

Appendix C: Transportation Supporting Documentation

Materials are provided on the enclosed CD-ROM.

Contents

- Traffic Counts
 - Turning Movement Counts (TMCs)
 - Pedestrian Pathway Counts
- Trip Generation Spreadsheet
- Synchro Analysis Results
 - 2018 Existing Condition AM and PM Peak Hours
 - 2023 No-Build Condition AM and PM Peak Hours
 - 2023 Build Condition AM and PM Peak Hours



Location Map: 186576 Boston, MA

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



Client: VHB	Engineer: R. White	Site Code: 14411.00	Date: Thursday 11/1/2018)	PDI Job # 186576	City, State: Boston, MA
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PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **186576 A**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**

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

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	38	0	245	0	283	0	0	0	0	0	71	0	0	0	71	0	0	0	0	0	354
7:15 AM	50	0	234	0	284	0	0	0	0	0	108	0	0	0	108	0	0	0	0	0	392
7:30 AM	42	0	240	0	282	0	0	0	0	0	134	0	0	0	134	0	0	0	0	0	416
7:45 AM	57	0	258	0	315	0	0	0	0	0	127	0	0	0	127	0	0	0	0	0	442
Total	187	0	977	0	1164	0	0	0	0	0	440	0	0	0	440	0	0	0	0	0	1604
8:00 AM	54	0	289	0	343	0	0	0	0	0	132	0	0	1	133	0	0	0	0	0	476
8:15 AM	67	0	349	0	416	0	0	0	0	0	155	0	0	0	155	0	0	0	0	0	571
8:30 AM	64	0	313	0	377	0	0	0	0	0	160	0	0	0	160	0	0	0	0	0	537
8:45 AM	67	0	271	0	338	0	0	0	0	0	166	0	0	0	166	0	0	0	0	0	504
Total	252	0	1222	0	1474	0	0	0	0	0	613	0	0	1	614	0	0	0	0	0	2088
Grand Total	439	0	2199	0	2638	0	0	0	0	0	1053	0	0	1	1054	0	0	0	0	0	3692
Approach %	16.6	0.0	83.4	0.0		0.0	0.0	0.0	0.0		99.9	0.0	0.0	0.1		0.0	0.0	0.0	0.0		
Total %	11.9	0.0	59.6	0.0	71.5	0.0	0.0	0.0	0.0	0.0	28.5	0.0	0.0	0.0	28.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					3252					1					439					3692
Cars	426	0	2130	0	2556	0	0	0	0	0	1022	0	0	1	1023	0	0	0	0	0	3579
% Cars	97.0	0.0	96.9	0.0	96.9	0.0	0.0	0.0	0.0	0.0	97.1	0.0	0.0	100.0	97.1	0.0	0.0	0.0	0.0	0.0	96.9
Exiting Leg Total	0					3152					1					426					3579
Heavy Vehicles	13	0	69	0	82	0	0	0	0	0	31	0	0	0	31	0	0	0	0	0	113
% Heavy Vehicles	3.0	0.0	3.1	0.0	3.1	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	3.1
Exiting Leg Total	0					100					0					13					113

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

8:00 AM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
8:00 AM	54	0	289	0	343	0	0	0	0	0	132	0	0	1	133	0	0	0	0	0	476
8:15 AM	67	0	349	0	416	0	0	0	0	0	155	0	0	0	155	0	0	0	0	0	571
8:30 AM	64	0	313	0	377	0	0	0	0	0	160	0	0	0	160	0	0	0	0	0	537
8:45 AM	67	0	271	0	338	0	0	0	0	0	166	0	0	0	166	0	0	0	0	0	504
Total Volume	252	0	1222	0	1474	0	0	0	0	0	613	0	0	1	614	0	0	0	0	0	2088
% Approach Total	17.1	0.0	82.9	0.0		0.0	0.0	0.0	0.0		99.8	0.0	0.0	0.2		0.0	0.0	0.0	0.0		
PHF	0.940	0.000	0.875	0.000	0.886	0.000	0.000	0.000	0.000	0.000	0.923	0.000	0.000	0.250	0.925	0.000	0.000	0.000	0.000	0.000	0.914
Cars	244	0	1187	0	1431	0	0	0	0	0	600	0	0	1	601	0	0	0	0	0	2032
Cars %	96.8	0.0	97.1	0.0	97.1	0.0	0.0	0.0	0.0	0.0	97.9	0.0	0.0	100.0	97.9	0.0	0.0	0.0	0.0	0.0	97.3
Heavy Vehicles	8	0	35	0	43	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	56
Heavy Vehicles %	3.2	0.0	2.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.7
Cars Enter Leg	244	0	1187	0	1431	0	0	0	0	0	600	0	0	1	601	0	0	0	0	0	2032
Heavy Enter Leg	8	0	35	0	43	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	56
Total Entering Leg	252	0	1222	0	1474	0	0	0	0	0	613	0	0	1	614	0	0	0	0	0	2088
Cars Exiting Leg	0					1787					1					244					2032
Heavy Exiting Leg	0					48					0					8					56
Total Exiting Leg	0					1835					1					252					2088



PRECISION
D A T A
INDUSTRIES, LLC

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

PDI File #: 186576 A

Location: N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)

Location: E: Mid-Crosswalk W: Commonwealth Avenue (EB)

City, State: Boston, MA

Client: VHB/ R. White

Site Code: 14411.00

Count Date: Thursday, November 1, 2018

Start Time: 7:00 AM

End Time: 9:00 AM

Class:

Cars-Combined (Motorcycles, Cars, Light Goods)

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	36	0	237	0	273	0	0	0	0	0	70	0	0	0	70	0	0	0	0	0	343
7:15 AM	48	0	228	0	276	0	0	0	0	0	101	0	0	0	101	0	0	0	0	0	377
7:30 AM	41	0	231	0	272	0	0	0	0	0	130	0	0	0	130	0	0	0	0	0	402
7:45 AM	57	0	247	0	304	0	0	0	0	0	121	0	0	0	121	0	0	0	0	0	425
Total	182	0	943	0	1125	0	0	0	0	0	422	0	0	0	422	0	0	0	0	0	1547
8:00 AM	54	0	281	0	335	0	0	0	0	0	130	0	0	1	131	0	0	0	0	0	466
8:15 AM	65	0	338	0	403	0	0	0	0	0	149	0	0	0	149	0	0	0	0	0	552
8:30 AM	60	0	304	0	364	0	0	0	0	0	156	0	0	0	156	0	0	0	0	0	520
8:45 AM	65	0	264	0	329	0	0	0	0	0	165	0	0	0	165	0	0	0	0	0	494
Total	244	0	1187	0	1431	0	0	0	0	0	600	0	0	1	601	0	0	0	0	0	2032
Grand Total	426	0	2130	0	2556	0	0	0	0	0	1022	0	0	1	1023	0	0	0	0	0	3579
Approach %	16.7	0.0	83.3	0.0		0.0	0.0	0.0	0.0		99.9	0.0	0.0	0.1		0.0	0.0	0.0	0.0		
Total %	11.9	0.0	59.5	0.0	71.4	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					3152					1					426					3579

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

8:00 AM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
8:00 AM	54	0	281	0	335	0	0	0	0	0	130	0	0	1	131	0	0	0	0	0	466
8:15 AM	65	0	338	0	403	0	0	0	0	0	149	0	0	0	149	0	0	0	0	0	552
8:30 AM	60	0	304	0	364	0	0	0	0	0	156	0	0	0	156	0	0	0	0	0	520
8:45 AM	65	0	264	0	329	0	0	0	0	0	165	0	0	0	165	0	0	0	0	0	494
Total Volume	244	0	1187	0	1431	0	0	0	0	0	600	0	0	1	601	0	0	0	0	0	2032
% Approach Total	17.1	0.0	82.9	0.0		0.0	0.0	0.0	0.0		99.8	0.0	0.0	0.2		0.0	0.0	0.0	0.0		
PHF	0.938	0.000	0.878	0.000	0.888	0.000	0.000	0.000	0.000	0.000	0.909	0.000	0.000	0.250	0.911	0.000	0.000	0.000	0.000	0.000	0.920
Entering Leg	244	0	1187	0	1431	0	0	0	0	0	600	0	0	1	601	0	0	0	0	0	2032
Exiting Leg	0					1787					1					244					2032
Total	1431					1787					602					244					4064



PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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PDI File #: **186576 A**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**

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

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	2	0	8	0	10	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	11
7:15 AM	2	0	6	0	8	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	15
7:30 AM	1	0	9	0	10	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	14
7:45 AM	0	0	11	0	11	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	17
Total	5	0	34	0	39	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	57
8:00 AM	0	0	8	0	8	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	10
8:15 AM	2	0	11	0	13	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	19
8:30 AM	4	0	9	0	13	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	17
8:45 AM	2	0	7	0	9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10
Total	8	0	35	0	43	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	56
Grand Total	13	0	69	0	82	0	0	0	0	0	31	0	0	0	31	0	0	0	0	0	113
Approach %	15.9	0.0	84.1	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 %	11.5	0.0	61.1	0.0	72.6	0.0	0.0	0.0	0.0	0.0	27.4	0.0	0.0	0.0	27.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					100					0					13					113
Buses	0	0	19	0	19	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	22
% Buses	0.0	0.0	27.5	0.0	23.2	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	19.5
Exiting Leg Total	0					22					0					0					22
Single-Unit Trucks	12	0	46	0	58	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	86
% Single-Unit	92.3	0.0	66.7	0.0	70.7	0.0	0.0	0.0	0.0	0.0	90.3	0.0	0.0	0.0	90.3	0.0	0.0	0.0	0.0	0.0	76.1
Exiting Leg Total	0					74					0					12					86
Articulated Trucks	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Articulated	7.7	0.0	5.8	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
Exiting Leg Total	0					4					0					1					5

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

7:45 AM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:45 AM	0	0	11	0	11	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	17
8:00 AM	0	0	8	0	8	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	10
8:15 AM	2	0	11	0	13	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	19
8:30 AM	4	0	9	0	13	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	17
Total Volume	6	0	39	0	45	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	63
% Approach Total	13.3	0.0	86.7	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	0.375	0.000	0.886	0.000	0.865	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.829
Buses	0	0	9	0	9	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	12
Buses %	0.0	0.0	23.1	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	19.0
Single-Unit Trucks	5	0	27	0	32	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	47
Single-Unit %	83.3	0.0	69.2	0.0	71.1	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	74.6
Articulated Trucks	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Articulated %	16.7	0.0	7.7	0.0	8.9	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	6.3
Buses	0	0	9	0	9	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	12
Single-Unit Trucks	5	0	27	0	32	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	47
Articulated Trucks	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Entering Leg	6	0	39	0	45	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	63
Buses	0					12					0					0					12
Single-Unit Trucks	0					42					0					5					47
Articulated Trucks	0					3					0					1					4
Total Exiting Leg	0					57					0					6					63



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 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

Cars

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	28	0	206	0	234	0	0	0	0	0	57	0	0	0	57	0	0	0	0	0	291
7:15 AM	35	0	200	0	235	0	0	0	0	0	87	0	0	0	87	0	0	0	0	0	322
7:30 AM	37	0	206	0	243	0	0	0	0	0	113	0	0	0	113	0	0	0	0	0	356
7:45 AM	46	0	227	0	273	0	0	0	0	0	114	0	0	0	114	0	0	0	0	0	387
Total	146	0	839	0	985	0	0	0	0	0	371	0	0	0	371	0	0	0	0	0	1356
8:00 AM	51	0	260	0	311	0	0	0	0	0	120	0	0	1	121	0	0	0	0	0	432
8:15 AM	57	0	315	0	372	0	0	0	0	0	137	0	0	0	137	0	0	0	0	0	509
8:30 AM	53	0	281	0	334	0	0	0	0	0	145	0	0	0	145	0	0	0	0	0	479
8:45 AM	58	0	245	0	303	0	0	0	0	0	147	0	0	0	147	0	0	0	0	0	450
Total	219	0	1101	0	1320	0	0	0	0	0	549	0	0	1	550	0	0	0	0	0	1870
Grand Total	365	0	1940	0	2305	0	0	0	0	0	920	0	0	1	921	0	0	0	0	0	3226
Approach %	15.8	0.0	84.2	0.0		0.0	0.0	0.0	0.0		99.9	0.0	0.0	0.1		0.0	0.0	0.0	0.0		
Total %	11.3	0.0	60.1	0.0	71.5	0.0	0.0	0.0	0.0	0.0	28.5	0.0	0.0	0.0	28.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					2860					1					365					3226

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

8:00 AM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
8:00 AM	51	0	260	0	311	0	0	0	0	0	120	0	0	1	121	0	0	0	0	0	432
8:15 AM	57	0	315	0	372	0	0	0	0	0	137	0	0	0	137	0	0	0	0	0	509
8:30 AM	53	0	281	0	334	0	0	0	0	0	145	0	0	0	145	0	0	0	0	0	479
8:45 AM	58	0	245	0	303	0	0	0	0	0	147	0	0	0	147	0	0	0	0	0	450
Total Volume	219	0	1101	0	1320	0	0	0	0	0	549	0	0	1	550	0	0	0	0	0	1870
% Approach Total	16.6	0.0	83.4	0.0		0.0	0.0	0.0	0.0		99.8	0.0	0.0	0.2		0.0	0.0	0.0	0.0		
PHF	0.944	0.000	0.874	0.000	0.887	0.000	0.000	0.000	0.000	0.000	0.934	0.000	0.000	0.250	0.935	0.000	0.000	0.000	0.000	0.000	0.918
Entering Leg	219	0	1101	0	1320	0	0	0	0	0	549	0	0	1	550	0	0	0	0	0	1870
Exiting Leg	0					1650					1					219					1870
Total	1320					1650					551					219					3740



PRECISION
D A T A
INDUSTRIES, LLC

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

PDI File #: 186576 A

Location: N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)

Location: E: Mid-Crosswalk W: Commonwealth Avenue (EB)

City, State: Boston, MA

Client: VHB/ R. White

Site Code: 14411.00

Count Date: Thursday, November 1, 2018

Start Time: 7:00 AM

End Time: 9:00 AM

Class:

Light Goods Vehicle

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total	
	from North					from South					from West					from Northwest						
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total		
7:00 AM	8	0	31	0	39	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	52	
7:15 AM	12	0	28	0	40	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	54	
7:30 AM	4	0	25	0	29	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	45	
7:45 AM	11	0	20	0	31	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	38	
Total	35	0	104	0	139	0	0	0	0	0	50	0	0	0	50	0	0	0	0	0	189	
8:00 AM	3	0	21	0	24	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	34	
8:15 AM	8	0	21	0	29	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	40	
8:30 AM	7	0	23	0	30	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	40	
8:45 AM	7	0	19	0	26	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	43	
Total	25	0	84	0	109	0	0	0	0	0	48	0	0	0	48	0	0	0	0	0	157	
Grand Total	60	0	188	0	248	0	0	0	0	0	98	0	0	0	98	0	0	0	0	0	346	
Approach %	24.2	0.0	75.8	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 %	17.3	0.0	54.3	0.0	71.7	0.0	0.0	0.0	0.0	0.0	28.3	0.0	0.0	0.0	28.3	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						0					286					0					60	346

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

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total	
	from North					from South					from West					from Northwest						
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total		
7:00 AM	8	0	31	0	39	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	52	
7:15 AM	12	0	28	0	40	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	54	
7:30 AM	4	0	25	0	29	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	45	
7:45 AM	11	0	20	0	31	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	38	
Total Volume	35	0	104	0	139	0	0	0	0	0	50	0	0	0	50	0	0	0	0	0	189	
% Approach Total	25.2	0.0	74.8	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	0.729	0.000	0.839	0.000	0.869	0.000	0.000	0.000	0.000	0.000	0.781	0.000	0.000	0.000	0.781	0.000	0.000	0.000	0.000	0.000	0.875	
Entering Leg	35	0	104	0	139	0	0	0	0	0	50	0	0	0	50	0	0	0	0	0	189	
Exiting Leg						0					154					0					35	189
Total						139					154					50					35	378



PRECISION
D A T A
INDUSTRIES, LLC

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

PDI File #: 186576 A

Location: N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)

Location: E: Mid-Crosswalk W: Commonwealth Avenue (EB)

City, State: Boston, MA

Client: VHB/ R. White

Site Code: 14411.00

Count Date: Thursday, November 1, 2018

Start Time: 7:00 AM

End Time: 9:00 AM

Class:

Buses

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	5	0	5	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7
Total	0	0	14	0	14	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	16
8:00 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	0	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	5	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
Grand Total	0	0	19	0	19	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	22
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	0.0	0.0		
Total %	0.0	0.0	86.4	0.0	86.4	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0					22					0					22

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

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:00 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	5	0	5	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7
Total Volume	0	0	14	0	14	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	16
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.700	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.571
Entering Leg	0	0	14	0	14	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	16
Exiting Leg						0					16					0					16
Total	14					16					2					0					32



PRECISION
D A T A
INDUSTRIES, LLC

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

PDI File #: 186576 A

Location: N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)

Location: E: Mid-Crosswalk W: Commonwealth Avenue (EB)

City, State: Boston, MA

Client: VHB/ R. White

Site Code: 14411.00

Count Date: Thursday, November 1, 2018

Start Time: 7:00 AM

End Time: 9:00 AM

Class:

Single-Unit Trucks

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total	
	from North					from South					from West					from Northwest						
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total		
7:00 AM	2	0	5	0	7	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8	
7:15 AM	2	0	2	0	4	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	11	
7:30 AM	1	0	6	0	7	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	11	
7:45 AM	0	0	4	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8	
Total	5	0	17	0	22	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	38	
8:00 AM	0	0	6	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	
8:15 AM	2	0	8	0	10	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	16	
8:30 AM	3	0	9	0	12	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	16	
8:45 AM	2	0	6	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9	
Total	7	0	29	0	36	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	48	
Grand Total	12	0	46	0	58	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	86	
Approach %	20.7	0.0	79.3	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	14.0	0.0	53.5	0.0	67.4	0.0	0.0	0.0	0.0	0.0	32.6	0.0	0.0	0.0	32.6	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						0					74					0					12	86

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

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total	
	from North					from South					from West					from Northwest						
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total		
8:00 AM	0	0	6	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	
8:15 AM	2	0	8	0	10	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	16	
8:30 AM	3	0	9	0	12	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	16	
8:45 AM	2	0	6	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9	
Total Volume	7	0	29	0	36	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	48	
% Approach Total	19.4	0.0	80.6	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	0.583	0.000	0.806	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750	
Entering Leg	7	0	29	0	36	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	48	
Exiting Leg						0					41					0					7	48
Total						36					41					12					7	96



PRECISION
D A T A
INDUSTRIES, LLC

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

PDI File #: 186576 A

Location: N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)

Location: E: Mid-Crosswalk W: Commonwealth Avenue (EB)

City, State: Boston, MA

Client: VHB/ R. White

Site Code: 14411.00

Count Date: Thursday, November 1, 2018

Start Time: 7:00 AM

End Time: 9:00 AM

Class:

Articulated Trucks

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total	
	from North					from South					from West					from Northwest						
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	1	0	1	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	
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	1	0	0	0	1	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	
Total	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Grand Total	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
Approach %	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	0.0	0.0			
Total %	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						0					4					0					1	5

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

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
7:15 AM	0	0	1	0	1	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
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
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	0.000	0.000	0.000	0.000	0.500
Entering Leg	0					0					0					0					4
Exiting Leg	0					0					0					0					4
Total	4					4					0					0					8



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

PDI File #: **186576 A**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**

Class: **Bicycles (on Roadway and Crosswalks)**

	Arlington Street								Mid-Crosswalk								Arlington Street								Commonwealth Avenue (EB)								Commonwelath Avenue (WB)								Total
	from North								from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total		
7:00 AM	1	0	7	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	10		
7:15 AM	1	0	10	0	0	0	11	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	21		
7:30 AM	2	0	10	0	0	0	12	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	1	0	1	22		
7:45 AM	3	0	11	0	0	0	14	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	19	0	0	0	0	1	20	0	0	0	0	0	0	0	0	35			
Total	7	0	38	0	0	0	45	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	38	0	0	0	0	1	39	0	0	0	0	0	1	0	1	88			
8:00 AM	3	0	15	0	1	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	0	0	0	0	0	1	1	2	41		
8:15 AM	3	0	10	0	0	0	13	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	14	0	0	0	0	1	15	0	0	0	0	0	0	1	1	31			
8:30 AM	7	0	27	0	0	0	34	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	0	0	0	0	0	1	0	1	60		
8:45 AM	3	0	26	0	0	0	29	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	60		
Total	16	0	78	0	1	0	95	0	0	0	0	9	1	10	0	0	0	0	0	0	0	0	81	1	0	0	0	1	83	0	0	0	0	0	3	2	5	280			
Grand Total	23	0	116	0	1	0	140	0	0	0	0	12	1	13	0	0	0	0	0	0	0	0	119	1	0	0	0	2	122	0	0	0	0	0	3	2	5	280			
Approach %	16.4	0.0	82.9	0.0	0.7	0.0		0.0	0.0	0.0	0.0	92.3	7.7		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.5	0.8	0.0	0.0	0.0	1.6		0.0	0.0	0.0	0.0	0.0	60.0	40.0					
Total %	8.2	0.0	41.4	0.0	0.4	0.0	50.0	0.0	0.0	0.0	0.0	4.3	0.4	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.5	0.4	0.0	0.0	0.0	0.7	43.6	0.0	0.0	0.0	0.0	0.0	1.1	0.7	1.8				
Exiting Leg Total	2							13							235							2							28							280					

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

	Arlington Street								Mid-Crosswalk								Arlington Street								Commonwealth Avenue (EB)								Commonwelath Avenue (WB)								Total
	from North								from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total		
8:00 AM	3	0	15	0	1	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	0	0	0	0	0	1	1	2	41		
8:15 AM	3	0	10	0	0	0	13	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	14	0	0	0	0	1	15	0	0	0	0	0	0	1	1	31			
8:30 AM	7	0	27	0	0	0	34	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	0	0	0	0	0	1	0	1	60		
8:45 AM	3	0	26	0	0	0	29	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	60		
Total Volume	16	0	78	0	1	0	95	0	0	0	0	9	1	10	0	0	0	0	0	0	0	0	81	1	0	0	0	1	83	0	0	0	0	0	2	2	4	192			
% Approach Total	16.8	0.0	82.1	0.0	1.1	0.0		0.0	0.0	0.0	0.0	90.0	10.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.6	1.2	0.0	0.0	0.0	1.2		0.0	0.0	0.0	0.0	0.0	50.0	50.0					
PHF	0.571	0.000	0.722	0.000	0.250	0.000	0.699	0.000	0.000	0.000	0.000	0.450	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.779	0.250	0.000	0.000	0.000	0.250	0.798	0.000	0.000	0.000	0.000	0.500	0.500	0.500		0.800			
Entering Leg	16	0	78	0	1	0	95	0	0	0	0	9	1	10	0	0	0	0	0	0	0	0	81	1	0	0	0	1	83	0	0	0	0	0	2	2	4	192			
Exiting Leg	2							10							159							1							20							192					
Total	97							20							159							84							24							384					



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

PDI File #: **186576 A**
Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
City, State: **Boston, MA**
Client: **VHB/ R. White**
Site Code: **14411.00**
Count Date: **Thursday, November 1, 2018**
Start Time: **7:00 AM**
End Time: **9:00 AM**
Class:

Pedestrians

	Arlington Street								Mid-Crosswalk								Arlington Street								Commonwealth Avenue (EB)								Commonwelath Avenue (WB)								Total
	from North								from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total		
7:00 AM	0	0	0	0	2	2	4		0	0	0	0	11	6	17		0	0	0	0	1	2	3		0	0	0	0	12	11	23		0	0	0	0	11	14	25		72
7:15 AM	0	0	0	0	4	3	7		0	0	0	0	5	16	21		0	0	0	0	0	5	5		0	0	0	0	25	23	48		0	0	0	0	18	12	30		111
7:30 AM	0	0	0	0	3	4	7		0	0	0	0	9	21	30		0	0	0	0	2	9	11		0	0	0	0	12	22	34		0	0	0	0	10	7	17		99
7:45 AM	0	0	0	0	8	4	12		0	0	0	0	10	35	45		0	0	0	0	1	10	11		0	0	0	0	17	41	58		0	0	0	0	20	13	33		159
Total	0	0	0	0	17	13	30		0	0	0	0	35	78	113		0	0	0	0	4	26	30		0	0	0	0	66	97	163		0	0	0	0	59	46	105		441
8:00 AM	0	0	0	0	17	3	20		0	0	0	0	20	31	51		0	0	0	0	5	3	8		0	0	0	0	15	32	47		0	0	0	0	6	11	17		143
8:15 AM	0	0	0	0	12	1	13		0	0	0	0	17	40	57		0	0	0	0	2	6	8		0	0	0	0	20	43	63		0	0	0	0	14	16	30		171
8:30 AM	0	0	0	0	13	1	14		0	0	0	0	13	39	52		0	0	0	0	2	8	10		0	0	0	0	20	38	58		0	0	0	0	14	17	31		165
8:45 AM	0	0	0	0	6	1	7		0	0	0	0	8	24	32		0	0	0	0	1	8	9		0	0	0	0	9	30	39		0	0	0	0	7	13	20		107
Total	0	0	0	0	48	6	54		0	0	0	0	58	134	192		0	0	0	0	10	25	35		0	0	0	0	64	143	207		0	0	0	0	41	57	98		586
Grand Total	0	0	0	0	65	19	84		0	0	0	0	93	212	305		0	0	0	0	14	51	65		0	0	0	0	130	240	370		0	0	0	0	100	103	203		1027
Approach %	0	0	0	0	77	23		0	0	0	0	30	70		0	0	0	0	22	78		0	0	0	0	35	65		0	0	0	0	49	51							
Total %	0	0	0	0	6.3	1.9	8.2		0	0	0	0	9.1	21	30		0	0	0	0	1.4	5	6.3		0	0	0	0	13	23	36		0	0	0	0	9.7	10	20		
Exiting Leg Total	84								305								65								370								203	1027							

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

	Arlington Street								Mid-Crosswalk								Arlington Street								Commonwealth Avenue (EB)								Commonwelath Avenue (WB)								Total
	from North								from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total		
7:45 AM	0	0	0	0	8	4	12		0	0	0	0	10	35	45		0	0	0	0	1	10	11		0	0	0	0	17	41	58		0	0	0	0	20	13	33		159
7:45 AM	0	0	0	0	17	3	20		0	0	0	0	20	31	51		0	0	0	0	5	3	8		0	0	0	0	15	32	47		0	0	0	0	6	11	17		143
8:00 AM	0	0	0	0	12	1	13		0	0	0	0	17	40	57		0	0	0	0	2	6	8		0	0	0	0	20	43	63		0	0	0	0	14	16	30		171
8:15 AM	0	0	0	0	13	1	14		0	0	0	0	13	39	52		0	0	0	0	2	8	10		0	0	0	0	20	38	58		0	0	0	0	14	17	31		165
8:30 AM	0	0	0	0	6	1	7		0	0	0	0	6	14	20		0	0	0	0	1	14	15		0	0	0	0	7	22	29		0	0	0	0	5	11	16		107
Total Volume	0	0	0	0	50	9	59		0	0	0	0	60	145	205		0	0	0	0	10	27	37		0	0	0	0	72	154	226		0	0	0	0	54	57	111		638
% Approach Total	0.0	0.0	0.0	0.0	84.7	15.3		0.0	0.0	0.0	0.0	29.3	70.7		0.0	0.0	0.0	0.0	27.0	73.0		0.0	0.0	0.0	0.0	31.9	68.1		0.0	0.0	0.0	0.0	48.6	51.4							
PHF	0.000	0.000	0.000	0.000	0.735	0.563	0.738		0.000	0.000	0.000	0.000	0.750	0.906	0.899		0.000	0.000	0.000	0.000	0.500	0.675	0.841		0.000	0.000	0.000	0.000	0.900	0.895	0.897		0.000	0.000	0.000	0.000	0.675	0.838	0.841		0.933
Entering Leg	0	0	0	0	50	9	59		0	0	0	0	60	145	205		0	0	0	0	10	27	37		0	0	0	0	72	154	226		0	0	0	0	54	57	111		638
Exiting Leg	59								205								37								226								111	638							
Total	118								410								74								452								222	1276							



PRECISION
DATA
INDUSTRIES, LLC

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

PDI File #: **186576 AA**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**

Class:

Cars and Heavy Vehicles (Combined)

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	66	1	347	0	414	0	0	0	0	0	134	0	0	0	134	0	0	0	0	0	548
4:15 PM	60	0	325	0	385	0	0	0	0	0	129	0	0	0	129	0	0	0	0	0	514
4:30 PM	82	0	331	0	413	0	0	0	0	0	153	0	0	0	153	0	0	0	0	0	566
4:45 PM	85	0	331	0	416	0	0	0	0	0	147	0	0	0	147	0	0	0	0	0	563
Total	293	1	1334	0	1628	0	0	0	0	0	563	0	0	0	563	0	0	0	0	0	2191
5:00 PM	77	0	335	0	412	0	0	0	0	0	153	0	0	0	153	0	0	0	0	0	565
5:15 PM	94	0	314	0	408	0	0	0	0	0	185	0	0	0	185	0	0	0	0	0	593
5:30 PM	113	0	308	0	421	0	0	0	0	0	194	0	0	0	194	0	0	0	0	0	615
5:45 PM	91	0	322	0	413	0	0	0	0	0	145	0	0	0	145	0	0	0	0	0	558
Total	375	0	1279	0	1654	0	0	0	0	0	677	0	0	0	677	0	0	0	0	0	2331
Grand Total	668	1	2613	0	3282	0	0	0	0	0	1240	0	0	0	1240	0	0	0	0	0	4522
Approach %	20.4	0.0	79.6	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 %	14.8	0.0	57.8	0.0	72.6	0.0	0.0	0.0	0.0	0.0	27.4	0.0	0.0	0.0	27.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					3853					1					668					4522
Cars	666	1	2578	0	3245	0	0	0	0	0	1215	0	0	0	1215	0	0	0	0	0	4460
% Cars	99.7	100.0	98.7	0.0	98.9	0.0	0.0	0.0	0.0	0.0	98.0	0.0	0.0	0.0	98.0	0.0	0.0	0.0	0.0	0.0	98.6
Exiting Leg Total	0					3793					1					666					4460
Heavy Vehicles	2	0	35	0	37	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	62
% Heavy Vehicles	0.3	0.0	1.3	0.0	1.1	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.4
Exiting Leg Total	0					60					0					2					62

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

4:45 PM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:45 PM	85	0	331	0	416	0	0	0	0	0	147	0	0	0	147	0	0	0	0	0	563
5:00 PM	77	0	335	0	412	0	0	0	0	0	153	0	0	0	153	0	0	0	0	0	565
5:15 PM	94	0	314	0	408	0	0	0	0	0	185	0	0	0	185	0	0	0	0	0	593
5:30 PM	113	0	308	0	421	0	0	0	0	0	194	0	0	0	194	0	0	0	0	0	615
Total Volume	369	0	1288	0	1657	0	0	0	0	0	679	0	0	0	679	0	0	0	0	0	2336
% Approach Total	22.3	0.0	77.7	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	0.816	0.000	0.961	0.000	0.984	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.950
Cars	369	0	1271	0	1640	0	0	0	0	0	670	0	0	0	670	0	0	0	0	0	2310
Cars %	100.0	0.0	98.7	0.0	99.0	0.0	0.0	0.0	0.0	0.0	98.7	0.0	0.0	0.0	98.7	0.0	0.0	0.0	0.0	0.0	98.9
Heavy Vehicles	0	0	17	0	17	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	26
Heavy Vehicles %	0.0	0.0	1.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.1
Cars Enter Leg	369	0	1271	0	1640	0	0	0	0	0	670	0	0	0	670	0	0	0	0	0	2310
Heavy Enter Leg	0	0	17	0	17	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	26
Total Entering Leg	369	0	1288	0	1657	0	0	0	0	0	679	0	0	0	679	0	0	0	0	0	2336
Cars Exiting Leg	0					1941					0					369					2310
Heavy Exiting Leg	0					26					0					0					26
Total Exiting Leg	0					1967					0					369					2336



