Nitsch Engineering

Traffic Impact Study

Westwood Public Schools
Westwood, MA

September 22, 2022

Prepared for:

Westwood Public Schools
220 Nahatan Street
Westwood, MA 02090

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1 Introduction

Nitsch Engineering has prepared this Traffic Impact Study (TIS) for the Westwood Public Schools located in Westwood, Massachusetts. This TIS will review existing roadway conditions and traffic volumes, and it will assess existing and future traffic conditions at intersections in the study area.

Figure 1 shows the locus map, and Figure 2 shows the existing site and study area intersections.

1.1 Existing Site

The Westwood Public Schools consists of seven schools including;

- Westwood High School
- WE Thurston Middle School
- Deerfield School
- Downey School
- Martha Jones School
- Paul Hanlon School
- William E. Sheehan School

1.2 Study Area

For this study, we started by reviewing the Town-wide roadway network. Through conversations and research, it has been determined that the focus of this study is on the start time for the High School and Middle School; and the interactions the schools' vehicle traffic has with the Town commuter traffic. The start times for the Elementary Schools would be adjusted such to minimize the impacts to the existing roadway operations. As such, this study area includes the eight roadways and six intersections as follows:

Roadways

1. Nahatan Street
2. Clapboardtree Street
3. High Street
4. Washington Street
5. Summer Street
6. East Street
7. Everett Street
8. Route 1

Intersections

1. Nahatan Street and Clapboardtree Street
2. Nahatan Street and High Street
3. High Street and Summer Street
4. Washington Street and East Street/School Street
5. Washington Street and Clapboardtree Street
6. Everett Street and Route 1

1.3 Methodology

We have conducted this TIS in three phases. The first phase involves an evaluation of existing traffic conditions within the study area, including an inventory of existing roadway and intersection geometry, and observations of traffic volumes.

The second phase of the study establishes the framework for evaluating the transportation impacts of the proposed start times for the High School and the Middle School. We assessed travel demand forecasts for the different start times.

The third and final phase involves conducting traffic analyses to evaluate both existing and future intersection operations for each scenario. We used this analysis as the basis for determining the potential start time impacts and potential mitigation measures for the start times for the High School and the Middle School.

Figure 1: Locus Map
Westwood Public Schools
Westwood, MA

Data Source: BingMaps
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Figure 2: Study Area Intersections

Westwood Public Schools

Westwood, MA

Data Source: BingMaps

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2 Existing Conditions

2.1 Westwood School District

The Westwood High School site has one building, a football field, a track, a multi-purpose field, one baseball field, one softball field, six tennis courts, one basketball court and six parking lot areas. The EW Thurston Middle School site has one building, three sports fields, one baseball field, one softball field, and two parking lot areas. The Deerfield School has one building, two softball fields, one basketball court, two playgrounds, and two parking lot areas. The Downey School has one building, one baseball field, two tennis courts, one soccer field, two basketball courts, two playgrounds, and two parking lot areas. The Martha Jones School has one building, one baseball field, one basketball court, two playgrounds, and two parking lot areas. The Paul Hanlon School has one building, one baseball field, one basketball court, two playgrounds, and two parking lot areas. The William E. Sheehan School has one building, two baseball fields, four soccer fields, two basketball courts, one playground, one gardening area, and three parking lot areas.

There are currently 14 buses serving the Westwood High School, 17 buses serving the EW Thurston Middle School, five buses serving the Deerfield School, four buses serving the Downey School, four buses serving the Martha Jones School, two buses serving the Paul Hanlon School, and four buses serving the William E. Sheehan School. Currently, the Westwood High School begins at 7:25 AM and ends at 2:05 PM (6 hours 40 minutes), the EW Thurston Middle School begins at 7:48 AM and ends at 2:25 PM (6 hours 40 minutes), and the five Elementary Schools begin at 8:50 AM and end at 3:10 PM (6 hours 20 minutes).

2.2 Roadways

Nahatan Street

Nahatan Street is functionally classified as an urban minor arterial road that runs generally north-south. Nahatan Street extends from its northern terminus at High Street to its southern terminus at Providence Highway. The roadway continues south of Providence Highway as Neponset Street.

Nahatan Street is 26 feet wide and permits two-way travel. Within the study area, cement concrete sidewalks are present along both sides of the roadway and parking is present along only the northern side of the roadway. Bike lanes are not present along either side of the roadway. The roadway is under the jurisdiction of the Town of Westwood and has a speed limit of 30 mph. Land use along Nahatan Street in the study area is primarily residential and institutional, including the Thurston Middle School, Westwood High School, Westwood Food Pantry, Old Westwood Cemetery, Saint Mark of Ephesus Orthodox Cathedral, and First Parish of Westwood.

Clapboardtree Street

Clapboardtree Street is functionally classified as an urban collector road that runs generally west-east. Clapboardtree Street extends from its western terminus at Pond Street to its eastern terminus at Washington Street and Upland Road. The roadway continues west of Pond Street as Circuit Road. The roadway continues east of Washington Street and Upland Road as Everett Street.

Clapboardtree Street is 22 feet wide and permits two-way travel. Within the study area, sidewalks, bike lanes, and parking are not present along either side of the roadway. The roadway is under the jurisdiction of the Town of Westwood and has speed limit of 30 mph. Land use along Clapboardtree Street in the study area is primarily residential.

High Street

High Street is functionally classified as an urban principal arterial road that runs generally north-south. High Street extends from its northern terminus at Milton Street and Bussey Street to its southern terminus at Stonegate Lane. The roadway continues north of Milton Street and Bussey Street as Sawmill Lane. The roadway continues south of Stonegate Lane as County Street.

High Street is 42 feet wide and permits two-way travel. Within the study area, cement concrete sidewalks are present along both sides of the road north of Nahatan Street and along only the west side of the road south of Nahatan Street. Bike lanes and parking are not present along either side of the roadway. The roadway is under the jurisdiction of the Town of Westwood and has a speed limit of 30 mph. Land use along High Street in the study area is primarily residential, commercial, and institutional, including the Thurston Middle School and Westwood Children's School.

Washington Street

Washington Street is functionally classified as an urban minor arterial road that runs generally north-south. Washington Street extends from its northern terminus at the Arborway in Forest Hills, Boston to its southern terminus at Clapboardtree Street/Everett Road. The roadway continues north of South Street as South Street. The roadway continues south of Clapboardtree Street as Upland Road.

Washington Street is 48 feet wide and permits two-way travel. Within the study area, cement concrete sidewalks are present along both sides of the road. Bike lanes and parking are not present along either side of the roadway. The roadway is under the jurisdiction of the Town of Westwood and has a speed limit of 30 mph. Land use along Washington Street in the study area is primarily commercial and residential.

Summer Street

Summer Street is functionally classified as an urban minor arterial road that runs generally west-east. Summer Street extends from its western terminus at Westfield Street and Country Club Road to its eastern terminus at High Street.

Near High Street, Summer Street is 24 feet wide and permits two-way travel. Within the study area, cement concrete sidewalks are present along the north side of Summer Street near High Street. Bike lanes and parking are not present along either side of the roadway. The roadway is under the jurisdiction of the Town of Westwood and has a speed limit of 30 mph. Land use along Summer Street in the study area is primarily residential.

East Street

East Street is functionally classified as an urban minor arterial road that runs generally west-east. East Street extends from its western terminus at Washington Street to its eastern terminus at High Street. The roadway continues west of Washington Street as School Street. The roadway continues east of High Street as Harvard Street.

East Street is 32 feet wide and permits two-way travel. Within the study area, cement concrete sidewalks are present along both sides of the roadway. Bike lanes are present along both sides of the roadway and parking is not present along either side of the roadway. In the study area, the roadway is under the jurisdiction of the Town of Westwood and has a speed limit of 25 mph. However, East Street is under the jurisdiction of the Massachusetts

Department of Transportation (MassDOT) for approximately 1000 feet west of Interstate 95. Land use along East Street in the study area is primarily residential.

Everett Street

Everett Street is functionally classified as an urban minor arterial road that runs generally west-east. Everett Street extends from its western terminus at Washington Street and Upland Road to its eastern terminus at Canton Street. The roadway continues west of Washington Street and Upland Road as Clapboardtree Street. The roadway continues east of Canton Street as Partridge Drive.

Everett Street is 46 feet wide and permits two-way travel. Within the study area, cement concrete sidewalks are present along both sides of the roadway. Bike lanes and parking are not present along either side of the roadway. The roadway is under the jurisdiction of the Town of Westwood and has a speed limit of 30 mph. Land use along Everett Street in the study area is primarily commercial and residential.

Route 1 (Boston Providence Turnpike)

Route 1 (Boston Providence Turnpike) is functionally classified as an urban principal arterial road that runs generally north-south. Route 1 extends to the north and south beyond the Westwood town limits.

Route 1 is 75 feet wide and permits two-way travel. Within the study area, cement concrete sidewalks are not present along either side of the roadway. Bike lanes and parking are not present along either side of the roadway. The roadway is under the jurisdiction of MassDOT and has a speed limit of 50 mph. Land use along Route 1 in the study area is primarily commercial.

