, d1			10.9			11.3
Progression Factor			1.00			1.00
Incremental Delay, d2			0.5			0.1
Delay (s)			11.4			11.4
Level of Service			B			B
Approach Delay (s)		0.0	11.4		11.4	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			11.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.18			
Actuated Cycle Length (s)			65.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			45.8%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

2022 No-Build  
 16: Queensberry St & Queensberry Garage South

Weekday Morning Peak Hour  
 Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕			↕	
Traffic Volume (vph)	9	129	0	0	8	0
Future Volume (vph)	9	129	0	0	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.997			0.950	
Satd. Flow (prot)	0	1292	0	0	1516	0
Flt Permitted		0.997			0.950	
Satd. Flow (perm)	0	1292	0	0	1516	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		326	300		53	
Travel Time (s)		8.9	8.2		1.4	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	0%	9%	0%	0%	0%	0%
Parking (#/hr)		4		4		
Adj. Flow (vph)	11	154	0	0	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	165	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.25	1.46	1.25	1.25	1.25	1.25
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

**Intersection Summary**

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	18.1%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
 16: Queensberry St & Queensberry Garage South

Weekday Morning Peak Hour  
 Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4			4	
Traffic Volume (veh/h)	9	129	0	0	8	0
Future Volume (Veh/h)	9	129	0	0	8	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.84	0.84	0.92	0.92	0.67	0.67
Hourly flow rate (vph)	11	154	0	0	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0				176	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				176	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	100
cM capacity (veh/h)	1636				813	1091
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>SB 1</b>				
Volume Total	165	12				
Volume Left	11	12				
Volume Right	0	0				
cSH	1636	813				
Volume to Capacity	0.01	0.01				
Queue Length 95th (ft)	1	1				
Control Delay (s)	0.5	9.5				
Lane LOS	A	A				
Approach Delay (s)	0.5	9.5				
Approach LOS		A				
<b>Intersection Summary</b>						
Average Delay			1.1			
Intersection Capacity Utilization			18.1%	ICU Level of Service		A
Analysis Period (min)			15			

2022 No-Build  
1: Park Dr & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑			
Traffic Volume (vph)	0	101	987	0	0	0
Future Volume (vph)	0	101	987	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1461	3365	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1461	3365	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	646		336			115
Travel Time (s)	17.6		9.2			3.1
Confl. Peds. (#/hr)		22		292		
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.77	0.77	0.89	0.89	0.92	0.92
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	131	1109	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	131	1109	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.97	1.15	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	48.3%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
1: Park Dr & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↗↗			
Traffic Volume (veh/h)	0	101	987	0	0	0
Future Volume (Veh/h)	0	101	987	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.89	0.89	0.92	0.92
Hourly flow rate (vph)	0	131	1109	0	0	0
Pedestrians	292					22
Lane Width (ft)	16.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	32					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1401	868			1401	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1401	868			1401	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	35			100	
cM capacity (veh/h)	90	201			334	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>			
Volume Total	131	554	554			
Volume Left	0	0	0			
Volume Right	131	0	0			
cSH	201	1700	1700			
Volume to Capacity	0.65	0.33	0.33			
Queue Length 95th (ft)	97	0	0			
Control Delay (s)	51.3	0.0	0.0			
Lane LOS	F					
Approach Delay (s)	51.3	0.0				
Approach LOS	F					
<b>Intersection Summary</b>						
Average Delay			5.4			
Intersection Capacity Utilization			48.3%		ICU Level of Service	A
Analysis Period (min)			15			

2022 No-Build  
2: Park Dr & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (vph)	0	0	987	116	0	0
Future Volume (vph)	0	0	987	116	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.984			
Flt Protected						
Satd. Flow (prot)	0	0	3318	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3318	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	530		470			336
Travel Time (s)	14.5		12.8			9.2
Confl. Peds. (#/hr)		38		311		
Confl. Bikes (#/hr)				22		
Peak Hour Factor	0.92	0.92	0.86	0.86	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	1%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	0	1148	135	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1283	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	48.3%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
2: Park Dr & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (veh/h)	0	0	987	116	0	0
Future Volume (Veh/h)	0	0	987	116	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.86	0.86	0.92	0.92
Hourly flow rate (vph)	0	0	1148	135	0	0
Pedestrians	311					38
Lane Width (ft)	0.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1526	990			1594	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1526	990			1594	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	110	249			417	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>				
Volume Total	765	518				
Volume Left	0	0				
Volume Right	0	135				
cSH	1700	1700				
Volume to Capacity	0.45	0.30				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			48.3%		ICU Level of Service	A
Analysis Period (min)			15			

2022 No-Build  
3: Kilmarnock St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	42	1031	49	23	595	90	10	17	63	147	18	63
Future Volume (vph)	42	1031	49	23	595	90	10	17	63	147	18	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	10	10	10	12	13	12	10	10	12
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.96			0.73		0.75	0.74	
Frt		0.993			0.981			0.906			0.883	
Flt Protected		0.998			0.998			0.994		0.950		
Satd. Flow (prot)	0	2900	0	0	2774	0	0	1087	0	1458	1038	0
Flt Permitted		0.890			0.883			0.966		0.604		
Satd. Flow (perm)	0	2577	0	0	2450	0	0	1022	0	698	1038	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			11			24			66	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			633			347			230	
Travel Time (s)		10.2			17.3			9.5			6.3	
Confl. Peds. (#/hr)	373		369	369		373	330		387	387		330
Confl. Bikes (#/hr)			13			4			5			8
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.63	0.63	0.63	0.82	0.82	0.82
Heavy Vehicles (%)	5%	2%	5%	22%	2%	4%	50%	25%	0%	4%	0%	0%
Parking (#/hr)			1			1			0			
Adj. Flow (vph)	46	1121	53	25	640	97	16	27	100	179	22	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1220	0	0	762	0	0	143	0	179	99	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.25	1.25	1.25	1.25	1.25	1.14	1.10	1.14	1.25	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			2	



2022 No-Build  
3: Kilmarnock St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	70.0	70.0		70.0	70.0		27.0	27.0		27.0	27.0	
Total Split (s)	71.0	71.0		71.0	71.0		29.0	29.0		29.0	29.0	
Total Split (%)	71.0%	71.0%		71.0%	71.0%		29.0%	29.0%		29.0%	29.0%	
Maximum Green (s)	66.0	66.0		66.0	66.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		Max	Max		Max	Max	
Walk Time (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	5.0	5.0		5.0	5.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	186	186		186	186		180	180		180	180	
Act Effct Green (s)		66.0			66.0			24.0		24.0	24.0	
Actuated g/C Ratio		0.66			0.66			0.24		0.24	0.24	
v/c Ratio		0.72			0.47			0.54		1.07	0.33	
Control Delay		13.9			7.5			36.3		128.9	16.3	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		13.9			7.5			36.3		128.9	16.3	
LOS		B			A			D		F	B	
Approach Delay		13.9			7.5			36.3			88.8	
Approach LOS		B			A			D			F	

Intersection Summary

Area Type:	CBD
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	45 (45%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.07
Intersection Signal Delay:	21.9
Intersection LOS:	C
Intersection Capacity Utilization:	95.5%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 3: Kilmarnock St & Boylston St





Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	1220	762	143	179	99
v/c Ratio	0.72	0.47	0.54	1.07	0.33
Control Delay	13.9	7.5	36.3	128.9	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	7.5	36.3	128.9	16.3
Queue Length 50th (ft)	234	65	66	~127	17
Queue Length 95th (ft)	316	m93	80	#228	52
Internal Link Dist (ft)	295	553	267		150
Turn Bay Length (ft)				150	
Base Capacity (vph)	1704	1620	263	167	299
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.47	0.54	1.07	0.33

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

2022 No-Build  
3: Kilmarnock St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	42	1031	49	23	595	90	10	17	63	147	18	63
Future Volume (vph)	42	1031	49	23	595	90	10	17	63	147	18	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	10	10	10	10	10	12	13	12	10	10	12
Total Lost time (s)		5.0			5.0			5.0		5.0	5.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frbp, ped/bikes		0.99			0.96			0.75		1.00	0.74	
Flpb, ped/bikes		1.00			1.00			0.97		0.75	1.00	
Frt		0.99			0.98			0.91		1.00	0.88	
Flt Protected		1.00			1.00			0.99		0.95	1.00	
Satd. Flow (prot)		2892			2770			1052		1097	1038	
Flt Permitted		0.89			0.88			0.97		0.60	1.00	
Satd. Flow (perm)		2580			2451			1022		697	1038	
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.63	0.63	0.63	0.82	0.82	0.82
Adj. Flow (vph)	46	1121	53	25	640	97	16	27	100	179	22	77
RTOR Reduction (vph)	0	3	0	0	4	0	0	18	0	0	50	0
Lane Group Flow (vph)	0	1217	0	0	758	0	0	125	0	179	49	0
Confl. Peds. (#/hr)	373		369	369		373	330		387	387		330
Confl. Bikes (#/hr)			13			4			5			8
Heavy Vehicles (%)	5%	2%	5%	22%	2%	4%	50%	25%	0%	4%	0%	0%
Parking (#/hr)			1			1			0			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2				2
Permitted Phases	1			1			2			2		
Actuated Green, G (s)		66.0			66.0			24.0		24.0		24.0
Effective Green, g (s)		66.0			66.0			24.0		24.0		24.0
Actuated g/C Ratio		0.66			0.66			0.24		0.24		0.24
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)		1702			1617			245		167		249
v/s Ratio Prot												0.05
v/s Ratio Perm		c0.47			0.31			0.12		c0.26		
v/c Ratio		0.71			0.47			0.51		1.07		0.20
Uniform Delay, d1		10.9			8.4			32.9		38.0		30.3
Progression Factor		1.00			0.84			1.00		1.00		1.00
Incremental Delay, d2		2.6			0.5			7.4		90.1		1.8
Delay (s)		13.5			7.5			40.3		128.1		32.1
Level of Service		B			A			D		F		C
Approach Delay (s)		13.5			7.5			40.3				93.9
Approach LOS		B			A			D				F
<b>Intersection Summary</b>												
HCM 2000 Control Delay			22.5									C
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			100.0							10.0		
Intersection Capacity Utilization			95.5%									F
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

2022 No-Build  
4: Jersey St & Boylston St

Weekday Evening Peak Hour  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				
Traffic Volume (vph)	24	1258	33	72	623	49	32	12	114	0	0	0
Future Volume (vph)	24	1258	33	72	623	49	32	12	114	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	16	16	16	12	16	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.98			0.78				
Frt		0.996			0.990			0.902				
Flt Protected		0.999			0.995			0.990				
Satd. Flow (prot)	0	2939	0	0	2809	0	0	1357	0	0	0	0
Flt Permitted		0.932			0.615			0.990				
Satd. Flow (perm)	0	2738	0	0	1734	0	0	1290	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		4						35				
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		633			947			336			162	
Travel Time (s)		17.3			25.8			9.2			4.4	
Confl. Peds. (#/hr)	245		92	92		245	223		208	208		223
Confl. Bikes (#/hr)			17			5			11			5
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.88	0.88	0.88	0.82	0.82	0.82
Heavy Vehicles (%)	14%	2%	6%	5%	3%	21%	6%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Adj. Flow (vph)	25	1297	34	80	692	54	36	14	130	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1356	0	0	826	0	0	180	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	0.97	1.00	0.97	1.14	0.97	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1				
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	50	50		50	50		50	50				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	3	1			1			2				
Permitted Phases	1			1			2					
Detector Phase	3	1		1	1		2	2				

2022 No-Build  
4: Jersey St & Boylston St

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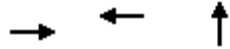
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	1.0		1.0	1.0		5.0	5.0				
Minimum Split (s)	7.0	51.0		51.0	51.0		32.0	32.0				
Total Split (s)	11.0	57.0		57.0	57.0		32.0	32.0				
Total Split (%)	11.0%	57.0%		57.0%	57.0%		32.0%	32.0%				
Maximum Green (s)	9.0	52.0		52.0	52.0		27.0	27.0				
Yellow Time (s)	2.0	3.0		3.0	3.0		3.0	3.0				
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag		Lead		Lead	Lead		Lag	Lag				
Lead-Lag Optimize?		Yes		Yes	Yes		Yes	Yes				
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	Max	C-Max		C-Max	C-Max		Max	Max				
Walk Time (s)		40.0		40.0	40.0		7.0	7.0				
Flash Dont Walk (s)		6.0		6.0	6.0		20.0	20.0				
Pedestrian Calls (#/hr)		85		85	85		108	108				
Act Effct Green (s)		58.0			52.0			27.0				
Actuated g/C Ratio		0.58			0.52			0.27				
v/c Ratio		0.85			0.92			0.48				
Control Delay		14.6			38.9			29.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.6			38.9			29.5				
LOS		B			D			C				
Approach Delay		14.6			38.9			29.5				
Approach LOS		B			D			C				

Intersection Summary

Area Type:	CBD
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	56 (56%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	24.3
Intersection LOS:	C
Intersection Capacity Utilization:	114.4%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 4: Jersey St & Boylston St





Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	1356	826	180
v/c Ratio	0.85	0.92	0.48
Control Delay	14.6	38.9	29.5
Queue Delay	0.0	0.0	0.0
Total Delay	14.6	38.9	29.5
Queue Length 50th (ft)	169	242	77
Queue Length 95th (ft)	m200	#384	140
Internal Link Dist (ft)	553	867	256
Turn Bay Length (ft)			
Base Capacity (vph)	1601	901	373
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.85	0.92	0.48