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

PDI File #: **186576 AA**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**

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

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	66	1	342	0	409	0	0	0	0	0	126	0	0	0	126	0	0	0	0	0	535
4:15 PM	60	0	321	0	381	0	0	0	0	0	124	0	0	0	124	0	0	0	0	0	505
4:30 PM	82	0	325	0	407	0	0	0	0	0	152	0	0	0	152	0	0	0	0	0	559
4:45 PM	85	0	324	0	409	0	0	0	0	0	144	0	0	0	144	0	0	0	0	0	553
Total	293	1	1312	0	1606	0	0	0	0	0	546	0	0	0	546	0	0	0	0	0	2152
5:00 PM	77	0	331	0	408	0	0	0	0	0	149	0	0	0	149	0	0	0	0	0	557
5:15 PM	94	0	310	0	404	0	0	0	0	0	184	0	0	0	184	0	0	0	0	0	588
5:30 PM	113	0	306	0	419	0	0	0	0	0	193	0	0	0	193	0	0	0	0	0	612
5:45 PM	89	0	319	0	408	0	0	0	0	0	143	0	0	0	143	0	0	0	0	0	551
Total	373	0	1266	0	1639	0	0	0	0	0	669	0	0	0	669	0	0	0	0	0	2308
Grand Total	666	1	2578	0	3245	0	0	0	0	0	1215	0	0	0	1215	0	0	0	0	0	4460
Approach %	20.5	0.0	79.4	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 %	14.9	0.0	57.8	0.0	72.8	0.0	0.0	0.0	0.0	0.0	27.2	0.0	0.0	0.0	27.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					3793					1					666					4460

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

4:45 PM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:45 PM	85	0	324	0	409	0	0	0	0	0	144	0	0	0	144	0	0	0	0	0	553
5:00 PM	77	0	331	0	408	0	0	0	0	0	149	0	0	0	149	0	0	0	0	0	557
5:15 PM	94	0	310	0	404	0	0	0	0	0	184	0	0	0	184	0	0	0	0	0	588
5:30 PM	113	0	306	0	419	0	0	0	0	0	193	0	0	0	193	0	0	0	0	0	612
Total Volume	369	0	1271	0	1640	0	0	0	0	0	670	0	0	0	670	0	0	0	0	0	2310
% Approach Total	22.5	0.0	77.5	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	0.816	0.000	0.960	0.000	0.979	0.000	0.000	0.000	0.000	0.000	0.868	0.000	0.000	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.944
Entering Leg	369	0	1271	0	1640	0	0	0	0	0	670	0	0	0	670	0	0	0	0	0	2310
Exiting Leg	0					1941					0					369					2310
Total	1640					1941					670					369					4620



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

PDI File #: **186576 AA**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**

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

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	5	0	5	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	13
4:15 PM	0	0	4	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
4:30 PM	0	0	6	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
4:45 PM	0	0	7	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10
Total	0	0	22	0	22	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	39
5:00 PM	0	0	4	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
5:15 PM	0	0	4	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
5:30 PM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
5:45 PM	2	0	3	0	5	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7
Total	2	0	13	0	15	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	23
Grand Total	2	0	35	0	37	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	62
Approach %	5.4	0.0	94.6	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 %	3.2	0.0	56.5	0.0	59.7	0.0	0.0	0.0	0.0	0.0	40.3	0.0	0.0	0.0	40.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					60					0					2					62
Buses	0	0	19	0	19	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	25
% Buses	0.0	0.0	54.3	0.0	51.4	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	40.3
Exiting Leg Total	0					25					0					0					25
Single-Unit Trucks	2	0	14	0	16	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	35
% Single-Unit	100.0	0.0	40.0	0.0	43.2	0.0	0.0	0.0	0.0	0.0	76.0	0.0	0.0	0.0	76.0	0.0	0.0	0.0	0.0	0.0	56.5
Exiting Leg Total	0					33					0					2					35
Articulated Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	0.0	5.7	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
Exiting Leg Total	0					2					0					0					2

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

4:00 PM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	5	0	5	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	13
4:15 PM	0	0	4	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
4:30 PM	0	0	6	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
4:45 PM	0	0	7	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10
Total Volume	0	0	22	0	22	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	39
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.786	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.531	0.000	0.000	0.000	0.531	0.000	0.000	0.000	0.000	0.000	0.750
Buses	0	0	13	0	13	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	18
Buses %	0.0	0.0	59.1	0.0	59.1	0.0	0.0	0.0	0.0	0.0	29.4	0.0	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	46.2
Single-Unit Trucks	0	0	8	0	8	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	20
Single-Unit %	0.0	0.0	36.4	0.0	36.4	0.0	0.0	0.0	0.0	0.0	70.6	0.0	0.0	0.0	70.6	0.0	0.0	0.0	0.0	0.0	51.3
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	0.0	4.5	0.0	4.5	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	2.6
Buses	0	0	13	0	13	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	18
Single-Unit Trucks	0	0	8	0	8	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	20
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	0	22	0	22	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	39
Buses	0					18					0					0					18
Single-Unit Trucks	0					20					0					0					20
Articulated Trucks	0					1					0					0					1
Total Exiting Leg	0					39					0					0					39



PRECISION
D A T A
INDUSTRIES, LLC

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

PDI File #: **186576 AA**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Cars**

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	66	1	312	0	379	0	0	0	0	0	116	0	0	0	116	0	0	0	0	0	495
4:15 PM	56	0	302	0	358	0	0	0	0	0	113	0	0	0	113	0	0	0	0	0	471
4:30 PM	80	0	315	0	395	0	0	0	0	0	142	0	0	0	142	0	0	0	0	0	537
4:45 PM	82	0	304	0	386	0	0	0	0	0	135	0	0	0	135	0	0	0	0	0	521
Total	284	1	1233	0	1518	0	0	0	0	0	506	0	0	0	506	0	0	0	0	0	2024
5:00 PM	71	0	314	0	385	0	0	0	0	0	141	0	0	0	141	0	0	0	0	0	526
5:15 PM	88	0	297	0	385	0	0	0	0	0	176	0	0	0	176	0	0	0	0	0	561
5:30 PM	111	0	298	0	409	0	0	0	0	0	189	0	0	0	189	0	0	0	0	0	598
5:45 PM	87	0	312	0	399	0	0	0	0	0	135	0	0	0	135	0	0	0	0	0	534
Total	357	0	1221	0	1578	0	0	0	0	0	641	0	0	0	641	0	0	0	0	0	2219
Grand Total	641	1	2454	0	3096	0	0	0	0	0	1147	0	0	0	1147	0	0	0	0	0	4243
Approach %	20.7	0.0	79.3	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	15.1	0.0	57.8	0.0	73.0	0.0	0.0	0.0	0.0	0.0	27.0	0.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					3601					1					641					4243

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

5:00 PM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
5:00 PM	71	0	314	0	385	0	0	0	0	0	141	0	0	0	141	0	0	0	0	0	526
5:15 PM	88	0	297	0	385	0	0	0	0	0	176	0	0	0	176	0	0	0	0	0	561
5:30 PM	111	0	298	0	409	0	0	0	0	0	189	0	0	0	189	0	0	0	0	0	598
5:45 PM	87	0	312	0	399	0	0	0	0	0	135	0	0	0	135	0	0	0	0	0	534
Total Volume	357	0	1221	0	1578	0	0	0	0	0	641	0	0	0	641	0	0	0	0	0	2219
% Approach Total	22.6	0.0	77.4	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	0.804	0.000	0.972	0.000	0.965	0.000	0.000	0.000	0.000	0.000	0.848	0.000	0.000	0.000	0.848	0.000	0.000	0.000	0.000	0.000	0.928
Entering Leg	357	0	1221	0	1578	0	0	0	0	0	641	0	0	0	641	0	0	0	0	0	2219
Exiting Leg	0					1862					0					357					2219
Total	1578					1862					641					357					4438



PRECISION
D A T A
INDUSTRIES, LLC

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

PDI File #: **186576 AA**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

Light Goods Vehicle

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	29	0	29	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	38
4:15 PM	4	0	17	0	21	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	31
4:30 PM	2	0	10	0	12	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	22
4:45 PM	1	0	20	0	21	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	28
Total	7	0	76	0	83	0	0	0	0	0	36	0	0	0	36	0	0	0	0	0	119
5:00 PM	5	0	17	0	22	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	30
5:15 PM	5	0	12	0	17	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	24
5:30 PM	2	0	8	0	10	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	13
5:45 PM	2	0	4	0	6	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	13
Total	14	0	41	0	55	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	80
Grand Total	21	0	117	0	138	0	0	0	0	0	61	0	0	0	61	0	0	0	0	0	199
Approach %	15.2	0.0	84.8	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 %	10.6	0.0	58.8	0.0	69.3	0.0	0.0	0.0	0.0	0.0	30.7	0.0	0.0	0.0	30.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					178					0					21					199

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

4:00 PM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	29	0	29	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	38
4:15 PM	4	0	17	0	21	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	31
4:30 PM	2	0	10	0	12	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	22
4:45 PM	1	0	20	0	21	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	28
Total Volume	7	0	76	0	83	0	0	0	0	0	36	0	0	0	36	0	0	0	0	0	119
% Approach Total	8.4	0.0	91.6	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	0.438	0.000	0.655	0.000	0.716	0.000	0.000	0.000	0.000	0.000	0.900	0.000	0.000	0.000	0.900	0.000	0.000	0.000	0.000	0.000	0.783
Entering Leg	7	0	76	0	83	0	0	0	0	0	36	0	0	0	36	0	0	0	0	0	119
Exiting Leg	0					112					0					7					119
Total	83					112					36					7					238



PRECISION
D A T A
INDUSTRIES, LLC

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

PDI File #: **186576 AA**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

Buses

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	2	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
4:15 PM	0	0	4	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
4:30 PM	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
4:45 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	13	0	13	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	18
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	6	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
Grand Total	0	0	19	0	19	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	25
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	0.0	0.0		
Total %	0.0	0.0	76.0	0.0	76.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0					25					0					25

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

4:00 PM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	2	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
4:15 PM	0	0	4	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
4:30 PM	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
4:45 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	13	0	13	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	18
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.813	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.900
Entering Leg	0					0					5					0					18
Exiting Leg						0					18					0					18
Total	13					18					5					0					36



PRECISION
D A T A
INDUSTRIES, LLC

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

PDI File #: **186576 AA**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

Single-Unit Trucks

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	2	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
4:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	3	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
Total	0	0	8	0	8	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	20
5:00 PM	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
5:15 PM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
5:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
5:45 PM	2	0	2	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
Total	2	0	6	0	8	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	15
Grand Total	2	0	14	0	16	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	35
Approach %	12.5	0.0	87.5	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 %	5.7	0.0	40.0	0.0	45.7	0.0	0.0	0.0	0.0	0.0	54.3	0.0	0.0	0.0	54.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					33					0					2					35

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

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total
	from North					from South					from West					from Northwest					
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total	
4:00 PM	0	0	2	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
4:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	3	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
Total Volume	0	0	8	0	8	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	20
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.667	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.714
Entering Leg	0	0	8	0	8	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	20
Exiting Leg	0					20					0					0					20
Total	8					20					12					0					40



PRECISION
DATA
INDUSTRIES, LLC

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

PDI File #: 186576 AA

Location: N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)

Location: E: Mid-Crosswalk W: Commonwealth Avenue (EB)

City, State: Boston, MA

Client: VHB/ R. White

Site Code: 14411.00

Count Date: Thursday, November 1, 2018

Start Time: 4:00 PM

End Time: 6:00 PM

Class:

Articulated Trucks

	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total					
	from North					from South					from West					from Northwest										
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total						
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	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
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
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 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
Total	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
Grand Total	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
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						0					2					0					2					

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

4:00 PM	Arlington Street					Arlington Street					Commonwealth Avenue (EB)					Commonwelath Avenue (WB)					Total					
	from North					from South					from West					from Northwest										
	Hard Right	Right	Thru	U-Turn	Total	Thru	Bear Left	Left	U-Turn	Total	Right	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Hard Left	U-Turn	Total						
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	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
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
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	1	0	1						0	0	0	0	0						1					
Exiting Leg																					0					
Total						1					1					0					2					



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

PDI File #: **186576 AA**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

Bicycles (on Roadway and Crosswalks)

	Arlington Street							Mid-Crosswalk							Arlington Street							Commonwealth Avenue (EB)							Commonwelath Avenue (WB)							Total			
	from North							from East							from South							from West							from Northwest										
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total				
4:00 PM	4	0	9	0	1	0	14	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	0	0	0	0	0	0	2	2	24	
4:15 PM	3	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	0	0	0	0	0	1	0	1	11
4:30 PM	4	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	11
4:45 PM	9	0	7	0	0	0	16	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	0	2	0	0	0	1	6	0	0	0	0	0	0	1	1	24
Total	20	0	24	0	1	0	45	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	10	1	2	0	0	0	3	16	0	0	0	0	0	2	4	6	70
5:00 PM	5	0	3	0	1	0	9	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	15
5:15 PM	12	0	11	0	0	0	23	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	30
5:30 PM	11	0	12	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	26
5:45 PM	12	0	2	0	0	0	14	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	18
Total	40	0	28	0	1	0	69	0	0	0	0	6	3	9	0	0	0	0	1	0	1	7	0	0	0	0	0	1	8	0	0	0	0	0	2	0	2	89	
Grand Total	60	0	52	0	2	0	114	0	0	0	0	8	4	12	0	0	0	0	1	0	1	17	1	2	0	0	0	4	24	0	0	0	0	0	4	4	8	159	
Approach %	52.6	0.0	45.6	0.0	1.8	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	100.0	0.0		70.8	4.2	8.3	0.0	0.0	16.7		0.0	0.0	0.0	0.0	50.0	50.0					
Total %	37.7	0.0	32.7	0.0	1.3	0.0	71.7	0.0	0.0	0.0	0.0	5.0	2.5	7.5	0.0	0.0	0.0	0.0	0.6	0.0	0.6	10.7	0.6	1.3	0.0	0.0	2.5	15.1	0.0	0.0	0.0	0.0	2.5	2.5	5.0				
Exiting Leg Total	3							12							70							4							70							159			

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

	Arlington Street							Mid-Crosswalk							Arlington Street							Commonwealth Avenue (EB)							Commonwelath Avenue (WB)							Total			
	from North							from East							from South							from West							from Northwest										
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total	Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total				
4:45 PM	9	0	7	0	0	0	16	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	0	2	0	0	0	1	6	0	0	0	0	0	0	1	1	24
5:00 PM	5	0	3	0	1	0	9	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	15
5:15 PM	12	0	11	0	0	0	23	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	30
5:30 PM	11	0	12	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	26
Total Volume	37	0	33	0	1	0	71	0	0	0	0	4	4	8	0	0	0	0	0	1	0	1	9	0	2	0	0	0	2	13	0	0	0	0	0	1	1	2	95
% Approach Total	52.1	0.0	46.5	0.0	1.4	0.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	100.0	0.0		69.2	0.0	15.4	0.0	0.0	15.4		0.0	0.0	0.0	0.0	50.0	50.0					
PHF	0.771	0.000	0.688	0.000	0.250	0.000	0.772	0.000	0.000	0.000	0.000	0.333	0.500	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.750	0.000	0.250	0.000	0.000	0.500	0.542	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.792			
Entering Leg	37	0	33	0	1	0	71	0	0	0	0	4	4	8	0	0	0	0	0	1	0	1	9	0	2	0	0	0	2	13	0	0	0	0	0	1	1	2	95
Exiting Leg	1							8							43							2							41							95			
Total	72							16							44							15							43							190			



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

PDI File #: **186576 AA**
 Location: **N: Arlington Street S: Arlington Street NW: Commonwelath Avenue (WB)**
 Location: **E: Mid-Crosswalk W: Commonwealth Avenue (EB)**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

Pedestrians

	Arlington Street								Mid-Crosswalk								Arlington Street								Commonwealth Avenue (EB)								Commonwelath Avenue (WB)								Total
	from North								from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total		
4:00 PM	0	0	0	0	4	5	9		0	0	0	0	9	19	28		0	0	0	0	9	12	21		0	0	0	0	9	36	45		0	0	0	0	11	26	37		140
4:15 PM	0	0	0	0	12	2	14		0	0	0	0	25	59	84		0	0	0	0	8	11	19		0	0	0	0	31	42	73		0	0	0	0	13	23	36		226
4:30 PM	0	0	0	0	6	7	13		0	0	0	0	16	51	67		0	0	0	0	5	4	9		0	0	0	0	14	58	72		0	0	0	0	18	37	55		216
4:45 PM	0	0	0	0	6	4	10		0	0	0	0	11	48	59		0	0	0	0	7	9	16		0	0	0	0	17	43	60		0	0	0	0	14	22	36		181
Total	0	0	0	0	28	18	46		0	0	0	0	61	177	238		0	0	0	0	29	36	65		0	0	0	0	71	179	250		0	0	0	0	56	108	164		763
5:00 PM	0	0	0	0	15	6	21		0	0	0	0	21	45	66		0	0	0	0	11	10	21		0	0	0	0	16	59	75		0	0	0	0	18	38	56		239
5:15 PM	0	0	0	0	6	14	20		0	0	0	0	15	61	76		0	0	0	0	16	13	29		0	0	0	0	36	45	81		0	0	0	0	31	19	50		256
5:30 PM	0	0	0	0	5	7	12		0	0	0	0	22	61	83		0	0	0	0	19	19	38		0	0	0	0	36	61	97		0	0	0	0	25	13	38		268
5:45 PM	0	0	0	0	9	11	20		0	0	0	0	10	50	60		0	0	0	0	25	13	38		0	0	0	0	23	50	73		0	0	0	0	18	26	44		235
Total	0	0	0	0	35	38	73		0	0	0	0	68	217	285		0	0	0	0	71	55	126		0	0	0	0	111	215	326		0	0	0	0	92	96	188		998
Grand Total	0	0	0	0	63	56	119		0	0	0	0	129	394	523		0	0	0	0	100	91	191		0	0	0	0	182	394	576		0	0	0	0	148	204	352		1761
Approach %	0	0	0	0	53	47		0	0	0	0	25	75		0	0	0	0	52	48		0	0	0	0	32	68		0	0	0	0	42	58							
Total %	0	0	0	0	3.6	3.2	6.8		0	0	0	0	7.3	22	30		0	0	0	0	5.7	5.2	11		0	0	0	0	10	22	33		0	0	0	0	8.4	12	20		
Exiting Leg Total	119								523								191								576								352								1761

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

	Arlington Street								Mid-Crosswalk								Arlington Street								Commonwealth Avenue (EB)								Commonwelath Avenue (WB)								Total
	from North								from East								from South								from West								from Northwest								
	Hard Right	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Thru	Bear Left	Left	U-Turn	CW-WB	CW-EB	Total		Right	Left	Hard Left	U-Turn	CW-NB	CW-SB	Total		Hard Right	Bear Right	Hard Left	U-Turn	CW-NEB	CW-SWB	Total		
5:00 PM	0	0	0	0	15	6	21		0	0	0	0	21	45	66		0	0	0	0	11	10	21		0	0	0	0	16	59	75		0	0	0	0	18	38	56		239
5:15 PM	0	0	0	0	6	14	20		0	0	0	0	15	61	76		0	0	0	0	16	13	29		0	0	0	0	36	45	81		0	0	0	0	31	19	50		256
5:30 PM	0	0	0	0	5	7	12		0	0	0	0	22	61	83		0	0	0	0	19	19	38		0	0	0	0	36	61	97		0	0	0	0	25	13	38		268
5:45 PM	0	0	0	0	9	11	20		0	0	0	0	10	50	60		0	0	0	0	25	13	38		0	0	0	0	23	50	73		0	0	0	0	18	26	44		235
Total Volume	0	0	0	0	35	38	73		0	0	0	0	68	217	285		0	0	0	0	71	55	126		0	0	0	0	111	215	326		0	0	0	0	92	96	188		998
% Approach Total	0.0	0.0	0.0	0.0	47.9	52.1		0.0	0.0	0.0	0.0	23.9	76.1		0.0	0.0	0.0	0.0	56.3	43.7		0.0	0.0	0.0	0.0	34.0	66.0		0.0	0.0	0.0	0.0	48.9	51.1							
PHF	0.000	0.000	0.000	0.000	0.583	0.679	0.869		0.000	0.000	0.000	0.000	0.773	0.889	0.858		0.000	0.000	0.000	0.000	0.710	0.724	0.829		0.000	0.000	0.000	0.000	0.771	0.881	0.840		0.000	0.000	0.000	0.000	0.742	0.632	0.839		0.931
Entering Leg	0	0	0	0	35	38	73		0	0	0	0	68	217	285		0	0	0	0	71	55	126		0	0	0	0	111	215	326		0	0	0	0	92	96	188		998
Exiting Leg	73								285								126								326								188								998
Total	146								570								252								652								376								1996

PDI File #: **186576 B**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	27	289	0	316	0	0	0	0	0	0	0	0	0	316
7:15 AM	29	299	0	328	0	0	0	0	1	0	0	1	1	329
7:30 AM	34	351	0	385	0	0	0	0	0	0	0	0	0	385
7:45 AM	33	346	0	379	0	0	0	0	0	0	0	0	0	379
Total	123	1285	0	1408	0	0	0	0	1	0	0	1	1	1409
8:00 AM	35	378	0	413	0	0	0	0	0	0	0	0	0	413
8:15 AM	32	456	0	488	0	0	0	0	0	0	0	0	0	488
8:30 AM	46	430	0	476	0	0	0	0	0	0	0	0	0	476
8:45 AM	51	395	0	446	0	0	0	0	0	0	0	0	0	446
Total	164	1659	0	1823	0	0	0	0	0	0	0	0	0	1823
Grand Total	287	2944	0	3231	0	0	0	0	1	0	0	1	1	3232
Approach %	8.9	91.1	0.0		0.0	0.0	0.0		100.0	0.0	0.0			
Total %	8.9	91.1	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0			
Exiting Leg Total				0				2945					287	3232
Cars	271	2867	0	3138	0	0	0	0	1	0	0	1	1	3139
% Cars	94.4	97.4	0.0	97.1	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0		97.1
Exiting Leg Total				0				2868					271	3139
Heavy Vehicles	16	77	0	93	0	0	0	0	0	0	0	0	0	93
% Heavy Vehicles	5.6	2.6	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Exiting Leg Total				0				77					16	93

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

8:00 AM	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
8:00 AM	35	378	0	413	0	0	0	0	0	0	0	0	0	413
8:15 AM	32	456	0	488	0	0	0	0	0	0	0	0	0	488
8:30 AM	46	430	0	476	0	0	0	0	0	0	0	0	0	476
8:45 AM	51	395	0	446	0	0	0	0	0	0	0	0	0	446
Total Volume	164	1659	0	1823	0	0	0	0	0	0	0	0	0	1823
% Approach Total	9.0	91.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.804	0.910	0.000	0.934	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.934
Cars	156	1621	0	1777	0	0	0	0	0	0	0	0	0	1777
Cars %	95.1	97.7	0.0	97.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.5
Heavy Vehicles	8	38	0	46	0	0	0	0	0	0	0	0	0	46
Heavy Vehicles %	4.9	2.3	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Cars Enter Leg	156	1621	0	1777	0	0	0	0	0	0	0	0	0	1777
Heavy Enter Leg	8	38	0	46	0	0	0	0	0	0	0	0	0	46
Total Entering Leg	164	1659	0	1823	0	0	0	0	0	0	0	0	0	1823
Cars Exiting Leg				0				1621					156	1777
Heavy Exiting Leg				0				38					8	46
Total Exiting Leg				0				1659					164	1823

PDI File #: **186576 B**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



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

	Arlington Street				Arlington Street				Newbury Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	24	282	0	306	0	0	0	0	0	0	0	0	306
7:15 AM	29	289	0	318	0	0	0	0	1	0	0	1	319
7:30 AM	32	340	0	372	0	0	0	0	0	0	0	0	372
7:45 AM	30	335	0	365	0	0	0	0	0	0	0	0	365
Total	115	1246	0	1361	0	0	0	0	1	0	0	1	1362
8:00 AM	32	371	0	403	0	0	0	0	0	0	0	0	403
8:15 AM	30	445	0	475	0	0	0	0	0	0	0	0	475
8:30 AM	45	417	0	462	0	0	0	0	0	0	0	0	462
8:45 AM	49	388	0	437	0	0	0	0	0	0	0	0	437
Total	156	1621	0	1777	0	0	0	0	0	0	0	0	1777
Grand Total	271	2867	0	3138	0	0	0	0	1	0	0	1	3139
Approach %	8.6	91.4	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	8.6	91.3	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				2868				271	3139

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

	Arlington Street				Arlington Street				Newbury Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	32	371	0	403	0	0	0	0	0	0	0	0	403
8:15 AM	30	445	0	475	0	0	0	0	0	0	0	0	475
8:30 AM	45	417	0	462	0	0	0	0	0	0	0	0	462
8:45 AM	49	388	0	437	0	0	0	0	0	0	0	0	437
Total Volume	156	1621	0	1777	0	0	0	0	0	0	0	0	1777
% Approach Total	8.8	91.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.796	0.911	0.000	0.935	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.935
Entering Leg	156	1621	0	1777	0	0	0	0	0	0	0	0	1777
Exiting Leg				0				1621				156	1777
Total				1777				1621				156	3554

PDI File #: **186576 B**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



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

	Arlington Street				Arlington Street				Newbury Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	3	7	0	10	0	0	0	0	0	0	0	0	10
7:15 AM	0	10	0	10	0	0	0	0	0	0	0	0	10
7:30 AM	2	11	0	13	0	0	0	0	0	0	0	0	13
7:45 AM	3	11	0	14	0	0	0	0	0	0	0	0	14
Total	8	39	0	47	0	0	0	0	0	0	0	0	47
8:00 AM	3	7	0	10	0	0	0	0	0	0	0	0	10
8:15 AM	2	11	0	13	0	0	0	0	0	0	0	0	13
8:30 AM	1	13	0	14	0	0	0	0	0	0	0	0	14
8:45 AM	2	7	0	9	0	0	0	0	0	0	0	0	9
Total	8	38	0	46	0	0	0	0	0	0	0	0	46
Grand Total	16	77	0	93	0	0	0	0	0	0	0	0	93
Approach %	17.2	82.8	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	17.2	82.8	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				77				16				93
Buses	2	19	0	21	0	0	0	0	0	0	0	0	21
% Buses	12.5	24.7	0.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.6
Exiting Leg Total	0				19				2				21
Single-Unit Trucks	13	56	0	69	0	0	0	0	0	0	0	0	69
% Single-Unit	81.3	72.7	0.0	74.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.2
Exiting Leg Total	0				56				13				69
Articulated Trucks	1	2	0	3	0	0	0	0	0	0	0	0	3
% Articulated	6.3	2.6	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
Exiting Leg Total	0				2				1				3

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

	Arlington Street				Arlington Street				Newbury Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	3	11	0	14	0	0	0	0	0	0	0	0	14
8:00 AM	3	7	0	10	0	0	0	0	0	0	0	0	10
8:15 AM	2	11	0	13	0	0	0	0	0	0	0	0	13
8:30 AM	1	13	0	14	0	0	0	0	0	0	0	0	14
Total Volume	9	42	0	51	0	0	0	0	0	0	0	0	51
% Approach Total	17.6	82.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.750	0.808	0.000	0.911	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.911
Buses	2	9	0	11	0	0	0	0	0	0	0	0	11
Buses %	22.2	21.4	0.0	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.6
Single-Unit Trucks	6	32	0	38	0	0	0	0	0	0	0	0	38
Single-Unit %	66.7	76.2	0.0	74.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.5
Articulated Trucks	1	1	0	2	0	0	0	0	0	0	0	0	2
Articulated %	11.1	2.4	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9
Buses	2	9	0	11	0	0	0	0	0	0	0	0	11
Single-Unit Trucks	6	32	0	38	0	0	0	0	0	0	0	0	38
Articulated Trucks	1	1	0	2	0	0	0	0	0	0	0	0	2
Total Entering Leg	9	42	0	51	0	0	0	0	0	0	0	0	51
Buses	0				9				2				11
Single-Unit Trucks	0				32				6				38
Articulated Trucks	0				1				1				2
Total Exiting Leg	0				42				9				51

PDI File #: **186576 B**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	18	253	0	271	0	0	0	0	0	0	0	0	0	271
7:15 AM	21	264	0	285	0	0	0	0	1	0	0	1	1	286
7:30 AM	29	306	0	335	0	0	0	0	0	0	0	0	0	335
7:45 AM	26	320	0	346	0	0	0	0	0	0	0	0	0	346
Total	94	1143	0	1237	0	0	0	0	1	0	0	1	1	1238
8:00 AM	26	345	0	371	0	0	0	0	0	0	0	0	0	371
8:15 AM	26	410	0	436	0	0	0	0	0	0	0	0	0	436
8:30 AM	41	388	0	429	0	0	0	0	0	0	0	0	0	429
8:45 AM	43	357	0	400	0	0	0	0	0	0	0	0	0	400
Total	136	1500	0	1636	0	0	0	0	0	0	0	0	0	1636
Grand Total	230	2643	0	2873	0	0	0	0	1	0	0	1	1	2874
Approach %	8.0	92.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0			
Total %	8.0	92.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				2644					230	2874

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

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
8:00 AM	26	345	0	371	0	0	0	0	0	0	0	0	0	371
8:15 AM	26	410	0	436	0	0	0	0	0	0	0	0	0	436
8:30 AM	41	388	0	429	0	0	0	0	0	0	0	0	0	429
8:45 AM	43	357	0	400	0	0	0	0	0	0	0	0	0	400
Total Volume	136	1500	0	1636	0	0	0	0	0	0	0	0	0	1636
% Approach Total	8.3	91.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.791	0.915	0.000	0.938	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.938
Entering Leg	136	1500	0	1636	0	0	0	0	0	0	0	0	0	1636
Exiting Leg				0				1500					136	1636
Total				1636				1500					136	3272

PDI File #: **186576 B**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Light Goods Vehicle

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	6	29	0	35	0	0	0	0	0	0	0	0	35	
7:15 AM	8	25	0	33	0	0	0	0	0	0	0	0	33	
7:30 AM	3	33	0	36	0	0	0	0	0	0	0	0	36	
7:45 AM	4	15	0	19	0	0	0	0	0	0	0	0	19	
Total	21	102	0	123	0	0	0	0	0	0	0	0	123	
8:00 AM	6	26	0	32	0	0	0	0	0	0	0	0	32	
8:15 AM	4	31	0	35	0	0	0	0	0	0	0	0	35	
8:30 AM	4	28	0	32	0	0	0	0	0	0	0	0	32	
8:45 AM	6	29	0	35	0	0	0	0	0	0	0	0	35	
Total	20	114	0	134	0	0	0	0	0	0	0	0	134	
Grand Total	41	216	0	257	0	0	0	0	0	0	0	0	257	
Approach %	16.0	84.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	16.0	84.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				0				216					41	257