2.3 Study Intersections

Nahatan Street and Clapboardtree Street

Nahatan Street and Clapboardtree Street intersect to form a four-way unsignalized intersection, with Nahatan Street approaching from the north and south and Clapboardtree Street approaching from the east and west.

The Nahatan Street southbound and northbound approaches are stop-controlled and each have a channelized left-turn lane and a general-purpose lane. The Clapboardtree westbound and eastbound approaches are stop-controlled and each have a channelized right-turn lane and a general-purpose lane. There are no bike lanes at this intersection.

Crosswalks and pedestrian ramps are not present on any approach.

Nahatan Street/Cemetery Driveway and High Street

Nahatan Street/Cemetery Driveway and High Street intersect to form a four-way unsignalized intersection, with High Street approaching from the north and south, Nahatan Street approaching from the east, and the Cemetery Driveway approaching from the west.

The High Street southbound approach has an exclusive left-turn lane and a shared through and right-turn lane. The High Street northbound approach has a channelized right-turn lane and two general-purpose travel lanes. The Nahatan Street westbound approach has an exclusive left-turn lane and an exclusive right-turn lane. The driveway eastbound approach has a general-purpose lane. There are no bike lanes at this intersection.

Crosswalks and pedestrian ramps are not present on any approach.

High Street and Summer Street

High Street and Summer Street intersect to form a three-way signalized intersection, with High Street approaching from the north and south and Summer Street approaching from the west. The intersection is controlled by a fully-actuated, coordinated traffic signal.

The High Street southbound approach has an exclusive right-turn lane and a through lane. The High Street northbound approach has a shared through/left-turn lane; and a through lane. The Summer Street eastbound approach has an exclusive left-turn lane and an exclusive right-turn lane. There are no bike lanes at this intersection.

Crosswalks and pedestrian ramps are present on the High Street northbound and Summer Street eastbound approaches.

Washington Street and East Street/School Street

Washington Street and East Street/School Street intersect to form a four-way signalized intersection, with Washington Street approaching from the north and south, East Street approaching from the east, and School Street approaching from the west. The intersection is controlled by a fully-actuated, coordinated traffic signal.

The Washington Street southbound approach has two general-purpose lanes. The Washington Street northbound approach has two general-purpose lanes. The East Street westbound approach has one exclusive left-turn lane and a shared through /right-turn lane. The School Street eastbound approach has a general-purpose lane. There are no bike lanes at this intersection.

Crosswalks and pedestrian ramps are present on the Washington Street southbound, East Street westbound, and School Street eastbound approaches. A crosswalk with one pedestrian ramp is present on the Washington Street northbound approach, but the second pedestrian ramp is not present.

Washington Street and Clapboardtree Street

Washington Street and Clapboardtree Street intersect to form a four-way signalized intersection, with Washington Street approaching from the north and south and Clapboardtree Street approaching from the east and west. The intersection is controlled by a fully-actuated, coordinated traffic signal.

The Washington Street southbound approach has one exclusive left-turn lane and two general-purpose lanes. The Washington Street northbound approach has one exclusive left-turn lane and two general-purpose lanes. The Clapboardtree Street westbound approach has one exclusive left-turn lane, one through lane, and one channelized right-turn lane. The Clapboardtree Street eastbound approach has a shared through/left-turn lane, a through lane, and a channelized right-turn lane. There are no bike lanes at this intersection.

Crosswalks and pedestrian ramps are present on all approaches.

Everett Street and Route 1

Everett Street and Route 1 intersect to form a four-way signalized intersection, with Route 1 approaching from the north and south, Everett Street approaching from the east and west. The intersection is controlled by a fully-actuated, coordinated traffic signal.

The Route 1 southbound approach has one exclusive left-turn lane, two general-purpose lanes, and one channelized right-turn lane. The Route 1 northbound approach has one exclusive left-turn lane, two general-purpose lanes, and one channelized right-turn lane. The Everett Street westbound approach has one exclusive left-turn lane, a shared through/left-turn lane, and a shared through/right-turn lane. The Everett Street eastbound approach has a shared through/left-turn lane and a shared through/right-turn lane. There are no bike lanes at this intersection.

Crosswalks and pedestrian ramps are present on all approaches.

2.4 Parking Facilities

All the schools have on-site parking. The existing Westwood High School is also served by on-street parking in the neighborhood across Nahatan Street. There are no public parking lots or garages near the study area.

2.5 Bicycle Facilities

There are no bikeshare stations near the existing schools. There are no designated bike lanes on the roads leading to the Westwood High School, the EW Thurston Middle School, Deerfield School, Martha Jones School, Paul Hanlon School, and William E. Sheehan School. However, there are shared lane markings on Downey Street leading to the Downey School.

2.6 Public Transportation

The study area is nearby a commuter rail station and bus services.

Commuter Rail

The Massachusetts Bay Transportation Authority (MBTA) Commuter Rail's Providence/Stoughton Line, operated by Keolis Commuter Services, runs through University Station. Students from Boston are picked up at University Station by school buses and brought to the Westwood Public Schools. This line provides service from South Station in Boston to Wickford Junction in North Kingstown, Rhode Island, and Stoughton. The Route 128 MBTA station is located near University Station in Westwood.

Bus

The MBTA #34E bus route serves the neighborhood surrounding the project sites. The Route #34E bus runs from Forest Hills in Jamaica Plain to Main Street at Glenwood Avenue in Walpole. Bus stops are near the project site; specifically, the #34E bus has stops within two miles of Westwood High School and EW Thurston Middle School at Washington Street at Marshall Street, Downey School at Washington Street at School Street, and Paul Hanlon School at Washington Street at Gay Street and Washington Street at Croft Regis Road. There are not bus stops within two miles of Deerfield School, Martha Jones School, or William E. Sheehan School.

Ridesharing and Taxis

Ridesharing services and taxi companies present in the Westwood area provide an alternative means of vehicle transportation for those that do not drive daily. There are no Zipcar locations within Westwood.

2.7 Green Transportation

Electric Vehicle (EV) Charging

There are no electric vehicle charging stations within a mile of any of the existing schools.

3 Existing Traffic Conditions

3.1 Traffic Count Data

To determine the overall impact school traffic would have on the peak hour of the roadways, we retained Precision Data Industries, Inc. (PDI) of Hudson, Massachusetts to collect traffic data within the study area, which included both Automatic Traffic Recorder (ATR) counts and Turning Movement Counts (TMCs).

ATR Data

PDI collected ATR counts for a continuous 48-hour period on Nahatan Street, Clapboardtree Street, High Street, Washington Street, Summer Street, East Street, Everett Street, and Route 1 from Wednesday, August 24, 2022 to Thursday, August 25, 2022. We summarize the ATR counts in Table 1. The ATR data is included in Appendix A.

Table 1 – Automatic Traffic Recorder (ATR) Summary

Location	Period	ADT[a]			Peak Hour Traffic				K Factor[e]
		Volumes (vpd)[b]	Directional Distribution[c]		Period	Volumes (vph)[d]	Directional Distribution[c]		
Nahatan Street at the Westwood High School's eastern driveway	Weekday	6,974	51%	WB	Morning	581	51%	WB	0.08
					Afternoon	619	53%	EB	0.09
Clapboardtree Street at the Xaverian Brothers High School's eastern driveway	Weekday	6,583	51%	WB	Morning	546	54%	EB	0.08
					Afternoon	568	53%	WB	0.09
High Street approximately 600 feet north of the intersection of High Street and Nahatan Street	Weekday	20,541	52%	NB	Morning	1,320	54%	NB	0.06
					Afternoon	1,619	60%	SB	0.08
Washington Street approximately 1,100 feet north of the intersection of Washington Street and Clapboardtree Street	Weekday	21,180	54%	NB	Morning	1,590	68%	NB	0.08
					Afternoon	1,942	53%	SB	0.09
Summer Street approximately 200 feet west of the intersection of High Street and Summer Street	Weekday	5,958	64%	EB	Morning	495	58%	EB	0.08
					Afternoon	521	73%	EB	0.09
East Street approximately 550 feet east of the intersection of East Street and Elm Street	Weekday	13,244	53%	WB	Morning	999	52%	WB	0.08
					Afternoon	1,094	56%	WB	0.08
Everett Street approximately 1,200 feet east of the intersection of Washington Street and Clapboardtree Street	Weekday	12,509	51%	WB	Morning	990	56%	EB	0.08
					Afternoon	925	56%	WB	0.07
Route 1 approximately 850 feet north of the intersection of Everett Street and Route 1	Weekday	45,363	51%	NB	Morning	2,984	54%	NB	0.07
					Afternoon	3,219	54%	SB	0.07

[a]Average Daily Traffic; [b]Vehicles per day; [c]NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound; [d]Vehicles per hour; [e]Proportion of daily traffic

TMC Data

PDI collected TMC data at all six study area intersections on Thursday, August 25, 2022 which was recorded from 7:00 AM to 9:30 AM to capture the weekday morning peak hour volumes during school arrival and from 1:30 PM to 3:30 PM to capture the weekday evening peak hour volumes during school dismissal. The counts include passenger vehicles, heavy vehicles, buses, single-unit trucks, articulated trucks, bicycles, and pedestrians.