**Intersection Summary**

# 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.

2022 No-Build  
4: Jersey St & Boylston St

Weekday Evening Peak Hour  
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				
Traffic Volume (vph)	24	1258	33	72	623	49	32	12	114	0	0	0
Future Volume (vph)	24	1258	33	72	623	49	32	12	114	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	16	16	16	12	16	12
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		0.95			0.95			1.00				
Frbp, ped/bikes		1.00			0.98			0.82				
Flpb, ped/bikes		1.00			1.00			0.95				
Frt		1.00			0.99			0.90				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		2937			2807			1291				
Flt Permitted		0.93			0.62			0.99				
Satd. Flow (perm)		2740			1735			1291				
Peak-hour factor, PHF	0.97	0.97	0.97	0.90	0.90	0.90	0.88	0.88	0.88	0.82	0.82	0.82
Adj. Flow (vph)	25	1297	34	80	692	54	36	14	130	0	0	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	26	0	0	0	0
Lane Group Flow (vph)	0	1354	0	0	826	0	0	154	0	0	0	0
Confl. Peds. (#/hr)	245		92	92		245	223		208	208		223
Confl. Bikes (#/hr)			17			5			11			5
Heavy Vehicles (%)	14%	2%	6%	5%	3%	21%	6%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	3	1			1			2				
Permitted Phases	1			1			2					
Actuated Green, G (s)		61.0			52.0			27.0				
Effective Green, g (s)		61.0			52.0			27.0				
Actuated g/C Ratio		0.61			0.52			0.27				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		1689			902			348				
v/s Ratio Prot		c0.07										
v/s Ratio Perm		0.42			c0.48			0.12				
v/c Ratio		0.80			0.92			0.44				
Uniform Delay, d1		14.9			22.0			30.3				
Progression Factor		0.62			1.00			1.00				
Incremental Delay, d2		2.7			15.4			4.1				
Delay (s)		12.0			37.4			34.3				
Level of Service		B			D			C				
Approach Delay (s)		12.0			37.4			34.3			0.0	
Approach LOS		B			D			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			22.6									C
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			100.0								14.0	
Intersection Capacity Utilization			114.4%									H
Analysis Period (min)			15									

c Critical Lane Group



2022 No-Build  
5: Kilmarnock St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	24	54	35	13	35	0	0	33	34
Future Volume (vph)	0	0	0	24	54	35	13	35	0	0	33	34
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.958						0.932	
Flt Protected					0.989			0.987				
Satd. Flow (prot)	0	0	0	0	1786	0	0	1651	0	0	1445	0
Flt Permitted					0.989			0.987				
Satd. Flow (perm)	0	0	0	0	1786	0	0	1651	0	0	1445	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		646			619			108			347	
Travel Time (s)		17.6			16.9			2.9			9.5	
Confl. Peds. (#/hr)	112		68	68		112	181		147	147		181
Confl. Bikes (#/hr)			1			4			7			9
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.75	0.75	0.75	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	0%	3%	2%	4%	0%	3%	0%	0%	6%	0%
Parking (#/hr)			4			5			2			0
Adj. Flow (vph)	0	0	0	27	60	39	17	47	0	0	42	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	126	0	0	64	0	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	0.97	0.97	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	35.6%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
5: Kilmarnock St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	24	54	35	13	35	0	0	33	34
Future Volume (vph)	0	0	0	24	54	35	13	35	0	0	33	34
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.75	0.75	0.75	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	27	60	39	17	47	0	0	42	43

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	126	64	85
Volume Left (vph)	27	17	0
Volume Right (vph)	39	0	43
Hadj (s)	-0.09	0.09	-0.25
Departure Headway (s)	4.1	4.4	4.0
Degree Utilization, x	0.14	0.08	0.09
Capacity (veh/h)	842	793	869
Control Delay (s)	7.8	7.7	7.4
Approach Delay (s)	7.8	7.7	7.4
Approach LOS	A	A	A

Intersection Summary		
Delay		7.7
Level of Service		A
Intersection Capacity Utilization	35.6%	ICU Level of Service
Analysis Period (min)		15

2022 No-Build  
6: Jersey St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	12	41	22	29	100	0	0	22	42
Future Volume (vph)	0	0	0	12	41	22	29	100	0	0	22	42
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.960						0.912	
Flt Protected					0.992			0.989				
Satd. Flow (prot)	0	0	0	0	1357	0	0	1497	0	0	1385	0
Flt Permitted					0.992			0.989				
Satd. Flow (perm)	0	0	0	0	1357	0	0	1497	0	0	1385	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		619			390			169			336	
Travel Time (s)		16.9			10.6			4.6			9.2	
Confl. Peds. (#/hr)	106		79	79		106	204		274	274		204
Confl. Bikes (#/hr)									21			11
Peak Hour Factor	0.50	0.50	0.50	0.69	0.69	0.69	0.87	0.87	0.87	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	22%	0%	7%	5%	0%	0%	11%	2%
Parking (#/hr)			5			4			1			1
Adj. Flow (vph)	0	0	0	17	59	32	33	115	0	0	26	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	108	0	0	148	0	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	34.3%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
6: Jersey St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	12	41	22	29	100	0	0	22	42
Future Volume (vph)	0	0	0	12	41	22	29	100	0	0	22	42
Peak Hour Factor	0.50	0.50	0.50	0.69	0.69	0.69	0.87	0.87	0.87	0.85	0.85	0.85
Hourly flow rate (vph)	0	0	0	17	59	32	33	115	0	0	26	49

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	108	148	75
Volume Left (vph)	17	33	0
Volume Right (vph)	32	0	49
Hadj (s)	0.06	0.14	-0.30
Departure Headway (s)	4.5	4.4	4.0
Degree Utilization, x	0.13	0.18	0.08
Capacity (veh/h)	770	796	854
Control Delay (s)	8.1	8.3	7.4
Approach Delay (s)	8.1	8.3	7.4
Approach LOS	A	A	A

Intersection Summary		
Delay		8.1
Level of Service		A
Intersection Capacity Utilization	34.3%	ICU Level of Service
Analysis Period (min)		15

2022 No-Build  
7: Kilmarnock St & Deaconess Garage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	1	47	9	3	52
Future Volume (vph)	4	1	47	9	3	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.973		0.978			
Flt Protected	0.962					0.997
Satd. Flow (prot)	1494	0	1535	0	0	1336
Flt Permitted	0.962					0.997
Satd. Flow (perm)	1494	0	1535	0	0	1336
Link Speed (mph)	25		25			25
Link Distance (ft)	65		58			108
Travel Time (s)	1.8		1.6			2.9
Confl. Peds. (#/hr)		7		131		
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.25	0.25	0.77	0.77	0.66	0.66
Heavy Vehicles (%)	0%	0%	2%	0%	0%	7%
Parking (#/hr)		0		1		1
Adj. Flow (vph)	16	4	61	12	5	79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	73	0	0	84
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.43
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.3%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
7: Kilmarnock St & Deaconess Garage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	1	47	9	3	52
Future Volume (Veh/h)	4	1	47	9	3	52
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.25	0.25	0.77	0.77	0.66	0.66
Hourly flow rate (vph)	16	4	61	12	5	79
Pedestrians	131					7
Lane Width (ft)	10.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	9					0
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	287	205			204	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	287	205			204	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			100	
cM capacity (veh/h)	641	760			1254	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	20	73	84			
Volume Left	16	0	5			
Volume Right	4	12	0			
cSH	662	1700	1254			
Volume to Capacity	0.03	0.04	0.00			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	10.6	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	10.6	0.0	0.5			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			1.4			
Intersection Capacity Utilization			25.3%	ICU Level of Service	A	
Analysis Period (min)	15					

2022 No-Build  
8: Kilmarnock St & Private Alley 933/Private Alley 934

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	0	6	1	0	12	0	38	1	4	50	2
Future Volume (vph)	6	0	6	1	0	12	0	38	1	4	50	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.932			0.872			0.997			0.995	
Flt Protected		0.976			0.997						0.996	
Satd. Flow (prot)	0	1555	0	0	1487	0	0	1591	0	0	1489	0
Flt Permitted		0.976			0.997						0.996	
Satd. Flow (perm)	0	1555	0	0	1487	0	0	1591	0	0	1489	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		388			364			164			58	
Travel Time (s)		10.6			9.9			4.5			1.6	
Confl. Peds. (#/hr)	7		6	6		7	120		131	131		120
Confl. Bikes (#/hr)									7			11
Peak Hour Factor	0.50	0.50	0.50	0.68	0.68	0.68	0.77	0.77	0.77	0.67	0.67	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	7%	0%
Parking (#/hr)			0			0			2			2
Adj. Flow (vph)	12	0	12	1	0	18	0	49	1	6	75	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	19	0	0	50	0	0	84	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.3%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
8: Kilmarnock St & Private Alley 933/Private Alley 934

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	6	0	6	1	0	12	0	38	1	4	50	2
Future Volume (Veh/h)	6	0	6	1	0	12	0	38	1	4	50	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.68	0.68	0.68	0.77	0.77	0.77	0.67	0.67	0.67
Hourly flow rate (vph)	12	0	12	1	0	18	0	49	1	6	75	3
Pedestrians		120			131			6			7	
Lane Width (ft)		12.0			12.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		10			11			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	283	390	202	287	390	188	198			181		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	283	390	202	287	390	188	198			181		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	98	100	100	98	100			100		
cM capacity (veh/h)	497	438	756	493	437	762	1237			1253		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	24	19	50	84								
Volume Left	12	1	0	6								
Volume Right	12	18	1	3								
cSH	600	741	1237	1253								
Volume to Capacity	0.04	0.03	0.00	0.00								
Queue Length 95th (ft)	3	2	0	0								
Control Delay (s)	11.3	10.0	0.0	0.6								
Lane LOS	B	A		A								
Approach Delay (s)	11.3	10.0	0.0	0.6								
Approach LOS	B	A										
<b>Intersection Summary</b>												
Average Delay			2.9									
Intersection Capacity Utilization			25.3%		ICU Level of Service				A			
Analysis Period (min)			15									



2022 No-Build  
9: Jersey St & Private Alley 934/Private Alley 935

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	0	1	0	3	5	0	112	4	7	25	2
Future Volume (vph)	12	0	1	0	3	5	0	112	4	7	25	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.992			0.916			0.995			0.991	
Flt Protected		0.955									0.990	
Satd. Flow (prot)	0	1620	0	0	1566	0	0	1501	0	0	1480	0
Flt Permitted		0.955									0.990	
Satd. Flow (perm)	0	1620	0	0	1566	0	0	1501	0	0	1480	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		259			367			170			169	
Travel Time (s)		7.1			10.0			4.6			4.6	
Confl. Peds. (#/hr)	5		5	5		5	217		277	277		217
Confl. Bikes (#/hr)									21			11
Peak Hour Factor	0.81	0.81	0.81	0.33	0.33	0.33	0.85	0.85	0.85	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	8%	0%
Parking (#/hr)									1			1
Adj. Flow (vph)	15	0	1	0	9	15	0	132	5	9	31	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	24	0	0	137	0	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	28.4%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
9: Jersey St & Private Alley 934/Private Alley 935

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	12	0	1	0	3	5	0	112	4	7	25	2
Future Volume (Veh/h)	12	0	1	0	3	5	0	112	4	7	25	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.33	0.33	0.33	0.85	0.85	0.85	0.80	0.80	0.80
Hourly flow rate (vph)	15	0	1	0	9	15	0	132	5	9	31	3
Pedestrians		217			277			5			5	
Lane Width (ft)		12.0			12.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		18			23			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	426	682	254	468	680	416	251			414		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	426	682	254	468	680	416	251			414		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	100	100	96	97	100			99		
cM capacity (veh/h)	295	234	644	275	234	491	1086			889		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	16	24	137	43								
Volume Left	15	0	0	9								
Volume Right	1	15	5	3								
cSH	305	348	1086	889								
Volume to Capacity	0.05	0.07	0.00	0.01								
Queue Length 95th (ft)	4	6	0	1								
Control Delay (s)	17.4	16.1	0.0	2.0								
Lane LOS	C	C		A								
Approach Delay (s)	17.4	16.1	0.0	2.0								
Approach LOS	C	C										
<b>Intersection Summary</b>												
Average Delay			3.4									
Intersection Capacity Utilization			28.4%		ICU Level of Service					A		
Analysis Period (min)			15									

2022 No-Build  
10: Kilmarnock St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	31	73	12	0	0	0	0	8	17	47	9	0
Future Volume (vph)	31	73	12	0	0	0	0	8	17	47	9	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.986						0.907				
Flt Protected		0.987									0.960	
Satd. Flow (prot)	0	1544	0	0	0	0	0	1412	0	0	1436	0
Flt Permitted		0.987									0.960	
Satd. Flow (perm)	0	1544	0	0	0	0	0	1412	0	0	1436	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		530			326			522			164	
Travel Time (s)		14.5			8.9			14.2			4.5	
Confl. Peds. (#/hr)	69		47	47		69	85		99	99		85
Confl. Bikes (#/hr)			1						4			4
Peak Hour Factor	0.72	0.72	0.72	0.92	0.92	0.92	0.70	0.70	0.70	0.69	0.69	0.69
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	8%	0%	8%	0%	0%
Parking (#/hr)			4			4			2			4
Adj. Flow (vph)	43	101	17	0	0	0	0	11	24	68	13	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	0	0	0	0	0	35	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	33.9%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
10: Kilmarnock St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	31	73	12	0	0	0	0	8	17	47	9	0
Future Volume (vph)	31	73	12	0	0	0	0	8	17	47	9	0
Peak Hour Factor	0.72	0.72	0.72	0.92	0.92	0.92	0.70	0.70	0.70	0.69	0.69	0.69
Hourly flow rate (vph)	43	101	17	0	0	0	0	11	24	68	13	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	161	35	81
Volume Left (vph)	43	0	68
Volume Right (vph)	17	24	0
Hadj (s)	0.00	-0.37	0.28
Departure Headway (s)	4.2	4.0	4.6
Degree Utilization, x	0.19	0.04	0.10
Capacity (veh/h)	840	855	757
Control Delay (s)	8.1	7.2	8.1
Approach Delay (s)	8.1	7.2	8.1
Approach LOS	A	A	A

Intersection Summary		
Delay		8.0
Level of Service		A
Intersection Capacity Utilization	33.9%	ICU Level of Service
Analysis Period (min)		15

2022 No-Build  
11: Jersey St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	37	16	0	0	0	0	29	5	12	13	0
Future Volume (vph)	87	37	16	0	0	0	0	29	5	12	13	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.985						0.980				
Flt Protected		0.970									0.976	
Satd. Flow (prot)	0	1563	0	0	0	0	0	1513	0	0	1442	0
Flt Permitted		0.970									0.976	
Satd. Flow (perm)	0	1563	0	0	0	0	0	1513	0	0	1442	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		300			342			329			170	
Travel Time (s)		8.2			9.3			9.0			4.6	
Confl. Peds. (#/hr)	61		66	66		61	191		266	266		191
Confl. Bikes (#/hr)			4			3			26			1
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.65	0.65	0.65	0.84	0.84	0.84
Heavy Vehicles (%)	6%	3%	0%	0%	0%	0%	0%	4%	0%	8%	8%	0%
Parking (#/hr)			4			4			2			1
Adj. Flow (vph)	104	44	19	0	0	0	0	45	8	14	15	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	0	0	0	53	0	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	35.8%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
11: Jersey St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	87	37	16	0	0	0	0	29	5	12	13	0
Future Volume (vph)	87	37	16	0	0	0	0	29	5	12	13	0
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.65	0.65	0.65	0.84	0.84	0.84
Hourly flow rate (vph)	104	44	19	0	0	0	0	45	8	14	15	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	167	53	29
Volume Left (vph)	104	0	14
Volume Right (vph)	19	8	0
Hadj (s)	0.13	-0.03	0.23
Departure Headway (s)	4.2	4.3	4.6
Degree Utilization, x	0.20	0.06	0.04
Capacity (veh/h)	834	802	745
Control Delay (s)	8.2	7.6	7.8
Approach Delay (s)	8.2	7.6	7.8
Approach LOS	A	A	A