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

	Arlington Street				Arlington Street				Newbury Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	6	26	0	32	0	0	0	0	0	0	0	0	32
8:15 AM	4	31	0	35	0	0	0	0	0	0	0	0	35
8:30 AM	4	28	0	32	0	0	0	0	0	0	0	0	32
8:45 AM	6	29	0	35	0	0	0	0	0	0	0	0	35
Total Volume	20	114	0	134	0	0	0	0	0	0	0	0	134
% Approach Total	14.9	85.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.833	0.919	0.000	0.957	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.957
Entering Leg	20	114	0	134	0	0	0	0	0	0	0	0	134
Exiting Leg				0				114				20	134
Total				134				114				20	268

PDI File #: **186576 B**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	3
7:45 AM	1	4	0	5	0	0	0	0	0	0	0	0	0	5
Total	1	13	0	14	0	0	0	0	0	0	0	0	0	14
8:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	3
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	6	0	7	0	0	0	0	0	0	0	0	0	7
Grand Total	2	19	0	21	0	0	0	0	0	0	0	0	0	21
Approach %	9.5	90.5	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	9.5	90.5	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				19					2	21

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

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	3
7:45 AM	1	4	0	5	0	0	0	0	0	0	0	0	0	5
Total Volume	1	13	0	14	0	0	0	0	0	0	0	0	0	14
% Approach Total	7.1	92.9	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.250	0.813	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700
Entering Leg	1	13	0	14	0	0	0	0	0	0	0	0	0	14
Exiting Leg				0				13				1	1	14
Total				14				13				1	1	28

PDI File #: **186576 B**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Arlington Street				Arlington Street				Newbury Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:00 AM	3	4	0	7	0	0	0	0	0	0	0	0	7
7:15 AM	0	6	0	6	0	0	0	0	0	0	0	0	6
7:30 AM	2	8	0	10	0	0	0	0	0	0	0	0	10
7:45 AM	1	7	0	8	0	0	0	0	0	0	0	0	8
Total	6	25	0	31	0	0	0	0	0	0	0	0	31
8:00 AM	3	4	0	7	0	0	0	0	0	0	0	0	7
8:15 AM	2	8	0	10	0	0	0	0	0	0	0	0	10
8:30 AM	0	13	0	13	0	0	0	0	0	0	0	0	13
8:45 AM	2	6	0	8	0	0	0	0	0	0	0	0	8
Total	7	31	0	38	0	0	0	0	0	0	0	0	38
Grand Total	13	56	0	69	0	0	0	0	0	0	0	0	69
Approach %	18.8	81.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	18.8	81.2	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				56				13	69

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

7:45 AM	Arlington Street				Arlington Street				Newbury Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	1	7	0	8	0	0	0	0	0	0	0	0	8
8:00 AM	3	4	0	7	0	0	0	0	0	0	0	0	7
8:15 AM	2	8	0	10	0	0	0	0	0	0	0	0	10
8:30 AM	0	13	0	13	0	0	0	0	0	0	0	0	13
Total Volume	6	32	0	38	0	0	0	0	0	0	0	0	38
% Approach Total	15.8	84.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.500	0.615	0.000	0.731	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.731
Entering Leg	6	32	0	38	0	0	0	0	0	0	0	0	38
Exiting Leg				0				32				6	38
Total				38				32				6	76

PDI File #: **186576 B**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	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
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	1	2	0	3	0	0	0	0	0	0	0	0	0	3
Approach %	33.3	66.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	33.3	66.7	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				0				2					1	3

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

7:15 AM	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	1	2	0	3	0	0	0	0	0	0	0	0	0	3
% Approach Total	33.3	66.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.250	0.500	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	1	2	0	3	0	0	0	0	0	0	0	0	0	3
Exiting Leg				0				2				1		3
Total				3				2				1		6

PDI File #: 186576 B
 Location: N: Arlington Street S: Arlington Street
 Location: W: Newbury Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

	Arlington Street						Arlington Street						Newbury Street						Total	
	from North						from South						from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	1	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:15 AM	1	12	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:30 AM	2	9	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:45 AM	1	28	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29
Total	5	55	0	0	1	61	0	0	0	0	0	0	0	0	0	0	0	0	0	61
8:00 AM	5	29	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	34
8:15 AM	1	27	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	28
8:30 AM	3	48	0	0	0	51	0	1	0	0	0	1	0	0	0	0	0	0	0	52
8:45 AM	0	43	0	1	0	44	0	0	0	0	0	0	0	0	0	0	2	2	2	46
Total	9	147	0	1	0	157	0	1	0	0	0	1	0	0	0	0	2	2	2	160
Grand Total	14	202	0	1	1	218	0	1	0	0	0	1	0	0	0	0	2	2	2	221
Approach %	6.4	92.7	0.0	0.5	0.5		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0			
Total %	6.3	91.4	0.0	0.5	0.5	98.6	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.9		0.9	
Exiting Leg Total	2						202						17						221	

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

8:00 AM	Arlington Street						Arlington Street						Newbury Street						Total	
	from North						from South						from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	5	29	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	34
8:15 AM	1	27	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	28
8:30 AM	3	48	0	0	0	51	0	1	0	0	0	1	0	0	0	0	0	0	0	52
8:45 AM	0	43	0	1	0	44	0	0	0	0	0	0	0	0	0	0	2	2	2	46
Total Volume	9	147	0	1	0	157	0	1	0	0	0	1	0	0	0	0	2	2	2	160
% Approach Total	5.7	93.6	0.0	0.6	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0			
PHF	0.450	0.766	0.000	0.250	0.000	0.770	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250		0.769
Entering Leg	9	147	0	1	0	157	0	1	0	0	0	1	0	0	0	0	2	2	2	160
Exiting Leg	1						147						12						160	
Total	158						148						14						320	

PDI File #: **186576 B**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Arlington Street						Arlington Street						Newbury Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	2	11	13	0	0	0	0	0	0	0	0	0	19	18	37	50
7:15 AM	0	0	0	12	14	26	0	0	0	0	0	0	0	0	0	25	22	47	73
7:30 AM	0	0	0	10	12	22	0	0	0	0	0	0	0	0	0	16	19	35	57
7:45 AM	0	0	0	13	19	32	0	0	0	0	0	0	0	0	0	29	35	64	96
Total	0	0	0	37	56	93	0	0	0	0	0	0	0	0	0	89	94	183	276
8:00 AM	0	0	0	13	24	37	0	0	0	1	0	1	0	0	0	9	41	50	88
8:15 AM	0	0	0	10	25	35	0	0	0	0	0	0	0	0	0	22	58	80	115
8:30 AM	0	0	0	17	35	52	0	0	0	0	0	0	0	0	0	23	52	75	127
8:45 AM	0	0	0	5	10	15	0	0	0	0	0	0	0	0	0	18	62	80	95
Total	0	0	0	45	94	139	0	0	0	1	0	1	0	0	0	72	213	285	425
Grand Total	0	0	0	82	150	232	0	0	0	1	0	1	0	0	0	161	307	468	701
Approach %	0	0	0	35.345	64.655		0	0	0	100	0		0	0	0	34.402	65.598		
Total %	0	0	0	11.698	21.398	33.096	0	0	0	0.1427	0	0.1427	0	0	0	22.967	43.795	66.762	
Exiting Leg Total	232						1						468						701

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

7:45 AM	Arlington Street						Arlington Street						Newbury Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
7:45 AM	0	0	0	13	19	32	0	0	0	0	0	0	0	0	0	29	35	64	96
8:00 AM	0	0	0	13	24	37	0	0	0	1	0	1	0	0	0	9	41	50	88
8:15 AM	0	0	0	10	25	35	0	0	0	0	0	0	0	0	0	22	58	80	115
8:30 AM	0	0	0	17	35	52	0	0	0	0	0	0	0	0	0	23	52	75	127
Total Volume	0	0	0	53	103	156	0	0	0	1	0	1	0	0	0	83	186	269	426
% Approach Total	0.0	0.0	0.0	34.0	66.0		0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	30.9	69.1		
PHF	0.000	0.000	0.000	0.779	0.736	0.750	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.716	0.802	0.841	0.839
Entering Leg	0	0	0	53	103	156	0	0	0	1	0	1	0	0	0	83	186	269	426
Exiting Leg	156						1						269						426
Total	312						2						538						852

PDI File #: **186576 BB**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	56	412	0	468	0	0	0	0	0	0	0	0	0	468
4:15 PM	40	387	0	427	0	0	0	0	0	0	0	0	0	427
4:30 PM	54	437	0	491	0	0	0	0	0	0	0	0	0	491
4:45 PM	52	425	0	477	0	0	0	0	0	0	0	0	0	477
Total	202	1661	0	1863	0	0	0	0	0	0	0	0	0	1863
5:00 PM	65	422	0	487	0	0	0	0	0	0	0	0	0	487
5:15 PM	45	459	0	504	0	0	0	0	0	0	0	0	0	504
5:30 PM	37	441	0	478	0	0	0	0	0	0	0	0	0	478
5:45 PM	56	416	0	472	0	0	0	0	0	0	0	0	0	472
Total	203	1738	0	1941	0	0	0	0	0	0	0	0	0	1941
Grand Total	405	3399	0	3804	0	0	0	0	0	0	0	0	0	3804
Approach %	10.6	89.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	10.6	89.4	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				3399					405	3804
Cars	399	3350	0	3749	0	0	0	0	0	0	0	0	0	3749
% Cars	98.5	98.6	0.0	98.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.6
Exiting Leg Total				0				3350					399	3749
Heavy Vehicles	6	49	0	55	0	0	0	0	0	0	0	0	0	55
% Heavy Vehicles	1.5	1.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Exiting Leg Total				0				49					6	55

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

4:30 PM	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:30 PM	54	437	0	491	0	0	0	0	0	0	0	0	0	491
4:45 PM	52	425	0	477	0	0	0	0	0	0	0	0	0	477
5:00 PM	65	422	0	487	0	0	0	0	0	0	0	0	0	487
5:15 PM	45	459	0	504	0	0	0	0	0	0	0	0	0	504
Total Volume	216	1743	0	1959	0	0	0	0	0	0	0	0	0	1959
% Approach Total	11.0	89.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.831	0.949	0.000	0.972	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.972
Cars	213	1714	0	1927	0	0	0	0	0	0	0	0	0	1927
Cars %	98.6	98.3	0.0	98.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4
Heavy Vehicles	3	29	0	32	0	0	0	0	0	0	0	0	0	32
Heavy Vehicles %	1.4	1.7	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Cars Enter Leg	213	1714	0	1927	0	0	0	0	0	0	0	0	0	1927
Heavy Enter Leg	3	29	0	32	0	0	0	0	0	0	0	0	0	32
Total Entering Leg	216	1743	0	1959	0	0	0	0	0	0	0	0	0	1959
Cars Exiting Leg				0				1714					213	1927
Heavy Exiting Leg				0				29					3	32
Total Exiting Leg				0				1743					216	1959

PDI File #: **186576 BB**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	55	404	0	459	0	0	0	0	0	0	0	0	0	459
4:15 PM	39	381	0	420	0	0	0	0	0	0	0	0	0	420
4:30 PM	54	429	0	483	0	0	0	0	0	0	0	0	0	483
4:45 PM	51	415	0	466	0	0	0	0	0	0	0	0	0	466
Total	199	1629	0	1828	0	0	0	0	0	0	0	0	0	1828
5:00 PM	64	415	0	479	0	0	0	0	0	0	0	0	0	479
5:15 PM	44	455	0	499	0	0	0	0	0	0	0	0	0	499
5:30 PM	36	439	0	475	0	0	0	0	0	0	0	0	0	475
5:45 PM	56	412	0	468	0	0	0	0	0	0	0	0	0	468
Total	200	1721	0	1921	0	0	0	0	0	0	0	0	0	1921
Grand Total	399	3350	0	3749	0	0	0	0	0	0	0	0	0	3749
Approach %	10.6	89.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	10.6	89.4	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				3350					399	3749

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

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:30 PM	54	429	0	483	0	0	0	0	0	0	0	0	0	483
4:45 PM	51	415	0	466	0	0	0	0	0	0	0	0	0	466
5:00 PM	64	415	0	479	0	0	0	0	0	0	0	0	0	479
5:15 PM	44	455	0	499	0	0	0	0	0	0	0	0	0	499
Total Volume	213	1714	0	1927	0	0	0	0	0	0	0	0	0	1927
% Approach Total	11.1	88.9	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.832	0.942	0.000	0.965	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.965
Entering Leg	213	1714	0	1927	0	0	0	0	0	0	0	0	0	1927
Exiting Leg				0				1714					213	1927
Total				1927				1714					213	3854

PDI File #: **186576 BB**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



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

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	1	8	0	9	0	0	0	0	0	0	0	0	9	
4:15 PM	1	6	0	7	0	0	0	0	0	0	0	0	7	
4:30 PM	0	8	0	8	0	0	0	0	0	0	0	0	8	
4:45 PM	1	10	0	11	0	0	0	0	0	0	0	0	11	
Total	3	32	0	35	0	0	0	0	0	0	0	0	35	
5:00 PM	1	7	0	8	0	0	0	0	0	0	0	0	8	
5:15 PM	1	4	0	5	0	0	0	0	0	0	0	0	5	
5:30 PM	1	2	0	3	0	0	0	0	0	0	0	0	3	
5:45 PM	0	4	0	4	0	0	0	0	0	0	0	0	4	
Total	3	17	0	20	0	0	0	0	0	0	0	0	20	
Grand Total	6	49	0	55	0	0	0	0	0	0	0	0	55	
Approach %	10.9	89.1	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	10.9	89.1	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				0				49					6	55
Buses	4	21	0	25	0	0	0	0	0	0	0	0	0	25
% Buses	66.7	42.9	0.0	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.5
Exiting Leg Total				0				21					4	25
Single-Unit Trucks	2	26	0	28	0	0	0	0	0	0	0	0	0	28
% Single-Unit	33.3	53.1	0.0	50.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.9
Exiting Leg Total				0				26					2	28
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	4.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Exiting Leg Total				0				2					0	2

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

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	1	8	0	9	0	0	0	0	0	0	0	0	9	
4:15 PM	1	6	0	7	0	0	0	0	0	0	0	0	7	
4:30 PM	0	8	0	8	0	0	0	0	0	0	0	0	8	
4:45 PM	1	10	0	11	0	0	0	0	0	0	0	0	11	
Total Volume	3	32	0	35	0	0	0	0	0	0	0	0	35	
% Approach Total	8.6	91.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.750	0.800	0.000	0.795	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.795	
Buses	2	16	0	18	0	0	0	0	0	0	0	0	0	18
Buses %	66.7	50.0	0.0	51.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.4
Single-Unit Trucks	1	15	0	16	0	0	0	0	0	0	0	0	0	16
Single-Unit %	33.3	46.9	0.0	45.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.7
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	3.1	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
Buses	2	16	0	18	0	0	0	0	0	0	0	0	0	18
Single-Unit Trucks	1	15	0	16	0	0	0	0	0	0	0	0	0	16
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	3	32	0	35	0	0	0	0	0	0	0	0	0	35
Buses				0				16					2	18
Single-Unit Trucks				0				15					1	16
Articulated Trucks				0				1					0	1
Total Exiting Leg				0				32					3	35

PDI File #: **186576 BB**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	51	382	0	433	0	0	0	0	0	0	0	0	0	433
4:15 PM	36	360	0	396	0	0	0	0	0	0	0	0	0	396
4:30 PM	53	420	0	473	0	0	0	0	0	0	0	0	0	473
4:45 PM	51	399	0	450	0	0	0	0	0	0	0	0	0	450
Total	191	1561	0	1752	0	0	0	0	0	0	0	0	0	1752
5:00 PM	63	399	0	462	0	0	0	0	0	0	0	0	0	462
5:15 PM	43	444	0	487	0	0	0	0	0	0	0	0	0	487
5:30 PM	35	435	0	470	0	0	0	0	0	0	0	0	0	470
5:45 PM	54	405	0	459	0	0	0	0	0	0	0	0	0	459
Total	195	1683	0	1878	0	0	0	0	0	0	0	0	0	1878
Grand Total	386	3244	0	3630	0	0	0	0	0	0	0	0	0	3630
Approach %	10.6	89.4	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	10.6	89.4	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				3244					386	3630

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

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
5:00 PM	63	399	0	462	0	0	0	0	0	0	0	0	0	462
5:15 PM	43	444	0	487	0	0	0	0	0	0	0	0	0	487
5:30 PM	35	435	0	470	0	0	0	0	0	0	0	0	0	470
5:45 PM	54	405	0	459	0	0	0	0	0	0	0	0	0	459
Total Volume	195	1683	0	1878	0	0	0	0	0	0	0	0	0	1878
% Approach Total	10.4	89.6	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.774	0.948	0.000	0.964	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.964
Entering Leg	195	1683	0	1878	0	0	0	0	0	0	0	0	0	1878
Exiting Leg				0				1683					195	1878
Total				1878				1683					195	3756

PDI File #: **186576 BB**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Light Goods Vehicle**

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	4	21	0	25	0	0	0	0	0	0	0	0	0	25
4:15 PM	2	19	0	21	0	0	0	0	0	0	0	0	0	21
4:30 PM	1	9	0	10	0	0	0	0	0	0	0	0	0	10
4:45 PM	0	14	0	14	0	0	0	0	0	0	0	0	0	14
Total	7	63	0	70	0	0	0	0	0	0	0	0	0	70
5:00 PM	1	16	0	17	0	0	0	0	0	0	0	0	0	17
5:15 PM	1	10	0	11	0	0	0	0	0	0	0	0	0	11
5:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	6
Total	2	36	0	38	0	0	0	0	0	0	0	0	0	38
Grand Total	9	99	0	108	0	0	0	0	0	0	0	0	0	108
Approach %	8.3	91.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	8.3	91.7	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				0				99					9	108

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

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	4	21	0	25	0	0	0	0	0	0	0	0	0	25
4:15 PM	2	19	0	21	0	0	0	0	0	0	0	0	0	21
4:30 PM	1	9	0	10	0	0	0	0	0	0	0	0	0	10
4:45 PM	0	14	0	14	0	0	0	0	0	0	0	0	0	14
Total Volume	7	63	0	70	0	0	0	0	0	0	0	0	0	70
% Approach Total	10.0	90.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.438	0.750	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.700
Entering Leg	7	63	0	70	0	0	0	0	0	0	0	0	0	70
Exiting Leg				0				63					7	70
Total				70				63					7	140

PDI File #: **186576 BB**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Arlington Street				Arlington Street				Newbury Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	4	0	5	0	0	0	0	0	0	0	0	5
4:15 PM	0	5	0	5	0	0	0	0	0	0	0	0	5
4:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
4:45 PM	1	3	0	4	0	0	0	0	0	0	0	0	4
Total	2	16	0	18	0	0	0	0	0	0	0	0	18
5:00 PM	1	2	0	3	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	2	5	0	7	0	0	0	0	0	0	0	0	7
Grand Total	4	21	0	25	0	0	0	0	0	0	0	0	25
Approach %	16.0	84.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	16.0	84.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				21				4	25

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

4:00 PM	Arlington Street				Arlington Street				Newbury Street				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	4	0	5	0	0	0	0	0	0	0	0	5
4:15 PM	0	5	0	5	0	0	0	0	0	0	0	0	5
4:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
4:45 PM	1	3	0	4	0	0	0	0	0	0	0	0	4
Total Volume	2	16	0	18	0	0	0	0	0	0	0	0	18
% Approach Total	11.1	88.9	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.500	0.800	0.000	0.900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.900
Entering Leg	2	16	0	18	0	0	0	0	0	0	0	0	18
Exiting Leg				0				16				2	18
Total				18				16				2	36

PDI File #: **186576 BB**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Single-Unit Trucks

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	3
4:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	7	0	7	0	0	0	0	0	0	0	0	0	7
Total	1	15	0	16	0	0	0	0	0	0	0	0	0	16
5:00 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	5
5:15 PM	1	2	0	3	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Total	1	11	0	12	0	0	0	0	0	0	0	0	0	12
Grand Total	2	26	0	28	0	0	0	0	0	0	0	0	0	28
Approach %	7.1	92.9	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	7.1	92.9	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				26					2	28

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

4:30 PM	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	7	0	7	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	5
5:15 PM	1	2	0	3	0	0	0	0	0	0	0	0	0	3
Total Volume	1	18	0	19	0	0	0	0	0	0	0	0	0	19
% Approach Total	5.3	94.7	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.250	0.643	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.679
Entering Leg	1	18	0	19	0	0	0	0	0	0	0	0	0	19
Exiting Leg				0				18					1	19
Total				19				18					1	38

PDI File #: **186576 BB**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	1	0	1	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	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	
Exiting Leg Total	0				2				0				2	

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

4:00 PM	Arlington Street				Arlington Street				Newbury Street				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	1	0	1	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	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	0.250
Entering Leg	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0				1				0				1	
Total	1				1				0				2	

PDI File #: **186576 BB**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Arlington Street						Arlington Street						Newbury Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	2	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	5	13	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18
5:00 PM	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	6	7	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
5:30 PM	6	10	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
5:45 PM	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	1	1	1	4
Total	15	22	0	0	0	37	0	0	0	0	0	0	0	0	0	1	1	1	38
Grand Total	20	35	0	0	0	55	0	0	0	0	0	0	0	0	0	1	1	1	56
Approach %	36.4	63.6	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0			
Total %	35.7	62.5	0.0	0.0	0.0	98.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.8	1.8	
Exiting Leg Total	0						35						21						56

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

4:45 PM	Arlington Street						Arlington Street						Newbury Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	6	7	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
5:30 PM	6	10	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
Total Volume	16	24	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	40
% Approach Total	40.0	60.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.667	0.600	0.000	0.000	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	0.000	0.625
Entering Leg	16	24	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	40
Exiting Leg	0						24						16						40
Total	40						24						16						80

PDI File #: **186576 BB**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **W: Newbury Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Arlington Street						Arlington Street						Newbury Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	38	45	83	0	0	0	0	0	0	0	0	0	31	50	81	164
4:15 PM	0	0	0	33	42	75	0	0	0	0	0	0	0	0	0	48	64	112	187
4:30 PM	0	0	0	52	50	102	0	0	0	0	0	0	0	0	0	38	70	108	210
4:45 PM	0	0	0	39	55	94	0	0	0	1	0	1	0	0	0	32	72	104	199
Total	0	0	0	162	192	354	0	0	0	1	0	1	0	0	0	149	256	405	760
5:00 PM	0	0	0	64	44	108	0	0	0	1	2	3	0	0	0	64	70	134	245
5:15 PM	0	0	0	68	63	131	0	0	0	3	3	6	0	0	0	66	55	121	258
5:30 PM	0	0	0	54	40	94	0	0	0	3	0	3	0	0	0	69	58	127	224
5:45 PM	0	0	0	51	50	101	0	0	0	0	0	0	0	0	0	39	67	106	207
Total	0	0	0	237	197	434	0	0	0	7	5	12	0	0	0	238	250	488	934
Grand Total	0	0	0	399	389	788	0	0	0	8	5	13	0	0	0	387	506	893	1694
Approach %	0	0	0	50.635	49.365		0	0	0	61.538	38.462		0	0	0	43.337	56.663		
Total %	0	0	0	23.554	22.963	46.517	0	0	0	0.4723	0.2952	0.7674	0	0	0	22.845	29.87	52.715	
Exiting Leg Total	788						13						893						1694

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

5:00 PM	Arlington Street						Arlington Street						Newbury Street						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	64	44	108	0	0	0	1	2	3	0	0	0	64	70	134	245
5:15 PM	0	0	0	68	63	131	0	0	0	3	3	6	0	0	0	66	55	121	258
5:30 PM	0	0	0	54	40	94	0	0	0	3	0	3	0	0	0	69	58	127	224
5:45 PM	0	0	0	51	50	101	0	0	0	0	0	0	0	0	0	39	67	106	207
Total Volume	0	0	0	237	197	434	0	0	0	7	5	12	0	0	0	238	250	488	934
% Approach Total	0.0	0.0	0.0	54.6	45.4		0.0	0.0	0.0	58.3	41.7		0.0	0.0	0.0	48.8	51.2		
PHF	0.000	0.000	0.000	0.871	0.782	0.828	0.000	0.000	0.000	0.583	0.417	0.500	0.000	0.000	0.000	0.862	0.893	0.910	0.905
Entering Leg	0	0	0	237	197	434	0	0	0	7	5	12	0	0	0	238	250	488	934
Exiting Leg	434						12						488						934
Total	868						24						976						1868

PDI File #: 186576 C

Location: N: Arlington Street S: Arlington Street

Location: E: Boylston Street W: Boylston Street SE: Boylston Street

City, State: Boston, MA

Client: VHB/ R. White

Site Code: 14411.00

Count Date: Thursday, November 1, 2018

Start Time: 7:00 AM

End Time: 9:00 AM

Class:



PRECISION DATA INDUSTRIES, LLC

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

Cars and Heavy Vehicles (Combined)

Table with columns for street directions (Arlington Street, Boylston Street) and movement types (Right, Thru, Left, U-Turn, Total). Rows include time intervals (7:00 AM to 8:45 AM), Grand Total, Approach %, Total %, and Exiting Leg Total.

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

Table with columns for street directions (Arlington Street, Boylston Street) and movement types (Right, Thru, Left, U-Turn, Total). Rows include time intervals (8:00 AM to 8:45 AM), Total Volume, % Approach Total, PHF, and Exiting Leg Total.

PDI File #: 186576 C
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	195	8	82	0	285	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	25	25	0	0	65	350	
7:15 AM	0	190	14	85	0	289	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21	25	0	0	64	353	
7:30 AM	0	221	14	92	0	327	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	46	43	0	0	115	442	
7:45 AM	0	222	13	100	0	335	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	35	34	0	0	95	430	
Total	0	828	49	359	0	1236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	127	127	0	0	339	1575	
8:00 AM	0	257	22	97	0	376	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	40	36	0	0	107	483	
8:15 AM	0	296	23	131	0	450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	56	46	0	0	132	582	
8:30 AM	0	276	27	125	0	428	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	48	65	0	0	135	563	
8:45 AM	0	243	27	113	0	383	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	43	44	0	0	108	491	
Total	0	1072	99	466	0	1637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	187	191	0	0	482	2119	
Grand Total	0	1900	148	825	0	2873	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189	314	318	0	0	821	3694	
Approach %	0.0	66.1	5.2	28.7	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	23.0	38.2	38.7	0.0	0.0			
Total %	0.0	51.4	4.0	22.3	0.0	77.8	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	0.0	0.0	5.1	8.5	8.6	0.0	0.0	22.2		
Exiting Leg Total	0						1143						462						2089						0						3694

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

8:00 AM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
8:00 AM	0	257	22	97	0	376	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	40	36	0	0	107	483	
8:15 AM	0	296	23	131	0	450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	56	46	0	0	132	582	
8:30 AM	0	276	27	125	0	428	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	48	65	0	0	135	563	
8:45 AM	0	243	27	113	0	383	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	43	44	0	0	108	491	
Total Volume	0	1072	99	466	0	1637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	187	191	0	0	482	2119	
% Approach Total	0.0	65.5	6.0	28.5	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	21.6	38.8	39.6	0.0	0.0			
PHF	0.000	0.905	0.917	0.889	0.000	0.909	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.839	0.835	0.735	0.000	0.000	0.893	0.910	
Entering Leg	0	1072	99	466	0	1637	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	187	191	0	0	482	2119	
Exiting Leg	0						657						286						1176						0						2119
Total	1637						657						286						1176						482						4238

PDI File #: 186576 C
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



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

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	8	0	0	17	23	
7:15 AM	0	8	0	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	3	0	0	14	24	
7:30 AM	0	5	1	5	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	4	0	0	13	24		
7:45 AM	0	5	1	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8	0	0	24	32		
Total	0	23	2	10	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	23	23	0	0	68	103		
8:00 AM	0	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	4	0	0	13	20		
8:15 AM	0	9	0	2	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	14	6	0	0	26	37		
8:30 AM	0	9	1	5	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	5	0	0	20	35		
8:45 AM	0	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	6	0	0	24	31		
Total	0	27	1	12	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	30	21	0	0	83	123		
Grand Total	0	50	3	22	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	53	44	0	0	151	226		
Approach %	0.0	66.7	4.0	29.3	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	35.8	35.1	29.1	0.0	0.0				
Total %	0.0	22.1	1.3	9.7	0.0	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.9	23.5	19.5	0.0	0.0	66.8			
Exiting Leg Total	0						66						56						104						0						226
Buses	0	16	0	2	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	15	19	0	0	60	78		
% Buses	0.0	32.0	0.0	9.1	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.1	28.3	43.2	0.0	0.0	39.7	34.5		
Exiting Leg Total	0						21						15						42						0						78
Single-Unit Trucks	0	30	3	20	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	36	24	0	0	83	136		
% Single-Unit	0.0	60.0	100.0	90.9	0.0	70.7	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	42.6	67.9	54.5	0.0	0.0	55.0	60.2		
Exiting Leg Total	0						44						39						53						0						136
Articulated Trucks	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	8	12		
% Articulated	0.0	8.0	0.0	0.0	0.0	5.3	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	9.3	3.8	2.3	0.0	0.0	5.3	5.3		
Exiting Leg Total	0						1						2						9						0						12

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

7:45 AM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:45 AM	0	5	1	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8	0	0	24	32		
8:00 AM	0	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	4	0	0	13	20		
8:15 AM	0	9	0	2	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	14	6	0	0	26	37		
8:30 AM	0	9	1	5	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	5	0	0	20	35		
Total Volume	0	27	2	12	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	29	23	0	0	83	124		
% Approach Total	0.0	65.9	4.9	29.3	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	37.3	34.9	27.7	0.0	0.0				
PHF	0.000	0.750	0.500	0.600	0.000	0.683	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.705	0.518	0.719	0.000	0.000	0.798	0.838		
Buses	0	8	0	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	8	9	0	0	31	41		
Buses %	0.0	29.6	0.0	16.7	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.2	27.6	39.1	0.0	0.0	37.3	33.1		
Single-Unit Trucks	0	16	2	10	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	20	13	0	0	45	73		
Single-Unit %	0.0	59.3	100.0	83.3	0.0	68.3	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	38.7	69.0	56.5	0.0	0.0	54.2	58.9		
Articulated Trucks	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	10		
Articulated %	0.0	11.1	0.0	0.0	0.0	7.3	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	16.1	3.4	4.3	0.0	0.0	8.4	8.1		
Buses	0	8	0	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	8	9	0	0	31	41		
Single-Unit Trucks	0	16	2	10	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	20	13	0	0	45	73		
Articulated Trucks	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	10		

PDI File #: **186576 C**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **E: Boylston Street W: Boylston Street SE: Boylston Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
Total Entering Leg	0	27	2	12	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	29	23	0	0	83	124
Buses						0																								0	41
Single-Unit Trucks						0																							0	73	
Articulated Trucks						0																							0	10	
Total Exiting Leg						0																							0	124	