It was determined that the peak hours as they relate to the High School and Middle School during the August 2022 counts were:

- 7:30 AM to 8:30 AM and 2:15 PM to 3:15 PM for the intersection of Nahatan Street and Clapboardtree Street;
- 7:30 AM to 8:30 AM and 2:30 PM to 3:30 PM for the intersection of Nahatan Street and High Street;
- 7:45 AM to 8:45 AM and 2:30 PM to 3:30 PM for the intersection of High Street and Summer Street;
- 7:30 AM to 8:30 AM and 2:30 PM to 3:30 PM for the intersection of Washington Street and East Street;
- 7:30 AM to 8:30 AM and 2:30 PM to 3:30 PM for the intersection of Washington Street and Clapboardtree Street;
- 8:15 AM to 9:15 AM and 1:45 PM to 2:45 PM for the intersection of Everett Street and Route 1.

The peak hour volume used for each scenario was the hour during which cars arrived at the Middle School and the High School. For the existing scenario, the study peak hour was from 7:00 AM to 8:00 AM. For scenario B, the study peak hour was from 7:15 AM to 8:15 AM. For scenario C, the study peak hour was from 8:00 AM and 9:00 AM. For scenario C-2, the study peak hour was from 7:45 AM and 8:45 AM. The TMC data is included in Appendix A.

3.2 Seasonal Adjustment

Nitsch Engineering used the MassDOT 2019 Weekday Seasonal Adjustment Factors to establish if the traffic counts needed to be seasonally adjusted. High Street and Route 1 fall within “Group U3 Other Principal Arterial” and the other roadways in the study area fall within “Group U4-7 Urban Arterials”. Counts within Group U3 and Group U4-7 collected during the month of August both experience values that are approximately 9% higher than an average month. Therefore, no seasonal adjustment factors were applied to remain conservative. A copy of the MassDOT 2019 Weekday Seasonal Adjustment Factors is included in Appendix B.

4 Future Traffic Conditions

We understand that there are three alternatives the Westwood School District is reviewing for the start times of the Middle School, High School, and Elementary Schools. The following outlines the existing condition and the proposed scenarios for the Middle School and High School.

- Existing condition, the Middle School starts at 7:48 AM and the High School starts at 7:25 AM.
- Scenario B proposes starting the Middle School at 7:45 AM and the High School at 8:15 AM.
- Scenario C proposes starting the Middle School at 9:00 AM and the High School at 8:30 AM.
- Scenario C-2 proposes starting the Middle School at 8:40 AM and the High School at 8:30 AM.

Nitsch Engineering used the 2022 existing traffic volumes and the arrival volumes for the Middle School and the High School as the baseline for determining traffic volumes for Scenarios B, C, and C-2. We used the TMC data taken at the six intersections to determine the impact that the scenarios would have on the traffic conditions at these intersections.

4.1 Vehicle Ridership

Nitsch Engineering reviewed enrollment, faculty information, and bus registration information for the Middle School and the High School because these two schools primarily interact with commuter traffic in the morning. We determined the approximate number of parent drop-off and student drivers using the Arrival Trips Assumptions Excel Sheet and information provided by the Westwood Public Schools. Table 2 summarizes the current enrollment, as received Monday, September 12, 2022, and mode distribution for both schools.

Table 2 – Enrollment and Mode Distribution Summary

School	Total Enrollment	Bus Registration	Student Drivers	Parent Drop-Off	Faculty
Westwood High School	987	380	320	166	200
EW Thurston Middle School	714	504	---	170	110

For all parent-student drop-off, it was assumed that each parent drove through the intersections twice; once to drop off their kid and then drove back through the same intersection a second time in the same 15-minute interval after dropping off their kid. For the student drivers and faculty members, it was assumed that each student or faculty member drove through the intersections once to arrive at school and then stayed at school, so they would not be counted as an exiting trip in the morning.

Scenario C-2 combines bussing the Middle School and High School students, and as a result the start times are closer together. This allows the Middle School students with High School siblings to be dropped off at the same time resulting in less arrival trips. The total number of trips for the morning arrival periods for are summarized in Table 3 for Scenarios B and C and Table 4 for Scenario C-2.

Table 3 – Morning Arrival Volumes for Scenarios B and C (separated arrival times)

School	Direction	Student Drivers	Parent Drop-Off	Faculty	Total Arrival Trips
Westwood High School	Entering	320	166	200	852
	Exiting	---	166	---	
EW Thurston Middle School	Entering	---	170	110	450
	Exiting	---	170	---	

Table 4 – Morning Arrival Volumes for Scenario C-2 (combined arrival times)

School	Direction	Student Drivers	Parent Drop-Off	Faculty	Total Arrival Trips
Westwood High School	Entering	320	166	200	848
	Exiting	---	162	---	
EW Thurston Middle School	Entering	---	166	110	446
	Exiting	---	170	---	

4.2 Scenario Impacts

Through conversations with the school, we learned that the students and faculty tend to arrive to school within 30 minutes prior to school start time. For the Middle School parent drop-off, 80% of the students arrived in the 15-minute interval leading up to the start time and the other 20% arrived in the 15-minute interval before that. For the High School student drivers and parent drop-off, 85% of the students arrived in the 15-minute interval leading up to the start time, 10% arrived in the 15-minute interval before that, and 5% arrived in the 15-minute interval after the start time. For both schools, 40% of the faculty members arrived in the 15-minute interval leading up to the start time and the other 60% arrived in the 15-minute interval before that. We assumed that the parents left in the same 15-minute interval that they arrived during.

This information was used to determine the number of vehicles entering and exiting the Middle School and the High School during each 15-minute interval. The trip distribution percentages shown in Figure 3 were used to determine the number vehicles that would be traveling through each intersection during the AM and PM peak hours. These values, shown in Figure 4, were added to the weekday morning peak hour volumes and the weekday evening peak hour volumes from the traffic counts. Section 3.1 notes the peak hours used for each scenario.

The number of vehicles traveling through each intersection at these times were added to the counts from these times to get the peak hour volumes. The peak hour volumes for scenarios B, C, and C-2 were compared to the peak hour volume for the existing scenario to determine the percent change in peak hour volume for each scenario. Table 5 summarizes the peak hour volume and the percent change in peak hour volume for all six study for each scenario.

Table 5 – Proposed Scenario Impacts

Scenario	Intersection	Peak Hour Volume	% Change in Peak Hour Volume	Average % Change in Peak Hour Volume
Existing	Nahatan Street and Clapboardtree Street	1,577	--	--
	Nahatan Street and High Street	1,929	--	
	High Street and Summer Street	2,111	--	
	Washington Street and East Street/School Street	1,811	--	
	Washington Street and Clapboardtree Street	2,417	--	
	Everett Street and Route 1	3,416	--	
Scenario B	Nahatan Street and Clapboardtree Street	1,680	7%	+4%
	Nahatan Street and High Street	1,979	3%	
	High Street and Summer Street	2,178	3%	
	Washington Street and East Street/School Street	1,899	5%	
	Washington Street and Clapboardtree Street	2,493	3%	
	Everett Street and Route 1	3,568	4%	
Scenario C	Nahatan Street and Clapboardtree Street	1,702	8%	+7%
	Nahatan Street and High Street	1,964	2%	
	High Street and Summer Street	2,175	3%	
	Washington Street and East Street/School Street	1,913	6%	
	Washington Street and Clapboardtree Street	2,572	6%	
	Everett Street and Route 1	3,947	16%	
Scenario C-2	Nahatan Street and Clapboardtree Street	1,745	11%	+8%
	Nahatan Street and High Street	2,000	4%	
	High Street and Summer Street	2,232	6%	
	Washington Street and East Street/School Street	1,954	8%	
	Washington Street and Clapboardtree Street	2,596	7%	
	Everett Street and Route 1	3,863	13%	

As shown, Scenario B would increase the volume during the school arrival peak hour by an average of all the intersections of 4%, Scenario C would increase it by 7%, and Scenario C-2 would increase it by 8%. The school dismissal times were not factored into this analysis because they will occur prior to the afternoon commuter peak hour. As a result of Scenarios B, C, and C-2 increasing the volume of cars on the road during the commuter peak hour, the total traffic during this hour will be increased, which will increase the time it takes for these students and busses to arrive at school. Given that this study only analyzes six intersections throughout the town, the total bus delay and student/parent arrival delay can not be accurately quantified.

Appendix C contains the values for this analysis and Appendix D contains the formulas used for this analysis.

Figure 3: Site-Generated Trip Distribution

Westwood Public Schools

Westwood, MA

Data Source: BingMaps

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Figure 4: Site-Generated Trip Assignement

Westwood Public Schools

Westwood, MA

Data Source: BingMaps

Nitsch Project #: 14996.1

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4.3 Dismissal Times

For each scenario, the end time was determined using the proposed start time and the existing length of the school day. The Middle School day lasts 6 hours and 37 minutes; and the High School day lasts 6 hours and 40 minutes. Table 6 shows the proposed end time for the Middle School and High School for each scenario.