Intersection Summary		
Delay		8.0
Level of Service		A
Intersection Capacity Utilization	35.8%	ICU Level of Service
Analysis Period (min)		15

2022 No-Build  
12: Kilmarnock St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	3	15	17	2	7	0	0	10	11
Future Volume (vph)	0	0	0	3	15	17	2	7	0	0	10	11
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.934						0.930	
Flt Protected					0.996			0.990				
Satd. Flow (prot)	0	0	0	0	1541	0	0	1693	0	0	1321	0
Flt Permitted					0.996			0.990				
Satd. Flow (perm)	0	0	0	0	1541	0	0	1693	0	0	1321	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		377			705			56			522	
Travel Time (s)		10.3			19.2			1.5			14.2	
Confl. Peds. (#/hr)	96						96	4		75	75	4
Confl. Bikes (#/hr)							1			1		
Peak Hour Factor	0.92	0.92	0.92	0.67	0.67	0.67	0.92	0.92	0.92	0.63	0.63	0.63
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	4	22	25	2	8	0	0	16	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	51	0	0	10	0	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	1.14	1.14	1.14	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	32.2%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
12: Kilmarnock St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	3	15	17	2	7	0	0	10	11
Future Volume (Veh/h)	0	0	0	3	15	17	2	7	0	0	10	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.67	0.67	0.67	0.92	0.92	0.92	0.63	0.63	0.63
Hourly flow rate (vph)	0	0	0	4	22	25	2	8	0	0	16	17
Pedestrians		4			75						96	
Lane Width (ft)		0.0			16.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			8						7	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	172	116	28	112	124	179	37			83		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	172	116	28	112	124	179	37			83		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	100	100	99	97	97	100			100		
cM capacity (veh/h)	655	713	1052	747	705	730	1587			1400		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	51	10	33									
Volume Left	4	2	0									
Volume Right	25	0	17									
cSH	720	1587	1700									
Volume to Capacity	0.07	0.00	0.02									
Queue Length 95th (ft)	6	0	0									
Control Delay (s)	10.4	1.5	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.4	1.5	0.0									
Approach LOS	B											
<b>Intersection Summary</b>												
Average Delay			5.8									
Intersection Capacity Utilization		32.2%		ICU Level of Service	A							
Analysis Period (min)			15									



2022 No-Build  
13: Park Dr & Kilmarnock St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	435	9	0	13
Future Volume (vph)	0	0	435	9	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3274	0	0	1676
Flt Permitted						
Satd. Flow (perm)	0	0	3274	0	0	1676
Link Speed (mph)		25	25		25	
Link Distance (ft)		394	677		56	
Travel Time (s)		10.7	18.5		1.5	
Confl. Peds. (#/hr)	96			96	63	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.63	0.63
Heavy Vehicles (%)	0%	0%	2%	14%	0%	0%
Adj. Flow (vph)	0	0	473	10	0	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	483	0	0	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.0%
Analysis Period (min)	15
	ICU Level of Service A

2022 No-Build  
13: Park Dr & Kilmarnock St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	435	9	0	13
Future Volume (Veh/h)	0	0	435	9	0	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.63	0.63
Hourly flow rate (vph)	0	0	473	10	0	21
Pedestrians		4	63		96	
Lane Width (ft)		0.0	13.0		16.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	6		11	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			677			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	579				637	342
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	548				607	308
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	97
cM capacity (veh/h)	910				360	612

Direction, Lane #	WB 1	WB 2	SB 1
Volume Total	315	168	21
Volume Left	0	0	0
Volume Right	0	10	21
cSH	1700	1700	612
Volume to Capacity	0.19	0.10	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	11.1
Lane LOS			B
Approach Delay (s)	0.0		11.1
Approach LOS			B

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		25.0%	ICU Level of Service
Analysis Period (min)		15	A

2022 No-Build  
14: Jersey St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	4	12	24	7	10	0	0	13	16
Future Volume (vph)	0	0	0	4	12	24	7	10	0	0	13	16
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	16	16	16	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.917						0.925	
Flt Protected					0.995			0.979				
Satd. Flow (prot)	0	0	0	0	1556	0	0	1897	0	0	1314	0
Flt Permitted					0.995			0.979				
Satd. Flow (perm)	0	0	0	0	1556	0	0	1897	0	0	1314	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		705			280			53			329	
Travel Time (s)		19.2			7.6			1.4			9.0	
Confl. Peds. (#/hr)	169					169	30		357	357		30
Confl. Bikes (#/hr)									22			2
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	4	13	27	8	11	0	0	16	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	44	0	0	19	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	0.97	0.97	0.97	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

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

2022 No-Build  
14: Jersey St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	4	12	24	7	10	0	0	13	16
Future Volume (Veh/h)	0	0	0	4	12	24	7	10	0	0	13	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	0	4	13	27	8	11	0	0	16	20
Pedestrians		30			357						169	
Lane Width (ft)		0.0			16.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			40						12	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								53				
pX, platoon unblocked												
vC, conflicting volume	286	440	56	410	450	537	66			368		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	286	440	56	410	450	537	66			368		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	96	91	99			100		
cM capacity (veh/h)	359	309	1016	231	305	292	1549			725		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	44	19	36									
Volume Left	4	8	0									
Volume Right	27	0	20									
cSH	288	1549	1700									
Volume to Capacity	0.15	0.01	0.02									
Queue Length 95th (ft)	13	0	0									
Control Delay (s)	19.7	3.1	0.0									
Lane LOS	C	A										
Approach Delay (s)	19.7	3.1	0.0									
Approach LOS	C											
<b>Intersection Summary</b>												
Average Delay			9.4									
Intersection Capacity Utilization			33.3%	ICU Level of Service						A		
Analysis Period (min)			15									

2022 No-Build  
15: Park Dr & Jersey St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	427	17	0	17
Future Volume (vph)	0	0	427	17	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor			0.99			
Frt			0.994			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3281	0	0	1676
Flt Permitted						
Satd. Flow (perm)	0	0	3281	0	0	1676
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			8			121
Link Speed (mph)		25	25		25	
Link Distance (ft)		677	747		53	
Travel Time (s)		18.5	20.4		1.4	
Confl. Peds. (#/hr)	169			169	417	8
Confl. Bikes (#/hr)				3		2
Peak Hour Factor	0.92	0.92	0.91	0.91	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	0	0	469	19	0	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	488	0	0	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Number of Detectors			1			1
Detector Template						
Leading Detector (ft)			50			50
Trailing Detector (ft)			0			0
Detector 1 Position(ft)			0			0
Detector 1 Size(ft)			50			50
Detector 1 Type			Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0			0.0
Detector 1 Queue (s)			0.0			0.0
Detector 1 Delay (s)			0.0			0.0
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Detector Phase			1			2
Switch Phase						
Minimum Initial (s)			30.0			8.0

2022 No-Build  
15: Park Dr & Jersey St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



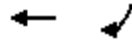
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)			36.0			19.0
Total Split (s)			36.0			30.0
Total Split (%)			54.5%			45.5%
Maximum Green (s)			32.0			24.0
Yellow Time (s)			3.0			3.0
All-Red Time (s)			1.0			3.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			4.0			6.0
Lead/Lag			Lead			Lag
Lead-Lag Optimize?			Yes			Yes
Vehicle Extension (s)			3.0			3.0
Recall Mode			Max			Max
Walk Time (s)						6.0
Flash Dont Walk (s)						7.0
Pedestrian Calls (#/hr)						0
Act Effect Green (s)			32.0			24.0
Actuated g/C Ratio			0.48			0.36
v/c Ratio			0.31			0.03
Control Delay			10.8			0.1
Queue Delay			0.0			0.0
Total Delay			10.8			0.1
LOS			B			A
Approach Delay			10.8		0.1	
Approach LOS			B		A	

Intersection Summary

Area Type:	CBD
Cycle Length:	66
Actuated Cycle Length:	66
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.31
Intersection Signal Delay:	10.3
Intersection LOS:	B
Intersection Capacity Utilization:	45.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 15: Park Dr & Jersey St





Lane Group	WBT	SBR
Lane Group Flow (vph)	488	21
v/c Ratio	0.31	0.03
Control Delay	10.8	0.1
Queue Delay	0.0	0.0
Total Delay	10.8	0.1
Queue Length 50th (ft)	57	0
Queue Length 95th (ft)	86	0
Internal Link Dist (ft)	667	
Turn Bay Length (ft)		
Base Capacity (vph)	1594	686
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.31	0.03
<b>Intersection Summary</b>		

2022 No-Build  
15: Park Dr & Jersey St

Weekday Evening Peak Hour  
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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	427	17	0	17
Future Volume (vph)	0	0	427	17	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	16	16
Total Lost time (s)			4.0			6.0
Lane Util. Factor			0.95			1.00
Frbp, ped/bikes			0.99			1.00
Flpb, ped/bikes			1.00			1.00
Frt			0.99			0.86
Flt Protected			1.00			1.00
Satd. Flow (prot)			3281			1676
Flt Permitted			1.00			1.00
Satd. Flow (perm)			3281			1676
Peak-hour factor, PHF	0.92	0.92	0.91	0.91	0.82	0.82
Adj. Flow (vph)	0	0	469	19	0	21
RTOR Reduction (vph)	0	0	4	0	0	13
Lane Group Flow (vph)	0	0	484	0	0	8
Confl. Peds. (#/hr)	169			169	417	8
Confl. Bikes (#/hr)				3		2
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Actuated Green, G (s)			32.0			24.0
Effective Green, g (s)			32.0			24.0
Actuated g/C Ratio			0.48			0.36
Clearance Time (s)			4.0			6.0
Vehicle Extension (s)			3.0			3.0
Lane Grp Cap (vph)			1590			609
v/s Ratio Prot			c0.15			c0.00
v/s Ratio Perm						
v/c Ratio			0.30			0.01
Uniform Delay, d1			10.3			13.4
Progression Factor			1.00			1.00
Incremental Delay, d2			0.5			0.0
Delay (s)			10.8			13.5
Level of Service			B			B
Approach Delay (s)		0.0	10.8		13.5	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			10.9		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.18			
Actuated Cycle Length (s)			66.0		Sum of lost time (s)	10.0
Intersection Capacity Utilization			45.0%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group



2022 No-Build  
 16: Queensberry St & Queensberry Garage South

Weekday Evening Peak Hour  
 Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4			4	
Traffic Volume (vph)	7	130	0	0	10	0
Future Volume (vph)	7	130	0	0	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected		0.997			0.950	
Satd. Flow (prot)	0	1337	0	0	1516	0
Flt Permitted		0.997			0.950	
Satd. Flow (perm)	0	1337	0	0	1516	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		326	300		53	
Travel Time (s)		8.9	8.2		1.4	
Confl. Peds. (#/hr)	48			48	4	3
Peak Hour Factor	0.88	0.88	0.92	0.92	0.63	0.63
Heavy Vehicles (%)	0%	5%	0%	0%	0%	0%
Parking (#/hr)		4		4		
Adj. Flow (vph)	8	148	0	0	16	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	156	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.25	1.46	1.25	1.25	1.25	1.25
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	24.9%
ICU Level of Service	A
Analysis Period (min)	15

2022 No-Build  
16: Queensberry St & Queensberry Garage South

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4			4	
Traffic Volume (veh/h)	7	130	0	0	10	0
Future Volume (Veh/h)	7	130	0	0	10	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.63	0.63
Hourly flow rate (vph)	8	148	0	0	16	0
Pedestrians		3	4		48	
Lane Width (ft)		10.0	0.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		3	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	48				216	51
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	48				216	51
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	100
cM capacity (veh/h)	1520				747	987
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>SB 1</b>				
Volume Total	156	16				
Volume Left	8	16				
Volume Right	0	0				
cSH	1520	747				
Volume to Capacity	0.01	0.02				
Queue Length 95th (ft)	0	2				
Control Delay (s)	0.4	9.9				
Lane LOS	A	A				
Approach Delay (s)	0.4	9.9				
Approach LOS		A				
<b>Intersection Summary</b>						
Average Delay			1.3			
Intersection Capacity Utilization			24.9%		ICU Level of Service	A
Analysis Period (min)			15			

## Build Conditions

2022 Build  
1: Park Dr & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			
Traffic Volume (vph)	0	77	827	0	0	0
Future Volume (vph)	0	77	827	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1317	3398	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1317	3398	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	646		336			115
Travel Time (s)	17.6		9.2			3.1
Confl. Peds. (#/hr)		28		141		
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.69	0.69	0.90	0.90	0.92	0.92
Heavy Vehicles (%)	0%	12%	2%	0%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	112	919	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	112	919	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.97	1.15	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

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

2022 Build  
1: Park Dr & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↗↗			
Traffic Volume (veh/h)	0	77	827	0	0	0
Future Volume (Veh/h)	0	77	827	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.69	0.69	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	0	112	919	0	0	0
Pedestrians	141					28
Lane Width (ft)	16.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	16					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1060	628			1060	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1060	628			1060	
tC, single (s)	6.8	7.1			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	100	67			100	
cM capacity (veh/h)	188	339			561	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	112	460	460
Volume Left	0	0	0
Volume Right	112	0	0
cSH	339	1700	1700
Volume to Capacity	0.33	0.27	0.27
Queue Length 95th (ft)	35	0	0
Control Delay (s)	20.8	0.0	0.0
Lane LOS	C		
Approach Delay (s)	20.8	0.0	
Approach LOS	C		

Intersection Summary			
Average Delay		2.3	
Intersection Capacity Utilization		43.2%	ICU Level of Service A
Analysis Period (min)		15	

2022 Build  
2: Park Dr & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (vph)	0	0	827	120	0	0
Future Volume (vph)	0	0	827	120	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.981			
Flt Protected						
Satd. Flow (prot)	0	0	3325	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3325	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	530		470			336
Travel Time (s)	14.5		12.8			9.2
Confl. Peds. (#/hr)		133		25	25	
Confl. Bikes (#/hr)				6		
Peak Hour Factor	0.92	0.92	0.93	0.93	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	4%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	0	889	129	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1018	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

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

2022 Build  
2: Park Dr & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (veh/h)	0	0	827	120	0	0
Future Volume (Veh/h)	0	0	827	120	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	0	0	889	129	0	0
Pedestrians	25					133
Lane Width (ft)	0.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	978	667			1043	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	978	667			1043	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	251	406			675	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>				
Volume Total	593	425				
Volume Left	0	0				
Volume Right	0	129				
cSH	1700	1700				
Volume to Capacity	0.35	0.25				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			43.2%		ICU Level of Service	A
Analysis Period (min)			15			