PDI File #: 186576 C
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Cars

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	174	6	68	0	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	22	21	0	0	56	304
7:15 AM	0	175	12	70	0	257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	20	20	0	0	56	313
7:30 AM	0	198	12	76	0	286	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	42	38	0	0	103	389
7:45 AM	0	205	13	96	0	314	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	33	31	0	0	88	402
Total	0	752	43	310	0	1105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	117	110	0	0	303	1408
8:00 AM	0	240	21	86	0	347	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	35	28	0	0	89	436
8:15 AM	0	280	19	118	0	417	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	47	37	0	0	112	529
8:30 AM	0	256	27	117	0	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	44	58	0	0	121	521
8:45 AM	0	226	26	102	0	354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	39	42	0	0	98	452
Total	0	1002	93	423	0	1518	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	165	165	0	0	420	1938
Grand Total	0	1754	136	733	0	2623	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	282	275	0	0	723	3346
Approach %	0.0	66.9	5.2	27.9	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		23.0	39.0	38.0	0.0	0.0		
Total %	0.0	52.4	4.1	21.9	0.0	78.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	8.4	8.2	0.0	0.0	21.6	
Exiting Leg Total	0						1008						418						1920						0	3346					

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

8:00 AM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
8:00 AM	0	240	21	86	0	347	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	35	28	0	0	89	436
8:15 AM	0	280	19	118	0	417	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	47	37	0	0	112	529
8:30 AM	0	256	27	117	0	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	44	58	0	0	121	521
8:45 AM	0	226	26	102	0	354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	39	42	0	0	98	452
Total Volume	0	1002	93	423	0	1518	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	165	165	0	0	420	1938
% Approach Total	0.0	66.0	6.1	27.9	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		21.4	39.3	39.3	0.0	0.0		
PHF	0.000	0.895	0.861	0.896	0.000	0.910	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.804	0.878	0.711	0.000	0.000	0.868	0.916
Entering Leg	0	1002	93	423	0	1518	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	165	165	0	0	420	1938
Exiting Leg	0						588						258						1092						0	1938					
Total	1518						588						258						1092						420	3876					

PDI File #: 186576 C
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Light Goods Vehicle

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	21	2	14	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	4	0	0	9	46	
7:15 AM	0	15	2	15	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	5	0	0	8	40	
7:30 AM	0	23	2	15	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	4	0	0	11	51	
7:45 AM	0	17	0	4	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	6	27	
Total	0	76	6	48	0	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	10	15	0	0	34	164	
8:00 AM	0	17	1	11	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	7	0	0	17	46	
8:15 AM	0	15	4	10	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	9	0	0	19	48	
8:30 AM	0	20	0	7	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	14	41	
8:45 AM	0	17	1	9	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	2	0	0	9	36	
Total	0	69	6	37	0	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	20	25	0	0	59	171	
Grand Total	0	145	12	85	0	242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	30	40	0	0	93	335	
Approach %	0.0	59.9	5.0	35.1	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	24.7	32.3	43.0	0.0	0.0				
Total %	0.0	43.3	3.6	25.4	0.0	72.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	9.0	11.9	0.0	0.0	27.8			
Exiting Leg Total	0						125						42						168						0						335

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

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:30 AM	0	23	2	15	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	4	0	0	11	51	
7:45 AM	0	17	0	4	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	6	27	
8:00 AM	0	17	1	11	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	7	0	0	17	46	
8:15 AM	0	15	4	10	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	9	0	0	19	48	
Total Volume	0	72	7	40	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	19	22	0	0	53	172	
% Approach Total	0.0	60.5	5.9	33.6	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	0.0	22.6	35.8	41.5	0.0	0.0				
PHF	0.000	0.783	0.438	0.667	0.000	0.744	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.594	0.611	0.000	0.000	0.697	0.843		
Entering Leg	0	72	7	40	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	19	22	0	0	53	172	
Exiting Leg	0						62						26						84						0						172
Total	119						62						26						84						53						344

PDI File #: 186576 C
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Buses

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	3	0	0	8	11	
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	1	3	1	0	0	5	7	
7:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0	7	9		
7:45 AM	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	6	10		
Total	0	10	0	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5	10	0	0	26	37		
8:00 AM	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	7	10		
8:15 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	2	0	0	10	13		
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	5	1	2	0	0	8	8		
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	4	2	3	0	0	9	10		
Total	0	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	10	9	0	0	34	41		
Grand Total	0	16	0	2	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	15	19	0	0	60	78		
Approach %	0.0	88.9	0.0	11.1	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.3	25.0	31.7	0.0	0.0				
Total %	0.0	20.5	0.0	2.6	0.0	23.1	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	33.3	19.2	24.4	0.0	0.0	76.9			
Exiting Leg Total	0						21						15						42						0						78

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

7:30 AM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0	7	9		
7:45 AM	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	6	10		
8:00 AM	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	7	10		
8:15 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	2	0	0	10	13		
Total Volume	0	10	0	2	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	8	10	0	0	30	42		
% Approach Total	0.0	83.3	0.0	16.7	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	26.7	33.3	0.0	0.0				
PHF	0.000	0.833	0.000	0.500	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	0.000	0.000	0.000	1.000	0.400	0.833	0.000	0.000	0.750	0.808		
Entering Leg	0	10	0	2	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	8	10	0	0	30	42		
Exiting Leg	0						12						8						22						0						42
Total	12						12						8						22						30						84

PDI File #: 186576 C
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Single-Unit Trucks

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	5	0	0	9	12	
7:15 AM	0	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	2	0	0	8	15	
7:30 AM	0	3	1	5	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	6	15	
7:45 AM	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	5	0	0	16	19	
Total	0	11	2	9	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	17	13	0	0	39	61	
8:00 AM	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	5	9	
8:15 AM	0	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	4	0	0	14	21	
8:30 AM	0	8	1	5	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	2	0	0	10	24	
8:45 AM	0	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	3	0	0	15	21	
Total	0	19	1	11	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	19	11	0	0	44	75	
Grand Total	0	30	3	20	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	36	24	0	0	83	136	
Approach %	0.0	56.6	5.7	37.7	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		27.7	43.4	28.9	0.0	0.0			
Total %	0.0	22.1	2.2	14.7	0.0	39.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.9	26.5	17.6	0.0	0.0	61.0		
Exiting Leg Total	0						44						39						53						0						136

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

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
8:00 AM	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	5	9	
8:15 AM	0	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	4	0	0	14	21	
8:30 AM	0	8	1	5	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	2	0	0	10	24	
8:45 AM	0	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	3	0	0	15	21	
Total Volume	0	19	1	11	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	19	11	0	0	44	75	
% Approach Total	0.0	61.3	3.2	35.5	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		31.8	43.2	25.0	0.0	0.0			
PHF	0.000	0.594	0.250	0.550	0.000	0.554	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.594	0.688	0.000	0.000	0.733	0.781	
Entering Leg	0	19	1	11	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	19	11	0	0	44	75	
Exiting Leg	0						22						20						33						0						75
Total	31						22						20						33						44						150

PDI File #: 186576 C
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Articulated Trucks

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total								
	from North						from East						from Southeast						from South						from West														
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	1	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	1	0	2	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	1	0	0	0	1	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	2	0	3	0	3		
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0	5	0	5	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	1	0	0	0	0	0	1	0	1	0	1	0	1		
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	2	0	3	0	3	0	3			
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	1	0	1	0	0	2	0	3	0	3	0	3				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	1	0	0	5	0	7	0	7	0	7			
Grand Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	8	0	12	0	12	0	12	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	0.0	0.0	62.5	25.0	12.5	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.7	16.7	8.3	0.0	0.0	66.7											
Exiting Leg Total	0						1						2						9						0						12								

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

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total					
	from North						from East						from Southeast						from South						from West											
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total						
7:45 AM	0	1	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	2	0	3	0	3	0	3	0	3
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	0	0	0	1	0	1	0	1	0	1	0	1
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	3	0	3	0	3	0	3
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	1	0	1	0	0	2	0	3	0	3	0	3	0	3
Total Volume	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	0	10	0	10	0	10	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	0.0	0.0	71.4	14.3	14.3	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	0.000	0.000	0.000	0.625	0.250	0.250	0.000	0.000	0.875	0.833							
Entering Leg	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	0	10	0	10	0	10	0	10
Exiting Leg	0						1						1						8						0						10					
Total	3						1						1						8						7						20					

PDI File #: 186576 C
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

	Arlington Street								Boylston Street								Boylston Street								Arlington Street								Boylston Street								Total			
	from North								from East								from Southeast								from South								from West											
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
7:00 AM	0	1	0	4	0	1	0	6	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	10
7:15 AM	0	2	2	10	0	0	0	14	0	0	0	0	0	0	0	0	0	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	17	
7:30 AM	0	4	1	7	0	0	0	12	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	20
7:45 AM	0	6	4	19	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	7	0	0	0	0	0	0	8	38	
Total	0	13	7	40	0	1	0	61	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	0	0	0	0	0	1	3	4	2	11	1	0	0	0	0	0	14	85		
8:00 AM	0	7	1	20	0	0	0	28	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	9	0	0	0	0	0	0	9	42		
8:15 AM	0	9	0	15	0	0	1	25	0	0	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	2	0	0	0	0	14	39		
8:30 AM	0	14	2	28	0	1	1	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	10	56		
8:45 AM	0	6	3	24	0	1	1	35	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	21	1	0	0	0	0	1	23	61		
Total	0	36	6	87	0	2	3	134	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	2	2	1	51	3	0	0	0	0	1	56	198		
Grand Total	0	49	13	127	0	3	3	195	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6	6	0	0	0	0	0	1	5	6	3	62	4	0	0	0	0	1	70	283		
Approach %	0.0	25.1	6.7	65.1	0.0	1.5	1.5		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	100.0		0.0	0.0	0.0	0.0	0.0	16.7	83.3		4.3	88.6	5.7	0.0	0.0	0.0	1.4					
Total %	0.0	17.3	4.6	44.9	0.0	1.1	1.1	68.9	0.0	0.0	0.0	0.0	0.0	0.0	2.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2.1	2.1	0.0	0.0	0.0	0.0	0.0	0.4	1.8	2.1	1.1	21.9	1.4	0.0	0.0	0.0	0.4	24.7				
Exiting Leg Total	6								137								81								58								1								283			

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

	Arlington Street								Boylston Street								Boylston Street								Arlington Street								Boylston Street								Total	
	from North								from East								from Southeast								from South								from West									
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	7	1	20	0	0	0	28	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	9	0	0	0	0	0	0	9	42
8:15 AM	0	9	0	15	0	0	1	25	0	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	2	0	0	0	0	0	14	39
8:30 AM	0	14	2	28	0	1	1	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	10	56
8:45 AM	0	6	3	24	0	1	1	35	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	21	1	0	0	0	0	1	23	61
Total Volume	0	36	6	87	0	2	3	134	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	2	2	1	51	3	0	0	0	0	1	56	198
% Approach Total	0.0	26.9	4.5	64.9	0.0	1.5	2.2		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	100.0		1.8	91.1	5.4	0.0	0.0	0.0	1.8			
PHF	0.000	0.643	0.500	0.777	0.000	0.500	0.750	0.728	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.250	0.607	0.375	0.000	0.000	0.000	0.250	0.609	0.811	
Entering Leg	0 36 6 87 0 2 3 134								0 0 0 0 0 0 3 3								0 0 0 0 0 0 3 3								0 0 0 0 0 0 2 2								1 51 3 0 0 0 1 56								198	
Exiting Leg	5								93								60								39								1								198	
Total	139								96								63								41								57								396	

PDI File #: 186576 C
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Arlington Street									Boylston Street									Boylston Street									Arlington Street									Boylston Street									Total
	from North									from East									from Southeast									from South									from West									
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total		Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total		Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	14	19	33		0	0	0	0	0	3	11	14		0	0	0	0	0	4	15	19		0	0	0	0	0	14	12	26		0	0	0	0	0	17	12	29		121
7:15 AM	0	0	0	0	0	23	33	56		0	0	0	0	0	8	24	32		0	0	0	0	0	8	23	31		0	0	0	0	0	23	18	41		0	0	0	0	0	9	22	31		191
7:30 AM	0	0	0	0	0	36	40	76		0	0	0	0	0	6	17	23		0	0	0	0	0	4	24	28		0	0	0	0	0	29	9	38		0	0	0	0	0	13	12	25		190
7:45 AM	0	0	0	0	0	40	65	105		0	0	0	0	0	11	18	29		0	0	0	0	0	12	24	36		0	0	0	0	0	33	12	45		0	0	0	0	0	25	46	71		286
Total	0	0	0	0	0	113	157	270		0	0	0	0	0	28	70	98		0	0	0	0	0	28	86	114		0	0	0	0	0	99	51	150		0	0	0	0	0	64	92	156		788
8:00 AM	0	0	0	0	0	28	70	98		0	0	0	0	0	15	23	38		0	0	0	0	0	15	21	36		0	0	0	0	0	34	23	57		0	0	0	0	0	10	58	68		297
8:15 AM	0	0	0	0	0	44	103	147		0	0	0	0	0	14	51	65		0	0	0	0	0	17	50	67		0	0	0	0	0	36	27	63		0	0	0	0	0	20	71	91		433
8:30 AM	0	0	0	0	0	58	147	205		0	0	0	0	0	17	37	54		0	0	0	0	0	18	37	55		0	0	0	0	0	61	17	78		0	0	0	0	0	29	75	104		496
8:45 AM	0	0	0	1	0	41	109	151		0	0	0	0	0	19	19	38		0	0	0	0	0	20	19	39		0	0	0	0	0	66	24	90		0	0	0	0	0	25	68	93		411
Total	0	0	0	1	0	171	429	601		0	0	0	0	0	65	130	195		0	0	0	0	0	70	127	197		0	0	0	0	0	197	91	288		0	0	0	0	0	84	272	356		1637
Grand Total	0	0	0	1	0	284	586	871		0	0	0	0	0	93	200	293		0	0	0	0	0	98	213	311		0	0	0	0	0	296	142	438		0	0	0	0	0	148	364	512		2425
Approach %	0	0	0	0.1	0	33	67		0	0	0	0	0	32	68		0	0	0	0	0	32	68		0	0	0	0	0	68	32		0	0	0	0	0	29	71							
Total %	0	0	0	0	0	12	24	36		0	0	0	0	0	3.8	8.2	12		0	0	0	0	0	4	8.8	13		0	0	0	0	0	12	5.9	18		0	0	0	0	0	6.1	15	21		
Exiting Leg Total	870									294									311									438									512									2425

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

	Arlington Street									Boylston Street									Boylston Street									Arlington Street									Boylston Street									Total
	from North									from East									from Southeast									from South									from West									
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total		Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total		Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	0	28	70	98		0	0	0	0	0	15	23	38		0	0	0	0	0	15	21	36		0	0	0	0	0	34	23	57		0	0	0	0	0	10	58	68		297
8:15 AM	0	0	0	0	0	44	103	147		0	0	0	0	0	14	51	65		0	0	0	0	0	17	50	67		0	0	0	0	0	36	27	63		0	0	0	0	0	20	71	91		433
8:30 AM	0	0	0	0	0	58	147	205		0	0	0	0	0	17	37	54		0	0	0	0	0	18	37	55		0	0	0	0	0	61	17	78		0	0	0	0	0	29	75	104		496
8:45 AM	0	0	0	1	0	41	109	151		0	0	0	0	0	19	19	38		0	0	0	0	0	20	19	39		0	0	0	0	0	66	24	90		0	0	0	0	0	25	68	93		411
Total Volume	0	0	0	1	0	171	429	601		0	0	0	0	0	65	130	195		0	0	0	0	0	70	127	197		0	0	0	0	0	197	91	288		0	0	0	0	0	84	272	356		1637
% Approach Total	0.0	0.0	0.0	0.2	0.0	28.5	71.4		0.0	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	35.5	64.5		0.0	0.0	0.0	0.0	0.0	68.4	31.6		0.0	0.0	0.0	0.0	0.0	23.6	76.4							
PHF	0.000	0.000	0.000	0.250	0.000	0.737	0.730	0.733		0.000	0.000	0.000	0.000	0.000	0.855	0.637	0.750		0.000	0.000	0.000	0.000	0.000	0.875	0.635	0.735		0.000	0.000	0.000	0.000	0.000	0.746	0.843	0.800		0.000	0.000	0.000	0.000	0.000	0.724	0.907	0.856		0.825
Entering Leg	0	0	0	1	0	171	429	601		0	0	0	0	0	65	130	195		0	0	0	0	0	70	127	197		0	0	0	0	0	197	91	288		0	0	0	0	0	84	272	356		1637
Exiting Leg	600									196									197									288									356									1637
Total	####									391									394									576									712									3274

PDI File #: 186576 CC
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	293	12	104	0	409	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	68	66	0	0	176	585	
4:15 PM	0	271	8	111	0	390	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	63	73	0	0	185	575	
4:30 PM	0	325	16	116	0	457	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	42	75	0	0	156	613	
4:45 PM	0	297	16	114	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	96	81	0	0	217	644	
Total	0	1186	52	445	0	1683	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	269	295	0	0	734	2417	
5:00 PM	0	290	13	111	0	414	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	85	55	0	0	188	602	
5:15 PM	0	311	10	123	0	444	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	87	103	0	0	254	698	
5:30 PM	0	306	12	135	0	453	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	85	76	0	0	227	680	
5:45 PM	0	289	16	115	0	420	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	67	90	0	0	214	634	
Total	0	1196	51	484	0	1731	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235	324	324	0	0	883	2614	
Grand Total	0	2382	103	929	0	3414	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405	593	619	0	0	1617	5031	
Approach %	0.0	69.8	3.0	27.2	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	36.7	38.3	0.0	0.0			
Total %	0.0	47.3	2.0	18.5	0.0	67.9	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	0.0	8.1	11.8	12.3	0.0	0.0	32.1		
Exiting Leg Total	0						1548						696						2787						0						5031
Cars	0	2347	102	919	0	3368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	363	571	587	0	0	1521	4889	
% Cars	0.0	98.5	99.0	98.9	0.0	98.7	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	89.6	96.3	94.8	0.0	0.0	94.1	97.2	
Exiting Leg Total	0						1506						673						2710						0						4889
Heavy Vehicles	0	35	1	10	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	22	32	0	0	96	142	
% Heavy Vehicles	0.0	1.5	1.0	1.1	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	10.4	3.7	5.2	0.0	0.0	5.9	2.8	
Exiting Leg Total	0						42						23						77						0						142

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

4:45 PM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:45 PM	0	297	16	114	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	96	81	0	0	217	644	
5:00 PM	0	290	13	111	0	414	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	85	55	0	0	188	602	
5:15 PM	0	311	10	123	0	444	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	87	103	0	0	254	698	
5:30 PM	0	306	12	135	0	453	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	85	76	0	0	227	680	
Total Volume	0	1204	51	483	0	1738	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218	353	315	0	0	886	2624	
% Approach Total	0.0	69.3	2.9	27.8	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	0.0	0.0	0.0	24.6	39.8	35.6	0.0	0.0			
PHF	0.000	0.968	0.797	0.894	0.000	0.959	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.826	0.919	0.765	0.000	0.000	0.872	0.940	
Cars	0	1189	51	479	0	1719	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199	343	299	0	0	841	2560	
Cars %	0.0	98.8	100.0	99.2	0.0	98.9	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	0.0	91.3	97.2	94.9	0.0	0.0	94.9	97.6	
Heavy Vehicles	0	15	0	4	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	10	16	0	0	45	64	
Heavy Vehicles %	0.0	1.2	0.0	0.8	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	2.8	5.1	0.0	0.0	5.1	2.4	
Cars Enter Leg	0	1189	51	479	0	1719	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199	343	299	0	0	841	2560	
Heavy Enter Leg	0	15	0	4	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	10	16	0	0	45	64	
Total Entering Leg	0	1204	51	483	0	1738	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218	353	315	0	0	886	2624	
Cars Exiting Leg	0						778						394						1388						0						2560
Heavy Exiting Leg	0						20						10						34						0						64
Total Exiting Leg	0						798						404						1422						0						2624

PDI File #: 186576 CC
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	289	11	101	0	401	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	63	61	0	0	159	560	
4:15 PM	0	266	8	109	0	383	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	60	68	0	0	172	555	
4:30 PM	0	316	16	115	0	447	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	41	72	0	0	147	594		
4:45 PM	0	291	16	113	0	420	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	96	74	0	0	205	625		
Total	0	1162	51	438	0	1651	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148	260	275	0	0	683	2334		
5:00 PM	0	287	13	109	0	409	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	84	52	0	0	181	590		
5:15 PM	0	308	10	122	0	440	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	81	99	0	0	239	679		
5:30 PM	0	303	12	135	0	450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	82	74	0	0	216	666		
5:45 PM	0	287	16	115	0	418	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	64	87	0	0	202	620		
Total	0	1185	51	481	0	1717	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	311	312	0	0	838	2555		
Grand Total	0	2347	102	919	0	3368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	363	571	587	0	0	1521	4889		
Approach %	0.0	69.7	3.0	27.3	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	23.9	37.5	38.6	0.0	0.0				
Total %	0.0	48.0	2.1	18.8	0.0	68.9	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	7.4	11.7	12.0	0.0	0.0	31.1			
Exiting Leg Total						0						1506					673					2710						0	4889		

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

4:45 PM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:45 PM	0	291	16	113	0	420	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	96	74	0	0	205	625		
5:00 PM	0	287	13	109	0	409	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	84	52	0	0	181	590		
5:15 PM	0	308	10	122	0	440	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	81	99	0	0	239	679		
5:30 PM	0	303	12	135	0	450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	82	74	0	0	216	666		
Total Volume	0	1189	51	479	0	1719	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199	343	299	0	0	841	2560		
% Approach Total	0.0	69.2	3.0	27.9	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	0.0	23.7	40.8	35.6	0.0	0.0				
PHF	0.000	0.965	0.797	0.887	0.000	0.955	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.829	0.893	0.755	0.000	0.000	0.880	0.943		
Entering Leg	0	1189	51	479	0	1719	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199	343	299	0	0	841	2560		
Exiting Leg						0						778					394						1388					0	2560		
Total						1719						778				394							1388					841	5120		

PDI File #: 186576 CC
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	4	1	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	5	0	0	17	25	
4:15 PM	0	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	0	0	13	20	
4:30 PM	0	9	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	3	0	0	9	19	
4:45 PM	0	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	7	0	0	12	19	
Total	0	24	1	7	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	9	20	0	0	51	83	
5:00 PM	0	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0	7	12	
5:15 PM	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	4	0	0	15	19	
5:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	2	0	0	11	14	
5:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	3	0	0	12	14	
Total	0	11	0	3	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	13	12	0	0	45	59	
Grand Total	0	35	1	10	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	22	32	0	0	96	142	
Approach %	0.0	76.1	2.2	21.7	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	43.8	22.9	33.3	0.0	0.0				
Total %	0.0	24.6	0.7	7.0	0.0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.6	15.5	22.5	0.0	0.0	67.6			
Exiting Leg Total	0						42						23						77						0						142
Buses	0	17	0	4	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	8	24	0	0	62	83		
% Buses	0.0	48.6	0.0	40.0	0.0	45.7	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	71.4	36.4	75.0	0.0	0.0	64.6	58.5		
Exiting Leg Total	0						28						8						47						0						83
Single-Unit Trucks	0	16	1	6	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	14	8	0	0	32	55		
% Single-Unit	0.0	45.7	100.0	60.0	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	23.8	63.6	25.0	0.0	0.0	33.3	38.7		
Exiting Leg Total	0						14						15						26						0						55
Articulated Trucks	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4		
% Articulated	0.0	5.7	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	2.1	2.8		
Exiting Leg Total	0						0						0						4						0						4

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

4:00 PM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	4	1	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	5	0	0	17	25	
4:15 PM	0	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	0	0	13	20	
4:30 PM	0	9	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	3	0	0	9	19	
4:45 PM	0	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	7	0	0	12	19	
Total Volume	0	24	1	7	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	9	20	0	0	51	83	
% Approach Total	0.0	75.0	3.1	21.9	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	0.0	43.1	17.6	39.2	0.0	0.0				
PHF	0.000	0.667	0.250	0.583	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.450	0.714	0.000	0.000	0.750	0.830		
Buses	0	13	0	4	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	15	0	0	35	52		
Buses %	0.0	54.2	0.0	57.1	0.0	53.1	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	77.3	33.3	75.0	0.0	0.0	68.6	62.7		
Single-Unit Trucks	0	10	1	3	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	5	0	0	15	29		
Single-Unit %	0.0	41.7	100.0	42.9	0.0	43.8	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	0.0	18.2	66.7	25.0	0.0	0.0	29.4	34.9		
Articulated Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2		
Articulated %	0.0	4.2	0.0	0.0	0.0	3.1	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	4.5	0.0	0.0	0.0	0.0	2.0	2.4		
Buses	0	13	0	4	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	15	0	0	35	52		
Single-Unit Trucks	0	10	1	3	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	5	0	0	15	29		
Articulated Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2		
Total Entering Leg	0	24	1	7	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	9	20	0	0	51	83		

PDI File #: 186576 CC
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
Buses	0						19						3						30						0						52
Single-Unit Trucks	0						8						7						14						0						29
Articulated Trucks	0						0						0						2						0						2
Total Exiting Leg	0						27						10						46						0						83

PDI File #: 186576 CC
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	265	11	91	0	367	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	62	56	0	0	149	516	
4:15 PM	0	240	7	104	0	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	57	66	0	0	165	516	
4:30 PM	0	304	16	110	0	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	40	68	0	0	139	569		
4:45 PM	0	270	16	106	0	392	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	92	70	0	0	196	588		
Total	0	1079	50	411	0	1540	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	251	260	0	0	649	2189		
5:00 PM	0	270	12	103	0	385	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	80	49	0	0	173	558		
5:15 PM	0	295	10	117	0	422	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	79	96	0	0	232	654		
5:30 PM	0	291	12	135	0	438	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	80	74	0	0	213	651		
5:45 PM	0	276	16	114	0	406	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	64	85	0	0	199	605		
Total	0	1132	50	469	0	1651	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	303	304	0	0	817	2468		
Grand Total	0	2211	100	880	0	3191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	348	554	564	0	0	1466	4657		
Approach %	0.0	69.3	3.1	27.6	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	0.0	23.7	37.8	38.5	0.0	0.0				
Total %	0.0	47.5	2.1	18.9	0.0	68.5	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	7.5	11.9	12.1	0.0	0.0	31.5			
Exiting Leg Total						0						1444					654					2559						0	4657		

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

5:00 PM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
5:00 PM	0	270	12	103	0	385	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	80	49	0	0	173	558		
5:15 PM	0	295	10	117	0	422	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	79	96	0	0	232	654		
5:30 PM	0	291	12	135	0	438	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	80	74	0	0	213	651		
5:45 PM	0	276	16	114	0	406	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	64	85	0	0	199	605		
Total Volume	0	1132	50	469	0	1651	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	303	304	0	0	817	2468		
% Approach Total	0.0	68.6	3.0	28.4	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.7	37.1	37.2	0.0	0.0				
PHF	0.000	0.959	0.781	0.869	0.000	0.942	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.890	0.947	0.792	0.000	0.000	0.880	0.943		
Entering Leg	0	1132	50	469	0	1651	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	303	304	0	0	817	2468		
Exiting Leg						0						773					353					1342					0	2468			
Total						1651						773				353						1342					817	4936			

PDI File #: 186576 CC
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Light Goods Vehicle

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	24	0	9	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0	9	42	
4:15 PM	0	26	1	4	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	6	37	
4:30 PM	0	12	0	5	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	8	25		
4:45 PM	0	21	0	5	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	0	0	9	35		
Total	0	83	1	23	0	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	14	0	0	32	139		
5:00 PM	0	17	1	6	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	8	32		
5:15 PM	0	12	0	4	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	20		
5:30 PM	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	15		
5:45 PM	0	10	0	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	14		
Total	0	51	1	11	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	6	0	0	18	81		
Grand Total	0	134	2	34	0	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	16	20	0	0	50	220		
Approach %	0.0	78.8	1.2	20.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	32.0	40.0	0.0	0.0				
Total %	0.0	60.9	0.9	15.5	0.0	77.3	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	6.4	7.3	9.1	0.0	0.0	22.7			
Exiting Leg Total	0						54						18						148						0						220

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

4:00 PM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	24	0	9	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0	9	42		
4:15 PM	0	26	1	4	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	6	37		
4:30 PM	0	12	0	5	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	8	25		
4:45 PM	0	21	0	5	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	0	0	9	35		
Total Volume	0	83	1	23	0	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	14	0	0	32	139		
% Approach Total	0.0	77.6	0.9	21.5	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	28.1	28.1	43.8	0.0	0.0				
PHF	0.000	0.798	0.250	0.639	0.000	0.811	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.563	0.875	0.000	0.000	0.889	0.827		
Entering Leg	0	83	1	23	0	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	14	0	0	32	139		
Exiting Leg	0						37						10						92						0						139
Total	107						37						10						92						32						278

PDI File #: 186576 CC

Location: N: Arlington Street S: Arlington Street

Location: E: Boylston Street W: Boylston Street SE: Boylston Street

City, State: Boston, MA

Client: VHB/ R. White

Site Code: 14411.00

Count Date: Thursday, November 1, 2018

Start Time: 4:00 PM

End Time: 6:00 PM

Class:



Buses

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	3	0	0	9	13
4:15 PM	0	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	5	0	0	11	16
4:30 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	6	11
4:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	9	12
Total	0	13	0	4	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	15	0	0	35	52
5:00 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	3	0	2	0	0	5	6
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	3	2	3	0	0	8	9
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	3	1	1	0	0	5	6
5:45 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	4	2	3	0	0	9	10
Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	5	9	0	0	27	31
Grand Total	0	17	0	4	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	8	24	0	0	62	83
Approach %	0.0	81.0	0.0	19.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		48.4	12.9	38.7	0.0	0.0		
Total %	0.0	20.5	0.0	4.8	0.0	25.3	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	36.1	9.6	28.9	0.0	0.0	74.7	
Exiting Leg Total	0						28						8						47						0	83					

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

4:00 PM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	3	0	0	9	13
4:15 PM	0	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	5	0	0	11	16
4:30 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	6	11
4:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	9	12
Total Volume	0	13	0	4	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	15	0	0	35	52
% Approach Total	0.0	76.5	0.0	23.5	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		48.6	8.6	42.9	0.0	0.0		
PHF	0.000	0.650	0.000	0.500	0.000	0.850	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.850	0.375	0.750	0.000	0.000	0.795	0.813
Entering Leg	0	13	0	4	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3	15	0	0	35	52
Exiting Leg	0						19						3						30						0	52					
Total	17						19						3						30						35	104					

PDI File #: 186576 CC
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	2	0	0	8	11
4:15 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	1	0	0	0	1	3
4:30 PM	0	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	8
4:45 PM	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	7
Total	0	10	1	3	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	5	0	0	15	29
5:00 PM	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	6
5:15 PM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	7	9
5:30 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	3	2	1	0	0	6	8
5:45 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	1	1	0	0	0	2	3
Total	0	6	0	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	3	0	0	17	26
Grand Total	0	16	1	6	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	14	8	0	0	32	55
Approach %	0.0	69.6	4.3	26.1	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		31.3	43.8	25.0	0.0	0.0		
Total %	0.0	29.1	1.8	10.9	0.0	41.8	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	0.0	0.0	0.0	18.2	25.5	14.5	0.0	0.0	58.2	
Exiting Leg Total	0						14						15						26						0	55					

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

4:30 PM	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:30 PM	0	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	8
4:45 PM	0	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	7
5:00 PM	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	6
5:15 PM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	7	9
Total Volume	0	10	0	5	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	5	0	0	15	30
% Approach Total	0.0	66.7	0.0	33.3	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		26.7	40.0	33.3	0.0	0.0		
PHF	0.000	0.625	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.625	0.000	0.000	0.536	0.833
Entering Leg	0	10	0	5	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	5	0	0	15	30
Exiting Leg	0						10						6						14						0	30					
Total	15						10						6						14						15	60					