Table 6 – End Times

Scenario	School	Start Time	End Time
Existing	EW Thurston Middle School	7:48 AM	2:25 PM
	Westwood High School	7:25 AM	2:05 PM
Scenario B	EW Thurston Middle School	7:45 AM	2:22 PM
	Westwood High School	8:15 AM	2:55 PM
Scenario C	EW Thurston Middle School	9:00 AM	3:37 PM
	Westwood High School	8:30 AM	3:10 PM
Scenario C-2	EW Thurston Middle School	8:40 AM	3:17 PM
	Westwood High School	8:30 AM	3:10 PM

These afternoon dismissal times all occur prior to the afternoon commuter peak period, 4:00 PM to 6:00 PM. This will allow the vehicles bringing students home to avoid the peak commuter traffic, resulting in quicker drop off times. As these dismissal trips will not interact with peak commuter traffic, they were not included in the analysis.

4.4 Future Traffic Volumes

We developed the traffic volumes for each scenario by adding the traffic generated by the middle and high school for each 15-minute interval to the traffic counts taken at the six study intersections. Figure 5 shows the 2022 existing peak-hour traffic volumes at the study intersections in the form of turning movements. Figure 6, 7, and 8 present the peak hour traffic volumes for Scenarios B, C, and C-2 respectively.

Figure 5: 2022 Existing Peak Hour Traffic Volumes

Westwood Public Schools

Westwood, MA

Data Source: BingMaps

Nitsch Project #: 14996.1

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Figure 6: Scenario B Future Peak Hour Traffic Volumes

Westwood Public Schools

Westwood, MA

Data Source: BingMaps

Nitsch Project #: 14996.1

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Figure 7: Scenario C Future Peak Hour Traffic Volumes

Westwood Public Schools

Westwood, MA

Data Source: BingMaps

Nitsch Project #: 14996.1

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Figure 8: Scenario C-2 Future Peak Hour Traffic Volumes

Westwood Public Schools

Westwood, MA

Data Source: BingMaps

Nitsch Project #: 14996.1

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5 Traffic Analysis

5.1 Evaluation Criteria

Traffic operations at intersections are evaluated using the performance measures of average vehicular delay, level of service (LOS), volume-to-capacity (v/c) ratio, and average and 95th percentile queue lengths.

LOS is a qualitative measure that describes operating conditions through letter designations, from A to F. It is defined for intersections in terms of average control delay per vehicle. LOS A indicates the most favorable condition, with minimum traffic delay. LOS F represents the worst condition where there is significant traffic delay. LOS D or better is typically considered desirable for peak-hour operation in urban and suburban settings. The delay designations for each LOS level differ slightly between signalized and unsignalized intersections due to driver expectations and behavior. Table 7 summarizes the LOS criteria for intersections as used in this analysis.

Table 7 – Intersection Level of Service Criteria

Level of Service	Average Control Delay (sec/veh)	
	Signalized	Unsignalized
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50
Source: HCM 2000		

For signalized intersections, LOS is reported by movement for the entire intersection. For unsignalized intersections, LOS is reported by movement for the entire intersection, and an overall intersection LOS is not determined.

The v/c ratio is a measure of congestion at an intersection approach. The capacity of a facility is the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway under prevailing roadway, traffic, and control conditions. A v/c ratio below one indicates that the intersection approach has adequate capacity to serve the arriving traffic demand. A v/c ratio that approaches or exceeds 1.0 indicates traffic congestion or poor operating conditions. In that situation, vehicles arrive faster than they can be served, so queue lengths can theoretically grow indefinitely, which is the unstable condition.

Since arrival volumes fluctuate throughout the peak hour, queue lengths vary. The average (50th percentile) queue length represents the maximum back of queue on a typical cycle for a signalized intersection. Average queue lengths are not reported for unsignalized intersections. The 95th percentile queue, reported for both signalized and unsignalized intersections, occurs with 95th percentile traffic volumes, and its length commonly denotes the farthest extent of the vehicle queue.

5.2 Capacity Analyses

We performed capacity analyses for the study intersections under 2022 Existing conditions, Scenario B Future conditions, Scenario C Future conditions, and Scenario C-2 Future conditions during the weekday morning and evening peak hours using Trafficware's Synchro 11 software. Synchro uses, in part, the traffic operational analysis methodology of the Transportation Research Board's *Highway Capacity Manual* (HCM).[1] We generated the results of the capacity analyses using HCM Signalized Intersection Capacity Analysis, supported by HCM 2000 methodology for unsignalized intersection analysis. The Synchro output sheets for the capacity analyses are included in Appendix E. The Nahatan Street and Clapboardtree Street intersection could not be modeled and analyzed as one intersection using the capabilities of Synchro. Because of this, it was analyzed as one all-way stop intersection and four smaller intersections at each approach, as shown in Figure 9.

[1] *Highway Capacity Manual 2000 (HCM 2000)*, Transportation Research Board, Washington, D.C., 2000.

Figure 9: Nahatan Street and Clapboardtree Street Approach Intersections
Westwood Public Schools
Westwood, MA

Data Source: BingMaps
Nitsch Project #: 14996.1

Nitsch Engineering

5.2.1 2022 Existing Conditions Capacity Analysis

The first analysis evaluated traffic operations with 2022 existing traffic volumes (Figure 5) under existing geometric conditions and signal timing/phasing. We derived peak hour factors (PHFs) and heavy vehicle percentages from the TMC data. We applied PHFs and heavy vehicle percentages by movement. Table 8 summarizes the capacity analysis results for the 2022 Existing conditions.

Table 8 – Capacity Analysis Summary: 2022 Existing Conditions

Location	Direction / Movement[a]	Weekday Morning Peak Hour				
		v/c Ratio[b]	Delay[c]	LOS	Queue[d]	
					50th	95th
High Street and Summer Street *[signalized]*	Summer St EB – L	0.94	67.6	E	153	#275
	Summer St EB – R	0.09	36.1	D	0	#72
	High St NB – LT	1.98	472.1	F	~485	#675
	High St NB – T	0.70	18.3	B	85	205
	High St SB – R	0.03	7.8	A	0	5
	High St SB – T	0.84	32.6	C	242	272
	Overall	***1.45***	***158.3***	***F***	**-**	**-**
Washington Street and East Street/School Street *[signalized]*	School St EB – LTR	0.45	52.6	D	86	147
	East St WB – L	1.30	199.6	F	~401	#498
	East St WB - TR	0.18	33.9	C	48	72
	Washington St NB – LTR	0.76	31.1	C	361	425
	Washington St SB – LTR	0.27	21.9	C	91	116
	Overall	**0.86**	***63.3***	***E***	**-**	**-**
Washington Street / Upland Road and Clapboardtree Street / Everett Street *[signalized]*	Clapboardtree St EB – LTR	0.76	41.9	D	133	#178
	Everett St WB – L	0.33	30.7	C	100	170
	Everett St WB – TR	0.56	35.8	D	337	418
	Upland St NB – L	0.19	43.6	D	17	37
	Upland St NB – TR	1.45	251.3	F	~435	#563
	Washington St SB – L	0.43	44.1	D	41	86
	Washington St SB – TR	0.75	41.7	D	156	157
	Overall	**0.85**	***109.1***	***F***	**-**	**-**
Washington Street and Clapboardtree Street / Everett Street *[signalized]*	Clapboardtree St EB – TR	0.16	2.6	A	7	m8
	Everett St WB – LT	0.45	26.2	C	132	180
	Washington St NB – L	0.37	36.5	D	75	131
	Washington St NB – R	0.12	30.2	C	0	52
	Overall	**0.37**	***20.7***	***C***	**-**	**-**
Everett Street and Route 1 *[signalized]*	Everett St EB – L	2.00	536.5	F	~479	#573
	Everett St EB – TR	1.34	237.3	F	~425	#519
	Everett St WB – L	1.43	332.0	F	~126	#195
	Everett St WB – LTR	1.11	141.8	F	~331	#457
	Route 1 NB – L	2.13	644.6	F	~144	#261
	Route 1 NB – T	1.24	167.3	F	~724	#863
	Route 1 NB – R	0.16	0.2	A	0	0
	Route 1 SB – L	5.95	2344.6	F	~440	#444
	Route 1 SB – T	0.73	43.5	D	341	413
	Route 1 SB – R	0.15	0.2	A	0	0
	Overall	**1.86**	***306.0***	***F***	**-**	**-**

Table 8 – Capacity Analysis Summary: 2022 Existing Conditions (continued)