2022 Build  
3: Kilmarnock St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	27	1051	29	17	708	57	8	14	53	81	8	18
Future Volume (vph)	27	1051	29	17	708	57	8	14	53	81	8	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	10	10	10	8	13	12	10	10	12
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.89		0.89	0.92	
Frt		0.996			0.989			0.905			0.897	
Flt Protected		0.999			0.999			0.995		0.950		
Satd. Flow (prot)	0	2929	0	0	2881	0	0	1138	0	1366	1174	0
Flt Permitted		0.919			0.916			0.979		0.729		
Satd. Flow (perm)	0	2693	0	0	2641	0	0	1107	0	936	1174	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			16			43			20	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			633			347			230	
Travel Time (s)		10.2			17.3			9.5			6.3	
Confl. Peds. (#/hr)	71		144	144		71	86		103	103		86
Confl. Bikes (#/hr)			7			2			7			8
Peak Hour Factor	0.91	0.91	0.91	0.98	0.98	0.98	0.80	0.80	0.80	0.88	0.88	0.88
Heavy Vehicles (%)	8%	2%	20%	36%	2%	11%	100%	0%	22%	11%	38%	0%
Parking (#/hr)			1			1						
Adj. Flow (vph)	30	1155	32	17	722	58	10	18	66	92	9	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1217	0	0	797	0	0	94	0	92	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.25	1.25	1.25	1.25	1.25	1.37	1.10	1.14	1.25	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			2	



2022 Build  
3: Kilmarnock St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	58.0	58.0		58.0	58.0		27.0	27.0		27.0	27.0	
Total Split (s)	59.0	59.0		59.0	59.0		31.0	31.0		31.0	31.0	
Total Split (%)	65.6%	65.6%		65.6%	65.6%		34.4%	34.4%		34.4%	34.4%	
Maximum Green (s)	54.0	54.0		54.0	54.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		Max	Max		Max	Max	
Walk Time (s)	48.0	48.0		48.0	48.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	5.0	5.0		5.0	5.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	54	54		54	54		48	48		48	48	
Act Effct Green (s)		54.0			54.0			26.0		26.0	26.0	
Actuated g/C Ratio		0.60			0.60			0.29		0.29	0.29	
v/c Ratio		0.75			0.50			0.27		0.34	0.08	
Control Delay		16.9			11.1			16.9		29.7	13.6	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		16.9			11.1			16.9		29.7	13.6	
LOS		B			B			B		C	B	
Approach Delay		16.9			11.1			16.9			25.8	
Approach LOS		B			B			B			C	

Intersection Summary

Area Type: CBD  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 9 (10%), Referenced to phase 1:EBWB, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 15.3  
 Intersection LOS: B  
 Intersection Capacity Utilization 81.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 3: Kilmarnock St & Boylston St





Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	1217	797	94	92	29
v/c Ratio	0.75	0.50	0.27	0.34	0.08
Control Delay	16.9	11.1	16.9	29.7	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	11.1	16.9	29.7	13.6
Queue Length 50th (ft)	242	85	22	41	4
Queue Length 95th (ft)	329	m111	51	83	23
Internal Link Dist (ft)	295	553	267		150
Turn Bay Length (ft)				150	
Base Capacity (vph)	1617	1591	350	270	353
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.75	0.50	0.27	0.34	0.08

**Intersection Summary**

m Volume for 95th percentile queue is metered by upstream signal.

2022 Build  
3: Kilmarnock St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	27	1051	29	17	708	57	8	14	53	81	8	18
Future Volume (vph)	27	1051	29	17	708	57	8	14	53	81	8	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	10	10	10	10	10	8	13	12	10	10	12
Total Lost time (s)		5.0			5.0			5.0		5.0	5.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frbp, ped/bikes		1.00			0.99			0.90		1.00	0.92	
Flpb, ped/bikes		1.00			1.00			0.99		0.89	1.00	
Frt		1.00			0.99			0.91		1.00	0.90	
Flt Protected		1.00			1.00			0.99		0.95	1.00	
Satd. Flow (prot)		2927			2880			1125		1220	1174	
Flt Permitted		0.92			0.92			0.98		0.73	1.00	
Satd. Flow (perm)		2693			2640			1108		937	1174	
Peak-hour factor, PHF	0.91	0.91	0.91	0.98	0.98	0.98	0.80	0.80	0.80	0.88	0.88	0.88
Adj. Flow (vph)	30	1155	32	17	722	58	10	18	66	92	9	20
RTOR Reduction (vph)	0	2	0	0	6	0	0	31	0	0	14	0
Lane Group Flow (vph)	0	1215	0	0	791	0	0	63	0	92	15	0
Confl. Peds. (#/hr)	71		144	144		71	86		103	103		86
Confl. Bikes (#/hr)			7			2			7			8
Heavy Vehicles (%)	8%	2%	20%	36%	2%	11%	100%	0%	22%	11%	38%	0%
Parking (#/hr)			1			1						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2				2
Permitted Phases	1			1			2			2		
Actuated Green, G (s)		54.0			54.0			26.0		26.0	26.0	
Effective Green, g (s)		54.0			54.0			26.0		26.0	26.0	
Actuated g/C Ratio		0.60			0.60			0.29		0.29	0.29	
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)		1615			1584			320		270	339	
v/s Ratio Prot												0.01
v/s Ratio Perm		c0.45			0.30			0.06		c0.10		
v/c Ratio		0.75			0.50			0.20		0.34	0.04	
Uniform Delay, d1		13.1			10.3			24.1		25.2	23.0	
Progression Factor		1.00			1.03			1.00		1.00	1.00	
Incremental Delay, d2		3.3			0.5			1.4		3.4	0.2	
Delay (s)		16.4			11.1			25.5		28.6	23.3	
Level of Service		B			B			C		C	C	
Approach Delay (s)		16.4			11.1			25.5			27.4	
Approach LOS		B			B			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			15.5									B
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			90.0							10.0		
Intersection Capacity Utilization			81.8%									D
Analysis Period (min)			15									
c Critical Lane Group												

2022 Build  
4: Jersey St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				
Traffic Volume (vph)	45	1104	37	40	809	67	9	28	110	0	0	0
Future Volume (vph)	45	1104	37	40	809	67	9	28	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	16	16	16	12	16	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.86				
Frt		0.995			0.989			0.899				
Flt Protected		0.998			0.998			0.997				
Satd. Flow (prot)	0	2930	0	0	2847	0	0	1383	0	0	0	0
Flt Permitted		0.882			0.778			0.997				
Satd. Flow (perm)	0	2588	0	0	2219	0	0	1371	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		5						49				
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		633			947			336			162	
Travel Time (s)		17.3			25.8			9.2			4.4	
Confl. Peds. (#/hr)	53		15	15		53	129		150			
Confl. Bikes (#/hr)			7						7			5
Peak Hour Factor	0.92	0.92	0.92	0.97	0.97	0.97	0.83	0.83	0.83	0.92	0.92	0.92
Heavy Vehicles (%)	16%	2%	6%	13%	3%	18%	0%	4%	9%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Adj. Flow (vph)	49	1200	40	41	834	69	11	34	133	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1289	0	0	944	0	0	178	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	0.97	1.00	0.97	1.14	0.97	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1				
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	50	50		50	50		50	50				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	4	1			1			2				
Permitted Phases	1			1			2					
Detector Phase	4	1		1	1		2	2				

2022 Build  
4: Jersey St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



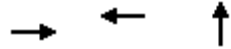
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	8.0		8.0	8.0		5.0	5.0				
Minimum Split (s)	7.0	45.0		45.0	45.0		30.0	30.0				
Total Split (s)	11.0	47.0		47.0	47.0		32.0	32.0				
Total Split (%)	12.2%	52.2%		52.2%	52.2%		35.6%	35.6%				
Maximum Green (s)	9.0	42.0		42.0	42.0		27.0	27.0				
Yellow Time (s)	2.0	3.0		3.0	3.0		3.0	3.0				
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag		Lead		Lead	Lead		Lag	Lag				
Lead-Lag Optimize?		Yes		Yes	Yes		Yes	Yes				
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	Max	C-Max		C-Max	C-Max		Max	Max				
Walk Time (s)		6.0		6.0	6.0		20.0	20.0				
Flash Dont Walk (s)		34.0		34.0	34.0		5.0	5.0				
Pedestrian Calls (#/hr)		17		17	17		70	70				
Act Effct Green (s)		48.0			42.0			27.0				
Actuated g/C Ratio		0.53			0.47			0.30				
v/c Ratio		0.92			0.91			0.40				
Control Delay		19.1			37.0			21.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		19.1			37.0			21.1				
LOS		B			D			C				
Approach Delay		19.1			37.0			21.1				
Approach LOS		B			D			C				

Intersection Summary

Area Type:	CBD
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	56 (62%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	26.2
Intersection LOS:	C
Intersection Capacity Utilization:	101.1%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 4: Jersey St & Boylston St





Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	1289	944	178
v/c Ratio	0.92	0.91	0.40
Control Delay	19.1	37.0	21.1
Queue Delay	0.0	0.0	0.0
Total Delay	19.1	37.0	21.1
Queue Length 50th (ft)	118	252	56
Queue Length 95th (ft)	#211	#390	102
Internal Link Dist (ft)	553	867	256
Turn Bay Length (ft)			
Base Capacity (vph)	1405	1035	445
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.92	0.91	0.40

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

2022 Build  
4: Jersey St & Boylston St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				
Traffic Volume (vph)	45	1104	37	40	809	67	9	28	110	0	0	0
Future Volume (vph)	45	1104	37	40	809	67	9	28	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	16	16	16	12	16	12
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		0.95			0.95			1.00				
Frbp, ped/bikes		1.00			0.99			0.87				
Flpb, ped/bikes		1.00			1.00			0.99				
Frt		1.00			0.99			0.90				
Flt Protected		1.00			1.00			1.00				
Satd. Flow (prot)		2930			2846			1371				
Flt Permitted		0.88			0.78			1.00				
Satd. Flow (perm)		2588			2221			1371				
Peak-hour factor, PHF	0.92	0.92	0.92	0.97	0.97	0.97	0.83	0.83	0.83	0.92	0.92	0.92
Adj. Flow (vph)	49	1200	40	41	834	69	11	34	133	0	0	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	34	0	0	0	0
Lane Group Flow (vph)	0	1287	0	0	944	0	0	144	0	0	0	0
Confl. Peds. (#/hr)	53		15	15		53	129		150			
Confl. Bikes (#/hr)			7						7			5
Heavy Vehicles (%)	16%	2%	6%	13%	3%	18%	0%	4%	9%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	4	1			1			2				
Permitted Phases	1			1			2					
Actuated Green, G (s)		51.0			42.0			27.0				
Effective Green, g (s)		51.0			42.0			27.0				
Actuated g/C Ratio		0.57			0.47			0.30				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		1500			1036			411				
v/s Ratio Prot		c0.09										
v/s Ratio Perm		0.40			c0.43			0.10				
v/c Ratio		0.86			0.91			0.35				
Uniform Delay, d1		16.4			22.3			24.6				
Progression Factor		0.53			1.00			1.00				
Incremental Delay, d2		4.7			13.4			2.3				
Delay (s)		13.4			35.6			27.0				
Level of Service		B			D			C				
Approach Delay (s)		13.4			35.6			27.0			0.0	
Approach LOS		B			D			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			23.1									C
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			90.0								14.0	
Intersection Capacity Utilization			101.1%									G
Analysis Period (min)			15									

c Critical Lane Group



2022 Build  
5: Kilmarnock St & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	21	48	17	11	37	0	0	30	17
Future Volume (vph)	0	0	0	21	48	17	11	37	0	0	30	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.973						0.952	
Flt Protected					0.988			0.989				
Satd. Flow (prot)	0	0	0	0	1648	0	0	1559	0	0	1209	0
Flt Permitted					0.988			0.989				
Satd. Flow (perm)	0	0	0	0	1648	0	0	1559	0	0	1209	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		646			619			166			347	
Travel Time (s)		17.6			16.9			4.5			9.5	
Confl. Peds. (#/hr)	46		38	38		46	64		47	47		64
Confl. Bikes (#/hr)						1			4			8
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.67	0.67	0.67	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	11%	10%	24%	10%	8%	0%	0%	25%	27%
Parking (#/hr)			4			5			2			0
Adj. Flow (vph)	0	0	0	27	61	22	16	55	0	0	36	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	110	0	0	71	0	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	0.97	0.97	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	32.4%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
5: Kilmarnock St & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	21	48	17	11	37	0	0	30	17
Future Volume (vph)	0	0	0	21	48	17	11	37	0	0	30	17
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.67	0.67	0.67	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	0	27	61	22	16	55	0	0	36	20

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	110	71	56
Volume Left (vph)	27	16	0
Volume Right (vph)	22	0	20
Hadj (s)	0.15	0.19	0.22
Departure Headway (s)	4.3	4.4	4.5
Degree Utilization, x	0.13	0.09	0.07
Capacity (veh/h)	804	787	783
Control Delay (s)	8.0	7.8	7.8
Approach Delay (s)	8.0	7.8	7.8
Approach LOS	A	A	A

Intersection Summary		
Delay		7.9
Level of Service		A
Intersection Capacity Utilization	32.4%	ICU Level of Service
Analysis Period (min)		15

2022 Build  
6: Jersey St & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	18	40	21	21	121	0	0	4	26
Future Volume (vph)	0	0	0	18	40	21	21	121	0	0	4	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.964						0.882	
Flt Protected					0.989			0.993				
Satd. Flow (prot)	0	0	0	0	1406	0	0	1473	0	0	1231	0
Flt Permitted					0.989			0.993				
Satd. Flow (perm)	0	0	0	0	1406	0	0	1473	0	0	1231	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		619			390			169			336	
Travel Time (s)		16.9			10.6			4.6			9.2	
Confl. Peds. (#/hr)	60		37	37		60	101		125	125		101
Confl. Bikes (#/hr)			3			4			10			2
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82	0.77	0.77	0.77
Heavy Vehicles (%)	0%	0%	0%	6%	11%	5%	11%	7%	0%	0%	17%	14%
Parking (#/hr)			5			4			1			1
Adj. Flow (vph)	0	0	0	21	47	25	26	148	0	0	5	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	93	0	0	174	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	35.0%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
6: Jersey St & Peterborough St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	18	40	21	21	121	0	0	4	26
Future Volume (vph)	0	0	0	18	40	21	21	121	0	0	4	26
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.82	0.82	0.82	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	0	21	47	25	26	148	0	0	5	34