PDI File #: **186576 CC**
 Location: **N: Arlington Street S: Arlington Street**
 Location: **E: Boylston Street W: Boylston Street SE: Boylston Street**
 City, State: **Boston, MA**
 Client: **VHB/ R. White**
 Site Code: **14411.00**
 Count Date: **Thursday, November 1, 2018**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total																													
	from North						from East						from Southeast						from South						from West																																			
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total																														
4:00 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																							
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																							
Total	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	0	0	0	0	0	1	2																						
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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																							
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																							
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	1	0	0	0	0	0	1																							
Total	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	0	0	0	0	0	1	2																						
Grand Total	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	0	0	0	0	0	2	4																						
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0																									
Total %	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	50.0	0.0	0.0	0.0	0.0	50.0																								
Exiting Leg Total	0						0						0						4						0						4																													

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

	Arlington Street						Boylston Street						Boylston Street						Arlington Street						Boylston Street						Total																							
	from North						from East						from Southeast						from South						from West																													
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total																								
4:00 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	
Total Volume	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	0	0	0	0	0	1	2																
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	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	0.000	0.000	0.000	0.000	0.000	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																		
Entering Leg	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	0	0	0	0	0	1	2																
Exiting Leg	0						0						0						2						0						2																							
Total	1						0						0						2						1						4																							

PDI File #: 186576 CC
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Arlington Street									Boylston Street									Boylston Street									Arlington Street									Boylston Street									Total
	from North									from East									from Southeast									from South									from West									
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total		Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total		Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	4	0	8	0	0	1	13		0	0	0	0	0	0	1	1		0	0	0	0	0	0	1	1		0	0	0	0	0	0	0	0		0	5	1	0	0	1	0	7		22
4:15 PM	0	1	0	3	0	0	3	7		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	4	2	0	0	0	0	6		14
4:30 PM	0	1	1	1	0	1	0	4		0	0	0	0	0	1	0	1		0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0		1	7	1	0	0	0	0	9		15
4:45 PM	0	6	0	0	0	0	1	7		0	0	0	0	0	1	2	3		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	11	1	0	0	0	0	12		22
Total	0	12	1	12	0	1	5	31		0	1	0	0	0	2	3	6		0	0	0	0	0	1	1	2		0	0	0	0	0	0	0	0		1	27	5	0	0	1	0	34		73
5:00 PM	0	1	0	3	0	0	1	5		0	1	0	0	0	2	0	3		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		1	7	1	1	0	0	0	10		18
5:15 PM	0	3	0	2	0	0	1	6		0	0	1	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	1		0	6	1	0	0	2	0	9		17
5:30 PM	0	2	0	1	0	1	0	4		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	3	5	0	0	1	1	10		14
5:45 PM	0	1	0	0	0	1	1	3		0	1	0	0	0	0	0	1		0	0	0	1	0	0	0	1		0	0	0	0	0	0	0	0		0	2	3	0	0	1	0	6		11
Total	0	7	0	6	0	2	3	18		0	2	1	0	0	2	0	5		0	0	0	1	0	0	0	1		0	0	0	0	0	0	1	1		1	18	10	1	0	4	1	35		60
Grand Total	0	19	1	18	0	3	8	49		0	3	1	0	0	4	3	11		0	0	0	1	0	1	1	3		0	0	0	0	0	0	1	1		2	45	15	1	0	5	1	69		133
Approach %	0.0	38.8	2.0	36.7	0.0	6.1	16.3		0.0	27.3	9.1	0.0	0.0	36.4	27.3		0.0	0.0	0.0	33.3	0.0	33.3	33.3		0.0	0.0	0.0	0.0	0.0	0.0	100.0		2.9	65.2	21.7	1.4	0.0	7.2	1.4							
Total %	0.0	14.3	0.8	13.5	0.0	2.3	6.0	36.8		0.0	2.3	0.8	0.0	0.0	3.0	2.3	8.3		0.0	0.0	0.0	0.8	0.0	0.8	0.8	2.3		0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8		1.5	33.8	11.3	0.8	0.0	3.8	0.8	51.9		
Exiting Leg Total	12									40									48									24									9									133

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

	Arlington Street									Boylston Street									Boylston Street									Arlington Street									Boylston Street									Total
	from North									from East									from Southeast									from South									from West									
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total		Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total		Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	4	0	8	0	0	1	13		0	0	0	0	0	0	1	1		0	0	0	0	0	0	1	1		0	0	0	0	0	0	0	0		0	5	1	0	0	1	0	7		22
4:15 PM	0	1	0	3	0	0	3	7		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	4	2	0	0	0	0	6		14
4:30 PM	0	1	1	1	0	1	0	4		0	0	0	0	0	1	0	1		0	0	0	0	0	1	0	1		0	0	0	0	0	0	0	0		1	7	1	0	0	0	0	9		15
4:45 PM	0	6	0	0	0	0	1	7		0	0	0	0	0	1	2	3		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	11	1	0	0	0	0	12		22
Total Volume	0	12	1	12	0	1	5	31		0	1	0	0	0	2	3	6		0	0	0	0	0	1	1	2		0	0	0	0	0	0	0	0		1	27	5	0	0	1	0	34		73
% Approach Total	0.0	38.7	3.2	38.7	0.0	3.2	16.1		0.0	16.7	0.0	0.0	0.0	33.3	50.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.9	79.4	14.7	0.0	0.0	2.9	0.0		0.830				
PHF	0.000	0.500	0.250	0.375	0.000	0.250	0.417	0.596		0.000	0.250	0.000	0.000	0.000	0.500	0.375	0.500		0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.250	0.614	0.625	0.000	0.000	0.250	0.000	0.708		
Entering Leg	0	12	1	12	0	1	5	31		0	1	0	0	0	2	3	6		0	0	0	0	0	1	1	2		0	0	0	0	0	0	0	0		1	27	5	0	0	1	0	34		73
Exiting Leg	6									22									30									13									2									73
Total	37									28									32									13									36									146

PDI File #: 186576 CC
 Location: N: Arlington Street S: Arlington Street
 Location: E: Boylston Street W: Boylston Street SE: Boylston Street
 City, State: Boston, MA
 Client: VHB/ R. White
 Site Code: 14411.00
 Count Date: Thursday, November 1, 2018
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Pedestrians

	Arlington Street								Boylston Street								Boylston Street								Arlington Street								Boylston Street								Total
	from North								from East								from Southeast								from South								from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	76	56	132	0	0	0	0	0	30	69	99	0	0	0	0	0	24	67	91	0	0	0	0	0	47	70	117	0	0	0	0	0	41	44	85	524
4:15 PM	0	0	0	0	0	101	56	157	0	0	0	0	0	28	55	83	0	0	0	0	0	25	50	75	0	0	0	0	0	28	64	92	0	0	0	0	0	42	38	80	487
4:30 PM	0	0	0	0	0	95	63	158	0	0	0	0	0	24	47	71	0	0	0	0	0	25	39	64	0	0	0	0	0	43	63	106	0	0	0	0	0	28	36	64	463
4:45 PM	0	0	0	0	0	75	52	127	0	0	0	0	0	46	44	90	0	0	0	0	0	46	56	102	0	0	0	0	0	59	70	129	0	0	0	0	0	54	45	99	547
Total	0	0	0	0	0	347	227	574	0	0	0	0	0	128	215	343	0	0	0	0	0	120	212	332	0	0	0	0	0	177	267	444	0	0	0	0	0	165	163	328	2021
5:00 PM	0	0	0	0	0	135	61	196	0	0	0	0	0	17	79	96	0	0	0	0	0	17	55	72	0	0	0	0	0	48	94	142	0	0	0	0	0	53	29	82	588
5:15 PM	0	0	0	0	0	147	129	276	0	0	0	0	0	16	59	75	0	0	0	0	0	19	39	58	0	0	0	0	0	61	91	152	0	0	0	0	0	37	48	85	646
5:30 PM	0	0	0	0	0	125	113	238	0	0	0	0	0	10	63	73	0	0	0	0	0	11	41	52	0	0	0	0	0	55	87	142	0	0	0	0	0	53	58	111	616
5:45 PM	0	0	0	0	0	116	108	224	0	0	0	0	0	13	47	60	0	0	0	0	0	16	31	47	0	0	0	0	0	45	107	152	0	0	0	0	0	52	64	116	599
Total	0	0	0	0	0	523	411	934	0	0	0	0	0	56	248	304	0	0	0	0	0	63	166	229	0	0	0	0	0	209	379	588	0	0	0	0	0	195	199	394	2449
Grand Total	0	0	0	0	0	870	638	####	0	0	0	0	0	184	463	647	0	0	0	0	0	183	378	561	0	0	0	0	0	386	646	####	0	0	0	0	0	360	362	722	4470
Approach %	0	0	0	0	0	58	42		0	0	0	0	0	28	72		0	0	0	0	0	33	67		0	0	0	0	0	37	63		0	0	0	0	0	50	50		
Total %	0	0	0	0	0	19	14	34	0	0	0	0	0	4.1	10	14	0	0	0	0	0	4.1	8.5	13	0	0	0	0	0	8.6	14	23	0	0	0	0	0	8.1	8.1	16	
Exiting Leg Total	####								647								561								####								722	4470							

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

	Arlington Street								Boylston Street								Boylston Street								Arlington Street								Boylston Street								Total
	from North								from East								from Southeast								from South								from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	135	61	196	0	0	0	0	0	17	79	96	0	0	0	0	0	17	55	72	0	0	0	0	0	48	94	142	0	0	0	0	0	53	29	82	588
5:15 PM	0	0	0	0	0	147	129	276	0	0	0	0	0	16	59	75	0	0	0	0	0	19	39	58	0	0	0	0	0	61	91	152	0	0	0	0	0	37	48	85	646
5:30 PM	0	0	0	0	0	125	113	238	0	0	0	0	0	10	63	73	0	0	0	0	0	11	41	52	0	0	0	0	0	55	87	142	0	0	0	0	0	53	58	111	616
5:45 PM	0	0	0	0	0	116	108	224	0	0	0	0	0	13	47	60	0	0	0	0	0	16	31	47	0	0	0	0	0	45	107	152	0	0	0	0	0	52	64	116	599
Total Volume	0	0	0	0	0	523	411	934	0	0	0	0	0	56	248	304	0	0	0	0	0	63	166	229	0	0	0	0	0	209	379	588	0	0	0	0	0	195	199	394	2449
% Approach Total	0.0	0.0	0.0	0.0	0.0	56.0	44.0		0.0	0.0	0.0	0.0	0.0	18.4	81.6		0.0	0.0	0.0	0.0	0.0	27.5	72.5		0.0	0.0	0.0	0.0	0.0	35.5	64.5		0.0	0.0	0.0	0.0	0.0	49.5	50.5		
PHF	0.000	0.000	0.000	0.000	0.000	0.889	0.797	0.846	0.000	0.000	0.000	0.000	0.000	0.824	0.785	0.792	0.000	0.000	0.000	0.000	0.000	0.829	0.755	0.795	0.000	0.000	0.000	0.000	0.000	0.857	0.886	0.967	0.000	0.000	0.000	0.000	0.000	0.920	0.777	0.849	0.948
Entering Leg	0	0	0	0	0	523	411	934	0	0	0	0	0	56	248	304	0	0	0	0	0	63	166	229	0	0	0	0	0	209	379	588	0	0	0	0	0	195	199	394	2449
Exiting Leg	934								304								229								588								394	2449							
Total	####								608								458								####								788	4898							

Newbury Street (North Sidewalk)
 @ Taj Doorway
 City, State: Boston, MA
 Client: VHB/ R. White



File Name : 186576 D-Pathway
 Site Code : 14411.00
 Start Date : 11/1/2018
 Page No : 1

Groups Printed- Pedestrians - Bicycles

Start Time	Newbury Street (North Sidewalk) From North		Int. Total
	EB	WB	
07:00 AM	7	25	32
07:15 AM	9	17	26
07:30 AM	7	14	21
07:45 AM	16	21	37
Total	39	77	116
08:00 AM	12	20	32
08:15 AM	19	40	59
08:30 AM	25	31	56
08:45 AM	8	26	34
Total	64	117	181
09:00 AM	21	22	43
09:15 AM	21	27	48
09:30 AM	16	34	50
09:45 AM	16	42	58
Total	74	125	199
10:00 AM	26	58	84
10:15 AM	13	27	40
10:30 AM	24	54	78
10:45 AM	25	62	87
Total	88	201	289
11:00 AM	20	42	62
11:15 AM	23	72	95
11:30 AM	26	55	81
11:45 AM	41	61	102
Total	110	230	340
12:00 PM	45	58	103
12:15 PM	29	99	128
12:30 PM	37	69	106
12:45 PM	46	62	108
Total	157	288	445
01:00 PM	57	59	116
01:15 PM	58	67	125
01:30 PM	40	56	96
01:45 PM	40	76	116
Total	195	258	453
02:00 PM	45	34	79
02:15 PM	38	64	102
02:30 PM	48	79	127
02:45 PM	47	64	111
Total	178	241	419
03:00 PM	35	56	91
03:15 PM	52	68	120
03:30 PM	34	60	94
03:45 PM	35	71	106
Total	156	255	411
04:00 PM	63	54	117
04:15 PM	46	72	118
04:30 PM	53	56	109



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

File Name : 186576 D-Pathway
Site Code : 14411.00
Start Date : 11/1/2018
Page No : 2

Newbury Street (North Sidewalk)
@ Taj Doorway
City, State: Boston, MA
Client: VHB/ R. White

Groups Printed- Pedestrians - Bicycles

Start Time	Newbury Street (North Sidewalk) From North		Int. Total
	EB	WB	
04:45 PM	52	79	131
Total	214	261	475
05:00 PM	64	70	134
05:15 PM	61	108	169
05:30 PM	63	72	135
05:45 PM	70	100	170
Total	258	350	608
Grand Total	1533	2403	3936
Apprch %	38.9	61.1	
Total %	38.9	61.1	
Pedestrians	1530	2401	3931
% Pedestrians	99.8	99.9	99.9
Bicycles	3	2	5
% Bicycles	0.2	0.1	0.1

Start Time	Newbury Street (North Sidewalk) From North		App. Total	Int. Total
	EB	WB		
09:00 AM	21	22	43	43
09:15 AM	21	27	48	48
09:30 AM	16	34	50	50
09:45 AM	16	42	58	58
Total Volume	74	125	199	199
% App. Total	37.2	62.8		
PHF	.881	.744	.858	.858
Pedestrians	74	125	199	199
% Pedestrians	100	100	100	100
Bicycles	0	0	0	0
% Bicycles	0	0	0	0

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Start Time	Newbury Street (North Sidewalk) From North		App. Total	Int. Total
	EB	WB		
12:15 PM	29	99	128	128
12:30 PM	37	69	106	106
12:45 PM	46	62	108	108
01:00 PM	57	59	116	116
Total Volume	169	289	458	458
% App. Total	36.9	63.1		
PHF	.741	.730	.895	.895
Pedestrians	169	289	458	458
% Pedestrians	100	100	100	100
Bicycles	0	0	0	0
% Bicycles	0	0	0	0

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

Start Time	Newbury Street (North Sidewalk) From North		App. Total	Int. Total
	EB	WB		
05:00 PM	64	70	134	134
05:15 PM	61	108	169	169
05:30 PM	63	72	135	135
05:45 PM	70	100	170	170
Total Volume	258	350	608	608
% App. Total	42.4	57.6		
PHF	.921	.810	.894	.894
Pedestrians	258	350	608	608
% Pedestrians	100	100	100	100
Bicycles	0	0	0	0
% Bicycles	0	0	0	0

Newbury Street (North Sidewalk)
 @ Taj Doorway
 City, State: Boston, MA
 Client: VHB/ R. White



File Name : 186576 D-Pathway
 Site Code : 14411.00
 Start Date : 11/1/2018
 Page No : 1

Groups Printed- Pedestrians

Start Time	Newbury Street (North Sidewalk) From North		Int. Total
	EB	WB	
07:00 AM	7	25	32
07:15 AM	9	17	26
07:30 AM	7	14	21
07:45 AM	16	21	37
Total	39	77	116
08:00 AM	12	20	32
08:15 AM	19	40	59
08:30 AM	24	31	55
08:45 AM	8	26	34
Total	63	117	180
09:00 AM	21	22	43
09:15 AM	21	27	48
09:30 AM	16	34	50
09:45 AM	16	42	58
Total	74	125	199
10:00 AM	25	57	82
10:15 AM	13	27	40
10:30 AM	24	54	78
10:45 AM	25	62	87
Total	87	200	287
11:00 AM	20	42	62
11:15 AM	23	72	95
11:30 AM	26	55	81
11:45 AM	41	60	101
Total	110	229	339
12:00 PM	45	58	103
12:15 PM	29	99	128
12:30 PM	37	69	106
12:45 PM	46	62	108
Total	157	288	445
01:00 PM	57	59	116
01:15 PM	58	67	125
01:30 PM	40	56	96
01:45 PM	40	76	116
Total	195	258	453
02:00 PM	45	34	79
02:15 PM	38	64	102
02:30 PM	48	79	127
02:45 PM	47	64	111
Total	178	241	419
03:00 PM	35	56	91
03:15 PM	52	68	120
03:30 PM	33	60	93
03:45 PM	35	71	106
Total	155	255	410
04:00 PM	63	54	117
04:15 PM	46	72	118
04:30 PM	53	56	109

Newbury Street (North Sidewalk)
 @ Taj Doorway
 City, State: Boston, MA
 Client: VHB/ R. White



File Name : 186576 D-Pathway
 Site Code : 14411.00
 Start Date : 11/1/2018
 Page No : 2

Groups Printed- Pedestrians

Start Time	Newbury Street (North Sidewalk) From North		Int. Total
	EB	WB	
04:45 PM	52	79	131
Total	214	261	475
05:00 PM	64	70	134
05:15 PM	61	108	169
05:30 PM	63	72	135
05:45 PM	70	100	170
Total	258	350	608
Grand Total	1530	2401	3931
Apprch %	38.9	61.1	
Total %	38.9	61.1	

Start Time	Newbury Street (North Sidewalk) From North		App. Total	Int. Total
	EB	WB		
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1				
Peak Hour for Entire Intersection Begins at 09:00 AM				
09:00 AM	21	22	43	43
09:15 AM	21	27	48	48
09:30 AM	16	34	50	50
09:45 AM	16	42	58	58
Total Volume	74	125	199	199
% App. Total	37.2	62.8		
PHF	.881	.744	.858	.858

Start Time	Newbury Street (North Sidewalk) From North		App. Total	Int. Total
	EB	WB		
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1				
Peak Hour for Entire Intersection Begins at 12:15 PM				
12:15 PM	29	99	128	128
12:30 PM	37	69	106	106
12:45 PM	46	62	108	108
01:00 PM	57	59	116	116
Total Volume	169	289	458	458
% App. Total	36.9	63.1		
PHF	.741	.730	.895	.895

Start Time	Newbury Street (North Sidewalk) From North		App. Total	Int. Total
	EB	WB		
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1				
Peak Hour for Entire Intersection Begins at 05:00 PM				
05:00 PM	64	70	134	134
05:15 PM	61	108	169	169
05:30 PM	63	72	135	135
05:45 PM	70	100	170	170
Total Volume	258	350	608	608
% App. Total	42.4	57.6		
PHF	.921	.810	.894	.894

Newbury Street (North Sidewalk)
 @ Taj Doorway
 City, State: Boston, MA
 Client: VHB/ R. White



File Name : 186576 D-Pathway
 Site Code : 14411.00
 Start Date : 11/1/2018
 Page No : 1

Groups Printed- Bicycles

Start Time	Newbury Street (North Sidewalk) From North		Int. Total
	EB	WB	
07:00 AM	0	0	0
07:15 AM	0	0	0
07:30 AM	0	0	0
07:45 AM	0	0	0
Total	0	0	0
08:00 AM	0	0	0
08:15 AM	0	0	0
08:30 AM	1	0	1
08:45 AM	0	0	0
Total	1	0	1
09:00 AM	0	0	0
09:15 AM	0	0	0
09:30 AM	0	0	0
09:45 AM	0	0	0
Total	0	0	0
10:00 AM	1	1	2
10:15 AM	0	0	0
10:30 AM	0	0	0
10:45 AM	0	0	0
Total	1	1	2
11:00 AM	0	0	0
11:15 AM	0	0	0
11:30 AM	0	0	0
11:45 AM	0	1	1
Total	0	1	1
12:00 PM	0	0	0
12:15 PM	0	0	0
12:30 PM	0	0	0
12:45 PM	0	0	0
Total	0	0	0
01:00 PM	0	0	0
01:15 PM	0	0	0
01:30 PM	0	0	0
01:45 PM	0	0	0
Total	0	0	0
02:00 PM	0	0	0
02:15 PM	0	0	0
02:30 PM	0	0	0
02:45 PM	0	0	0
Total	0	0	0
03:00 PM	0	0	0
03:15 PM	0	0	0
03:30 PM	1	0	1
03:45 PM	0	0	0
Total	1	0	1
04:00 PM	0	0	0
04:15 PM	0	0	0
04:30 PM	0	0	0



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

File Name : 186576 D-Pathway
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Newbury Street (North Sidewalk)
@ Taj Doorway
City, State: Boston, MA
Client: VHB/ R. White

Groups Printed- Bicycles

Start Time	Newbury Street (North Sidewalk) From North		Int. Total
	EB	WB	
04:45 PM	0	0	0
Total	0	0	0
05:00 PM	0	0	0
05:15 PM	0	0	0
05:30 PM	0	0	0
05:45 PM	0	0	0
Total	0	0	0
Grand Total	3	2	5
Apprch %	60	40	
Total %	60	40	

Start Time	Newbury Street (North Sidewalk) From North			Int. Total
	EB	WB	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1				
Peak Hour for Entire Intersection Begins at 07:45 AM				
07:45 AM	0	0	0	0
08:00 AM	0	0	0	0
08:15 AM	0	0	0	0
08:30 AM	1	0	1	1
Total Volume	1	0	1	1
% App. Total	100	0		
PHF	.250	.000	.250	.250

Start Time	Newbury Street (North Sidewalk) From North			Int. Total
	EB	WB	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1				
Peak Hour for Entire Intersection Begins at 10:00 AM				
10:00 AM	1	1	2	2
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
Total Volume	1	1	2	2
% App. Total	50	50		
PHF	.250	.250	.250	.250

Start Time	Newbury Street (North Sidewalk) From North			Int. Total
	EB	WB	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1				
Peak Hour for Entire Intersection Begins at 02:45 PM				
02:45 PM	0	0	0	0
03:00 PM	0	0	0	0
03:15 PM	0	0	0	0
03:30 PM	1	0	1	1
Total Volume	1	0	1	1
% App. Total	100	0		
PHF	.250	.000	.250	.250

Taj Hotel
Trip Generation Estimate - ITE 10th Edition
VHB,Inc.
2/26/2019

	Size	Trip Rate	Less Capture	Unadjusted Vehicle Trips	VOR	Person Trips	Transit Share	Walk/Other Share	Vehicle Share	Local VOR	Transit Trips	Walk/Other Trips	Adjusted Vehicle Trips
Daily Restaurant		83.84		588		1,234					234	704	142
In	7.006	41.92		294	2.1	617	19%	57%	24%	2.1	117	352	71
Out	ksf	41.92		294	2.1	617	19%	57%	24%	2.1	117	352	71
Daily Retail		66.40		104		218					42	124	24
In	1.56	33.20		52	2.1	109	19%	57%	24%	2.1	21	62	12
Out	ksf	33.20		52	2.1	109	19%	57%	24%	2.1	21	62	12
Daily Hotel				180		380					72	216	44
In	16			90	2.1	190	19%	57%	24%	2.1	36	108	22
Out	keys*			90	2.1	190	19%	57%	24%	2.1	36	108	22
Total Daily				872		1,832					348	1,044	210
In				436		916					174	522	105
Out				436		916					174	522	105
AM Restaurant		0.73		6		10					2	6	1
In	7.006	0.37		3	2.1	5	22%	59%	19%	2.1	1	3	0
Out	ksf	0.37		3	2.1	5	15%	64%	21%	2.1	1	3	1
AM Retail		1.00		2		5					1	3	0
In	1.56	0.80		1	2.1	3	22%	59%	19%	2.1	1	2	0
Out	ksf	0.20		1	2.1	2	15%	64%	21%	2.1	0	1	0
AM Hotel				8		17					3	10	2
In	16			5	2.1	10	22%	59%	19%	2.1	2	6	1
Out	keys			3	2.1	7	15%	64%	21%	2.1	1	4	1
Total AM Peak Hour				16		32					6	19	3
In				9		18					4	11	1
Out				7		14					2	8	2
PM Restaurant		7.80		55		115					20	71	11
In	7.006	5.23		37	2.1	77	15%	64%	21%	2.1	12	49	8
Out	ksf	2.57		18	2.1	38	22%	59%	19%	2.1	8	22	3
PM Retail		4.12		6		14					2	8	2
In	1.56	2.10		3	2.1	7	15%	64%	21%	2.1	1	4	1
Out	ksf	2.02		3	2.1	7	22%	59%	19%	2.1	1	4	1
PM Hotel				12		25					5	15	2
In	16			6	2.1	13	15%	64%	21%	2.1	2	8	1
Out	keys			6	2.1	12	22%	59%	19%	2.1	3	7	1
Total PM Peak Hour				73		154					27	94	15
In				46		97					15	61	10
Out				27		57					12	33	5

Notes:
LUC 310 - Hotel, regression formula
LUC 876 - Apparel Store, average rate
LUC 931 - Quality Restaurant, average rate (regression not available)
Mode Split: BTD Area 4

*Note: Trip generation for the Taj Hotel was based on the net-new hotel keys.

Lanes, Volumes, Timings
1: Arlington St & Comm Ave

12/04/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations		↗↗			↑↑↑	↗	
Traffic Volume (vph)	0	615	0	0	1220	250	
Future Volume (vph)	0	615	0	0	1220	250	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	12	12	11	11	
Storage Length (ft)	0	0	0			50	
Storage Lanes	0	2	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	0.88	1.00	1.00	0.91	1.00	
Ped Bike Factor						0.81	
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	0	2424	0	0	4381	1364	
Flt Permitted							
Satd. Flow (perm)	0	2424	0	0	4381	1107	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	391			255	269		
Travel Time (s)	8.9			5.8	6.1		
Confl. Peds. (#/hr)		35				98	
Confl. Bikes (#/hr)						78	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.89	0.89	
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	
Adj. Flow (vph)	0	668	0	0	1371	281	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	668	0	0	1371	281	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	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	1.19	1.19	1.14	1.14	1.19	1.19	
Turning Speed (mph)	15	9	15			9	
Number of Detectors		1			2	1	
Detector Template		Right			Thru	Right	
Leading Detector (ft)		20			100	20	
Trailing Detector (ft)		0			0	0	
Detector 1 Position(ft)		0			0	0	
Detector 1 Size(ft)		20			6	20	
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)		0.0			0.0	0.0	
Detector 1 Queue (s)		0.0			0.0	0.0	
Detector 1 Delay (s)		0.0			0.0	0.0	
Detector 2 Position(ft)					94		
Detector 2 Size(ft)					6		
Detector 2 Type					Cl+Ex		

Lanes, Volumes, Timings
 1: Arlington St & Comm Ave

12/04/2018

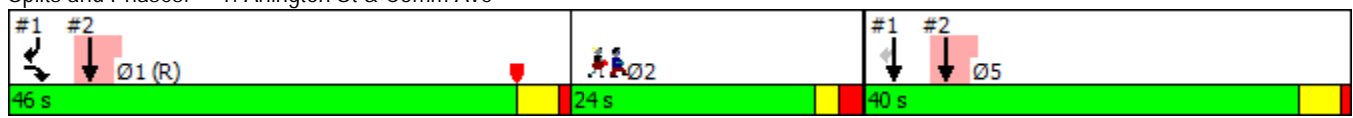


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Detector 2 Channel							
Detector 2 Extend (s)					0.0		
Turn Type		Prot			NA	custom	
Protected Phases		1			5	1	2
Permitted Phases						5	
Detector Phase		1			5	1	
Switch Phase							
Minimum Initial (s)		8.0			8.0	8.0	1.0
Minimum Split (s)		24.5			12.5	24.5	24.0
Total Split (s)		46.0			40.0	46.0	24.0
Total Split (%)		41.8%			36.4%	41.8%	22%
Maximum Green (s)		41.5			35.5	41.5	20.0
Yellow Time (s)		3.5			3.5	3.5	2.0
All-Red Time (s)		1.0			1.0	1.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	
Lead/Lag		Lead				Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)		2.0			2.0	2.0	3.0
Recall Mode		C-Max			Max	C-Max	Ped
Walk Time (s)		7.0				7.0	7.0
Flash Dont Walk (s)		13.0				13.0	13.0
Pedestrian Calls (#/hr)		48				48	153
Act Effct Green (s)		41.5			35.5	77.0	
Actuated g/C Ratio		0.38			0.32	0.70	
v/c Ratio		0.73			0.97	0.32	
Control Delay		35.1			55.0	6.2	
Queue Delay		0.0			0.0	0.0	
Total Delay		35.1			55.0	6.2	
LOS		D			E	A	
Approach Delay	35.1				46.7		
Approach LOS	D				D		

Intersection Summary

Area Type: CBD
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 100 (91%), Referenced to phase 1:SBR, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 43.4
 Intersection LOS: D
 Intersection Capacity Utilization 60.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Arlington St & Comm Ave



Queues

1: Arlington St & Comm Ave

12/04/2018



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	668	1371	281
v/c Ratio	0.73	0.97	0.32
Control Delay	35.1	55.0	6.2
Queue Delay	0.0	0.0	0.0
Total Delay	35.1	55.0	6.2
Queue Length 50th (ft)	227	347	55
Queue Length 95th (ft)	305	#443	86
Internal Link Dist (ft)		189	
Turn Bay Length (ft)			50
Base Capacity (vph)	914	1413	871
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.97	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: Arlington St & Comm Ave

12/04/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↗			↕↕↕	↖
Traffic Volume (vph)	0	615	0	0	1220	250
Future Volume (vph)	0	615	0	0	1220	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11
Total Lost time (s)		4.5			4.5	4.5
Lane Util. Factor		0.88			0.91	1.00
Frbp, ped/bikes		1.00			1.00	0.91
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.85			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		2424			4381	1246
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		2424			4381	1246
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.89	0.89
Adj. Flow (vph)	0	668	0	0	1371	281
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	668	0	0	1371	281
Confl. Peds. (#/hr)		35				98
Confl. Bikes (#/hr)						78
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Turn Type		Prot			NA	custom
Protected Phases		1			5	1
Permitted Phases						5
Actuated Green, G (s)		41.5			35.5	77.0
Effective Green, g (s)		41.5			35.5	77.0
Actuated g/C Ratio		0.38			0.32	0.70
Clearance Time (s)		4.5			4.5	4.5
Vehicle Extension (s)		2.0			2.0	2.0
Lane Grp Cap (vph)		914			1413	923
v/s Ratio Prot		c0.28			c0.31	0.11
v/s Ratio Perm						0.11
v/c Ratio		0.73			0.97	0.30
Uniform Delay, d1		29.4			36.7	6.3
Progression Factor		1.00			1.00	1.00
Incremental Delay, d2		5.1			17.8	0.9
Delay (s)		34.6			54.6	7.1
Level of Service		C			D	A
Approach Delay (s)	34.6			0.0	46.5	
Approach LOS	C			A	D	