Location	Direction / Movement[a]	Weekday Morning Peak Hour				
		v/c Ratio[b]	Delay[c]	LOS	Queue[d]	
					50th	95th
Nahatan Street and Clapboardtree Street *[unsignalized]*	Clapboardtree St EB – LT	1.18	121.0	F	-	25.1
	Clapboardtree St WB – LT	0.21	12.0	B	-	0.7
	Nahatan St NB – TR	0.64	19.0	C	-	3.9
	Nahatan St SB – TR	0.32	13.2	B	-	1.3
Clapboardtree Street Eastbound Approach *[unsignalized]*	Clapboardtree St EB – LT	-	-	-	-	-
	Clapboardtree St EB – R	-	-	-	-	-
	Clapboardtree St WB – T	-	-	-	-	-
	Nahatan St NB – L	0.09	16.7	C	-	0.3
Nahatan Street Northbound Approach *[unsignalized]*	Clapboardtree St EB – R	0.05	8.9	A	-	0.1
	Nahatan St NB – LT	0.02	7.6	A	-	0.1
	Nahatan St SB – T	-	-	-	-	-
Clapboardtree Street Westbound Approach *[unsignalized]*	Clapboardtree St WB – LT	-	-	-	-	-
	Clapboardtree St WB – R	-	-	-	-	-
	Clapboardtree St EB – T	-	-	-	-	-
	Nahatan St SB – L	-	-	-	-	-
Nahatan Street Southbound Approach *[unsignalized]*	Clapboardtree St WB – R	1.01	64.3	F	-	15.4
	Nahatan St NB – T	-	-	-	-	-
	Nahatan St SB – LT	0.29	9.5	A	-	1.2
Nahatan Street and High Street *[unsignalized]*	Driveway EB – LTR	0.01	10.4	B	-	0
	Nahatan St WB – LTR	6.57	2639.7	F	-	45
	High St NB – LT	0.01	8.1	A	-	0
	High St NB – TR	-	0.2	A	-	0
	High St SB – LTR	0.40	12.0	B	-	1.9

[a] Direction: NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound; Movement: L = Left-turn, T = Through movement, R = Right-turn
[b] Overall v/c ratio is the maximum v/c ratio among lane groups
[c] Average vehicle delay (seconds)
[d] 50th and 95th percentile queue lengths (feet) based upon average vehicle length of 25 feet
~ 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
*Theoretical future condition

The following summarizes the 2022 Existing conditions;

- The High Street and Summer Street signalized intersection operates overall at LOS F. Two movements operate overall at LOS E or LOS F, including Summer Street eastbound left and High Street northbound left. All other movements operate at LOS D or better.
- The Washington Street and East Street/School Street signalized intersection operates overall at LOS E. The East Street westbound left movement operates at LOS F and all other movements operate at LOS D or better.
- The Washington Street/Upland Road and Clapboardtree Street/Everett Street signalized intersection operates overall at LOS F. The Upland Street northbound through/right movement operates at LOS F and all other movements operate at LOS D or better.
- The Washington Street and Clapboardtree Street/Everett Street signalized intersection operates overall at LOS C. All movements operate at LOS D or better.
- The Everett Street and Route 1 signalized intersection operates overall at LOS F. Several movements operate at LOS E or LOS F, including Everett Street eastbound left, Everett Street eastbound through/right, Everett Street westbound left, Everett Street westbound through/right, Route 1 northbound left, Route 1 northbound through, and Route 1 southbound left. All other movements operate at LOS D or better.
- At the Nahatan Street and Clapboardtree Street unsignalized all-way stop intersection, the Clapboardtree Street eastbound left movement operates at LOS F. All other movements operate at LOS D or better.
- At the Clapboardtree Street unsignalized eastbound approach all movements that were able to be analyzed operate at LOS D or better.
- At the Nahatan Street unsignalized northbound approach all movements that were able to be analyzed operate at LOS D or better.
- At the Clapboardtree Street unsignalized westbound approach no movement was able to be analyzed using the capabilities of Synchro.
- At the Nahatan Street unsignalized southbound approach the Clapboardtree Street westbound right movement operates at LOS F. All other movements operate at LOS D or better.
- At the Nahatan Street and High Street unsignalized intersection, the Nahatan Street westbound approach operates at LOS F. All other movements operate at LOS D or better.

5.2.2 Scenario B Future Conditions Capacity Analysis

Under Scenario B Future conditions, we kept lane geometry, traffic control, and signal timing parameters the same as existing. For all intersections, we applied the future volumes determined in Section 4.4 (Figure 6 – Scenario B Future Peak Hour Traffic Volumes) with the heavy vehicle percentages and PHFs based on movement. Table 9 summarizes the analysis results for Scenario B Future conditions.

Table 9 – Capacity Analysis Summary: Scenario B Future Conditions

Location	Direction / Movement[a]	Weekday Morning Peak Hour				
		v/c Ratio[b]	Delay[c]	LOS	Queue[d]	
					50th	95th
High Street and Summer Street *[signalized]*	Summer St EB – L	0.95	68.2	E	153	#280
	Summer St EB – R	0.09	36.0	D	0	#68
	High St NB – LT	1.98	472.3	F	~482	#760
	High St NB – T	0.69	18.0	B	81	207
	High St SB – R	0.03	7.8	A	0	6
	High St SB – T	0.84	32.3	C	240	322
	Overall	***1.45***	***158.4***	***F***	**-**	**-**
Washington Street and East Street/School Street *[signalized]*	School St EB – LTR	0.50	54.0	D	102	141
	East St WB – L	1.40	241.6	F	~433	#605
	East St WB - TR	0.22	34.7	C	55	63
	Washington St NB – LTR	0.76	31.0	C	361	442
	Washington St SB – LTR	0.27	21.9	C	91	126
	Overall	**0.89**	***70.8***	***E***	**-**	**-**
Washington Street / Upland Road and Clapboardtree Street / Everett Street *[signalized]*	Clapboardtree St EB – LTR	0.80	44.2	D	137	#223
	Everett St WB – L	0.33	33.1	C	109	187
	Everett St WB – TR	0.57	39.2	D	354	462
	Upland St NB – L	0.19	43.6	D	17	45
	Upland St NB – TR	1.45	252.6	F	~436	#555
	Washington St SB – L	0.43	44.1	D	41	86
	Washington St SB – TR	0.77	42.2	D	158	195
	Overall	**0.87**	***110.5***	***F***	**-**	**-**
Washington Street and Clapboardtree Street / Everett Street *[signalized]*	Clapboardtree St EB – TR	0.19	2.6	A	8	m9
	Everett St WB – LT	0.52	27.3	C	157	199
	Washington St NB – L	0.32	35.7	D	65	118
	Washington St NB – R	0.13	30.1	C	0	54
	Overall	**0.40**	***20.6***	***C***	**-**	**-**
Everett Street and Route 1 *[signalized]*	Everett St EB – L	2.01	542.1	F	~480	#650
	Everett St EB – TR	1.35	240.5	F	~429	#573
	Everett St WB – L	1.70	439.2	F	~171	#251
	Everett St WB – LTR	1.13	147.5	F	~330	#457
	Route 1 NB – L	2.49	799.3	F	~176	#251
	Route 1 NB – T	1.14	127.4	F	~635	#774
	Route 1 NB – R	0.17	0.3	A	0	0
	Route 1 SB – L	5.81	2279.9	F	~439	#546
	Route 1 SB – T	0.78	45.9	D	380	464
	Route 1 SB – R	0.18	0.3	A	0	0
	Overall	**1.82**	***295.8***	***F***	**-**	**-**

Table 9 – Capacity Analysis Summary: Scenario B Future Conditions (continued)

Location	Direction / Movement[a]	Weekday Morning Peak Hour				
		v/c Ratio[b]	Delay[c]	LOS	Queue[d]	
					50th	95th
Nahatan Street and Clapboardtree Street *[unsignalized]*	Clapboardtree St EB – LT	1.14	104.9	F	-	22.5
	Clapboardtree St WB – LT	0.21	12.0	B	-	0.7
	Nahatan St NB – TR	0.64	19.0	C	-	4
	Nahatan St SB – TR	0.33	13.3	B	-	1.3
Clapboardtree Street Eastbound Approach *[unsignalized]*	Clapboardtree St EB – LT	-	-	-	-	-
	Clapboardtree St EB – R	-	-	-	-	-
	Clapboardtree St WB – T	-	-	-	-	-
	Nahatan St NB – L	0.09	16.2	C	-	0.3
Nahatan Street Northbound Approach *[unsignalized]*	Clapboardtree St EB – R	0.05	8.9	A	-	0.1
	Nahatan St NB – LT	0.02	7.6	A	-	0.1
	Nahatan St SB – T	-	-	-	-	-
Clapboardtree Street Westbound Approach *[unsignalized]*	Clapboardtree St WB – LT	-	-	-	-	-
	Clapboardtree St WB – R	-	-	-	-	-
	Clapboardtree St EB – T	-	-	-	-	-
	Nahatan St SB – L	-	-	-	-	-
Nahatan Street Southbound Approach *[unsignalized]*	Clapboardtree St WB – R	0.85	34.5	D	-	9.6
	Nahatan St NB – T	-	-	-	-	-
	Nahatan St SB – LT	0.25	9.1	A	-	1
Nahatan Street and High Street *[unsignalized]*	Driveway EB – LTR	0.12	24.4	C	-	0.4
	Nahatan St WB – LTR	6.59	2649.4	F	-	45.2
	High St NB – LT	0.01	8.1	A	-	0
	High St NB – TR	-	0.2	A	-	-
	High St SB – LTR	0.39	11.7	B	-	1.8

[a] Direction: NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound; Movement: L = Left-turn, T = Through movement, R = Right-turn
[b] Overall v/c ratio is the maximum v/c ratio among lane groups
[c] Average vehicle delay (seconds)
[d] 50th and 95th percentile queue lengths (feet) based upon average vehicle length of 25 feet
~ 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
*Theoretical future condition