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	93	174	39
Volume Left (vph)	21	26	0
Volume Right (vph)	25	0	34
Hadj (s)	0.02	0.16	-0.28
Departure Headway (s)	4.4	4.3	4.0
Degree Utilization, x	0.11	0.21	0.04
Capacity (veh/h)	780	810	862
Control Delay (s)	8.0	8.5	7.2
Approach Delay (s)	8.0	8.5	7.2
Approach LOS	A	A	A

Intersection Summary		
Delay		8.1
Level of Service		A
Intersection Capacity Utilization	35.0%	ICU Level of Service
Analysis Period (min)		15

2022 Build  
8: Kilmarnock St & Private Alley 933/Private Alley 934

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	8	0	4	2	0	14	1	26	19	4	42	3
Future Volume (vph)	8	0	4	2	0	14	1	26	19	4	42	3
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.957			0.883			0.944			0.991	
Flt Protected		0.967			0.993			0.999			0.996	
Satd. Flow (prot)	0	1582	0	0	1499	0	0	1432	0	0	1316	0
Flt Permitted		0.967			0.993			0.999			0.996	
Satd. Flow (perm)	0	1582	0	0	1499	0	0	1432	0	0	1316	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		388			364			164			166	
Travel Time (s)		10.6			9.9			4.5			4.5	
Confl. Peds. (#/hr)	4		3	3		4	55		47	47		55
Confl. Bikes (#/hr)			1			1			5			9
Peak Hour Factor	0.63	0.63	0.63	0.44	0.44	0.44	0.80	0.80	0.80	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	23%	0%
Parking (#/hr)			0			0			2			2
Adj. Flow (vph)	13	0	6	5	0	32	1	33	24	5	54	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	37	0	0	58	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	23.3%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
8: Kilmarnock St & Private Alley 933/Private Alley 934

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	8	0	4	2	0	14	1	26	19	4	42	3
Future Volume (Veh/h)	8	0	4	2	0	14	1	26	19	4	42	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.44	0.44	0.44	0.80	0.80	0.80	0.78	0.78	0.78
Hourly flow rate (vph)	13	0	6	5	0	32	1	33	24	5	54	4
Pedestrians		55			47			3			4	
Lane Width (ft)		12.0			12.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		5			4			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	204	227	114	169	217	96	113			104		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	204	227	114	169	217	96	113			104		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	99	100	97	100			100		
cM capacity (veh/h)	650	617	899	711	625	926	1421			1442		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	19	37	58	63								
Volume Left	13	5	1	5								
Volume Right	6	32	24	4								
cSH	712	889	1421	1442								
Volume to Capacity	0.03	0.04	0.00	0.00								
Queue Length 95th (ft)	2	3	0	0								
Control Delay (s)	10.2	9.2	0.1	0.6								
Lane LOS	B	A	A	A								
Approach Delay (s)	10.2	9.2	0.1	0.6								
Approach LOS	B	A										
<b>Intersection Summary</b>												
Average Delay			3.3									
Intersection Capacity Utilization			23.3%		ICU Level of Service				A			
Analysis Period (min)			15									

2022 Build  
 9: Jersey St & Private Alley 934/Private Alley 935

Weekday Morning Peak Hour  
 Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	14	0	1	1	0	6	0	121	0	4	23	0
Future Volume (vph)	14	0	1	1	0	6	0	121	0	4	23	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.882							
Flt Protected		0.956			0.994						0.993	
Satd. Flow (prot)	0	1617	0	0	1499	0	0	1478	0	0	1427	0
Flt Permitted		0.956			0.994						0.993	
Satd. Flow (perm)	0	1617	0	0	1499	0	0	1478	0	0	1427	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		259			367			170			169	
Travel Time (s)		7.1			10.0			4.6			4.6	
Confl. Peds. (#/hr)	1		6	6		1	107		128	128		107
Confl. Bikes (#/hr)			1						13			3
Peak Hour Factor	0.63	0.63	0.63	0.44	0.44	0.44	0.80	0.80	0.80	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	13%	0%
Parking (#/hr)									1			1
Adj. Flow (vph)	22	0	2	2	0	14	0	151	0	5	29	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	16	0	0	151	0	0	34	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.8%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
 9: Jersey St & Private Alley 934/Private Alley 935

Weekday Morning Peak Hour  
 Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	14	0	1	1	0	6	0	121	0	4	23	0
Future Volume (Veh/h)	14	0	1	1	0	6	0	121	0	4	23	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.44	0.44	0.44	0.80	0.80	0.80	0.78	0.78	0.78
Hourly flow rate (vph)	22	0	2	2	0	14	0	151	0	5	29	0
Pedestrians		107			128			6			1	
Lane Width (ft)		12.0			12.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		9			11			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	312	425	142	326	425	280	136			279		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	312	425	142	326	425	280	136			279		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	100	100	100	98	100			100		
cM capacity (veh/h)	491	425	826	478	425	682	1330			1157		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	24	16	151	34								
Volume Left	22	2	0	5								
Volume Right	2	14	0	0								
cSH	508	647	1330	1157								
Volume to Capacity	0.05	0.02	0.00	0.00								
Queue Length 95th (ft)	4	2	0	0								
Control Delay (s)	12.4	10.7	0.0	1.2								
Lane LOS	B	B		A								
Approach Delay (s)	12.4	10.7	0.0	1.2								
Approach LOS	B	B										
<b>Intersection Summary</b>												
Average Delay			2.3									
Intersection Capacity Utilization			25.8%		ICU Level of Service					A		
Analysis Period (min)			15									



2022 Build  
10: Kilmarnock St & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	30	88	2	0	0	0	0	15	3	38	10	0
Future Volume (vph)	30	88	2	0	0	0	0	15	3	38	10	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997						0.976				
Flt Protected		0.988									0.962	
Satd. Flow (prot)	0	1512	0	0	0	0	0	1558	0	0	1260	0
Flt Permitted		0.988									0.962	
Satd. Flow (perm)	0	1512	0	0	0	0	0	1558	0	0	1260	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		530			626			522			164	
Travel Time (s)		14.5			17.1			14.2			4.5	
Confl. Peds. (#/hr)	34		46	46		34	39		32	32		39
Confl. Bikes (#/hr)			2						2			5
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.53	0.53	0.53	0.92	0.92	0.92
Heavy Vehicles (%)	10%	2%	0%	0%	0%	0%	0%	0%	0%	25%	10%	0%
Parking (#/hr)			4			4			2			4
Adj. Flow (vph)	38	110	3	0	0	0	0	28	6	41	11	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	0	0	0	34	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

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

2022 Build  
10: Kilmarnock St & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	88	2	0	0	0	0	15	3	38	10	0
Future Volume (vph)	30	88	2	0	0	0	0	15	3	38	10	0
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.53	0.53	0.53	0.92	0.92	0.92
Hourly flow rate (vph)	38	110	3	0	0	0	0	28	6	41	11	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	151	34	52
Volume Left (vph)	38	0	41
Volume Right (vph)	3	6	0
Hadj (s)	0.11	-0.11	0.53
Departure Headway (s)	4.2	4.2	4.8
Degree Utilization, x	0.18	0.04	0.07
Capacity (veh/h)	835	817	713
Control Delay (s)	8.1	7.4	8.2
Approach Delay (s)	8.1	7.4	8.2
Approach LOS	A	A	A

Intersection Summary		
Delay		8.0
Level of Service		A
Intersection Capacity Utilization	32.8%	ICU Level of Service
Analysis Period (min)		15

2022 Build  
11: Jersey St & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	26	9	0	0	0	0	24	7	12	12	0
Future Volume (vph)	95	26	9	0	0	0	0	24	7	12	12	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990						0.969				
Flt Protected		0.965									0.976	
Satd. Flow (prot)	0	1522	0	0	0	0	0	1547	0	0	1391	0
Flt Permitted		0.965									0.976	
Satd. Flow (perm)	0	1522	0	0	0	0	0	1547	0	0	1391	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		626			342			329			170	
Travel Time (s)		17.1			9.3			9.0			4.6	
Confl. Peds. (#/hr)	36		64	64		36	92		124	124		92
Confl. Bikes (#/hr)			4			1			10			4
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.73	0.73	0.73	0.67	0.67	0.67
Heavy Vehicles (%)	10%	0%	0%	0%	0%	0%	0%	0%	0%	9%	15%	0%
Parking (#/hr)			4			4			2			1
Adj. Flow (vph)	114	31	11	0	0	0	0	33	10	18	18	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	0	0	0	0	0	43	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	34.8%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
11: Jersey St & Queensberry St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	95	26	9	0	0	0	0	24	7	12	12	0
Future Volume (vph)	95	26	9	0	0	0	0	24	7	12	12	0
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.73	0.73	0.73	0.67	0.67	0.67
Hourly flow rate (vph)	114	31	11	0	0	0	0	33	10	18	18	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	156	43	36
Volume Left (vph)	114	0	18
Volume Right (vph)	11	10	0
Hadj (s)	0.23	-0.14	0.30
Departure Headway (s)	4.3	4.2	4.6
Degree Utilization, x	0.19	0.05	0.05
Capacity (veh/h)	818	824	751
Control Delay (s)	8.3	7.4	7.8
Approach Delay (s)	8.3	7.4	7.8
Approach LOS	A	A	A

Intersection Summary		
Delay		8.1
Level of Service		A
Intersection Capacity Utilization	34.8%	ICU Level of Service
Analysis Period (min)		15

2022 Build  
12: Kilmarnock St & Park Drive Carriage

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	1	2	1	3	17	0	0	7	5
Future Volume (vph)	0	0	0	1	2	1	3	17	0	0	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.963						0.943	
Flt Protected					0.987			0.993				
Satd. Flow (prot)	0	0	0	0	1621	0	0	1698	0	0	1239	0
Flt Permitted					0.987			0.993				
Satd. Flow (perm)	0	0	0	0	1621	0	0	1698	0	0	1239	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		377			705			56			522	
Travel Time (s)		10.3			19.2			1.5			14.2	
Confl. Peds. (#/hr)	58						58	5		10	10	5
Confl. Bikes (#/hr)							2					1
Peak Hour Factor	0.92	0.92	0.92	0.38	0.38	0.38	0.92	0.92	0.92	0.65	0.65	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	3	5	3	3	18	0	0	11	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	11	0	0	21	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	1.14	1.14	1.14	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
12: Kilmarnock St & Park Drive Carriage

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	1	2	1	3	17	0	0	7	5
Future Volume (Veh/h)	0	0	0	1	2	1	3	17	0	0	7	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.38	0.38	0.38	0.92	0.92	0.92	0.65	0.65	0.65
Hourly flow rate (vph)	0	0	0	3	5	3	3	18	0	0	11	8
Pedestrians		5			10						58	
Lane Width (ft)		0.0			16.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			1						4	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	108	54	20	49	58	86	24			28		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	108	54	20	49	58	86	24			28		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	99	100	100			100		
cM capacity (veh/h)	826	830	1064	936	826	928	1604			1581		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	11	21	19									
Volume Left	3	3	0									
Volume Right	3	0	8									
cSH	881	1604	1700									
Volume to Capacity	0.01	0.00	0.01									
Queue Length 95th (ft)	1	0	0									
Control Delay (s)	9.1	1.0	0.0									
Lane LOS	A	A										
Approach Delay (s)	9.1	1.0	0.0									
Approach LOS	A											
<b>Intersection Summary</b>												
Average Delay			2.4									
Intersection Capacity Utilization			25.1%	ICU Level of Service						A		
Analysis Period (min)			15									

2022 Build  
13: Park Dr & Kilmarnock St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	398	21	0	8
Future Volume (vph)	0	0	398	21	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.992			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3330	0	0	1470
Flt Permitted						
Satd. Flow (perm)	0	0	3330	0	0	1470
Link Speed (mph)		25	25		25	
Link Distance (ft)		394	677		56	
Travel Time (s)		10.7	18.5		1.5	
Confl. Peds. (#/hr)	58			58	16	16
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.81	0.81	0.65	0.65
Heavy Vehicles (%)	0%	0%	0%	0%	0%	14%
Adj. Flow (vph)	0	0	491	26	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	517	0	0	12
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	27.4%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
13: Park Dr & Kilmarnock St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (veh/h)	0	0	398	21	0	8
Future Volume (Veh/h)	0	0	398	21	0	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.81	0.81	0.65	0.65
Hourly flow rate (vph)	0	0	491	26	0	12
Pedestrians		16	16		58	
Lane Width (ft)		0.0	13.0		16.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	1		6	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			677			
pX, platoon unblocked	0.98				0.98	0.98
vC, conflicting volume	575				578	332
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	532				535	285
tC, single (s)	4.1				6.8	7.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				100	98
cM capacity (veh/h)	961				435	622
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>WB 2</b>	<b>SB 1</b>			
Volume Total	327	190	12			
Volume Left	0	0	0			
Volume Right	0	26	12			
cSH	1700	1700	622			
Volume to Capacity	0.19	0.11	0.02			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	10.9			
Lane LOS			B			
Approach Delay (s)	0.0		10.9			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			27.4%	ICU Level of Service		A
Analysis Period (min)			15			



2022 Build  
14: Jersey St & Park Drive Carriage

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	13	4	31	0	0	0	0	22	0
Future Volume (vph)	0	0	0	13	4	31	0	0	0	0	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	16	16	16	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.913							
Flt Protected					0.986							
Satd. Flow (prot)	0	0	0	0	1478	0	0	1938	0	0	1268	0
Flt Permitted					0.986							
Satd. Flow (perm)	0	0	0	0	1478	0	0	1938	0	0	1268	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		705			280			53			329	
Travel Time (s)		19.2			7.6			1.4			9.0	
Confl. Peds. (#/hr)	58					58	5		10	10		5
Confl. Bikes (#/hr)												6
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.92	0.92	0.92	0.53	0.53	0.53
Heavy Vehicles (%)	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	12%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	18	5	42	0	0	0	0	42	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	65	0	0	0	0	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	0.97	0.97	0.97	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
14: Jersey St & Park Drive Carriage