Intersection Summary

HCM 2000 Control Delay	43.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings

2: Arlington St & Newbury St

12/04/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Lane Configurations					↑↑↑				
Traffic Volume (vph)	0	0	0	0	1670	165			
Future Volume (vph)	0	0	0	0	1670	165			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91			
Ped Bike Factor					0.97				
Frt					0.987				
Flt Protected									
Satd. Flow (prot)	0	0	0	0	4360	0			
Flt Permitted									
Satd. Flow (perm)	0	0	0	0	4360	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)					41				
Link Speed (mph)	30			30	30				
Link Distance (ft)	392			232	255				
Travel Time (s)	8.9			5.3	5.8				
Confl. Peds. (#/hr)						285			
Confl. Bikes (#/hr)						147			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.93			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%			
Adj. Flow (vph)	0	0	0	0	1796	177			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	0	0	1973	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	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	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors					2				
Detector Template					Thru				
Leading Detector (ft)					100				
Trailing Detector (ft)					0				
Detector 1 Position(ft)					0				
Detector 1 Size(ft)					6				
Detector 1 Type					Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)					0.0				
Detector 1 Queue (s)					0.0				
Detector 1 Delay (s)					0.0				
Detector 2 Position(ft)					94				
Detector 2 Size(ft)					6				
Detector 2 Type					Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)					0.0				
Turn Type					NA				
Protected Phases					1 5		1	2	5

Lanes, Volumes, Timings
2: Arlington St & Newbury St

12/04/2018

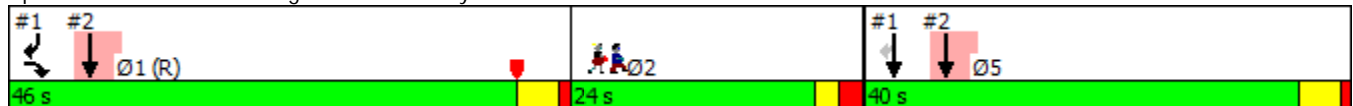


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Permitted Phases									
Detector Phase					1 5				
Switch Phase									
Minimum Initial (s)							8.0	1.0	8.0
Minimum Split (s)							24.5	24.0	12.5
Total Split (s)							46.0	24.0	40.0
Total Split (%)							42%	22%	36%
Maximum Green (s)							41.5	20.0	35.5
Yellow Time (s)							3.5	2.0	3.5
All-Red Time (s)							1.0	2.0	1.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)							2.0	3.0	2.0
Recall Mode							C-Max	Ped	Max
Walk Time (s)							7.0	7.0	
Flash Dont Walk (s)							13.0	13.0	
Pedestrian Calls (#/hr)							48	153	
Act Effct Green (s)					81.5				
Actuated g/C Ratio					0.74				
v/c Ratio					0.61				
Control Delay					1.1				
Queue Delay					1.0				
Total Delay					2.1				
LOS					A				
Approach Delay					2.1				
Approach LOS					A				

Intersection Summary

Area Type:	CBD
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	100 (91%), Referenced to phase 1:SBR, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	2.1
Intersection LOS:	A
Intersection Capacity Utilization	44.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 2: Arlington St & Newbury St



Queues

2: Arlington St & Newbury St

12/04/2018



Lane Group	SBT
Lane Group Flow (vph)	1973
v/c Ratio	0.61
Control Delay	1.1
Queue Delay	1.0
Total Delay	2.1
Queue Length 50th (ft)	0
Queue Length 95th (ft)	m0
Internal Link Dist (ft)	175
Turn Bay Length (ft)	
Base Capacity (vph)	3240
Starvation Cap Reductn	899
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.84

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: Arlington St & Newbury St

12/04/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					↑↑↑	
Traffic Volume (vph)	0	0	0	0	1670	165
Future Volume (vph)	0	0	0	0	1670	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5	
Lane Util. Factor					0.91	
Frbp, ped/bikes					0.97	
Flpb, ped/bikes					1.00	
Frt					0.99	
Flt Protected					1.00	
Satd. Flow (prot)					4358	
Flt Permitted					1.00	
Satd. Flow (perm)					4358	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.93	0.93
Adj. Flow (vph)	0	0	0	0	1796	177
RTOR Reduction (vph)	0	0	0	0	11	0
Lane Group Flow (vph)	0	0	0	0	1962	0
Confl. Peds. (#/hr)						285
Confl. Bikes (#/hr)						147
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%
Turn Type					NA	
Protected Phases					1.5	
Permitted Phases						
Actuated Green, G (s)					81.5	
Effective Green, g (s)					81.5	
Actuated g/C Ratio					0.74	
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)					3228	
v/s Ratio Prot					0.45	
v/s Ratio Perm						
v/c Ratio					0.61	
Uniform Delay, d1					6.7	
Progression Factor					0.11	
Incremental Delay, d2					0.4	
Delay (s)					1.1	
Level of Service					A	
Approach Delay (s)	0.0			0.0	1.1	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			1.1		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			44.5%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings
3: Arlington St & Boylston St

12/04/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑								↘	↑↑↑↑	
Traffic Volume (vph)	0	430	135	0	0	0	0	0	0	575	1095	0
Future Volume (vph)	0	430	135	0	0	0	0	0	0	575	1095	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.91								0.69	0.96	
Frt		0.964										
Flt Protected										0.950	0.993	
Satd. Flow (prot)	0	4613	0	0	0	0	0	0	0	1299	4141	0
Flt Permitted										0.950	0.993	
Satd. Flow (perm)	0	4613	0	0	0	0	0	0	0	895	3965	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		372			274			195			232	
Travel Time (s)		8.5			6.2			4.4			5.3	
Confl. Peds. (#/hr)			288							197		
Confl. Bikes (#/hr)			54									
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91
Heavy Vehicles (%)	2%	10%	18%	2%	2%	2%	2%	2%	2%	4%	2%	2%
Adj. Flow (vph)	0	483	152	0	0	0	0	0	0	632	1203	0
Shared Lane Traffic (%)										30%		
Lane Group Flow (vph)	0	635	0	0	0	0	0	0	0	442	1393	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			11			11	
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	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	

Lanes, Volumes, Timings

3: Arlington St & Boylston St

12/04/2018

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
 3: Arlington St & Boylston St

12/04/2018

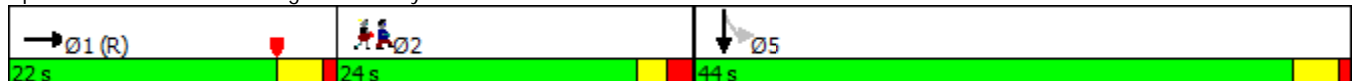


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		1										5
Permitted Phases										5		
Detector Phase		1								5	5	
Switch Phase												
Minimum Initial (s)		8.0								8.0	8.0	
Minimum Split (s)		19.0								19.0	19.0	
Total Split (s)		22.0								44.0	44.0	
Total Split (%)		24.4%								48.9%	48.9%	
Maximum Green (s)		18.0								40.0	40.0	
Yellow Time (s)		3.0								3.0	3.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		4.0								4.0	4.0	
Lead/Lag		Lead										
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0								2.0	2.0	
Recall Mode		C-Max								Max	Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		8.0								8.0	8.0	
Pedestrian Calls (#/hr)		485								89	89	
Act Effct Green (s)		18.0								40.0	40.0	
Actuated g/C Ratio		0.20								0.44	0.44	
v/c Ratio		0.69								1.11	0.79	
Control Delay		37.9								106.6	25.5	
Queue Delay		0.0								2.0	48.7	
Total Delay		37.9								108.6	74.2	
LOS		D								F	E	
Approach Delay		37.9									82.5	
Approach LOS		D									F	

Intersection Summary

Area Type: CBD
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 1:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 71.0
 Intersection LOS: E
 Intersection Capacity Utilization 46.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Arlington St & Boylston St



Lanes, Volumes, Timings
 3: Arlington St & Boylston St

12/04/2018

Lane Group	Ø2
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	27%
Maximum Green (s)	20.0
Yellow Time (s)	2.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	150
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

3: Arlington St & Boylston St

12/04/2018



Lane Group	EBT	SBL	SBT
Lane Group Flow (vph)	635	442	1393
v/c Ratio	0.69	1.11	0.79
Control Delay	37.9	106.6	25.5
Queue Delay	0.0	2.0	48.7
Total Delay	37.9	108.6	74.2
Queue Length 50th (ft)	98	~338	254
Queue Length 95th (ft)	128	#550	318
Internal Link Dist (ft)	292		152
Turn Bay Length (ft)			
Base Capacity (vph)	922	397	1762
Starvation Cap Reductn	0	70	651
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.69	1.35	1.25

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.

HCM Signalized Intersection Capacity Analysis

3: Arlington St & Boylston St

12/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑								↘	↑↑↑↑	
Traffic Volume (vph)	0	430	135	0	0	0	0	0	0	575	1095	0
Future Volume (vph)	0	430	135	0	0	0	0	0	0	575	1095	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	11	11	11
Total Lost time (s)		4.0								4.0	4.0	
Lane Util. Factor		0.86								0.86	0.86	
Frbp, ped/bikes		0.91								1.00	1.00	
Flpb, ped/bikes		1.00								0.69	0.96	
Frt		0.96								1.00	1.00	
Flt Protected		1.00								0.95	0.99	
Satd. Flow (prot)		4613								895	3966	
Flt Permitted		1.00								0.95	0.99	
Satd. Flow (perm)		4613								895	3966	
Peak-hour factor, PHF	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91
Adj. Flow (vph)	0	483	152	0	0	0	0	0	0	632	1203	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	635	0	0	0	0	0	0	0	442	1393	0
Confl. Peds. (#/hr)			288							197		
Confl. Bikes (#/hr)			54									
Heavy Vehicles (%)	2%	10%	18%	2%	2%	2%	2%	2%	2%	4%	2%	2%
Turn Type		NA								Perm	NA	
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		18.0								40.0	40.0	
Effective Green, g (s)		18.0								40.0	40.0	
Actuated g/C Ratio		0.20								0.44	0.44	
Clearance Time (s)		4.0								4.0	4.0	
Vehicle Extension (s)		2.0								2.0	2.0	
Lane Grp Cap (vph)		922								397	1762	
v/s Ratio Prot		c0.14										
v/s Ratio Perm										c0.49	0.35	
v/c Ratio		0.69								1.11	0.79	
Uniform Delay, d1		33.4								25.0	21.4	
Progression Factor		1.00								1.00	1.00	
Incremental Delay, d2		4.2								79.6	3.7	
Delay (s)		37.6								104.6	25.1	
Level of Service		D								F	C	
Approach Delay (s)		37.6				0.0		0.0			44.3	
Approach LOS		D				A		A			D	

Intersection Summary			
HCM 2000 Control Delay	42.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
1: Arlington St & Comm Ave

12/04/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations		↗↗			↑↑↑	↗	
Traffic Volume (vph)	0	680	0	0	1280	370	
Future Volume (vph)	0	680	0	0	1280	370	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	12	12	11	11	
Storage Length (ft)	0	0	0			50	
Storage Lanes	0	2	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	0.88	1.00	1.00	0.91	1.00	
Ped Bike Factor						0.69	
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	0	2448	0	0	4468	1405	
Flt Permitted							
Satd. Flow (perm)	0	2448	0	0	4468	972	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	391			255	269		
Travel Time (s)	8.9			5.8	6.1		
Confl. Peds. (#/hr)		104				180	
Confl. Bikes (#/hr)						33	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.98	0.98	
Heavy Vehicles (%)	2%	1%	2%	2%	1%	0%	
Adj. Flow (vph)	0	773	0	0	1306	378	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	773	0	0	1306	378	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	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	1.19	1.19	1.14	1.14	1.19	1.19	
Turning Speed (mph)	15	9	15			9	
Number of Detectors		1			2	1	
Detector Template		Right			Thru	Right	
Leading Detector (ft)		20			100	20	
Trailing Detector (ft)		0			0	0	
Detector 1 Position(ft)		0			0	0	
Detector 1 Size(ft)		20			6	20	
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)		0.0			0.0	0.0	
Detector 1 Queue (s)		0.0			0.0	0.0	
Detector 1 Delay (s)		0.0			0.0	0.0	
Detector 2 Position(ft)					94		
Detector 2 Size(ft)					6		
Detector 2 Type					Cl+Ex		

Lanes, Volumes, Timings
1: Arlington St & Comm Ave

12/04/2018

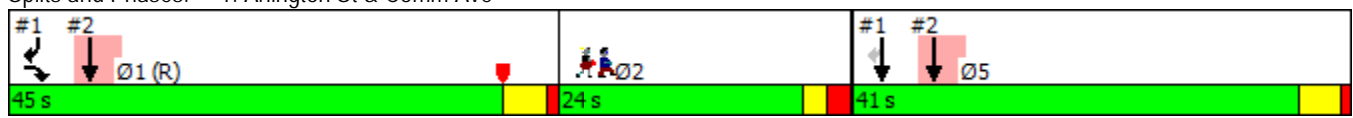


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Detector 2 Channel							
Detector 2 Extend (s)					0.0		
Turn Type		Prot			NA	custom	
Protected Phases		1			5	1	2
Permitted Phases						5	
Detector Phase		1			5	1	
Switch Phase							
Minimum Initial (s)		8.0			8.0	8.0	1.0
Minimum Split (s)		24.5			12.5	24.5	24.0
Total Split (s)		45.0			41.0	45.0	24.0
Total Split (%)		40.9%			37.3%	40.9%	22%
Maximum Green (s)		40.5			36.5	40.5	20.0
Yellow Time (s)		3.5			3.5	3.5	2.0
All-Red Time (s)		1.0			1.0	1.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	
Lead/Lag		Lead				Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)		2.0			2.0	2.0	3.0
Recall Mode		C-Max			Max	C-Max	Ped
Walk Time (s)		7.0				7.0	7.0
Flash Dont Walk (s)		13.0				13.0	13.0
Pedestrian Calls (#/hr)		71				71	315
Act Effct Green (s)		40.5			36.5	77.0	
Actuated g/C Ratio		0.37			0.33	0.70	
v/c Ratio		0.86			0.88	0.45	
Control Delay		43.2			43.0	8.4	
Queue Delay		0.0			0.0	0.0	
Total Delay		43.2			43.0	8.4	
LOS		D			D	A	
Approach Delay	43.2				35.2		
Approach LOS	D				D		

Intersection Summary

Area Type:	CBD
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	104 (95%), Referenced to phase 1:SBR, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	37.7
Intersection LOS:	D
Intersection Capacity Utilization:	67.5%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 1: Arlington St & Comm Ave



Queues

1: Arlington St & Comm Ave

12/04/2018



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	773	1306	378
v/c Ratio	0.86	0.88	0.45
Control Delay	43.2	43.0	8.4
Queue Delay	0.0	0.0	0.0
Total Delay	43.2	43.0	8.4
Queue Length 50th (ft)	282	316	81
Queue Length 95th (ft)	#369	380	123
Internal Link Dist (ft)		189	
Turn Bay Length (ft)			50
Base Capacity (vph)	901	1482	839
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.86	0.88	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: Arlington St & Comm Ave

12/04/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↗			↕↕↕	↘
Traffic Volume (vph)	0	680	0	0	1280	370
Future Volume (vph)	0	680	0	0	1280	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11
Total Lost time (s)		4.5			4.5	4.5
Lane Util. Factor		0.88			0.91	1.00
Frbp, ped/bikes		1.00			1.00	0.85
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.85			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		2448			4468	1200
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		2448			4468	1200
Peak-hour factor, PHF	0.88	0.88	0.92	0.92	0.98	0.98
Adj. Flow (vph)	0	773	0	0	1306	378
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	773	0	0	1306	378
Confl. Peds. (#/hr)		104				180
Confl. Bikes (#/hr)						33
Heavy Vehicles (%)	2%	1%	2%	2%	1%	0%
Turn Type		Prot			NA	custom
Protected Phases		1			5	1
Permitted Phases						5
Actuated Green, G (s)		40.5			36.5	77.0
Effective Green, g (s)		40.5			36.5	77.0
Actuated g/C Ratio		0.37			0.33	0.70
Clearance Time (s)		4.5			4.5	4.5
Vehicle Extension (s)		2.0			2.0	2.0
Lane Grp Cap (vph)		901			1482	889
v/s Ratio Prot		c0.32			c0.29	0.16
v/s Ratio Perm						0.16
v/c Ratio		0.86			0.88	0.43
Uniform Delay, d1		32.1			34.7	7.0
Progression Factor		1.00			1.00	1.00
Incremental Delay, d2		10.4			7.9	1.5
Delay (s)		42.5			42.6	8.5
Level of Service		D			D	A
Approach Delay (s)	42.5			0.0	34.9	
Approach LOS	D			A	C	

Intersection Summary

HCM 2000 Control Delay	37.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
2: Arlington St & Newbury St

12/04/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Lane Configurations					↑↑↑				
Traffic Volume (vph)	0	0	0	0	1755	205			
Future Volume (vph)	0	0	0	0	1755	205			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91			
Ped Bike Factor					0.96				
Frt					0.984				
Flt Protected									
Satd. Flow (prot)	0	0	0	0	4350	0			
Flt Permitted									
Satd. Flow (perm)	0	0	0	0	4350	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)					50				
Link Speed (mph)	30			30	30				
Link Distance (ft)	392			232	255				
Travel Time (s)	8.9			5.3	5.8				
Confl. Peds. (#/hr)						486			
Confl. Bikes (#/hr)						24			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.97	0.97			
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%			
Adj. Flow (vph)	0	0	0	0	1809	211			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	0	0	2020	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	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	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors						2			
Detector Template						Thru			
Leading Detector (ft)						100			
Trailing Detector (ft)						0			
Detector 1 Position(ft)						0			
Detector 1 Size(ft)						6			
Detector 1 Type						Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)						0.0			
Detector 1 Queue (s)						0.0			
Detector 1 Delay (s)						0.0			
Detector 2 Position(ft)						94			
Detector 2 Size(ft)						6			
Detector 2 Type						Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)						0.0			
Turn Type						NA			
Protected Phases					1 5		1	2	5

Lanes, Volumes, Timings
 2: Arlington St & Newbury St

12/04/2018

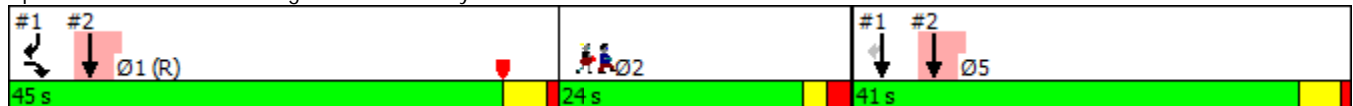


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Permitted Phases									
Detector Phase					1 5				
Switch Phase									
Minimum Initial (s)							8.0	1.0	8.0
Minimum Split (s)							24.5	24.0	12.5
Total Split (s)							45.0	24.0	41.0
Total Split (%)							41%	22%	37%
Maximum Green (s)							40.5	20.0	36.5
Yellow Time (s)							3.5	2.0	3.5
All-Red Time (s)							1.0	2.0	1.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)							2.0	3.0	2.0
Recall Mode							C-Max	Ped	Max
Walk Time (s)							7.0	7.0	
Flash Dont Walk (s)							13.0	13.0	
Pedestrian Calls (#/hr)							71	315	
Act Effct Green (s)					81.5				
Actuated g/C Ratio					0.74				
v/c Ratio					0.62				
Control Delay					1.3				
Queue Delay					0.9				
Total Delay					2.2				
LOS					A				
Approach Delay					2.2				
Approach LOS					A				

Intersection Summary

Area Type:	CBD
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	104 (95%), Referenced to phase 1:SBR, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	2.2
Intersection LOS:	A
Intersection Capacity Utilization:	47.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Arlington St & Newbury St



Queues

2: Arlington St & Newbury St

12/04/2018



Lane Group	SBT
Lane Group Flow (vph)	2020
v/c Ratio	0.62
Control Delay	1.3
Queue Delay	0.9
Total Delay	2.2
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	175
Turn Bay Length (ft)	
Base Capacity (vph)	3235
Starvation Cap Reductn	842
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.84
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2: Arlington St & Newbury St

12/04/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					↑↑↑	
Traffic Volume (vph)	0	0	0	0	1755	205
Future Volume (vph)	0	0	0	0	1755	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5	
Lane Util. Factor					0.91	
Frbp, ped/bikes					0.96	
Flpb, ped/bikes					1.00	
Frt					0.98	
Flt Protected					1.00	
Satd. Flow (prot)					4352	
Flt Permitted					1.00	
Satd. Flow (perm)					4352	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.97	0.97
Adj. Flow (vph)	0	0	0	0	1809	211
RTOR Reduction (vph)	0	0	0	0	13	0
Lane Group Flow (vph)	0	0	0	0	2007	0
Confl. Peds. (#/hr)						486
Confl. Bikes (#/hr)						24
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%
Turn Type					NA	
Protected Phases					1.5	
Permitted Phases						
Actuated Green, G (s)					81.5	
Effective Green, g (s)					81.5	
Actuated g/C Ratio					0.74	
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)					3224	
v/s Ratio Prot					0.46	
v/s Ratio Perm						
v/c Ratio					0.62	
Uniform Delay, d1					6.9	
Progression Factor					0.13	
Incremental Delay, d2					0.4	
Delay (s)					1.3	
Level of Service					A	
Approach Delay (s)	0.0			0.0	1.3	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			1.3		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.52			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			47.5%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings 3: Arlington St & Boylston St

12/04/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑								↘	↑↑↑↑	
Traffic Volume (vph)	0	670	220	0	0	0	0	0	0	540	1215	0
Future Volume (vph)	0	670	220	0	0	0	0	0	0	540	1215	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.89								0.64	0.97	
Frt		0.963										
Flt Protected										0.950	0.996	
Satd. Flow (prot)	0	4787	0	0	0	0	0	0	0	1337	4206	0
Flt Permitted										0.950	0.996	
Satd. Flow (perm)	0	4787	0	0	0	0	0	0	0	855	4076	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		372			274			195			232	
Travel Time (s)		8.5			6.2			4.4			5.3	
Confl. Peds. (#/hr)			565							334		
Confl. Bikes (#/hr)			37									
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	2%	5%	5%	2%	2%	2%	2%	2%	2%	1%	1%	2%
Adj. Flow (vph)	0	770	253	0	0	0	0	0	0	563	1266	0
Shared Lane Traffic (%)										21%		
Lane Group Flow (vph)	0	1023	0	0	0	0	0	0	0	445	1384	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			11			11	
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	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	

Lanes, Volumes, Timings
3: Arlington St & Boylston St

12/04/2018

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
 3: Arlington St & Boylston St

12/04/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		1										5
Permitted Phases										5		
Detector Phase		1								5	5	
Switch Phase												
Minimum Initial (s)		8.0								8.0	8.0	
Minimum Split (s)		19.0								19.0	19.0	
Total Split (s)		25.0								41.0	41.0	
Total Split (%)		27.8%								45.6%	45.6%	
Maximum Green (s)		21.0								37.0	37.0	
Yellow Time (s)		3.0								3.0	3.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		4.0								4.0	4.0	
Lead/Lag		Lead										
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0								2.0	2.0	
Recall Mode		C-Max								Max	Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		8.0								8.0	8.0	
Pedestrian Calls (#/hr)		225								94	94	
Act Effct Green (s)		21.0								37.0	37.0	
Actuated g/C Ratio		0.23								0.41	0.41	
v/c Ratio		0.92								1.27	0.83	
Control Delay		47.6								168.3	28.9	
Queue Delay		0.0								1.6	48.5	
Total Delay		47.6								169.8	77.4	
LOS		D								F	E	
Approach Delay		47.6									99.9	
Approach LOS		D									F	

Intersection Summary

Area Type: CBD
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 2 (2%), Referenced to phase 1:EBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay: 81.1
 Intersection LOS: F
 Intersection Capacity Utilization 52.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Arlington St & Boylston St



Lanes, Volumes, Timings 3: Arlington St & Boylston St

12/04/2018

Lane Group	Ø2
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	27%
Maximum Green (s)	20.0
Yellow Time (s)	2.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	209
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

3: Arlington St & Boylston St

12/04/2018



Lane Group	EBT	SBL	SBT
Lane Group Flow (vph)	1023	445	1384
v/c Ratio	0.92	1.27	0.83
Control Delay	47.6	168.3	28.9
Queue Delay	0.0	1.6	48.5
Total Delay	47.6	169.8	77.4
Queue Length 50th (ft)	165	~374	265
Queue Length 95th (ft)	#215	#587	331
Internal Link Dist (ft)	292		152
Turn Bay Length (ft)			
Base Capacity (vph)	1116	351	1675
Starvation Cap Reductn	0	46	607
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.92	1.46	1.30

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.

HCM Signalized Intersection Capacity Analysis

3: Arlington St & Boylston St

12/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑								↘	↑↑↑↑	
Traffic Volume (vph)	0	670	220	0	0	0	0	0	0	540	1215	0
Future Volume (vph)	0	670	220	0	0	0	0	0	0	540	1215	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	11	11	11
Total Lost time (s)		4.0								4.0	4.0	
Lane Util. Factor		0.86								0.86	0.86	
Frbp, ped/bikes		0.89								1.00	1.00	
Flpb, ped/bikes		1.00								0.64	0.97	
Frt		0.96								1.00	1.00	
Flt Protected		1.00								0.95	1.00	
Satd. Flow (prot)		4786								855	4075	
Flt Permitted		1.00								0.95	1.00	
Satd. Flow (perm)		4786								855	4075	
Peak-hour factor, PHF	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	0	770	253	0	0	0	0	0	0	562	1266	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1023	0	0	0	0	0	0	0	445	1384	0
Confl. Peds. (#/hr)			565							334		
Confl. Bikes (#/hr)			37									
Heavy Vehicles (%)	2%	5%	5%	2%	2%	2%	2%	2%	2%	1%	1%	2%
Turn Type		NA								Perm	NA	
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		21.0								37.0	37.0	
Effective Green, g (s)		21.0								37.0	37.0	
Actuated g/C Ratio		0.23								0.41	0.41	
Clearance Time (s)		4.0								4.0	4.0	
Vehicle Extension (s)		2.0								2.0	2.0	
Lane Grp Cap (vph)		1116								351	1675	
v/s Ratio Prot		c0.21										
v/s Ratio Perm										c0.52	0.34	
v/c Ratio		0.92								1.27	0.83	
Uniform Delay, d1		33.6								26.5	23.6	
Progression Factor		1.00								1.00	1.00	
Incremental Delay, d2		13.1								141.2	4.8	
Delay (s)		46.8								167.7	28.4	
Level of Service		D								F	C	
Approach Delay (s)		46.8			0.0			0.0			62.3	
Approach LOS		D			A			A			E	
Intersection Summary												
HCM 2000 Control Delay			56.8									HCM 2000 Level of Service E
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			90.0							12.0		Sum of lost time (s)
Intersection Capacity Utilization			52.8%									ICU Level of Service A
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings
1: Arlington St & Comm Ave

12/04/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations		↗↗			↑↑↑	↘	
Traffic Volume (vph)	0	631	0	0	1264	256	
Future Volume (vph)	0	631	0	0	1264	256	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	12	12	11	11	
Storage Length (ft)	0	0	0			50	
Storage Lanes	0	2	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	0.88	1.00	1.00	0.91	1.00	
Ped Bike Factor						0.81	
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	0	2424	0	0	4381	1364	
Flt Permitted							
Satd. Flow (perm)	0	2424	0	0	4381	1107	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	391			255	269		
Travel Time (s)	8.9			5.8	6.1		
Confl. Peds. (#/hr)		35				98	
Confl. Bikes (#/hr)						78	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.89	0.89	
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	
Adj. Flow (vph)	0	686	0	0	1420	288	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	686	0	0	1420	288	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	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	1.19	1.19	1.14	1.14	1.19	1.19	
Turning Speed (mph)	15	9	15			9	
Number of Detectors		1			2	1	
Detector Template		Right			Thru	Right	
Leading Detector (ft)		20			100	20	
Trailing Detector (ft)		0			0	0	
Detector 1 Position(ft)		0			0	0	
Detector 1 Size(ft)		20			6	20	
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)		0.0			0.0	0.0	
Detector 1 Queue (s)		0.0			0.0	0.0	
Detector 1 Delay (s)		0.0			0.0	0.0	
Detector 2 Position(ft)					94		
Detector 2 Size(ft)					6		
Detector 2 Type					Cl+Ex		

Lanes, Volumes, Timings
 1: Arlington St & Comm Ave

12/04/2018

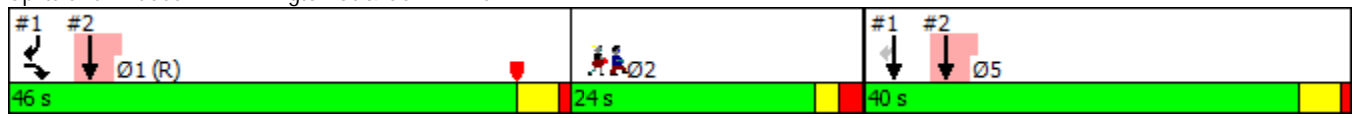


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Detector 2 Channel							
Detector 2 Extend (s)					0.0		
Turn Type		Prot			NA	custom	
Protected Phases		1			5	1	2
Permitted Phases						5	
Detector Phase		1			5	1	
Switch Phase							
Minimum Initial (s)		8.0			8.0	8.0	1.0
Minimum Split (s)		24.5			12.5	24.5	24.0
Total Split (s)		46.0			40.0	46.0	24.0
Total Split (%)		41.8%			36.4%	41.8%	22%
Maximum Green (s)		41.5			35.5	41.5	20.0
Yellow Time (s)		3.5			3.5	3.5	2.0
All-Red Time (s)		1.0			1.0	1.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	
Lead/Lag		Lead				Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)		2.0			2.0	2.0	3.0
Recall Mode		C-Max			Max	C-Max	Ped
Walk Time (s)		7.0				7.0	7.0
Flash Dont Walk (s)		13.0				13.0	13.0
Pedestrian Calls (#/hr)		48				48	153
Act Effct Green (s)		41.5			35.5	77.0	
Actuated g/C Ratio		0.38			0.32	0.70	
v/c Ratio		0.75			1.00	0.33	
Control Delay		36.0			62.8	6.3	
Queue Delay		0.0			0.0	0.0	
Total Delay		36.0			62.8	6.3	
LOS		D			E	A	
Approach Delay	36.0				53.2		
Approach LOS	D				D		

Intersection Summary

Area Type: CBD
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 100 (91%), Referenced to phase 1:SBR, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 48.3
 Intersection LOS: D
 Intersection Capacity Utilization 62.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Arlington St & Comm Ave



Queues

1: Arlington St & Comm Ave

12/04/2018



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	686	1420	288
v/c Ratio	0.75	1.00	0.33
Control Delay	36.0	62.8	6.3
Queue Delay	0.0	0.0	0.0
Total Delay	36.0	62.8	6.3
Queue Length 50th (ft)	236	~368	57
Queue Length 95th (ft)	316	#471	88
Internal Link Dist (ft)		189	
Turn Bay Length (ft)			50
Base Capacity (vph)	914	1413	871
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.75	1.00	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.