The following summarizes the Scenario B conditions;

- The High Street and Summer Street signalized intersection operates overall at LOS F. Two movements operate overall at LOS E or LOS F, including Summer Street eastbound left and High Street northbound left. All other movements operate at LOS D or better.
- The Washington Street and East Street/School Street signalized intersection operates overall at LOS E. The East Street westbound left movement operates at LOS F and all other movements operate at LOS D or better.
- The Washington Street/Upland Road and Clapboardtree Street/Everett Street signalized intersection operates overall at LOS F. The Upland Street northbound through/right movement operates at LOS F and all other movements operate at LOS D or better.
- The Washington Street and Clapboardtree Street/Everett Street signalized intersection operates overall at LOS C. All movements operate at LOS D or better.
- The Everett Street and Route 1 signalized intersection operates overall at LOS F. Several movements operate at LOS E or LOS F, including Everett Street eastbound left, Everett Street eastbound through/right, Everett Street westbound left, Everett Street westbound through/right, Route 1 northbound left, Route 1 northbound through, and Route 1 southbound left. All other movements operate at LOS D or better.
- At the Nahatan Street and Clapboardtree Street unsignalized all-way stop intersection, the Clapboardtree Street eastbound left movement operates at LOS F. All other movements operate at LOS D or better.
- At the Clapboardtree Street unsignalized eastbound approach all movements that were able to be analyzed operate at LOS D or better.
- At the Nahatan Street unsignalized northbound approach all movements that were able to be analyzed operate at LOS D or better.
- At the Clapboardtree Street unsignalized westbound approach no movement was able to be analyzed using the capabilities of Synchro.
- At the Nahatan Street unsignalized southbound approach all movements that were able to be analyzed operate at LOS D or better.
- At the Nahatan Street and High Street unsignalized intersection, the Nahatan Street westbound approach operates at LOS F. All other movements operate at LOS D or better.

5.2.3 Scenario C Future Conditions Capacity Analysis

Under Scenario C Future conditions, we kept lane geometry, traffic control, and signal timing parameters the same as existing. For all intersections, we applied the future volumes determined in Section 4.4 (Figure 7 – Scenario C Future Peak Hour Traffic Volumes) with the heavy vehicle percentages and PHFs based on movement. Table 10 summarizes the analysis results for Scenario C Future conditions.

Table 10 – Capacity Analysis Summary: Scenario C Future Conditions

Location	Direction / Movement[a]	Weekday Morning Peak Hour				
		v/c Ratio[b]	Delay[c]	LOS	Queue[d]	
					50th	95th
High Street and Summer Street *[signalized]*	Summer St EB – L	0.78	43.6	D	123	#282
	Summer St EB – R	0.13	37.1	D	0	35
	High St NB – LT	1.86	421.3	F	~408	#704
	High St NB – T	0.59	15.3	B	45	146
	High St SB – R	0.06	7.8	A	0	5
	High St SB – T	0.85	33.0	C	253	379
	Overall	***1.35***	***130.6***	***F***	**-**	**-**
Washington Street and East Street/School Street *[signalized]*	School St EB – LTR	0.58	57.4	E	115	146
	East St WB – L	1.37	228.9	F	~413	#625
	East St WB - TR	0.10	32.9	C	0	0
	Washington St NB – LTR	0.75	30.4	C	346	362
	Washington St SB – LTR	0.36	23.2	C	107	148
	Overall	**0.87**	***67.3***	***E***	**-**	**-**
Washington Street / Upland Road and Clapboardtree Street / Everett Street *[signalized]*	Clapboardtree St EB – LTR	0.93	55.2	E	161	#255
	Everett St WB – L	0.43	36.8	D	161	215
	Everett St WB – TR	0.57	38.8	D	354	462
	Upland St NB – L	0.20	43.7	D	17	33
	Upland St NB – TR	1.22	151.5	F	~330	#444
	Washington St SB – L	0.81	67.5	E	88	120
	Washington St SB – TR	0.84	46.8	D	182	224
	Overall	**0.89**	***75.2***	***E***	**-**	**-**
Washington Street and Clapboardtree Street / Everett Street *[signalized]*	Clapboardtree St EB – TR	0.20	1.5	A	6	m6
	Everett St WB – LT	0.58	28.5	C	181	240
	Washington St NB – L	0.15	33.0	C	30	65
	Washington St NB – R	0.11	29.8	C	0	50
	Overall	**0.39**	***19.4***	***B***	**-**	**-**
Everett Street and Route 1 *[signalized]*	Everett St EB – L	1.80	450.6	F	~422	#554
	Everett St EB – TR	1.65	372.3	F	~594	#706
	Everett St WB – L	2.09	604.2	F	~237	#335
	Everett St WB – LTR	1.39	251.3	F	~440	#561
	Route 1 NB – L	3.64	1308.3	F	~272	#370
	Route 1 NB – T	1.23	163.2	F	~722	#846
	Route 1 NB – R	0.24	0.4	A	0	0
	Route 1 SB – L	5.12	1968.0	F	~391	#562
	Route 1 SB – T	0.86	50.5	D	437	530
	Route 1 SB – R	0.18	0.3	A	0	0
	Overall	**1.80**	***311.6***	***F***	**-**	**-**

Table 10 – Capacity Analysis Summary: Scenario C Future Conditions (continued)

Location	Direction / Movement[a]	Weekday Morning Peak Hour				
		v/c Ratio[b]	Delay[c]	LOS	Queue[d]	
					50th	95th
Nahatan Street and Clapboardtree Street *[unsignalized]*	Clapboardtree St EB – LT	1.12	100.5	F	-	21.2
	Clapboardtree St WB – LT	0.25	12.8	B	-	0.9
	Nahatan St NB – TR	0.63	19.3	C	-	3.9
	Nahatan St SB – TR	0.42	14.9	B	-	1.9
Clapboardtree Street Eastbound Approach *[unsignalized]*	Clapboardtree St EB – LT	-	-	-	-	-
	Clapboardtree St EB – R	-	-	-	-	-
	Clapboardtree St WB – T	-	-	-	-	-
	Nahatan St NB – L	0.09	15.3	C	-	0.3
Nahatan Street Northbound Approach *[unsignalized]*	Clapboardtree St EB – R	0.04	9.1	A	-	0.1
	Nahatan St NB – LT	0.03	7.5	A	-	0.1
	Nahatan St SB – T	-	-	-	-	-
Clapboardtree Street Westbound Approach *[unsignalized]*	Clapboardtree St WB – LT	-	-	-	-	-
	Clapboardtree St WB – R	-	-	-	-	-
	Clapboardtree St EB – T	-	-	-	-	-
	Nahatan St SB – L	-	-	-	-	-
Nahatan Street Southbound Approach *[unsignalized]*	Clapboardtree St WB – R	0.74	22.8	C	-	6.6
	Nahatan St NB – T	-	-	-	-	-
	Nahatan St SB – LT	0.18	8.5	A	-	0.7
Nahatan Street and High Street *[unsignalized]*	Driveway EB – LTR	0.13	27.6	D	-	0.4
	Nahatan St WB – LTR	7.17	2937.6	F	-	41
	High St NB – LT	0.01	8.0	A	-	0
	High St NB – TR	-	0.1	A	-	-
	High St SB – LTR	0.45	12.2	B	-	2.4

[a] Direction: NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound; Movement: L = Left-turn, T = Through movement, R = Right-turn
[b] Overall v/c ratio is the maximum v/c ratio among lane groups
[c] Average vehicle delay (seconds)
[d] 50th and 95th percentile queue lengths (feet) based upon average vehicle length of 25 feet
~ 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
*Theoretical future condition

The following summarized the Scenario C conditions;

- The High Street and Summer Street signalized intersection operates overall at LOS F. The High Street northbound left movement operates at LOS F and all other movements operate at LOS D or better.
- The Washington Street and East Street/School Street signalized intersection operates overall at LOS E. The School Street eastbound movement operates at LOS E and the East Street westbound left movement operates at LOS F. All other movements operate at LOS D or better.
- The Washington Street/Upland Road and Clapboardtree Street/Everett Street signalized intersection operates overall at LOS E. The Clapboardtree Street eastbound movement operates at LOS E, the Upland Street northbound through/right movement operates at LOS F, and the Washington Street southbound left movement operates at LOS E. All other movements operate at LOS D or better.
- The Washington Street and Clapboardtree Street/Everett Street signalized intersection operates overall at LOS B. All movements operate at LOS D or better.
- The Everett Street and Route 1 signalized intersection operates overall at LOS F. Several movements operate at LOS E or LOS F, including Everett Street eastbound left, Everett Street eastbound through/right, Everett Street westbound left, Everett Street westbound through/right, Route 1 northbound left, Route 1 northbound through, and Route 1 southbound left. All other movements operate at LOS D or better.
- At the Nahatan Street and Clapboardtree Street unsignalized all-way stop intersection, the Clapboardtree Street eastbound left movement operates at LOS F. All other movements operate at LOS D or better.
- At the Clapboardtree Street unsignalized eastbound approach all movements that were able to be analyzed operate at LOS D or better.
- At the Nahatan Street unsignalized northbound approach all movements that were able to be analyzed operate at LOS D or better.
- At the Clapboardtree Street unsignalized westbound approach no movement was able to be analyzed using the capabilities of Synchro.
- At the Nahatan Street unsignalized southbound approach all movements that were able to be analyzed operate at LOS D or better.
- At the Nahatan Street and High Street unsignalized intersection, the Nahatan Street westbound approach operates at LOS F. All other movements operate at LOS D or better.