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	13	4	31	0	0	0	0	22	0
Future Volume (Veh/h)	0	0	0	13	4	31	0	0	0	0	22	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.92	0.92	0.92	0.53	0.53	0.53
Hourly flow rate (vph)	0	0	0	18	5	42	0	0	0	0	42	0
Pedestrians	5			10						58		
Lane Width (ft)	0.0			16.0						10.0		
Walking Speed (ft/s)	4.0			4.0						4.0		
Percent Blockage	0			1						4		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							53					
pX, platoon unblocked												
vC, conflicting volume	150	57	47	52	57	68	47			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	150	57	47	52	57	68	47			10		
tC, single (s)	7.1	6.5	6.2	7.1	7.0	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.5	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	99	96	100			100		
cM capacity (veh/h)	745	829	1028	933	742	950	1573			1605		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	65	0	42									
Volume Left	18	0	0									
Volume Right	42	0	0									
cSH	925	1700	1700									
Volume to Capacity	0.07	0.00	0.02									
Queue Length 95th (ft)	6	0	0									
Control Delay (s)	9.2	0.0	0.0									
Lane LOS	A											
Approach Delay (s)	9.2	0.0	0.0									
Approach LOS	A											
<b>Intersection Summary</b>												
Average Delay			5.6									
Intersection Capacity Utilization			25.1%	ICU Level of Service	A							
Analysis Period (min)			15									

2022 Build  
15: Park Dr & Jersey St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	383	0	0	35
Future Volume (vph)	0	0	383	0	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	3357	0	0	1676
Flt Permitted						
Satd. Flow (perm)	0	0	3357	0	0	1676
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						216
Link Speed (mph)		25	25		25	
Link Distance (ft)		677	747		53	
Travel Time (s)		18.5	20.4		1.4	
Confl. Peds. (#/hr)	58			58	16	16
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.92	0.92	0.84	0.84	0.53	0.53
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	456	0	0	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	456	0	0	66
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Number of Detectors			1			1
Detector Template						
Leading Detector (ft)			50			50
Trailing Detector (ft)			0			0
Detector 1 Position(ft)			0			0
Detector 1 Size(ft)			50			50
Detector 1 Type			Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0			0.0
Detector 1 Queue (s)			0.0			0.0
Detector 1 Delay (s)			0.0			0.0
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Detector Phase			1			2
Switch Phase						
Minimum Initial (s)			30.0			8.0

2022 Build  
15: Park Dr & Jersey St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON

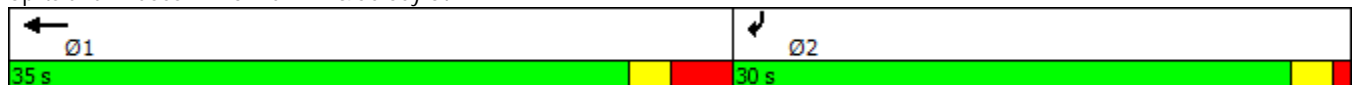


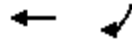
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)			35.0			16.0
Total Split (s)			35.0			30.0
Total Split (%)			53.8%			46.2%
Maximum Green (s)			30.0			27.0
Yellow Time (s)			2.0			2.0
All-Red Time (s)			3.0			1.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			5.0			3.0
Lead/Lag			Lead			Lag
Lead-Lag Optimize?			Yes			Yes
Vehicle Extension (s)			3.0			3.0
Recall Mode			Max			Max
Walk Time (s)						6.0
Flash Dont Walk (s)						7.0
Pedestrian Calls (#/hr)						0
Act Effect Green (s)			30.0			27.0
Actuated g/C Ratio			0.46			0.42
v/c Ratio			0.29			0.08
Control Delay			11.6			0.2
Queue Delay			0.0			0.0
Total Delay			11.6			0.2
LOS			B			A
Approach Delay			11.6		0.2	
Approach LOS			B		A	

Intersection Summary

Area Type:	CBD
Cycle Length:	65
Actuated Cycle Length:	65
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.29
Intersection Signal Delay:	10.1
Intersection LOS:	B
Intersection Capacity Utilization:	45.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 15: Park Dr & Jersey St





Lane Group	WBT	SBR
Lane Group Flow (vph)	456	66
v/c Ratio	0.29	0.08
Control Delay	11.6	0.2
Queue Delay	0.0	0.0
Total Delay	11.6	0.2
Queue Length 50th (ft)	56	0
Queue Length 95th (ft)	77	0
Internal Link Dist (ft)	667	
Turn Bay Length (ft)		
Base Capacity (vph)	1549	822
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.29	0.08
<b>Intersection Summary</b>		

2022 Build  
15: Park Dr & Jersey St

Weekday Morning Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	383	0	0	35
Future Volume (vph)	0	0	383	0	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	16	16
Total Lost time (s)			5.0			3.0
Lane Util. Factor			0.95			1.00
Frbp, ped/bikes			1.00			1.00
Flpb, ped/bikes			1.00			1.00
Frt			1.00			0.86
Flt Protected			1.00			1.00
Satd. Flow (prot)			3357			1676
Flt Permitted			1.00			1.00
Satd. Flow (perm)			3357			1676
Peak-hour factor, PHF	0.92	0.92	0.84	0.84	0.53	0.53
Adj. Flow (vph)	0	0	456	0	0	66
RTOR Reduction (vph)	0	0	0	0	0	39
Lane Group Flow (vph)	0	0	456	0	0	27
Confl. Peds. (#/hr)	58			58	16	16
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Actuated Green, G (s)			30.0			27.0
Effective Green, g (s)			30.0			27.0
Actuated g/C Ratio			0.46			0.42
Clearance Time (s)			5.0			3.0
Vehicle Extension (s)			3.0			3.0
Lane Grp Cap (vph)			1549			696
v/s Ratio Prot			c0.14			c0.02
v/s Ratio Perm						
v/c Ratio			0.29			0.04
Uniform Delay, d1			10.9			11.3
Progression Factor			1.00			1.00
Incremental Delay, d2			0.5			0.1
Delay (s)			11.4			11.4
Level of Service			B			B
Approach Delay (s)		0.0	11.4		11.4	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			11.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.17			
Actuated Cycle Length (s)			65.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			45.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

2022 Build  
1: Park Dr & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	100	987	0	0	0
Future Volume (vph)	0	100	987	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1461	3365	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1461	3365	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	646		336			115
Travel Time (s)	17.6		9.2			3.1
Confl. Peds. (#/hr)		22		292		
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.77	0.77	0.89	0.89	0.92	0.92
Heavy Vehicles (%)	0%	1%	3%	0%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	130	1109	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	130	1109	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.97	1.15	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	48.2%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
1: Park Dr & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕			
Traffic Volume (veh/h)	0	100	987	0	0	0
Future Volume (Veh/h)	0	100	987	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.89	0.89	0.92	0.92
Hourly flow rate (vph)	0	130	1109	0	0	0
Pedestrians	292					22
Lane Width (ft)	16.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	32					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1401	868			1401	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1401	868			1401	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	35			100	
cM capacity (veh/h)	90	201			334	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	130	554	554
Volume Left	0	0	0
Volume Right	130	0	0
cSH	201	1700	1700
Volume to Capacity	0.65	0.33	0.33
Queue Length 95th (ft)	96	0	0
Control Delay (s)	50.8	0.0	0.0
Lane LOS	F		
Approach Delay (s)	50.8	0.0	
Approach LOS	F		

Intersection Summary			
Average Delay		5.3	
Intersection Capacity Utilization	48.2%		ICU Level of Service A
Analysis Period (min)		15	



2022 Build  
2: Park Dr & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (vph)	0	0	987	118	0	0
Future Volume (vph)	0	0	987	118	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	12	12
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.984			
Flt Protected						
Satd. Flow (prot)	0	0	3318	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3318	0	0	0
Link Speed (mph)	25		25			25
Link Distance (ft)	530		470			336
Travel Time (s)	14.5		12.8			9.2
Confl. Peds. (#/hr)		38		311		
Confl. Bikes (#/hr)				22		
Peak Hour Factor	0.92	0.92	0.86	0.86	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	1%	0%	0%
Parking (#/hr)	0	4		2	2	
Adj. Flow (vph)	0	0	1148	137	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1285	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.05	1.05	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	48.2%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
2: Park Dr & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			
Traffic Volume (veh/h)	0	0	987	118	0	0
Future Volume (Veh/h)	0	0	987	118	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.86	0.86	0.92	0.92
Hourly flow rate (vph)	0	0	1148	137	0	0
Pedestrians	311					38
Lane Width (ft)	0.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1528	992			1596	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1528	992			1596	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	110	248			416	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>				
Volume Total	765	520				
Volume Left	0	0				
Volume Right	0	137				
cSH	1700	1700				
Volume to Capacity	0.45	0.31				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0					
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			48.2%		ICU Level of Service	A
Analysis Period (min)			15			

2022 Build  
3: Kilmarnock St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	42	1031	51	24	595	90	10	17	64	147	19	63
Future Volume (vph)	42	1031	51	24	595	90	10	17	64	147	19	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	10	10	10	12	13	12	10	10	12
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.96			0.73		0.75	0.74	
Frt		0.993			0.981			0.905			0.884	
Flt Protected		0.998			0.998			0.995		0.950		
Satd. Flow (prot)	0	2899	0	0	2773	0	0	1086	0	1458	1043	0
Flt Permitted		0.890			0.880			0.966		0.600		
Satd. Flow (perm)	0	2576	0	0	2441	0	0	1021	0	694	1043	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			11			24			66	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		375			633			347			230	
Travel Time (s)		10.2			17.3			9.5			6.3	
Confl. Peds. (#/hr)	373		369	369		373	330		387	387		330
Confl. Bikes (#/hr)			13			4			5			8
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.63	0.63	0.63	0.82	0.82	0.82
Heavy Vehicles (%)	5%	2%	5%	22%	2%	4%	50%	25%	0%	4%	0%	0%
Parking (#/hr)			1			1			0			
Adj. Flow (vph)	46	1121	55	26	640	97	16	27	102	179	23	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1222	0	0	763	0	0	145	0	179	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.25	1.25	1.25	1.25	1.25	1.14	1.10	1.14	1.25	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	50	50		50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			2	

2022 Build  
3: Kilmarnock St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	1			1			2			2		
Detector Phase	1	1		1	1		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	70.0	70.0		70.0	70.0		27.0	27.0		27.0	27.0	
Total Split (s)	71.0	71.0		71.0	71.0		29.0	29.0		29.0	29.0	
Total Split (%)	71.0%	71.0%		71.0%	71.0%		29.0%	29.0%		29.0%	29.0%	
Maximum Green (s)	66.0	66.0		66.0	66.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		Max	Max		Max	Max	
Walk Time (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	5.0	5.0		5.0	5.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	186	186		186	186		180	180		180	180	
Act Effct Green (s)		66.0			66.0			24.0		24.0	24.0	
Actuated g/C Ratio		0.66			0.66			0.24		0.24	0.24	
v/c Ratio		0.72			0.47			0.55		1.08	0.33	
Control Delay		13.9			7.7			36.7		130.9	16.4	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		13.9			7.7			36.7		130.9	16.4	
LOS		B			A			D		F	B	
Approach Delay		13.9			7.7			36.7			89.9	
Approach LOS		B			A			D			F	

Intersection Summary

Area Type:	CBD
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	45 (45%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.08
Intersection Signal Delay:	22.1
Intersection LOS:	C
Intersection Capacity Utilization:	95.7%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 3: Kilmarnock St & Boylston St





Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	1222	763	145	179	100
v/c Ratio	0.72	0.47	0.55	1.08	0.33
Control Delay	13.9	7.7	36.7	130.9	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	7.7	36.7	130.9	16.4
Queue Length 50th (ft)	235	75	67	~128	17
Queue Length 95th (ft)	316	m89	81	#229	53
Internal Link Dist (ft)	295	553	267		150
Turn Bay Length (ft)				150	
Base Capacity (vph)	1703	1614	263	166	300
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.47	0.55	1.08	0.33

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

2022 Build  
3: Kilmarnock St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕		↕	↕	
Traffic Volume (vph)	42	1031	51	24	595	90	10	17	64	147	19	63
Future Volume (vph)	42	1031	51	24	595	90	10	17	64	147	19	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	10	10	10	10	10	12	13	12	10	10	12
Total Lost time (s)		5.0			5.0			5.0		5.0	5.0	
Lane Util. Factor		0.95			0.95			1.00		1.00	1.00	
Frbp, ped/bikes		0.99			0.96			0.75		1.00	0.74	
Flpb, ped/bikes		1.00			1.00			0.97		0.75	1.00	
Frt		0.99			0.98			0.91		1.00	0.88	
Flt Protected		1.00			1.00			0.99		0.95	1.00	
Satd. Flow (prot)		2890			2769			1051		1099	1043	
Flt Permitted		0.89			0.88			0.97		0.60	1.00	
Satd. Flow (perm)		2578			2440			1021		694	1043	
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.63	0.63	0.63	0.82	0.82	0.82
Adj. Flow (vph)	46	1121	55	26	640	97	16	27	102	179	23	77
RTOR Reduction (vph)	0	3	0	0	4	0	0	18	0	0	50	0
Lane Group Flow (vph)	0	1219	0	0	759	0	0	127	0	179	50	0
Confl. Peds. (#/hr)	373		369	369		373	330		387	387		330
Confl. Bikes (#/hr)			13			4			5			8
Heavy Vehicles (%)	5%	2%	5%	22%	2%	4%	50%	25%	0%	4%	0%	0%
Parking (#/hr)			1			1			0			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2				2
Permitted Phases	1			1			2			2		
Actuated Green, G (s)		66.0			66.0			24.0		24.0		24.0
Effective Green, g (s)		66.0			66.0			24.0		24.0		24.0
Actuated g/C Ratio		0.66			0.66			0.24		0.24		0.24
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)		1701			1610			245		166		250
v/s Ratio Prot												0.05
v/s Ratio Perm		c0.47			0.31			0.12		c0.26		
v/c Ratio		0.72			0.47			0.52		1.08		0.20
Uniform Delay, d1		11.0			8.4			33.0		38.0		30.3
Progression Factor		1.00			0.87			1.00		1.00		1.00
Incremental Delay, d2		2.6			0.4			7.6		92.3		1.8
Delay (s)		13.6			7.7			40.6		130.3		32.1
Level of Service		B			A			D		F		C
Approach Delay (s)		13.6			7.7			40.6				95.1
Approach LOS		B			A			D				F

Intersection Summary		
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.81	
Actuated Cycle Length (s)	100.0	Sum of lost time (s) 10.0
Intersection Capacity Utilization	95.7%	ICU Level of Service F
Analysis Period (min)	15	
c Critical Lane Group		

2022 Build  
4: Jersey St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				
Traffic Volume (vph)	24	1259	33	79	624	49	32	12	110	0	0	0
Future Volume (vph)	24	1259	33	79	624	49	32	12	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	16	16	16	12	16	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.98			0.78				
Frt		0.996			0.990			0.904				
Flt Protected		0.999			0.995			0.990				
Satd. Flow (prot)	0	2939	0	0	2809	0	0	1363	0	0	0	0
Flt Permitted		0.932			0.594			0.990				
Satd. Flow (perm)	0	2739	0	0	1675	0	0	1294	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		4						35				
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		633			947			336			162	
Travel Time (s)		17.3			25.8			9.2			4.4	
Confl. Peds. (#/hr)	245		92	92		245	223		208	208		223
Confl. Bikes (#/hr)			17			5			11			5
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.88	0.88	0.88	0.82	0.82	0.82
Heavy Vehicles (%)	14%	2%	6%	5%	3%	21%	6%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Adj. Flow (vph)	25	1298	34	88	693	54	36	14	125	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1357	0	0	835	0	0	175	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	0.97	1.00	0.97	1.14	0.97	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1				
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	50	50		50	50		50	50				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	3	1			1			2				
Permitted Phases	1			1			2					
Detector Phase	3	1		1	1		2	2				