HCM Signalized Intersection Capacity Analysis

1: Arlington St & Comm Ave

12/04/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↗			↕↕↕	↘
Traffic Volume (vph)	0	631	0	0	1264	256
Future Volume (vph)	0	631	0	0	1264	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11
Total Lost time (s)		4.5			4.5	4.5
Lane Util. Factor		0.88			0.91	1.00
Frbp, ped/bikes		1.00			1.00	0.91
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.85			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		2424			4381	1246
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		2424			4381	1246
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.89	0.89
Adj. Flow (vph)	0	686	0	0	1420	288
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	686	0	0	1420	288
Confl. Peds. (#/hr)		35				98
Confl. Bikes (#/hr)						78
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Turn Type		Prot			NA	custom
Protected Phases		1			5	1
Permitted Phases						5
Actuated Green, G (s)		41.5			35.5	77.0
Effective Green, g (s)		41.5			35.5	77.0
Actuated g/C Ratio		0.38			0.32	0.70
Clearance Time (s)		4.5			4.5	4.5
Vehicle Extension (s)		2.0			2.0	2.0
Lane Grp Cap (vph)		914			1413	923
v/s Ratio Prot		c0.28			c0.32	0.12
v/s Ratio Perm						0.11
v/c Ratio		0.75			1.00	0.31
Uniform Delay, d1		29.8			37.2	6.3
Progression Factor		1.00			1.00	1.00
Incremental Delay, d2		5.6			25.1	0.9
Delay (s)		35.4			62.4	7.2
Level of Service		D			E	A
Approach Delay (s)	35.4			0.0	53.1	
Approach LOS	D			A	D	

Intersection Summary

HCM 2000 Control Delay	48.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings

2: Arlington St & Newbury St

12/04/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Lane Configurations					↑↑↑				
Traffic Volume (vph)	0	0	0	0	1725	169			
Future Volume (vph)	0	0	0	0	1725	169			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91			
Ped Bike Factor					0.97				
Frt					0.987				
Flt Protected									
Satd. Flow (prot)	0	0	0	0	4361	0			
Flt Permitted									
Satd. Flow (perm)	0	0	0	0	4361	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)					41				
Link Speed (mph)	30			30	30				
Link Distance (ft)	392			232	255				
Travel Time (s)	8.9			5.3	5.8				
Confl. Peds. (#/hr)						285			
Confl. Bikes (#/hr)						147			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.93			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%			
Adj. Flow (vph)	0	0	0	0	1855	182			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	0	0	2037	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	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	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors						2			
Detector Template						Thru			
Leading Detector (ft)						100			
Trailing Detector (ft)						0			
Detector 1 Position(ft)						0			
Detector 1 Size(ft)						6			
Detector 1 Type						Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)						0.0			
Detector 1 Queue (s)						0.0			
Detector 1 Delay (s)						0.0			
Detector 2 Position(ft)						94			
Detector 2 Size(ft)						6			
Detector 2 Type						Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)						0.0			
Turn Type						NA			
Protected Phases					1 5		1	2	5

Lanes, Volumes, Timings

2: Arlington St & Newbury St

12/04/2018

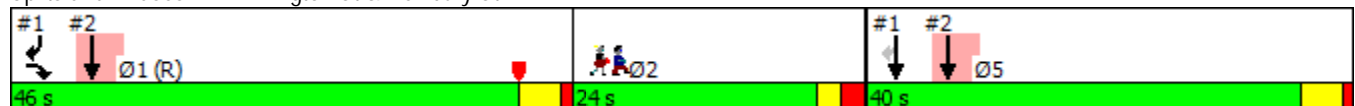


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Permitted Phases									
Detector Phase					1 5				
Switch Phase									
Minimum Initial (s)							8.0	1.0	8.0
Minimum Split (s)							24.5	24.0	12.5
Total Split (s)							46.0	24.0	40.0
Total Split (%)							42%	22%	36%
Maximum Green (s)							41.5	20.0	35.5
Yellow Time (s)							3.5	2.0	3.5
All-Red Time (s)							1.0	2.0	1.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)							2.0	3.0	2.0
Recall Mode							C-Max	Ped	Max
Walk Time (s)							7.0	7.0	
Flash Dont Walk (s)							13.0	13.0	
Pedestrian Calls (#/hr)							48	153	
Act Effct Green (s)					81.5				
Actuated g/C Ratio					0.74				
v/c Ratio					0.63				
Control Delay					1.3				
Queue Delay					1.2				
Total Delay					2.5				
LOS					A				
Approach Delay					2.5				
Approach LOS					A				

Intersection Summary

Area Type:	CBD
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	100 (91%), Referenced to phase 1:SBR, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.00
Intersection Signal Delay:	2.5
Intersection LOS:	A
Intersection Capacity Utilization:	45.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Arlington St & Newbury St



Queues

2: Arlington St & Newbury St

12/04/2018



Lane Group	SBT
Lane Group Flow (vph)	2037
v/c Ratio	0.63
Control Delay	1.3
Queue Delay	1.2
Total Delay	2.5
Queue Length 50th (ft)	0
Queue Length 95th (ft)	m0
Internal Link Dist (ft)	175
Turn Bay Length (ft)	
Base Capacity (vph)	3241
Starvation Cap Reductn	899
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.87

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: Arlington St & Newbury St

12/04/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					↑↑↑	
Traffic Volume (vph)	0	0	0	0	1725	169
Future Volume (vph)	0	0	0	0	1725	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5	
Lane Util. Factor					0.91	
Frbp, ped/bikes					0.97	
Flpb, ped/bikes					1.00	
Frt					0.99	
Flt Protected					1.00	
Satd. Flow (prot)					4359	
Flt Permitted					1.00	
Satd. Flow (perm)					4359	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.93	0.93
Adj. Flow (vph)	0	0	0	0	1855	182
RTOR Reduction (vph)	0	0	0	0	11	0
Lane Group Flow (vph)	0	0	0	0	2026	0
Confl. Peds. (#/hr)						285
Confl. Bikes (#/hr)						147
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%
Turn Type					NA	
Protected Phases					1.5	
Permitted Phases						
Actuated Green, G (s)					81.5	
Effective Green, g (s)					81.5	
Actuated g/C Ratio					0.74	
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)					3229	
v/s Ratio Prot					0.46	
v/s Ratio Perm						
v/c Ratio					0.63	
Uniform Delay, d1					6.9	
Progression Factor					0.14	
Incremental Delay, d2					0.4	
Delay (s)					1.3	
Level of Service					A	
Approach Delay (s)	0.0			0.0	1.3	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			1.3		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			45.7%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings
3: Arlington St & Boylston St

12/04/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑								↘	↑↑↑↑	
Traffic Volume (vph)	0	441	138	0	0	0	0	0	0	590	1136	0
Future Volume (vph)	0	441	138	0	0	0	0	0	0	590	1136	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.91								0.69	0.96	
Frt		0.964										
Flt Protected										0.950	0.993	
Satd. Flow (prot)	0	4616	0	0	0	0	0	0	0	1299	4141	0
Flt Permitted										0.950	0.993	
Satd. Flow (perm)	0	4616	0	0	0	0	0	0	0	895	3973	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		372			274			195			232	
Travel Time (s)		8.5			6.2			4.4			5.3	
Confl. Peds. (#/hr)			288							197		
Confl. Bikes (#/hr)			54									
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91
Heavy Vehicles (%)	2%	10%	18%	2%	2%	2%	2%	2%	2%	4%	2%	2%
Adj. Flow (vph)	0	496	155	0	0	0	0	0	0	648	1248	0
Shared Lane Traffic (%)										29%		
Lane Group Flow (vph)	0	651	0	0	0	0	0	0	0	460	1436	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			11			11	
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	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	

Lanes, Volumes, Timings

3: Arlington St & Boylston St

12/04/2018

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
3: Arlington St & Boylston St

12/04/2018

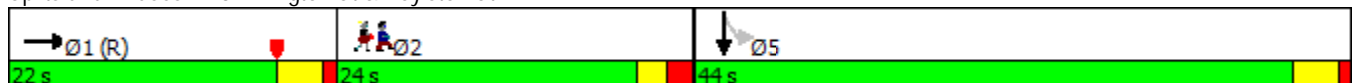


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		1										5
Permitted Phases										5		
Detector Phase		1								5	5	
Switch Phase												
Minimum Initial (s)		8.0								8.0	8.0	
Minimum Split (s)		19.0								19.0	19.0	
Total Split (s)		22.0								44.0	44.0	
Total Split (%)		24.4%								48.9%	48.9%	
Maximum Green (s)		18.0								40.0	40.0	
Yellow Time (s)		3.0								3.0	3.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		4.0								4.0	4.0	
Lead/Lag		Lead										
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0								2.0	2.0	
Recall Mode		C-Max								Max	Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		8.0								8.0	8.0	
Pedestrian Calls (#/hr)		485								89	89	
Act Effct Green (s)		18.0								40.0	40.0	
Actuated g/C Ratio		0.20								0.44	0.44	
v/c Ratio		0.71								1.16	0.81	
Control Delay		38.3								122.7	26.4	
Queue Delay		0.0								1.9	48.5	
Total Delay		38.3								124.6	74.8	
LOS		D								F	E	
Approach Delay		38.3									86.9	
Approach LOS		D									F	

Intersection Summary

Area Type: CBD
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 1:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 74.5
 Intersection LOS: E
 Intersection Capacity Utilization 47.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Arlington St & Boylston St



Lanes, Volumes, Timings
 3: Arlington St & Boylston St

12/04/2018

Lane Group	Ø2
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	27%
Maximum Green (s)	20.0
Yellow Time (s)	2.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	150
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

3: Arlington St & Boylston St

12/04/2018



Lane Group	EBT	SBL	SBT
Lane Group Flow (vph)	651	460	1436
v/c Ratio	0.71	1.16	0.81
Control Delay	38.3	122.7	26.4
Queue Delay	0.0	1.9	48.5
Total Delay	38.3	124.6	74.8
Queue Length 50th (ft)	100	~362	266
Queue Length 95th (ft)	131	#577	333
Internal Link Dist (ft)	292		152
Turn Bay Length (ft)			
Base Capacity (vph)	923	397	1765
Starvation Cap Reductn	0	66	641
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.71	1.39	1.28

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.

HCM Signalized Intersection Capacity Analysis

3: Arlington St & Boylston St

12/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑								↘	↑↑↑↑	
Traffic Volume (vph)	0	441	138	0	0	0	0	0	0	590	1136	0
Future Volume (vph)	0	441	138	0	0	0	0	0	0	590	1136	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	11	11	11
Total Lost time (s)		4.0								4.0	4.0	
Lane Util. Factor		0.86								0.86	0.86	
Frbp, ped/bikes		0.91								1.00	1.00	
Flpb, ped/bikes		1.00								0.69	0.96	
Frt		0.96								1.00	1.00	
Flt Protected		1.00								0.95	0.99	
Satd. Flow (prot)		4617								895	3975	
Flt Permitted		1.00								0.95	0.99	
Satd. Flow (perm)		4617								895	3975	
Peak-hour factor, PHF	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91
Adj. Flow (vph)	0	496	155	0	0	0	0	0	0	648	1248	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	651	0	0	0	0	0	0	0	460	1436	0
Confl. Peds. (#/hr)			288							197		
Confl. Bikes (#/hr)			54									
Heavy Vehicles (%)	2%	10%	18%	2%	2%	2%	2%	2%	2%	4%	2%	2%
Turn Type		NA								Perm	NA	
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		18.0								40.0	40.0	
Effective Green, g (s)		18.0								40.0	40.0	
Actuated g/C Ratio		0.20								0.44	0.44	
Clearance Time (s)		4.0								4.0	4.0	
Vehicle Extension (s)		2.0								2.0	2.0	
Lane Grp Cap (vph)		923								397	1766	
v/s Ratio Prot		c0.14										
v/s Ratio Perm										c0.51	0.36	
v/c Ratio		0.71								1.16	0.81	
Uniform Delay, d1		33.5								25.0	21.7	
Progression Factor		1.00								1.00	1.00	
Incremental Delay, d2		4.5								96.0	4.2	
Delay (s)		38.0								121.0	26.0	
Level of Service		D								F	C	
Approach Delay (s)		38.0			0.0			0.0			49.0	
Approach LOS		D			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
1: Arlington St & Comm Ave

12/04/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations		↗↗			↑↑↑	↘	
Traffic Volume (vph)	0	697	0	0	1327	379	
Future Volume (vph)	0	697	0	0	1327	379	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	12	12	11	11	
Storage Length (ft)	0	0	0			50	
Storage Lanes	0	2	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	0.88	1.00	1.00	0.91	1.00	
Ped Bike Factor						0.69	
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	0	2448	0	0	4468	1405	
Flt Permitted							
Satd. Flow (perm)	0	2448	0	0	4468	972	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	391			255	269		
Travel Time (s)	8.9			5.8	6.1		
Confl. Peds. (#/hr)		104				180	
Confl. Bikes (#/hr)						33	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.98	0.98	
Heavy Vehicles (%)	2%	1%	2%	2%	1%	0%	
Adj. Flow (vph)	0	792	0	0	1354	387	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	792	0	0	1354	387	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	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	1.19	1.19	1.14	1.14	1.19	1.19	
Turning Speed (mph)	15	9	15			9	
Number of Detectors		1			2	1	
Detector Template		Right			Thru	Right	
Leading Detector (ft)		20			100	20	
Trailing Detector (ft)		0			0	0	
Detector 1 Position(ft)		0			0	0	
Detector 1 Size(ft)		20			6	20	
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)		0.0			0.0	0.0	
Detector 1 Queue (s)		0.0			0.0	0.0	
Detector 1 Delay (s)		0.0			0.0	0.0	
Detector 2 Position(ft)					94		
Detector 2 Size(ft)					6		
Detector 2 Type					Cl+Ex		

Lanes, Volumes, Timings

1: Arlington St & Comm Ave

12/04/2018

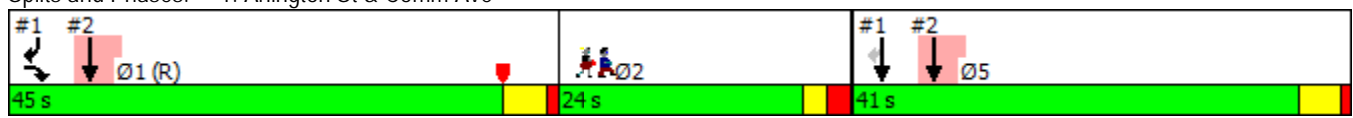


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Detector 2 Channel							
Detector 2 Extend (s)					0.0		
Turn Type		Prot			NA	custom	
Protected Phases		1			5	1	2
Permitted Phases						5	
Detector Phase		1			5	1	
Switch Phase							
Minimum Initial (s)		8.0			8.0	8.0	1.0
Minimum Split (s)		24.5			12.5	24.5	24.0
Total Split (s)		45.0			41.0	45.0	24.0
Total Split (%)		40.9%			37.3%	40.9%	22%
Maximum Green (s)		40.5			36.5	40.5	20.0
Yellow Time (s)		3.5			3.5	3.5	2.0
All-Red Time (s)		1.0			1.0	1.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	
Lead/Lag		Lead				Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)		2.0			2.0	2.0	3.0
Recall Mode		C-Max			Max	C-Max	Ped
Walk Time (s)		7.0				7.0	7.0
Flash Dont Walk (s)		13.0				13.0	13.0
Pedestrian Calls (#/hr)		71				71	315
Act Effct Green (s)		40.5			36.5	77.0	
Actuated g/C Ratio		0.37			0.33	0.70	
v/c Ratio		0.88			0.91	0.46	
Control Delay		45.1			45.9	8.5	
Queue Delay		0.0			0.0	0.0	
Total Delay		45.1			45.9	8.5	
LOS		D			D	A	
Approach Delay	45.1				37.6		
Approach LOS	D				D		

Intersection Summary

Area Type:	CBD
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	104 (95%), Referenced to phase 1:SBR, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	39.9
Intersection LOS:	D
Intersection Capacity Utilization:	69.2%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 1: Arlington St & Comm Ave



Queues

1: Arlington St & Comm Ave

12/04/2018



Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	792	1354	387
v/c Ratio	0.88	0.91	0.46
Control Delay	45.1	45.9	8.5
Queue Delay	0.0	0.0	0.0
Total Delay	45.1	45.9	8.5
Queue Length 50th (ft)	293	333	84
Queue Length 95th (ft)	#401	#425	127
Internal Link Dist (ft)		189	
Turn Bay Length (ft)			50
Base Capacity (vph)	901	1482	839
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.88	0.91	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: Arlington St & Comm Ave

12/04/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↘			↕↕↕	↘
Traffic Volume (vph)	0	697	0	0	1327	379
Future Volume (vph)	0	697	0	0	1327	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11
Total Lost time (s)		4.5			4.5	4.5
Lane Util. Factor		0.88			0.91	1.00
Frbp, ped/bikes		1.00			1.00	0.85
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.85			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		2448			4468	1200
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		2448			4468	1200
Peak-hour factor, PHF	0.88	0.88	0.92	0.92	0.98	0.98
Adj. Flow (vph)	0	792	0	0	1354	387
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	792	0	0	1354	387
Confl. Peds. (#/hr)		104				180
Confl. Bikes (#/hr)						33
Heavy Vehicles (%)	2%	1%	2%	2%	1%	0%
Turn Type		Prot			NA	custom
Protected Phases		1			5	1
Permitted Phases						5
Actuated Green, G (s)		40.5			36.5	77.0
Effective Green, g (s)		40.5			36.5	77.0
Actuated g/C Ratio		0.37			0.33	0.70
Clearance Time (s)		4.5			4.5	4.5
Vehicle Extension (s)		2.0			2.0	2.0
Lane Grp Cap (vph)		901			1482	889
v/s Ratio Prot		c0.32			c0.30	0.16
v/s Ratio Perm						0.16
v/c Ratio		0.88			0.91	0.44
Uniform Delay, d1		32.5			35.2	7.1
Progression Factor		1.00			1.00	1.00
Incremental Delay, d2		11.9			10.2	1.6
Delay (s)		44.4			45.4	8.7
Level of Service		D			D	A
Approach Delay (s)	44.4			0.0	37.3	
Approach LOS	D			A	D	

Intersection Summary			
HCM 2000 Control Delay	39.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings

2: Arlington St & Newbury St

12/04/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Lane Configurations					↑↑↑				
Traffic Volume (vph)	0	0	0	0	1814	210			
Future Volume (vph)	0	0	0	0	1814	210			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91			
Ped Bike Factor					0.96				
Frt					0.984				
Flt Protected									
Satd. Flow (prot)	0	0	0	0	4352	0			
Flt Permitted									
Satd. Flow (perm)	0	0	0	0	4352	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)					50				
Link Speed (mph)	30			30	30				
Link Distance (ft)	392			232	255				
Travel Time (s)	8.9			5.3	5.8				
Confl. Peds. (#/hr)						486			
Confl. Bikes (#/hr)						24			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.97	0.97			
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%			
Adj. Flow (vph)	0	0	0	0	1870	216			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	0	0	2086	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	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	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors					2				
Detector Template					Thru				
Leading Detector (ft)					100				
Trailing Detector (ft)					0				
Detector 1 Position(ft)					0				
Detector 1 Size(ft)					6				
Detector 1 Type					Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)					0.0				
Detector 1 Queue (s)					0.0				
Detector 1 Delay (s)					0.0				
Detector 2 Position(ft)					94				
Detector 2 Size(ft)					6				
Detector 2 Type					Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)					0.0				
Turn Type					NA				
Protected Phases					1 5		1	2	5

Lanes, Volumes, Timings

2: Arlington St & Newbury St

12/04/2018

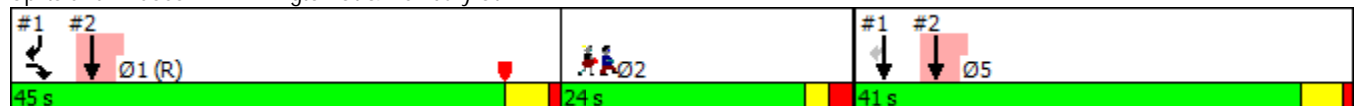


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Permitted Phases									
Detector Phase					1 5				
Switch Phase									
Minimum Initial (s)							8.0	1.0	8.0
Minimum Split (s)							24.5	24.0	12.5
Total Split (s)							45.0	24.0	41.0
Total Split (%)							41%	22%	37%
Maximum Green (s)							40.5	20.0	36.5
Yellow Time (s)							3.5	2.0	3.5
All-Red Time (s)							1.0	2.0	1.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)							2.0	3.0	2.0
Recall Mode							C-Max	Ped	Max
Walk Time (s)							7.0	7.0	
Flash Dont Walk (s)							13.0	13.0	
Pedestrian Calls (#/hr)							71	315	
Act Effct Green (s)					81.5				
Actuated g/C Ratio					0.74				
v/c Ratio					0.64				
Control Delay					1.4				
Queue Delay					1.2				
Total Delay					2.6				
LOS					A				
Approach Delay					2.6				
Approach LOS					A				

Intersection Summary

Area Type:	CBD
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	104 (95%), Referenced to phase 1:SBR, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	2.6
Intersection LOS:	A
Intersection Capacity Utilization:	48.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Arlington St & Newbury St



Queues

2: Arlington St & Newbury St

12/04/2018



Lane Group	SBT
Lane Group Flow (vph)	2086
v/c Ratio	0.64
Control Delay	1.4
Queue Delay	1.2
Total Delay	2.6
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	175
Turn Bay Length (ft)	
Base Capacity (vph)	3237
Starvation Cap Reductn	842
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.87
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2: Arlington St & Newbury St

12/04/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					↑↑↑	
Traffic Volume (vph)	0	0	0	0	1814	210
Future Volume (vph)	0	0	0	0	1814	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5	
Lane Util. Factor					0.91	
Frbp, ped/bikes					0.96	
Flpb, ped/bikes					1.00	
Frt					0.98	
Flt Protected					1.00	
Satd. Flow (prot)					4354	
Flt Permitted					1.00	
Satd. Flow (perm)					4354	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.97	0.97
Adj. Flow (vph)	0	0	0	0	1870	216
RTOR Reduction (vph)	0	0	0	0	13	0
Lane Group Flow (vph)	0	0	0	0	2073	0
Confl. Peds. (#/hr)						486
Confl. Bikes (#/hr)						24
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%
Turn Type					NA	
Protected Phases					1.5	
Permitted Phases						
Actuated Green, G (s)					81.5	
Effective Green, g (s)					81.5	
Actuated g/C Ratio					0.74	
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)					3225	
v/s Ratio Prot					c0.48	
v/s Ratio Perm						
v/c Ratio					0.64	
Uniform Delay, d1					7.0	
Progression Factor					0.14	
Incremental Delay, d2					0.4	
Delay (s)					1.4	
Level of Service					A	
Approach Delay (s)	0.0			0.0	1.4	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			1.4		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.54			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			48.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Lanes, Volumes, Timings
3: Arlington St & Boylston St

12/04/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑								↘	↑↑↑↑	
Traffic Volume (vph)	0	687	226	0	0	0	0	0	0	554	1261	0
Future Volume (vph)	0	687	226	0	0	0	0	0	0	554	1261	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00
Ped Bike Factor		0.89								0.64	0.97	
Frt		0.963										
Flt Protected										0.950	0.996	
Satd. Flow (prot)	0	4786	0	0	0	0	0	0	0	1337	4206	0
Flt Permitted										0.950	0.996	
Satd. Flow (perm)	0	4786	0	0	0	0	0	0	0	855	4078	0
Right Turn on Red			No			Yes			Yes	No		Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		372			274			195			232	
Travel Time (s)		8.5			6.2			4.4			5.3	
Confl. Peds. (#/hr)			565							334		
Confl. Bikes (#/hr)			37									
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	2%	5%	5%	2%	2%	2%	2%	2%	2%	1%	1%	2%
Adj. Flow (vph)	0	790	260	0	0	0	0	0	0	577	1314	0
Shared Lane Traffic (%)										21%		
Lane Group Flow (vph)	0	1050	0	0	0	0	0	0	0	456	1435	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			11			11	
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	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2								1	2	
Detector Template		Thru								Left	Thru	
Leading Detector (ft)		100								20	100	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	6	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Detector 2 Position(ft)		94									94	
Detector 2 Size(ft)		6									6	
Detector 2 Type		Cl+Ex									Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0									0.0	
Turn Type		NA								Perm	NA	

Lanes, Volumes, Timings
 3: Arlington St & Boylston St

12/04/2018

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
 3: Arlington St & Boylston St

12/04/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		1										5
Permitted Phases										5		
Detector Phase		1								5	5	
Switch Phase												
Minimum Initial (s)		8.0								8.0	8.0	
Minimum Split (s)		19.0								19.0	19.0	
Total Split (s)		25.0								41.0	41.0	
Total Split (%)		27.8%								45.6%	45.6%	
Maximum Green (s)		21.0								37.0	37.0	
Yellow Time (s)		3.0								3.0	3.0	
All-Red Time (s)		1.0								1.0	1.0	
Lost Time Adjust (s)		0.0								0.0	0.0	
Total Lost Time (s)		4.0								4.0	4.0	
Lead/Lag		Lead										
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0								2.0	2.0	
Recall Mode		C-Max								Max	Max	
Walk Time (s)		7.0								7.0	7.0	
Flash Dont Walk (s)		8.0								8.0	8.0	
Pedestrian Calls (#/hr)		225								94	94	
Act Effct Green (s)		21.0								37.0	37.0	
Actuated g/C Ratio		0.23								0.41	0.41	
v/c Ratio		0.94								1.30	0.86	
Control Delay		50.8								180.9	30.5	
Queue Delay		0.0								1.5	48.1	
Total Delay		50.8								182.4	78.6	
LOS		D								F	E	
Approach Delay		50.8									103.6	
Approach LOS		D									F	

Intersection Summary

Area Type:	CBD
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	2 (2%), Referenced to phase 1:EBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.30
Intersection Signal Delay:	84.8
Intersection LOS:	F
Intersection Capacity Utilization	54.1%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 3: Arlington St & Boylston St



Lanes, Volumes, Timings
 3: Arlington St & Boylston St

12/04/2018

Lane Group	Ø2
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	27%
Maximum Green (s)	20.0
Yellow Time (s)	2.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	Ped
Walk Time (s)	7.0
Flash Dont Walk (s)	13.0
Pedestrian Calls (#/hr)	209
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

3: Arlington St & Boylston St

12/04/2018



Lane Group	EBT	SBL	SBT
Lane Group Flow (vph)	1050	456	1435
v/c Ratio	0.94	1.30	0.86
Control Delay	50.8	180.9	30.5
Queue Delay	0.0	1.5	48.1
Total Delay	50.8	182.4	78.6
Queue Length 50th (ft)	170	~389	280
Queue Length 95th (ft)	#225	#603	349
Internal Link Dist (ft)	292		152
Turn Bay Length (ft)			
Base Capacity (vph)	1116	351	1676
Starvation Cap Reductn	0	44	596
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.94	1.49	1.33

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.