5.2.4 Scenario C-2 Future Conditions Capacity Analysis

Under Scenario C-2 Future conditions, we kept lane geometry, traffic control, and signal timing parameters the same as existing. For all intersections, we applied the future volumes determined in Section 4.4 (Figure 8 – Scenario C-2 Future Peak Hour Traffic Volumes) with the heavy vehicle percentages and PHFs based on movement. Table 11 summarizes the analysis results for Scenario C-2 Future conditions.

Table 11 – Capacity Analysis Summary: Scenario C-2 Future Conditions

Location	Direction / Movement[a]	Weekday Morning Peak Hour				
		v/c Ratio[b]	Delay[c]	LOS	Queue[d]	
					50th	95th
High Street and Summer Street *[signalized]*	Summer St EB – L	0.79	44.6	D	124	#271
	Summer St EB – R	0.13	37.4	D	0	18
	High St NB – LT	1.84	411.0	F	~405	#732
	High St NB – T	0.58	15.0	B	44	141
	High St SB – R	0.05	7.7	A	0	3
	High St SB – T	0.85	33.4	C	256	383
	Overall	***1.34***	***128.0***	***F***	**-**	**-**
Washington Street and East Street/School Street *[signalized]*	School St EB – LTR	0.59	58.0	E	116	156
	East St WB – L	1.38	232.9	F	~416	#627
	East St WB - TR	0.28	35.8	D	67	0
	Washington St NB – LTR	0.75	30.5	C	347	418
	Washington St SB – LTR	0.34	23.1	C	102	142
	Overall	**0.87**	***68.1***	***E***	**-**	**-**
Washington Street / Upland Road and Clapboardtree Street / Everett Street *[signalized]*	Clapboardtree St EB – LTR	0.88	51.5	D	163	#252
	Everett St WB – L	0.44	36.7	D	161	212
	Everett St WB – TR	0.53	37.4	D	335	420
	Upland St NB – L	0.20	43.6	D	17	44
	Upland St NB – TR	1.44	245.5	F	~431	#496
	Washington St SB – L	0.83	72.4	E	89	105
	Washington St SB – TR	0.76	41.8	D	157	227
	Overall	**0.93**	***106.9***	***F***	**-**	**-**
Washington Street and Clapboardtree Street / Everett Street *[signalized]*	Clapboardtree St EB – TR	0.20	1.9	A	7	M7
	Everett St WB – LT	0.55	27.9	C	171	227
	Washington St NB – L	0.20	33.7	C	40	81
	Washington St NB – R	0.12	30.3	C	0	53
	Overall	**0.39**	***19.6***	***B***	**-**	**-**
Everett Street and Route 1 *[signalized]*	Everett St EB – L	1.97	522.8	F	~475	#645
	Everett St EB – TR	1.43	274.5	F	~469	#679
	Everett St WB – L	2.16	639.0	F	~240	#291
	Everett St WB – LTR	1.35	235.2	F	~424	#512
	Route 1 NB – L	3.37	1187.3	F	~260	#325
	Route 1 NB – T	1.24	167.2	F	~731	#841
	Route 1 NB – R	0.24	0.4	A	0	0
	Route 1 SB – L	5.67	2218.1	F	~438	#618
	Route 1 SB – T	0.81	47.3	D	399	486
	Route 1 SB – R	0.18	0.3	A	0	0
	Overall	**1.86**	***329.0***	***F***	**-**	**-**

Table 11 – Capacity Analysis Summary: Scenario C-2 Future Conditions (continued)

Location	Direction / Movement[a]	Weekday Morning Peak Hour				
		v/c Ratio[b]	Delay[c]	LOS	Queue[d]	
					50th	95th
Nahatan Street and Clapboardtree Street *[unsignalized]*	Clapboardtree St EB – LT	1.28	160.9	F	-	30.6
	Clapboardtree St WB – LT	0.26	13.1	B	-	0.9
	Nahatan St NB – TR	0.69	21.1	C	-	4.3
	Nahatan St SB – TR	0.38	14.6	B	-	1.5
Clapboardtree Street Eastbound Approach *[unsignalized]*	Clapboardtree St EB – LT	-	-	-	-	-
	Clapboardtree St EB – R	-	-	-	-	-
	Clapboardtree St WB – T	-	-	-	-	-
	Nahatan St NB – L	0.09	15.8	C	-	0.3
Nahatan Street Northbound Approach *[unsignalized]*	Clapboardtree St EB – R	0.05	9	A	-	0.1
	Nahatan St NB – LT	0.02	7.6	A	-	0.1
	Nahatan St SB – T	-	-	-	-	-
Clapboardtree Street Westbound Approach *[unsignalized]*	Clapboardtree St WB – LT	-	-	-	-	-
	Clapboardtree St WB – R	-	-	-	-	-
	Clapboardtree St EB – T	-	-	-	-	-
	Nahatan St SB – L	-	-	-	-	-
Nahatan Street Southbound Approach *[unsignalized]*	Clapboardtree St WB – R	0.89	38.9	E	-	10.7
	Nahatan St NB – T	-	-	-	-	-
	Nahatan St SB – LT	0.25	9.2	A	-	1
Nahatan Street and High Street *[unsignalized]*	Driveway EB – LTR	0.11	23.8	C	-	0.4
	Nahatan St WB – LTR	5.86	2310.3	F	-	42.8
	High St NB – LT	0.01	8.1	A	-	0
	High St NB – TR	-	0.1	A	-	-
	High St SB – LTR	0.38	11.6	B	-	1.8

[a] Direction: NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound; Movement: L = Left-turn, T = Through movement, R = Right-turn
[b] Overall v/c ratio is the maximum v/c ratio among lane groups
[c] Average vehicle delay (seconds)
[d] 50th and 95th percentile queue lengths (feet) based upon average vehicle length of 25 feet
~ 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
*Theoretical future condition

The following summarizes the Scenario C-2 conditions;

- The High Street and Summer Street signalized intersection operates overall at LOS F. The High Street northbound left movement operates at LOS F and all other movements operate at LOS D or better.
- The Washington Street and East Street/School Street signalized intersection operates overall at LOS E. The School Street eastbound movement operates at LOS E and the East Street westbound left movement operates at LOS F. All other movements operate at LOS D or better.
- The Washington Street/Upland Road and Clapboardtree Street/Everett Street signalized intersection operates overall at LOS F. The Upland Street northbound through/right movement operates at LOS F and the Washington Street southbound left movement operates at LOS E. All other movements operate at LOS D or better.
- The Washington Street and Clapboardtree Street/Everett Street signalized intersection operates overall at LOS B. All movements operate at LOS D or better.
- The Everett Street and Route 1 signalized intersection operates overall at LOS F. Several movements operate at LOS E or LOS F, including Everett Street eastbound left, Everett Street eastbound through/right, Everett Street westbound left, Everett Street westbound through/right, Route 1 northbound left, Route 1 northbound through, and Route 1 southbound left. All other movements operate at LOS D or better.
- At the Nahatan Street and Clapboardtree Street unsignalized all-way stop intersection, the Clapboardtree Street eastbound left movement operates at LOS F. All other movements operate at LOS D or better.
- At the Clapboardtree Street unsignalized eastbound approach all movements that were able to be analyzed operate at LOS D or better.
- At the Nahatan Street unsignalized northbound approach all movements that were able to be analyzed operate at LOS D or better.
- At the Clapboardtree Street unsignalized westbound approach no movement was able to be analyzed using the capabilities of Synchro.
- At the Nahatan Street unsignalized southbound approach the Clapboardtree westbound right movement operates at LOS E and all other movements that were able to be analyzed operate at LOS D or better.
- At the Nahatan Street and High Street unsignalized intersection, the Nahatan Street westbound approach operates at LOS F. All other movements operate at LOS D or better.

6 Conclusions and Recommendations

6.1 Conclusions

Nitsch Engineering has prepared this Traffic Impact Study for the three proposed start time scenarios for the Westwood School District.

We studied six intersections, four signalized and two unsignalized, to establish the impact the different start times would have on intersection traffic operations.

We performed a vehicle capacity analysis to compare the 2022 Existing Conditions, Scenario B, Scenario C, and Scenario C-2 for each of the six study intersections. Each scenario has intersections and approaches operating at LOS F as summarized in Section 5.2.

Based on the vehicle capacity analysis, Scenario C improves the operation at two of the signalized intersections and Scenario C-2 improves the operation at one of the signalized intersections compared to the existing conditions. For Scenario B, all of the signalized intersections operate the same as the existing conditions. For the unsignalized intersections, Scenario C improves the operation of one of the movements to be above LOS D and Scenario B improves the operation of the same movement to be LOS D. For the unsignalized intersections none of the scenarios decrease the operation for any movement to below the acceptable LOS D.