2022 Build  
4: Jersey St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON

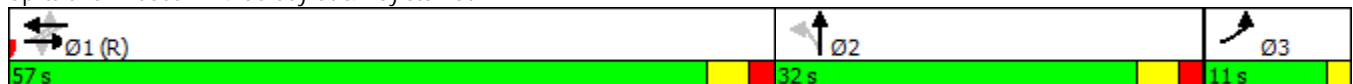


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	1.0		1.0	1.0		5.0	5.0				
Minimum Split (s)	7.0	51.0		51.0	51.0		32.0	32.0				
Total Split (s)	11.0	57.0		57.0	57.0		32.0	32.0				
Total Split (%)	11.0%	57.0%		57.0%	57.0%		32.0%	32.0%				
Maximum Green (s)	9.0	52.0		52.0	52.0		27.0	27.0				
Yellow Time (s)	2.0	3.0		3.0	3.0		3.0	3.0				
All-Red Time (s)	0.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag		Lead		Lead	Lead		Lag	Lag				
Lead-Lag Optimize?		Yes		Yes	Yes		Yes	Yes				
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	Max	C-Max		C-Max	C-Max		Max	Max				
Walk Time (s)		40.0		40.0	40.0		7.0	7.0				
Flash Dont Walk (s)		6.0		6.0	6.0		20.0	20.0				
Pedestrian Calls (#/hr)		85		85	85		108	108				
Act Effct Green (s)		58.0			52.0			27.0				
Actuated g/C Ratio		0.58			0.52			0.27				
v/c Ratio		0.85			0.96			0.47				
Control Delay		14.7			46.4			29.0				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.7			46.4			29.0				
LOS		B			D			C				
Approach Delay		14.7			46.4			29.0				
Approach LOS		B			D			C				

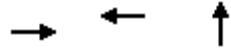
Intersection Summary

Area Type:	CBD
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	56 (56%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	26.9
Intersection LOS:	C
Intersection Capacity Utilization:	114.1%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 4: Jersey St & Boylston St







Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	1357	835	175
v/c Ratio	0.85	0.96	0.47
Control Delay	14.7	46.4	29.0
Queue Delay	0.0	0.0	0.0
Total Delay	14.7	46.4	29.0
Queue Length 50th (ft)	170	255	74
Queue Length 95th (ft)	m201	#402	136
Internal Link Dist (ft)	553	867	256
Turn Bay Length (ft)			
Base Capacity (vph)	1602	871	374
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.85	0.96	0.47

**Intersection Summary**

# 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.

2022 Build  
4: Jersey St & Boylston St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕				
Traffic Volume (vph)	24	1259	33	79	624	49	32	12	110	0	0	0
Future Volume (vph)	24	1259	33	79	624	49	32	12	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	16	16	16	12	16	12
Total Lost time (s)		5.0			5.0			5.0				
Lane Util. Factor		0.95			0.95			1.00				
Frbp, ped/bikes		1.00			0.98			0.83				
Flpb, ped/bikes		1.00			1.00			0.95				
Frt		1.00			0.99			0.90				
Flt Protected		1.00			0.99			0.99				
Satd. Flow (prot)		2937			2806			1293				
Flt Permitted		0.93			0.59			0.99				
Satd. Flow (perm)		2739			1677			1293				
Peak-hour factor, PHF	0.97	0.97	0.97	0.90	0.90	0.90	0.88	0.88	0.88	0.82	0.82	0.82
Adj. Flow (vph)	25	1298	34	88	693	54	36	14	125	0	0	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	26	0	0	0	0
Lane Group Flow (vph)	0	1355	0	0	835	0	0	149	0	0	0	0
Confl. Peds. (#/hr)	245		92	92		245	223		208	208		223
Confl. Bikes (#/hr)			17			5			11			5
Heavy Vehicles (%)	14%	2%	6%	5%	3%	21%	6%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	4	4	4	0	0	0
Parking (#/hr)			1			1						
Turn Type	pm+pt	NA		Perm	NA		Perm	NA				
Protected Phases	3	1			1			2				
Permitted Phases	1			1			2					
Actuated Green, G (s)		61.0			52.0			27.0				
Effective Green, g (s)		61.0			52.0			27.0				
Actuated g/C Ratio		0.61			0.52			0.27				
Clearance Time (s)		5.0			5.0			5.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		1688			872			349				
v/s Ratio Prot		c0.07										
v/s Ratio Perm		0.42			c0.50			0.12				
v/c Ratio		0.80			0.96			0.43				
Uniform Delay, d1		14.9			22.9			30.1				
Progression Factor		0.63			1.00			1.00				
Incremental Delay, d2		2.7			21.8			3.8				
Delay (s)		12.0			44.7			33.9				
Level of Service		B			D			C				
Approach Delay (s)		12.0			44.7			33.9			0.0	
Approach LOS		B			D			C			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			25.2				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)		14.0			
Intersection Capacity Utilization			114.1%				ICU Level of Service		H			
Analysis Period (min)			15									

c Critical Lane Group

2022 Build  
5: Kilmarnock St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	25	54	35	12	35	0	0	38	34
Future Volume (vph)	0	0	0	25	54	35	12	35	0	0	38	34
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.959						0.936	
Flt Protected					0.989			0.987				
Satd. Flow (prot)	0	0	0	0	1787	0	0	1651	0	0	1448	0
Flt Permitted					0.989			0.987				
Satd. Flow (perm)	0	0	0	0	1787	0	0	1651	0	0	1448	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		646			619			166			347	
Travel Time (s)		17.6			16.9			4.5			9.5	
Confl. Peds. (#/hr)	112		68	68		112	181		147	147		181
Confl. Bikes (#/hr)			1			4			7			9
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.75	0.75	0.75	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	0%	3%	2%	4%	0%	3%	0%	0%	6%	0%
Parking (#/hr)			4			5			2			0
Adj. Flow (vph)	0	0	0	28	60	39	16	47	0	0	48	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	127	0	0	63	0	0	91	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	0.97	0.97	1.14	1.14	1.14	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	35.7%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
5: Kilmarnock St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	25	54	35	12	35	0	0	38	34
Future Volume (vph)	0	0	0	25	54	35	12	35	0	0	38	34
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.75	0.75	0.75	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	28	60	39	16	47	0	0	48	43

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	127	63	91
Volume Left (vph)	28	16	0
Volume Right (vph)	39	0	43
Hadj (s)	-0.09	0.09	-0.23
Departure Headway (s)	4.1	4.4	4.0
Degree Utilization, x	0.15	0.08	0.10
Capacity (veh/h)	838	791	864
Control Delay (s)	7.8	7.7	7.5
Approach Delay (s)	7.8	7.7	7.5
Approach LOS	A	A	A

Intersection Summary		
Delay		7.7
Level of Service		A
Intersection Capacity Utilization	35.7%	ICU Level of Service
Analysis Period (min)		15

2022 Build  
6: Jersey St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	13	41	22	29	96	0	0	28	44
Future Volume (vph)	0	0	0	13	41	22	29	96	0	0	28	44
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.961						0.917	
Flt Protected					0.991			0.989				
Satd. Flow (prot)	0	0	0	0	1360	0	0	1497	0	0	1387	0
Flt Permitted					0.991			0.989				
Satd. Flow (perm)	0	0	0	0	1360	0	0	1497	0	0	1387	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		619			390			169			336	
Travel Time (s)		16.9			10.6			4.6			9.2	
Confl. Peds. (#/hr)	106		79	79		106	204		274	274		204
Confl. Bikes (#/hr)									21			11
Peak Hour Factor	0.50	0.50	0.50	0.69	0.69	0.69	0.87	0.87	0.87	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	22%	0%	7%	5%	0%	0%	11%	2%
Parking (#/hr)			5			4			1			1
Adj. Flow (vph)	0	0	0	19	59	32	33	110	0	0	33	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	110	0	0	143	0	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

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

2022 Build  
6: Jersey St & Peterborough St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	13	41	22	29	96	0	0	28	44
Future Volume (vph)	0	0	0	13	41	22	29	96	0	0	28	44
Peak Hour Factor	0.50	0.50	0.50	0.69	0.69	0.69	0.87	0.87	0.87	0.85	0.85	0.85
Hourly flow rate (vph)	0	0	0	19	59	32	33	110	0	0	33	52

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	110	143	85
Volume Left (vph)	19	33	0
Volume Right (vph)	32	0	52
Hadj (s)	0.06	0.14	-0.27
Departure Headway (s)	4.5	4.4	4.0
Degree Utilization, x	0.14	0.17	0.10
Capacity (veh/h)	767	792	848
Control Delay (s)	8.2	8.3	7.5
Approach Delay (s)	8.2	8.3	7.5
Approach LOS	A	A	A

Intersection Summary		
Delay		8.1
Level of Service		A
Intersection Capacity Utilization	34.1%	ICU Level of Service
Analysis Period (min)		15

2022 Build  
8: Kilmarnock St & Private Alley 933/Private Alley 934

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	7	0	6	5	0	11	2	29	19	9	46	5
Future Volume (vph)	7	0	6	5	0	11	2	29	19	9	46	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938			0.906			0.949			0.989	
Flt Protected		0.974			0.985			0.998			0.993	
Satd. Flow (prot)	0	1562	0	0	1526	0	0	1510	0	0	1487	0
Flt Permitted		0.974			0.985			0.998			0.993	
Satd. Flow (perm)	0	1562	0	0	1526	0	0	1510	0	0	1487	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		388			364			164			166	
Travel Time (s)		10.6			9.9			4.5			4.5	
Confl. Peds. (#/hr)	7		6	6		7	120		131	131		120
Confl. Bikes (#/hr)									7			11
Peak Hour Factor	0.50	0.50	0.50	0.68	0.68	0.68	0.77	0.77	0.77	0.67	0.67	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	7%	0%
Parking (#/hr)			0			0			2			2
Adj. Flow (vph)	14	0	12	7	0	16	3	38	25	13	69	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	23	0	0	66	0	0	89	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.3%
Analysis Period (min)	15
	ICU Level of Service A



2022 Build  
8: Kilmarnock St & Private Alley 933/Private Alley 934

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	7	0	6	5	0	11	2	29	19	9	46	5
Future Volume (Veh/h)	7	0	6	5	0	11	2	29	19	9	46	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.50	0.50	0.50	0.68	0.68	0.68	0.77	0.77	0.77	0.67	0.67	0.67
Hourly flow rate (vph)	14	0	12	7	0	16	3	38	25	13	69	7
Pedestrians		120			131			6			7	
Lane Width (ft)		12.0			12.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		10			11			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	298	418	198	304	410	188	196			194		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	298	418	198	304	410	188	196			194		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	98	99	100	98	100			99		
cM capacity (veh/h)	484	418	760	478	423	761	1239			1239		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	26	23	66	89								
Volume Left	14	7	3	13								
Volume Right	12	16	25	7								
cSH	582	645	1239	1239								
Volume to Capacity	0.04	0.04	0.00	0.01								
Queue Length 95th (ft)	4	3	0	1								
Control Delay (s)	11.5	10.8	0.4	1.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.5	10.8	0.4	1.2								
Approach LOS	B	B										
<b>Intersection Summary</b>												
Average Delay			3.3									
Intersection Capacity Utilization			25.3%		ICU Level of Service				A			
Analysis Period (min)			15									

2022 Build  
9: Jersey St & Private Alley 934/Private Alley 935

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	18	0	1	0	3	5	3	102	4	7	25	9
Future Volume (vph)	18	0	1	0	3	5	3	102	4	7	25	9
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.916			0.995			0.971	
Flt Protected		0.954						0.998			0.991	
Satd. Flow (prot)	0	1622	0	0	1566	0	0	1501	0	0	1465	0
Flt Permitted		0.954						0.998			0.991	
Satd. Flow (perm)	0	1622	0	0	1566	0	0	1501	0	0	1465	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		259			367			170			169	
Travel Time (s)		7.1			10.0			4.6			4.6	
Confl. Peds. (#/hr)	5		5	5		5	217		277	277		217
Confl. Bikes (#/hr)									21			11
Peak Hour Factor	0.81	0.81	0.81	0.33	0.33	0.33	0.85	0.85	0.85	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	8%	0%
Parking (#/hr)									1			1
Adj. Flow (vph)	22	0	1	0	9	15	4	120	5	9	31	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	24	0	0	129	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	28.7%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
 9: Jersey St & Private Alley 934/Private Alley 935

Weekday Evening Peak Hour  
 Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	0	1	0	3	5	3	102	4	7	25	9
Future Volume (Veh/h)	18	0	1	0	3	5	3	102	4	7	25	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.33	0.33	0.33	0.85	0.85	0.85	0.80	0.80	0.80
Hourly flow rate (vph)	22	0	1	0	9	15	4	120	5	9	31	11
Pedestrians		217			277			5			5	
Lane Width (ft)		12.0			12.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		18			23			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	426	682	258	468	684	404	259			402		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	426	682	258	468	684	404	259			402		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	100	100	96	97	100			99		
cM capacity (veh/h)	294	233	641	275	232	499	1079			898		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	23	24	129	51								
Volume Left	22	0	4	9								
Volume Right	1	15	5	11								
cSH	301	349	1079	898								
Volume to Capacity	0.08	0.07	0.00	0.01								
Queue Length 95th (ft)	6	6	0	1								
Control Delay (s)	17.9	16.1	0.3	1.7								
Lane LOS	C	C	A	A								
Approach Delay (s)	17.9	16.1	0.3	1.7								
Approach LOS	C	C										
<b>Intersection Summary</b>												
Average Delay			4.1									
Intersection Capacity Utilization			28.7%		ICU Level of Service					A		
Analysis Period (min)			15									