HCM Signalized Intersection Capacity Analysis

3: Arlington St & Boylston St

12/04/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑								↘	↑↑↑↑	
Traffic Volume (vph)	0	687	226	0	0	0	0	0	0	554	1261	0
Future Volume (vph)	0	687	226	0	0	0	0	0	0	554	1261	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	11	11	11
Total Lost time (s)		4.0								4.0	4.0	
Lane Util. Factor		0.86								0.86	0.86	
Frbp, ped/bikes		0.89								1.00	1.00	
Flpb, ped/bikes		1.00								0.64	0.97	
Frt		0.96								1.00	1.00	
Flt Protected		1.00								0.95	1.00	
Satd. Flow (prot)		4785								855	4077	
Flt Permitted		1.00								0.95	1.00	
Satd. Flow (perm)		4785								855	4077	
Peak-hour factor, PHF	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	0	790	260	0	0	0	0	0	0	577	1314	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1050	0	0	0	0	0	0	0	456	1435	0
Confl. Peds. (#/hr)			565							334		
Confl. Bikes (#/hr)			37									
Heavy Vehicles (%)	2%	5%	5%	2%	2%	2%	2%	2%	2%	1%	1%	2%
Turn Type		NA								Perm	NA	
Protected Phases		1									5	
Permitted Phases										5		
Actuated Green, G (s)		21.0								37.0	37.0	
Effective Green, g (s)		21.0								37.0	37.0	
Actuated g/C Ratio		0.23								0.41	0.41	
Clearance Time (s)		4.0								4.0	4.0	
Vehicle Extension (s)		2.0								2.0	2.0	
Lane Grp Cap (vph)		1116								351	1676	
v/s Ratio Prot		c0.22										
v/s Ratio Perm										c0.53	0.35	
v/c Ratio		0.94								1.30	0.86	
Uniform Delay, d1		33.9								26.5	24.1	
Progression Factor		1.00								1.00	1.00	
Incremental Delay, d2		16.0								154.1	5.9	
Delay (s)		49.9								180.6	29.9	
Level of Service		D								F	C	
Approach Delay (s)		49.9			0.0			0.0			66.3	
Approach LOS		D			A			A			E	

Intersection Summary		
HCM 2000 Control Delay	60.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.87	E
Actuated Cycle Length (s)	90.0	Sum of lost time (s)
Intersection Capacity Utilization	54.1%	12.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations		↗↗			↖↖↖	↗	
Traffic Volume (vph)	0	634	0	0	1265	256	
Future Volume (vph)	0	634	0	0	1265	256	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	12	12	11	11	
Storage Length (ft)	0	0	0			50	
Storage Lanes	0	2	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	0.88	1.00	1.00	0.91	1.00	
Ped Bike Factor							0.81
Frt		0.850				0.850	
Fit Protected							
Satd. Flow (prot)	0	2424	0	0	4381	1364	
Fit Permitted							
Satd. Flow (perm)	0	2424	0	0	4381	1107	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	391			255	269		
Travel Time (s)	8.9			5.8	6.1		
Confl. Peds. (#/hr)		35				98	
Confl. Bikes (#/hr)						78	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.89	0.89	
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	
Adj. Flow (vph)	0	689	0	0	1421	288	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	689	0	0	1421	288	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	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	1.19	1.19	1.14	1.14	1.19	1.19	
Turning Speed (mph)	15	9	15			9	
Number of Detectors		1			2	1	
Detector Template		Right			Thru	Right	
Leading Detector (ft)		20			100	20	
Trailing Detector (ft)		0			0	0	
Detector 1 Position(ft)		0			0	0	
Detector 1 Size(ft)		20			6	20	
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)		0.0			0.0	0.0	
Detector 1 Queue (s)		0.0			0.0	0.0	
Detector 1 Delay (s)		0.0			0.0	0.0	
Detector 2 Position(ft)					94		
Detector 2 Size(ft)					6		
Detector 2 Type					Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)					0.0		
Turn Type		Prot			NA	custom	
Protected Phases		1			5	1	2
Permitted Phases						5	
Detector Phase		1			5	1	
Switch Phase							
Minimum Initial (s)		8.0			8.0	8.0	1.0
Minimum Split (s)		24.5			12.5	24.5	24.0
Total Split (s)		46.0			40.0	46.0	24.0
Total Split (%)		41.8%			36.4%	41.8%	22%
Maximum Green (s)		41.5			35.5	41.5	20.0
Yellow Time (s)		3.5			3.5	3.5	2.0
All-Red Time (s)		1.0			1.0	1.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	
Lead/Lag		Lead				Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)		2.0			2.0	2.0	3.0
Recall Mode		C-Max			Max	C-Max	Ped
Walk Time (s)		7.0				7.0	7.0
Flash Dont Walk (s)		13.0				13.0	13.0

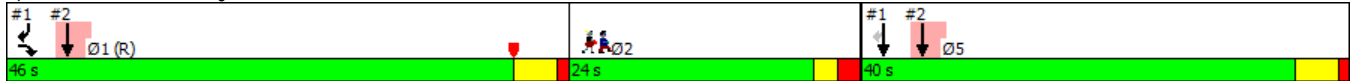


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Pedestrian Calls (#/hr)		48				48	153
Act Effect Green (s)		41.5			35.5	77.0	
Actuated g/C Ratio		0.38			0.32	0.70	
v/c Ratio		0.75			1.01	0.33	
Control Delay		36.1			62.9	6.3	
Queue Delay		0.0			0.0	0.0	
Total Delay		36.1			62.9	6.3	
LOS		D			E	A	
Approach Delay	36.1				53.4		
Approach LOS	D				D		

Intersection Summary

Area Type:	CBD
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	100 (91%), Referenced to phase 1:SBR, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.01
Intersection Signal Delay:	48.4
Intersection Capacity Utilization:	62.4%
Analysis Period (min):	15
Intersection LOS:	D
ICU Level of Service:	B

Splits and Phases: 1: Arlington St & Comm Ave





Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	689	1421	288
v/c Ratio	0.75	1.01	0.33
Control Delay	36.1	62.9	6.3
Queue Delay	0.0	0.0	0.0
Total Delay	36.1	62.9	6.3
Queue Length 50th (ft)	237	~369	57
Queue Length 95th (ft)	318	#471	88
Internal Link Dist (ft)		189	
Turn Bay Length (ft)			50
Base Capacity (vph)	914	1413	871
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.75	1.01	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.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↗			↖↖↖	↗
Traffic Volume (vph)	0	634	0	0	1265	256
Future Volume (vph)	0	634	0	0	1265	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11
Total Lost time (s)		4.5			4.5	4.5
Lane Util. Factor		0.88			0.91	1.00
Frb, ped/bikes		1.00			1.00	0.91
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.85			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		2424			4381	1246
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		2424			4381	1246
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.89	0.89
Adj. Flow (vph)	0	689	0	0	1421	288
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	689	0	0	1421	288
Confl. Peds. (#/hr)		35				98
Confl. Bikes (#/hr)						78
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Turn Type		Prot			NA	custom
Protected Phases		1			5	1
Permitted Phases						5
Actuated Green, G (s)		41.5			35.5	77.0
Effective Green, g (s)		41.5			35.5	77.0
Actuated g/C Ratio		0.38			0.32	0.70
Clearance Time (s)		4.5			4.5	4.5
Vehicle Extension (s)		2.0			2.0	2.0
Lane Grp Cap (vph)		914			1413	923
v/s Ratio Prot		c0.28			c0.32	0.12
v/s Ratio Perm						0.11
v/c Ratio		0.75			1.01	0.31
Uniform Delay, d1		29.8			37.2	6.3
Progression Factor		1.00			1.00	1.00
Incremental Delay, d2		5.7			25.3	0.9
Delay (s)		35.5			62.6	7.2
Level of Service		D			E	A
Approach Delay (s)	35.5			0.0		53.2
Approach LOS	D			A		D

Intersection Summary

HCM 2000 Control Delay	48.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Lane Configurations					↑↑↑				
Traffic Volume (vph)	0	0	0	0	1727	171			
Future Volume (vph)	0	0	0	0	1727	171			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91			
Ped Bike Factor					0.97				
Frt					0.986				
Fit Protected									
Satd. Flow (prot)	0	0	0	0	4355	0			
Fit Permitted									
Satd. Flow (perm)	0	0	0	0	4355	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)					41				
Link Speed (mph)	30			30	30				
Link Distance (ft)	392			232	255				
Travel Time (s)	8.9			5.3	5.8				
Confl. Peds. (#/hr)						285			
Confl. Bikes (#/hr)						147			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.93	0.93			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%			
Adj. Flow (vph)	0	0	0	0	1857	184			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	0	0	2041	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	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	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors					2				
Detector Template					Thru				
Leading Detector (ft)					100				
Trailing Detector (ft)					0				
Detector 1 Position(ft)					0				
Detector 1 Size(ft)					6				
Detector 1 Type					Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)					0.0				
Detector 1 Queue (s)					0.0				
Detector 1 Delay (s)					0.0				
Detector 2 Position(ft)					94				
Detector 2 Size(ft)					6				
Detector 2 Type					Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)					0.0				
Turn Type					NA				
Protected Phases					15		1	2	5
Permitted Phases									
Detector Phase					15				
Switch Phase									
Minimum Initial (s)							8.0	1.0	8.0
Minimum Split (s)							24.5	24.0	12.5
Total Split (s)							46.0	24.0	40.0
Total Split (%)							42%	22%	36%
Maximum Green (s)							41.5	20.0	35.5
Yellow Time (s)							3.5	2.0	3.5
All-Red Time (s)							1.0	2.0	1.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)							2.0	3.0	2.0
Recall Mode							C-Max	Ped	Max
Walk Time (s)							7.0	7.0	
Flash Dont Walk (s)							13.0	13.0	
Pedestrian Calls (#/hr)							48	153	
Act Effct Green (s)					81.5				
Actuated g/C Ratio					0.74				
v/c Ratio					0.63				



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Control Delay					1.4				
Queue Delay					1.2				
Total Delay					2.6				
LOS					A				
Approach Delay					2.6				
Approach LOS					A				

Intersection Summary

Area Type:	CBD
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	100 (91%), Referenced to phase 1:SBR, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.01
Intersection Signal Delay:	2.6
Intersection LOS:	A
Intersection Capacity Utilization:	45.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Arlington St & Newbury St





Lane Group	SBT
Lane Group Flow (vph)	2041
v/c Ratio	0.63
Control Delay	1.4
Queue Delay	1.2
Total Delay	2.6
Queue Length 50th (ft)	0
Queue Length 95th (ft)	m1
Internal Link Dist (ft)	175
Turn Bay Length (ft)	
Base Capacity (vph)	3237
Starvation Cap Reductn	896
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.87

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					↑↑↑	
Traffic Volume (vph)	0	0	0	0	1727	171
Future Volume (vph)	0	0	0	0	1727	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5	
Lane Util. Factor					0.91	
Frbp, ped/bikes					0.97	
Flpb, ped/bikes					1.00	
Frt					0.99	
Fit Protected					1.00	
Satd. Flow (prot)					4357	
Fit Permitted					1.00	
Satd. Flow (perm)					4357	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.93	0.93
Adj. Flow (vph)	0	0	0	0	1857	184
RTOR Reduction (vph)	0	0	0	0	11	0
Lane Group Flow (vph)	0	0	0	0	2030	0
Confl. Peds. (#/hr)						285
Confl. Bikes (#/hr)						147
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%
Turn Type					NA	
Protected Phases					1.5	
Permitted Phases						
Actuated Green, G (s)					81.5	
Effective Green, g (s)					81.5	
Actuated g/C Ratio					0.74	
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)					3228	
v/s Ratio Prot					0.47	
v/s Ratio Perm						
v/c Ratio					0.63	
Uniform Delay, d1					6.9	
Progression Factor					0.15	
Incremental Delay, d2					0.4	
Delay (s)					1.4	
Level of Service					A	
Approach Delay (s)	0.0			0.0	1.4	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			1.4		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			45.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations		↑↑↑								↓	↑↑↑		
Traffic Volume (vph)	0	441	138	0	0	0	0	0	0	590	1138	0	
Future Volume (vph)	0	441	138	0	0	0	0	0	0	590	1138	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11	
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	
Ped Bike Factor		0.91								0.69	0.96		
Fr		0.964											
Flt Protected										0.950	0.994		
Satd. Flow (prot)	0	4616	0	0	0	0	0	0	0	1299	4145	0	
Flt Permitted										0.950	0.994		
Satd. Flow (perm)	0	4616	0	0	0	0	0	0	0	895	3977	0	
Right Turn on Red			No			Yes			Yes	No		Yes	
Satd. Flow (RTOR)													
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		372			274			195			232		
Travel Time (s)		8.5			6.2			4.4			5.3		
Confl. Peds. (#/hr)			288							197			
Confl. Bikes (#/hr)			54										
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	
Heavy Vehicles (%)	2%	10%	18%	2%	2%	2%	2%	2%	2%	4%	2%	2%	
Adj. Flow (vph)	0	496	155	0	0	0	0	0	0	648	1251	0	
Shared Lane Traffic (%)										29%			
Lane Group Flow (vph)	0	651	0	0	0	0	0	0	0	460	1439	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			11			11		
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	1.14	1.14	1.14	1.19	1.19	1.19	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors		2								1	2		
Detector Template		Thru								Left	Thru		
Leading Detector (ft)		100								20	100		
Trailing Detector (ft)		0								0	0		
Detector 1 Position(ft)		0								0	0		
Detector 1 Size(ft)		6								20	6		
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex		
Detector 1 Channel													
Detector 1 Extend (s)		0.0								0.0	0.0		
Detector 1 Queue (s)		0.0								0.0	0.0		
Detector 1 Delay (s)		0.0								0.0	0.0		
Detector 2 Position(ft)		94									94		
Detector 2 Size(ft)		6									6		
Detector 2 Type		Cl+Ex									Cl+Ex		
Detector 2 Channel													
Detector 2 Extend (s)		0.0									0.0		
Turn Type		NA								Perm	NA		
Protected Phases		1									5	2	
Permitted Phases										5			
Detector Phase		1								5	5		
Switch Phase													
Minimum Initial (s)		8.0								8.0	8.0	1.0	
Minimum Split (s)		19.0								19.0	19.0	24.0	
Total Split (s)		22.0								44.0	44.0	24.0	
Total Split (%)		24.4%								48.9%	48.9%	27%	
Maximum Green (s)		18.0								40.0	40.0	20.0	
Yellow Time (s)		3.0								3.0	3.0	2.0	
All-Red Time (s)		1.0								1.0	1.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0		
Total Lost Time (s)		4.0								4.0	4.0		
Lead/Lag		Lead											Lag
Lead-Lag Optimize?													
Vehicle Extension (s)		2.0								2.0	2.0	2.0	
Recall Mode		C-Max								Max	Max	Ped	
Walk Time (s)		7.0								7.0	7.0	7.0	
Flash Dont Walk (s)		8.0								8.0	8.0	13.0	
Pedestrian Calls (#/hr)		485								89	89	150	
Act Effect Green (s)		18.0								40.0	40.0		
Actuated g/C Ratio		0.20								0.44	0.44		



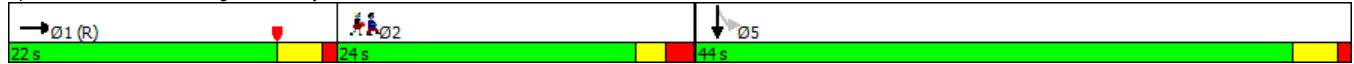
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
v/c Ratio		0.71								1.16	0.81		
Control Delay		38.3								122.7	26.4		
Queue Delay		0.0								1.9	48.4		
Total Delay		38.3								124.6	74.9		
LOS		D								F	E		
Approach Delay		38.3									86.9		
Approach LOS		D									F		

Intersection Summary

Area Type: CBD
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 1:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 74.5
 Intersection Capacity Utilization 47.5%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service A

Splits and Phases: 3: Arlington St & Boylston St





Lane Group	EBT	SBL	SBT
Lane Group Flow (vph)	651	460	1439
v/c Ratio	0.71	1.16	0.81
Control Delay	38.3	122.7	26.4
Queue Delay	0.0	1.9	48.4
Total Delay	38.3	124.6	74.9
Queue Length 50th (ft)	100	~362	267
Queue Length 95th (ft)	131	#577	334
Internal Link Dist (ft)	292		152
Turn Bay Length (ft)			
Base Capacity (vph)	923	397	1767
Starvation Cap Reductn	0	66	641
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.71	1.39	1.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↑↑↑								↓	↑↑↑			
Traffic Volume (vph)	0	441	138	0	0	0	0	0	0	590	1138	0		
Future Volume (vph)	0	441	138	0	0	0	0	0	0	590	1138	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	12	12	12	12	12	12	12	12	12	11	11	11		
Total Lost time (s)		4.0								4.0	4.0			
Lane Util. Factor		0.86								0.86	0.86			
Frb, ped/bikes		0.91								1.00	1.00			
Flpb, ped/bikes		1.00								0.69	0.96			
Frt		0.96								1.00	1.00			
Flt Protected		1.00								0.95	0.99			
Satd. Flow (prot)		4617								895	3975			
Flt Permitted		1.00								0.95	0.99			
Satd. Flow (perm)		4617								895	3975			
Peak-hour factor, PHF	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91		
Adj. Flow (vph)	0	496	155	0	0	0	0	0	0	648	1251	0		
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0		
Lane Group Flow (vph)	0	651	0	0	0	0	0	0	0	460	1439	0		
Confl. Peds. (#/hr)			288							197				
Confl. Bikes (#/hr)			54											
Heavy Vehicles (%)	2%	10%	18%	2%	2%	2%	2%	2%	2%	4%	2%	2%		
Turn Type		NA								Perm	NA			
Protected Phases		1									5			
Permitted Phases										5				
Actuated Green, G (s)		18.0								40.0	40.0			
Effective Green, g (s)		18.0								40.0	40.0			
Actuated g/C Ratio		0.20								0.44	0.44			
Clearance Time (s)		4.0								4.0	4.0			
Vehicle Extension (s)		2.0								2.0	2.0			
Lane Grp Cap (vph)		923								397	1766			
v/s Ratio Prot		c0.14												
v/s Ratio Perm										c0.51	0.36			
v/c Ratio		0.71								1.16	0.81			
Uniform Delay, d1		33.5								25.0	21.8			
Progression Factor		1.00								1.00	1.00			
Incremental Delay, d2		4.5								96.0	4.3			
Delay (s)		38.0								121.0	26.0			
Level of Service		D								F	C			
Approach Delay (s)		38.0			0.0			0.0			49.1			
Approach LOS		D			A			A			D			
Intersection Summary														
HCM 2000 Control Delay			46.2									HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio			0.76											
Actuated Cycle Length (s)			90.0								12.0		Sum of lost time (s)	
Intersection Capacity Utilization			47.5%										ICU Level of Service	A
Analysis Period (min)			15											

c Critical Lane Group



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations		↗↗			↖↖↖	↗	
Traffic Volume (vph)	0	722	0	0	1332	379	
Future Volume (vph)	0	722	0	0	1332	379	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	12	12	11	11	
Storage Length (ft)	0	0	0			50	
Storage Lanes	0	2	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	0.88	1.00	1.00	0.91	1.00	
Ped Bike Factor						0.69	
Frt		0.850				0.850	
Fit Protected							
Satd. Flow (prot)	0	2448	0	0	4468	1405	
Fit Permitted							
Satd. Flow (perm)	0	2448	0	0	4468	972	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	391			255	269		
Travel Time (s)	8.9			5.8	6.1		
Confl. Peds. (#/hr)		104				180	
Confl. Bikes (#/hr)						33	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.98	0.98	
Heavy Vehicles (%)	2%	1%	2%	2%	1%	0%	
Adj. Flow (vph)	0	820	0	0	1359	387	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	820	0	0	1359	387	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	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	1.19	1.19	1.14	1.14	1.19	1.19	
Turning Speed (mph)	15	9	15			9	
Number of Detectors		1			2	1	
Detector Template		Right			Thru	Right	
Leading Detector (ft)		20			100	20	
Trailing Detector (ft)		0			0	0	
Detector 1 Position(ft)		0			0	0	
Detector 1 Size(ft)		20			6	20	
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)		0.0			0.0	0.0	
Detector 1 Queue (s)		0.0			0.0	0.0	
Detector 1 Delay (s)		0.0			0.0	0.0	
Detector 2 Position(ft)					94		
Detector 2 Size(ft)					6		
Detector 2 Type					Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)					0.0		
Turn Type		Prot			NA	custom	
Protected Phases		1			5	1	2
Permitted Phases						5	
Detector Phase		1			5	1	
Switch Phase							
Minimum Initial (s)		8.0			8.0	8.0	1.0
Minimum Split (s)		24.5			12.5	24.5	24.0
Total Split (s)		45.0			41.0	45.0	24.0
Total Split (%)		40.9%			37.3%	40.9%	22%
Maximum Green (s)		40.5			36.5	40.5	20.0
Yellow Time (s)		3.5			3.5	3.5	2.0
All-Red Time (s)		1.0			1.0	1.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	
Total Lost Time (s)		4.5			4.5	4.5	
Lead/Lag		Lead				Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)		2.0			2.0	2.0	3.0
Recall Mode		C-Max			Max	C-Max	Ped
Walk Time (s)		7.0				7.0	7.0
Flash Dont Walk (s)		13.0				13.0	13.0

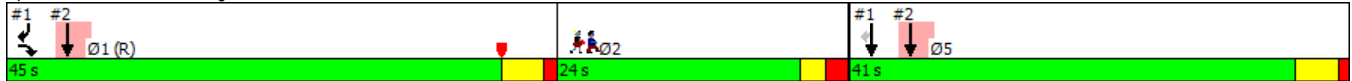


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Pedestrian Calls (#/hr)		71				71	315
Act Effect Green (s)		40.5			36.5	77.0	
Actuated g/C Ratio		0.37			0.33	0.70	
v/c Ratio		0.91			0.92	0.46	
Control Delay		48.6			46.2	8.5	
Queue Delay		0.0			0.0	0.0	
Total Delay		48.6			46.2	8.5	
LOS		D			D	A	
Approach Delay	48.6				37.9		
Approach LOS	D				D		

Intersection Summary

Area Type:	CBD
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	104 (95%), Referenced to phase 1:SBR, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	41.3
Intersection LOS:	D
Intersection Capacity Utilization:	70.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 1: Arlington St & Comm Ave





Lane Group	EBR	SBT	SBR
Lane Group Flow (vph)	820	1359	387
v/c Ratio	0.91	0.92	0.46
Control Delay	48.6	46.2	8.5
Queue Delay	0.0	0.0	0.0
Total Delay	48.6	46.2	8.5
Queue Length 50th (ft)	309	335	84
Queue Length 95th (ft)	#424	#428	127
Internal Link Dist (ft)	189		
Turn Bay Length (ft)	50		
Base Capacity (vph)	901	1482	839
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.91	0.92	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↗			↖↖↖	↗
Traffic Volume (vph)	0	722	0	0	1332	379
Future Volume (vph)	0	722	0	0	1332	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11
Total Lost time (s)		4.5			4.5	4.5
Lane Util. Factor		0.88			0.91	1.00
Frb, ped/bikes		1.00			1.00	0.85
Flpb, ped/bikes		1.00			1.00	1.00
Frt		0.85			1.00	0.85
Flt Protected		1.00			1.00	1.00
Satd. Flow (prot)		2448			4468	1200
Flt Permitted		1.00			1.00	1.00
Satd. Flow (perm)		2448			4468	1200
Peak-hour factor, PHF	0.88	0.88	0.92	0.92	0.98	0.98
Adj. Flow (vph)	0	820	0	0	1359	387
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	820	0	0	1359	387
Confl. Peds. (#/hr)		104				180
Confl. Bikes (#/hr)						33
Heavy Vehicles (%)	2%	1%	2%	2%	1%	0%
Turn Type		Prot			NA	custom
Protected Phases		1			5	1
Permitted Phases						5
Actuated Green, G (s)		40.5			36.5	77.0
Effective Green, g (s)		40.5			36.5	77.0
Actuated g/C Ratio		0.37			0.33	0.70
Clearance Time (s)		4.5			4.5	4.5
Vehicle Extension (s)		2.0			2.0	2.0
Lane Grp Cap (vph)		901			1482	889
v/s Ratio Prot		c0.33			c0.30	0.16
v/s Ratio Perm						0.16
v/c Ratio		0.91			0.92	0.44
Uniform Delay, d1		33.0			35.3	7.1
Progression Factor		1.00			1.00	1.00
Incremental Delay, d2		14.8			10.5	1.6
Delay (s)		47.8			45.8	8.7
Level of Service		D			D	A
Approach Delay (s)	47.8			0.0		37.6
Approach LOS	D			A		D

Intersection Summary

HCM 2000 Control Delay	40.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Lane Configurations					↑↑↑				
Traffic Volume (vph)	0	0	0	0	1826	228			
Future Volume (vph)	0	0	0	0	1826	228			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91			
Ped Bike Factor					0.95				
Frt					0.983				
Fit Protected									
Satd. Flow (prot)	0	0	0	0	4334	0			
Fit Permitted									
Satd. Flow (perm)	0	0	0	0	4334	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)					55				
Link Speed (mph)	30			30	30				
Link Distance (ft)	392			232	255				
Travel Time (s)	8.9			5.3	5.8				
Confl. Peds. (#/hr)						486			
Confl. Bikes (#/hr)						24			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.97	0.97			
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%			
Adj. Flow (vph)	0	0	0	0	1882	235			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	0	0	2117	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	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	1.14	1.14	1.14	1.14			
Turning Speed (mph)	15	9	15			9			
Number of Detectors						2			
Detector Template						Thru			
Leading Detector (ft)						100			
Trailing Detector (ft)						0			
Detector 1 Position(ft)						0			
Detector 1 Size(ft)						6			
Detector 1 Type						Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)						0.0			
Detector 1 Queue (s)						0.0			
Detector 1 Delay (s)						0.0			
Detector 2 Position(ft)						94			
Detector 2 Size(ft)						6			
Detector 2 Type						Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)						0.0			
Turn Type						NA			
Protected Phases					15		1	2	5
Permitted Phases									
Detector Phase					15				
Switch Phase									
Minimum Initial (s)							8.0	1.0	8.0
Minimum Split (s)							24.5	24.0	12.5
Total Split (s)							45.0	24.0	41.0
Total Split (%)							41%	22%	37%
Maximum Green (s)							40.5	20.0	36.5
Yellow Time (s)							3.5	2.0	3.5
All-Red Time (s)							1.0	2.0	1.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)							2.0	3.0	2.0
Recall Mode							C-Max	Ped	Max
Walk Time (s)							7.0	7.0	
Flash Dont Walk (s)							13.0	13.0	
Pedestrian Calls (#/hr)							71	315	
Act Effct Green (s)							81.5		
Actuated g/C Ratio							0.74		
v/c Ratio							0.66		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5
Control Delay					1.5				
Queue Delay					1.4				
Total Delay					2.9				
LOS					A				
Approach Delay					2.9				
Approach LOS					A				

Intersection Summary

Area Type:	CBD
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	104 (95%), Referenced to phase 1:SBR, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	2.9
Intersection LOS:	A
Intersection Capacity Utilization:	49.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Arlington St & Newbury St





Lane Group	SBT
Lane Group Flow (vph)	2117
v/c Ratio	0.66
Control Delay	1.5
Queue Delay	1.4
Total Delay	2.9
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	175
Turn Bay Length (ft)	
Base Capacity (vph)	3225
Starvation Cap Reductn	834
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.89
Intersection Summary	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					↑↑↑	
Traffic Volume (vph)	0	0	0	0	1826	228
Future Volume (vph)	0	0	0	0	1826	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5	
Lane Util. Factor					0.91	
Frb, ped/bikes					0.95	
Flpb, ped/bikes					1.00	
Frt					0.98	
Flt Protected					1.00	
Satd. Flow (prot)					4335	
Flt Permitted					1.00	
Satd. Flow (perm)					4335	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.97	0.97
Adj. Flow (vph)	0	0	0	0	1882	235
RTOR Reduction (vph)	0	0	0	0	14	0
Lane Group Flow (vph)	0	0	0	0	2103	0
Confl. Peds. (#/hr)						486
Confl. Bikes (#/hr)						24
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%
Turn Type					NA	
Protected Phases					1.5	
Permitted Phases						
Actuated Green, G (s)					81.5	
Effective Green, g (s)					81.5	
Actuated g/C Ratio					0.74	
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)					3211	
v/s Ratio Prot					0.49	
v/s Ratio Perm						
v/c Ratio					0.65	
Uniform Delay, d1					7.2	
Progression Factor					0.16	
Incremental Delay, d2					0.4	
Delay (s)					1.5	
Level of Service					A	
Approach Delay (s)	0.0			0.0	1.5	
Approach LOS	A			A	A	
Intersection Summary						
HCM 2000 Control Delay			1.5		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.55			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			49.7%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
Lane Configurations		↑↑↑								↓	↑↑↑		
Traffic Volume (vph)	0	687	226	0	0	0	0	0	0	554	1273	0	
Future Volume (vph)	0	687	226	0	0	0	0	0	0	554	1273	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11	
Lane Util. Factor	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	
Ped Bike Factor		0.89								0.64	0.97		
Fr		0.963											
Flt Protected										0.950	0.996		
Satd. Flow (prot)	0	4786	0	0	0	0	0	0	0	1337	4206	0	
Flt Permitted										0.950	0.996		
Satd. Flow (perm)	0	4786	0	0	0	0	0	0	0	855	4085	0	
Right Turn on Red			No			Yes			Yes	No		Yes	
Satd. Flow (RTOR)													
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		372			274			195			232		
Travel Time (s)		8.5			6.2			4.4			5.3		
Confl. Peds. (#/hr)			565							334			
Confl. Bikes (#/hr)			37										
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96	
Heavy Vehicles (%)	2%	5%	5%	2%	2%	2%	2%	2%	2%	1%	1%	2%	
Adj. Flow (vph)	0	790	260	0	0	0	0	0	0	577	1326	0	
Shared Lane Traffic (%)										20%			
Lane Group Flow (vph)	0	1050	0	0	0	0	0	0	0	462	1441	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			11			11		
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	1.14	1.14	1.14	1.19	1.19	1.19	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors		2								1	2		
Detector Template		Thru								Left	Thru		
Leading Detector (ft)		100								20	100		
Trailing Detector (ft)		0								0	0		
Detector 1 Position(ft)		0								0	0		
Detector 1 Size(ft)		6								20	6		
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex		
Detector 1 Channel													
Detector 1 Extend (s)		0.0								0.0	0.0		
Detector 1 Queue (s)		0.0								0.0	0.0		
Detector 1 Delay (s)		0.0								0.0	0.0		
Detector 2 Position(ft)		94									94		
Detector 2 Size(ft)		6									6		
Detector 2 Type		Cl+Ex									Cl+Ex		
Detector 2 Channel													
Detector 2 Extend (s)		0.0									0.0		
Turn Type		NA								Perm	NA		
Protected Phases		1									5	2	
Permitted Phases										5			
Detector Phase		1								5	5		
Switch Phase													
Minimum Initial (s)		8.0								8.0	8.0	1.0	
Minimum Split (s)		19.0								19.0	19.0	24.0	
Total Split (s)		25.0								41.0	41.0	24.0	
Total Split (%)		27.8%								45.6%	45.6%	27%	
Maximum Green (s)		21.0								37.0	37.0	20.0	
Yellow Time (s)		3.0								3.0	3.0	2.0	
All-Red Time (s)		1.0								1.0	1.0	2.0	
Lost Time Adjust (s)		0.0								0.0	0.0		
Total Lost Time (s)		4.0								4.0	4.0		
Lead/Lag		Lead											Lag
Lead-Lag Optimize?													
Vehicle Extension (s)		2.0								2.0	2.0	2.0	
Recall Mode		C-Max								Max	Max	Ped	
Walk Time (s)		7.0								7.0	7.0	7.0	
Flash Dont Walk (s)		8.0								8.0	8.0	13.0	
Pedestrian Calls (#/hr)		225								94	94	209	
Act Effect Green (s)		21.0								37.0	37.0		
Actuated g/C Ratio		0.23								0.41	0.41		

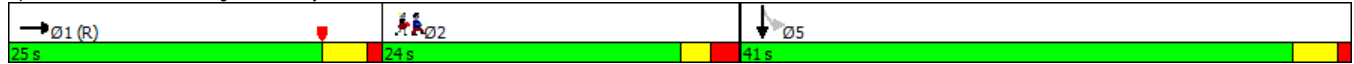


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2
v/c Ratio		0.94								1.32	0.86		
Control Delay		50.8								187.8	30.6		
Queue Delay		0.0								1.5	48.0		
Total Delay		50.8								189.3	78.6		
LOS		D								F	E		
Approach Delay		50.8									105.5		
Approach LOS		D									F		

Intersection Summary

Area Type: CBD
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 2 (2%), Referenced to phase 1:EBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 86.1 Intersection LOS: F
 Intersection Capacity Utilization 54.3% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Arlington St & Boylston St





Lane Group	EBT	SBL	SBT
Lane Group Flow (vph)	1050	462	1441
v/c Ratio	0.94	1.32	0.86
Control Delay	50.8	187.8	30.6
Queue Delay	0.0	1.5	48.0
Total Delay	50.8	189.3	78.6
Queue Length 50th (ft)	170	~397	281
Queue Length 95th (ft)	#225	#612	350
Internal Link Dist (ft)	292		152
Turn Bay Length (ft)			
Base Capacity (vph)	1116	351	1679
Starvation Cap Reductn	0	43	595
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.94	1.50	1.33

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↑↑↑								↓	↑↑↑			
Traffic Volume (vph)	0	687	226	0	0	0	0	0	0	554	1273	0		
Future Volume (vph)	0	687	226	0	0	0	0	0	0	554	1273	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	12	12	12	12	12	12	12	12	12	11	11	11		
Total Lost time (s)		4.0								4.0	4.0			
Lane Util. Factor		0.86								0.86	0.86			
Frb, ped/bikes		0.89								1.00	1.00			
Flpb, ped/bikes		1.00								0.64	0.97			
Frt		0.96								1.00	1.00			
Flt Protected		1.00								0.95	1.00			
Satd. Flow (prot)		4785								855	4085			
Flt Permitted		1.00								0.95	1.00			
Satd. Flow (perm)		4785								855	4085			
Peak-hour factor, PHF	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96		
Adj. Flow (vph)	0	790	260	0	0	0	0	0	0	577	1326	0		
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0		
Lane Group Flow (vph)	0	1050	0	0	0	0	0	0	0	462	1441	0		
Confl. Peds. (#/hr)			565							334				
Confl. Bikes (#/hr)			37											
Heavy Vehicles (%)	2%	5%	5%	2%	2%	2%	2%	2%	2%	1%	1%	2%		
Turn Type		NA								Perm	NA			
Protected Phases		1									5			
Permitted Phases										5				
Actuated Green, G (s)		21.0								37.0	37.0			
Effective Green, g (s)		21.0								37.0	37.0			
Actuated g/C Ratio		0.23								0.41	0.41			
Clearance Time (s)		4.0								4.0	4.0			
Vehicle Extension (s)		2.0								2.0	2.0			
Lane Grp Cap (vph)		1116								351	1679			
v/s Ratio Prot		c0.22												
v/s Ratio Perm										c0.54	0.35			
v/c Ratio		0.94								1.32	0.86			
Uniform Delay, d1		33.9								26.5	24.1			
Progression Factor		1.00								1.00	1.00			
Incremental Delay, d2		16.0								161.2	5.9			
Delay (s)		49.9								187.7	30.1			
Level of Service		D								F	C			
Approach Delay (s)		49.9			0.0			0.0			68.3			
Approach LOS		D			A			A			E			
Intersection Summary														
HCM 2000 Control Delay			61.8									HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio			0.88											
Actuated Cycle Length (s)			90.0								12.0		Sum of lost time (s)	
Intersection Capacity Utilization			54.3%										ICU Level of Service	A
Analysis Period (min)			15											

c Critical Lane Group