2022 Build  
10: Kilmarnock St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (vph)	33	73	12	0	0	0	0	16	10	47	9	0
Future Volume (vph)	33	73	12	0	0	0	0	16	10	47	9	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.986						0.949				
Flt Protected		0.986									0.960	
Satd. Flow (prot)	0	1542	0	0	0	0	0	1443	0	0	1436	0
Flt Permitted		0.986									0.960	
Satd. Flow (perm)	0	1542	0	0	0	0	0	1443	0	0	1436	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		530			626			522			164	
Travel Time (s)		14.5			17.1			14.2			4.5	
Confl. Peds. (#/hr)	69		47	47		69	85		99	99		85
Confl. Bikes (#/hr)			1						4			4
Peak Hour Factor	0.72	0.72	0.72	0.92	0.92	0.92	0.70	0.70	0.70	0.69	0.69	0.69
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	8%	0%	8%	0%	0%
Parking (#/hr)			4			4			2			4
Adj. Flow (vph)	46	101	17	0	0	0	0	23	14	68	13	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	0	0	0	37	0	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	34.0%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
10: Kilmarnock St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	33	73	12	0	0	0	0	16	10	47	9	0
Future Volume (vph)	33	73	12	0	0	0	0	16	10	47	9	0
Peak Hour Factor	0.72	0.72	0.72	0.92	0.92	0.92	0.70	0.70	0.70	0.69	0.69	0.69
Hourly flow rate (vph)	46	101	17	0	0	0	0	23	14	68	13	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	164	37	81
Volume Left (vph)	46	0	68
Volume Right (vph)	17	14	0
Hadj (s)	0.00	-0.14	0.28
Departure Headway (s)	4.2	4.2	4.6
Degree Utilization, x	0.19	0.04	0.10
Capacity (veh/h)	837	809	745
Control Delay (s)	8.2	7.4	8.1
Approach Delay (s)	8.2	7.4	8.1
Approach LOS	A	A	A

Intersection Summary		
Delay		8.1
Level of Service		A
Intersection Capacity Utilization	34.0%	ICU Level of Service
Analysis Period (min)		15

2022 Build  
11: Jersey St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	37	16	0	0	0	0	32	5	12	13	0
Future Volume (vph)	77	37	16	0	0	0	0	32	5	12	13	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983						0.981				
Flt Protected		0.971									0.976	
Satd. Flow (prot)	0	1563	0	0	0	0	0	1514	0	0	1442	0
Flt Permitted		0.971									0.976	
Satd. Flow (perm)	0	1563	0	0	0	0	0	1514	0	0	1442	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		626			342			329			170	
Travel Time (s)		17.1			9.3			9.0			4.6	
Confl. Peds. (#/hr)	61		66	66			61	191		266	266	191
Confl. Bikes (#/hr)			4				3			26		1
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.65	0.65	0.65	0.84	0.84	0.84
Heavy Vehicles (%)	6%	3%	0%	0%	0%	0%	0%	4%	0%	8%	8%	0%
Parking (#/hr)			4				4			2		1
Adj. Flow (vph)	92	44	19	0	0	0	0	49	8	14	15	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	0	0	0	0	57	0	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15			9	15		9	15	9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	35.2%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
11: Jersey St & Queensberry St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	77	37	16	0	0	0	0	32	5	12	13	0
Future Volume (vph)	77	37	16	0	0	0	0	32	5	12	13	0
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.65	0.65	0.65	0.84	0.84	0.84
Hourly flow rate (vph)	92	44	19	0	0	0	0	49	8	14	15	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	155	57	29
Volume Left (vph)	92	0	14
Volume Right (vph)	19	8	0
Hadj (s)	0.12	-0.03	0.23
Departure Headway (s)	4.2	4.3	4.5
Degree Utilization, x	0.18	0.07	0.04
Capacity (veh/h)	835	807	761
Control Delay (s)	8.1	7.6	7.7
Approach Delay (s)	8.1	7.6	7.7
Approach LOS	A	A	A

Intersection Summary		
Delay		8.0
Level of Service		A
Intersection Capacity Utilization	35.2%	ICU Level of Service
Analysis Period (min)		15

2022 Build  
12: Kilmarnock St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	3	15	17	2	8	0	0	10	11
Future Volume (vph)	0	0	0	3	15	17	2	8	0	0	10	11
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.934						0.930	
Flt Protected					0.996			0.991				
Satd. Flow (prot)	0	0	0	0	1541	0	0	1695	0	0	1321	0
Flt Permitted					0.996			0.991				
Satd. Flow (perm)	0	0	0	0	1541	0	0	1695	0	0	1321	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		377			705			56			522	
Travel Time (s)		10.3			19.2			1.5			14.2	
Confl. Peds. (#/hr)	96						96	4		75	75	4
Confl. Bikes (#/hr)							1			1		
Peak Hour Factor	0.92	0.92	0.92	0.67	0.67	0.67	0.92	0.92	0.92	0.63	0.63	0.63
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	4	22	25	2	9	0	0	16	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	51	0	0	11	0	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	1.14	1.14	1.14	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	32.2%
Analysis Period (min)	15
	ICU Level of Service A



2022 Build  
12: Kilmarnock St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	3	15	17	2	8	0	0	10	11
Future Volume (Veh/h)	0	0	0	3	15	17	2	8	0	0	10	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.67	0.67	0.67	0.92	0.92	0.92	0.63	0.63	0.63
Hourly flow rate (vph)	0	0	0	4	22	25	2	9	0	0	16	17
Pedestrians		4			75						96	
Lane Width (ft)		0.0			16.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			8						7	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	174	116	28	112	125	180	37			84		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	174	116	28	112	125	180	37			84		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	100	100	99	97	97	100			100		
cM capacity (veh/h)	654	712	1052	746	704	729	1587			1398		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	51	11	33									
Volume Left	4	2	0									
Volume Right	25	0	17									
cSH	720	1587	1700									
Volume to Capacity	0.07	0.00	0.02									
Queue Length 95th (ft)	6	0	0									
Control Delay (s)	10.4	1.3	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.4	1.3	0.0									
Approach LOS	B											
<b>Intersection Summary</b>												
Average Delay			5.7									
Intersection Capacity Utilization			32.2%	ICU Level of Service			A					
Analysis Period (min)			15									

2022 Build  
13: Park Dr & Kilmarnock St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	435	10	0	13
Future Volume (vph)	0	0	435	10	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3273	0	0	1676
Flt Permitted						
Satd. Flow (perm)	0	0	3273	0	0	1676
Link Speed (mph)		25	25		25	
Link Distance (ft)		394	677		56	
Travel Time (s)		10.7	18.5		1.5	
Confl. Peds. (#/hr)	96			96	63	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.63	0.63
Heavy Vehicles (%)	0%	0%	2%	14%	0%	0%
Adj. Flow (vph)	0	0	473	11	0	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	484	0	0	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	CBD
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A

2022 Build  
13: Park Dr & Kilmarnock St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (veh/h)	0	0	435	10	0	13
Future Volume (Veh/h)	0	0	435	10	0	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.63	0.63
Hourly flow rate (vph)	0	0	473	11	0	21
Pedestrians		4	63		96	
Lane Width (ft)		0.0	13.0		16.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	6		11	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			677			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	580				638	342
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	550				608	309
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	97
cM capacity (veh/h)	909				359	611

Direction, Lane #	WB 1	WB 2	SB 1
Volume Total	315	169	21
Volume Left	0	0	0
Volume Right	0	11	21
cSH	1700	1700	611
Volume to Capacity	0.19	0.10	0.03
Queue Length 95th (ft)	0	0	3
Control Delay (s)	0.0	0.0	11.1
Lane LOS			B
Approach Delay (s)	0.0		11.1
Approach LOS			B

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		25.1%	ICU Level of Service A
Analysis Period (min)		15	

2022 Build  
14: Jersey St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	4	12	24	7	13	0	0	13	16
Future Volume (vph)	0	0	0	4	12	24	7	13	0	0	13	16
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	16	16	16	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.917						0.925	
Flt Protected					0.995			0.982				
Satd. Flow (prot)	0	0	0	0	1556	0	0	1903	0	0	1314	0
Flt Permitted					0.995			0.982				
Satd. Flow (perm)	0	0	0	0	1556	0	0	1903	0	0	1314	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		705			280			53			329	
Travel Time (s)		19.2			7.6			1.4			9.0	
Confl. Peds. (#/hr)	169					169	30		357	357		30
Confl. Bikes (#/hr)									22			2
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Parking (#/hr)		4			4						2	
Adj. Flow (vph)	0	0	0	4	13	27	8	14	0	0	16	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	44	0	0	22	0	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	0.97	1.15	0.97	0.97	0.97	0.97	1.25	1.44	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

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

2022 Build  
14: Jersey St & Park Drive Carriage

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	4	12	24	7	13	0	0	13	16
Future Volume (Veh/h)	0	0	0	4	12	24	7	13	0	0	13	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	0	4	13	27	8	14	0	0	16	20
Pedestrians		30			357						169	
Lane Width (ft)		0.0			16.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			40						12	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								53				
pX, platoon unblocked												
vC, conflicting volume	288	443	56	413	453	540	66			371		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	288	443	56	413	453	540	66			371		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	96	91	99			100		
cM capacity (veh/h)	357	307	1016	230	303	291	1549			723		
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>									
Volume Total	44	22	36									
Volume Left	4	8	0									
Volume Right	27	0	20									
cSH	287	1549	1700									
Volume to Capacity	0.15	0.01	0.02									
Queue Length 95th (ft)	13	0	0									
Control Delay (s)	19.8	2.7	0.0									
Lane LOS	C	A										
Approach Delay (s)	19.8	2.7	0.0									
Approach LOS	C											
<b>Intersection Summary</b>												
Average Delay			9.1									
Intersection Capacity Utilization			33.3%	ICU Level of Service						A		
Analysis Period (min)			15									

2022 Build  
15: Park Dr & Jersey St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	428	20	0	17
Future Volume (vph)	0	0	428	20	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	16	16
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor			0.99			
Frt			0.993			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3274	0	0	1676
Flt Permitted						
Satd. Flow (perm)	0	0	3274	0	0	1676
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			10			120
Link Speed (mph)		25	25		25	
Link Distance (ft)		677	747		53	
Travel Time (s)		18.5	20.4		1.4	
Confl. Peds. (#/hr)	169			169	417	8
Confl. Bikes (#/hr)				3		2
Peak Hour Factor	0.92	0.92	0.91	0.91	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	0	0	470	22	0	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	492	0	0	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.10	1.10	0.97	0.97
Turning Speed (mph)	15			9	15	9
Number of Detectors			1			1
Detector Template						
Leading Detector (ft)			50			50
Trailing Detector (ft)			0			0
Detector 1 Position(ft)			0			0
Detector 1 Size(ft)			50			50
Detector 1 Type			Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)			0.0			0.0
Detector 1 Queue (s)			0.0			0.0
Detector 1 Delay (s)			0.0			0.0
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Detector Phase			1			2
Switch Phase						
Minimum Initial (s)			30.0			8.0

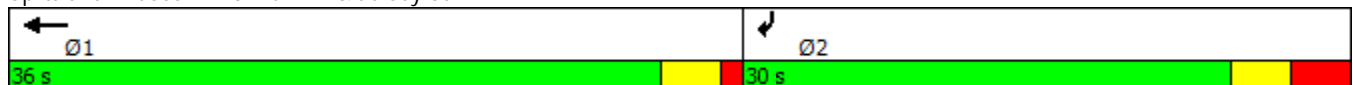


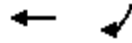
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)			36.0			19.0
Total Split (s)			36.0			30.0
Total Split (%)			54.5%			45.5%
Maximum Green (s)			32.0			24.0
Yellow Time (s)			3.0			3.0
All-Red Time (s)			1.0			3.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			4.0			6.0
Lead/Lag			Lead			Lag
Lead-Lag Optimize?			Yes			Yes
Vehicle Extension (s)			3.0			3.0
Recall Mode			Max			Max
Walk Time (s)						6.0
Flash Dont Walk (s)						7.0
Pedestrian Calls (#/hr)						0
Act Effect Green (s)			32.0			24.0
Actuated g/C Ratio			0.48			0.36
v/c Ratio			0.31			0.03
Control Delay			10.7			0.1
Queue Delay			0.0			0.0
Total Delay			10.7			0.1
LOS			B			A
Approach Delay			10.7		0.1	
Approach LOS			B		A	

**Intersection Summary**

Area Type:	CBD
Cycle Length:	66
Actuated Cycle Length:	66
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.31
Intersection Signal Delay:	10.3
Intersection LOS:	B
Intersection Capacity Utilization:	45.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 15: Park Dr & Jersey St



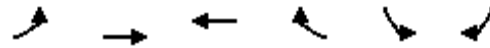


Lane Group	WBT	SBR
Lane Group Flow (vph)	492	21
v/c Ratio	0.31	0.03
Control Delay	10.7	0.1
Queue Delay	0.0	0.0
Total Delay	10.7	0.1
Queue Length 50th (ft)	57	0
Queue Length 95th (ft)	86	0
Internal Link Dist (ft)	667	
Turn Bay Length (ft)		
Base Capacity (vph)	1592	685
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.31	0.03
<b>Intersection Summary</b>		



2022 Build  
15: Park Dr & Jersey St

Weekday Evening Peak Hour  
Timing Plan: CITY OF BOSTON



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	428	20	0	17
Future Volume (vph)	0	0	428	20	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	13	13	16	16
Total Lost time (s)			4.0			6.0
Lane Util. Factor			0.95			1.00
Frbp, ped/bikes			0.99			1.00
Flpb, ped/bikes			1.00			1.00
Frt			0.99			0.86
Flt Protected			1.00			1.00
Satd. Flow (prot)			3275			1676
Flt Permitted			1.00			1.00
Satd. Flow (perm)			3275			1676
Peak-hour factor, PHF	0.92	0.92	0.91	0.91	0.82	0.82
Adj. Flow (vph)	0	0	470	22	0	21
RTOR Reduction (vph)	0	0	5	0	0	13
Lane Group Flow (vph)	0	0	487	0	0	8
Confl. Peds. (#/hr)	169			169	417	8
Confl. Bikes (#/hr)				3		2
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Turn Type			NA			Prot
Protected Phases			1			2
Permitted Phases						
Actuated Green, G (s)			32.0			24.0
Effective Green, g (s)			32.0			24.0
Actuated g/C Ratio			0.48			0.36
Clearance Time (s)			4.0			6.0
Vehicle Extension (s)			3.0			3.0
Lane Grp Cap (vph)			1587			609
v/s Ratio Prot			c0.15			c0.00
v/s Ratio Perm						
v/c Ratio			0.31			0.01
Uniform Delay, d1			10.3			13.4
Progression Factor			1.00			1.00
Incremental Delay, d2			0.5			0.0
Delay (s)			10.8			13.5
Level of Service			B			B
Approach Delay (s)		0.0	10.8		13.5	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			10.9		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.18			
Actuated Cycle Length (s)			66.0		Sum of lost time (s)	10.0
Intersection Capacity Utilization			45.0%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						