Based on these conclusions, Scenario C will have the most positive impact on traffic conditions at the studied intersections. This is because the later start times for this scenario cause less of the school traffic to interact with the commuter traffic during the peak hour.

APPENDIX CONTENTS

Appendix	Description
A	Traffic Count Data
B	2019 MassDOT Seasonal Adjustment Factors
C	Future Traffic Conditions
D	Future Traffic Conditions Calculations
E	Capacity Analysis

Appendix A: Traffic Count Data

Location Map: 228801 Westwood, MA

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
Nitsch	L. Bird	14996.1	Wed 8/24 thru Thurs 8/25/2022	228801	Westwood, MA

Nahatan Street
at Westwood HS eastern driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR A

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

Count Date: Wednesday, August 24, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	4	0	0	0	4
12:30 AM	0	0	3	0	0	0	3
12:45 AM	0	0	6	0	0	0	6
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	1	0	1	0	2
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	1	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	4	0	0	0	4
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	3	0	0	0	3
5:15 AM	0	0	4	0	0	0	4
5:30 AM	0	0	5	0	0	0	5
5:45 AM	0	0	6	0	0	0	6
6:00 AM	0	0	3	0	0	0	3
6:15 AM	0	0	7	0	0	0	7
6:30 AM	0	0	11	0	1	1	13
6:45 AM	0	0	19	0	0	0	19
7:00 AM	0	0	35	0	3	0	38
7:15 AM	0	0	37	0	2	2	41
7:30 AM	0	0	53	0	0	0	53
7:45 AM	0	0	43	1	2	0	46
8:00 AM	0	0	48	1	1	0	50
8:15 AM	0	1	49	0	2	0	52
8:30 AM	0	0	43	0	3	0	46
8:45 AM	0	0	74	0	0	1	75
9:00 AM	0	0	55	0	2	0	57
9:15 AM	0	0	38	0	2	0	40
9:30 AM	0	1	65	0	1	0	67
9:45 AM	0	0	57	0	1	0	58
10:00 AM	1	0	49	0	2	0	52
10:15 AM	0	0	57	0	3	1	61
10:30 AM	0	0	49	0	2	0	51
10:45 AM	1	0	49	0	1	0	51
11:00 AM	0	0	51	0	1	0	52
11:15 AM	0	1	58	0	1	0	60
11:30 AM	0	0	71	0	1	0	72
11:45 AM	0	0	58	0	1	1	60
AM Total	**2**	**3**	**1131**	**2**	**34**	**6**	**1178**
Percentage	**0.17%**	**0.25%**	**96.01%**	**0.17%**	**2.89%**	**0.51%**	
AM Peak	**10:00 AM**	**7:30 AM**	**11:00 AM**	**7:15 AM**	**7:45 AM**	**6:30 AM**	**11:00 AM**
Volume	**2**	**1**	**238**	**2**	**8**	**3**	**244**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	66	0	1	1	68
12:15 PM	0	0	58	0	0	0	58
12:30 PM	0	0	54	0	1	0	55
12:45 PM	0	0	49	0	0	0	49
1:00 PM	1	0	59	0	0	0	60
1:15 PM	2	0	56	1	3	0	62
1:30 PM	0	0	58	0	1	0	59
1:45 PM	0	0	50	0	0	0	50
2:00 PM	1	0	52	0	2	0	55
2:15 PM	0	0	59	0	1	1	61
2:30 PM	0	0	57	0	0	0	57
2:45 PM	0	0	74	0	2	0	76
3:00 PM	1	1	94	1	1	0	98
3:15 PM	0	1	80	0	0	0	81
3:30 PM	0	1	74	0	0	0	75
3:45 PM	1	0	79	0	2	1	83
4:00 PM	0	0	60	0	1	0	61
4:15 PM	0	0	56	0	1	0	57
4:30 PM	1	0	56	1	0	0	58
4:45 PM	0	0	63	0	0	0	63
5:00 PM	0	1	81	1	1	0	84
5:15 PM	0	0	63	0	1	0	64
5:30 PM	0	0	56	0	1	0	57
5:45 PM	1	0	74	0	0	0	75
6:00 PM	0	0	79	0	1	0	80
6:15 PM	0	0	46	0	0	0	46
6:30 PM	3	0	48	0	1	0	52
6:45 PM	0	0	57	0	1	0	58
7:00 PM	0	0	53	0	0	0	53
7:15 PM	0	0	44	0	0	0	44
7:30 PM	0	0	36	0	0	0	36
7:45 PM	0	0	42	0	0	0	42
8:00 PM	0	0	26	0	0	0	26
8:15 PM	0	1	35	0	2	0	38
8:30 PM	0	0	32	0	0	0	32
8:45 PM	0	0	19	0	0	0	19
9:00 PM	0	0	12	0	0	0	12
9:15 PM	0	0	17	0	0	0	17
9:30 PM	0	0	11	0	1	0	12
9:45 PM	0	0	15	0	0	0	15
10:00 PM	0	0	11	0	0	0	11
10:15 PM	0	0	15	0	0	0	15
10:30 PM	0	0	9	0	0	0	9
10:45 PM	0	0	6	0	0	0	6
11:00 PM	0	0	15	0	0	0	15
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	3	0	0	0	3
11:45 PM	0	0	5	0	0	0	5
PM Total	**11**	**5**	**2168**	**4**	**25**	**3**	**2216**
Percentage	**0.50%**	**0.23%**	**97.83%**	**0.18%**	**1.13%**	**0.14%**	
PM Peak	**5:45 PM**	**2:45 PM**	**3:00 PM**	**4:15 PM**	**1:15 PM**	**12:00 PM**	**3:00 PM**
Volume	**4**	**3**	**327**	**2**	**6**	**1**	**337**
Day Total	**13**	**8**	**3299**	**6**	**59**	**9**	**3394**
Percentage	**0.38%**	**0.24%**	**97.20%**	**0.18%**	**1.74%**	**0.27%**	

Nahatna Street
at Westwood HS eastern driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR A

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

Count Date: Thursday, August 25, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	5	0	0	0	5
12:15 AM	0	0	6	0	0	0	6
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	3	0	0	0	3
1:00 AM	0	0	4	0	0	0	4
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	0	0	1	0	1
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	0	0	1	0	1
3:30 AM	0	0	1	0	1	0	2
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	3	0	0	0	3
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	3	0	0	0	3
5:15 AM	0	0	3	0	0	0	3
5:30 AM	0	0	5	0	0	0	5
5:45 AM	0	0	5	0	0	0	5
6:00 AM	0	0	11	0	0	0	11
6:15 AM	0	0	11	0	0	1	12
6:30 AM	0	0	15	0	1	0	16
6:45 AM	0	0	24	0	0	0	24
7:00 AM	0	0	23	0	0	0	23
7:15 AM	1	0	41	0	1	0	43
7:30 AM	0	0	42	0	2	0	44
7:45 AM	0	0	55	1	2	0	58
8:00 AM	0	0	51	0	0	0	51
8:15 AM	0	0	46	0	2	0	48
8:30 AM	0	0	52	0	1	0	53
8:45 AM	0	0	55	0	1	0	56
9:00 AM	0	0	60	1	0	0	61
9:15 AM	0	0	57	0	1	0	58
9:30 AM	0	0	38	2	1	0	41
9:45 AM	0	0	58	0	1	0	59
10:00 AM	0	0	61	1	1	0	63
10:15 AM	0	0	43	0	1	0	44
10:30 AM	0	0	47	0	1	0	48
10:45 AM	0	0	48	0	0	0	48
11:00 AM	0	0	52	0	1	1	54
11:15 AM	1	0	81	0	3	1	86
11:30 AM	0	0	94	0	0	0	94
11:45 AM	0	0	82	1	1	1	85
AM Total	**2**	**0**	**1196**	**6**	**24**	**4**	**1232**
Percentage	**0.16%**	**0.00%**	**97.08%**	**0.49%**	**1.95%**	**0.32%**	
AM Peak	**6:30 AM**	**12:00 AM**	**11:00 AM**	**8:45 AM**	**7:30 AM**	**11:00 AM**	**11:00 AM**
Volume	**1**	**0**	**309**	**3**	**6**	**3**	**319**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	70	0	1	0	71
12:15 PM	0	0	49	0	1	0	50
12:30 PM	0	0	39	0	2	0	41
12:45 PM	0	0	46	1	3	1	51
1:00 PM	0	0	47	0	1	0	48
1:15 PM	0	0	41	0	1	2	44
1:30 PM	0	0	54	0	2	0	56
1:45 PM	1	0	42	0	1	1	45
2:00 PM	0	1	59	0	2	0	62
2:15 PM	0	0	63	0	1	0	64
2:30 PM	0	0	61	0	0	0	61
2:45 PM	0	0	107	0	0	0	107
3:00 PM	0	1	91	0	2	0	94
3:15 PM	0	0	65	0	5	0	70
3:30 PM	0	0	57	0	3	0	60
3:45 PM	0	0	58	0	2	0	60
4:00 PM	0	0	40	0	1	0	41
4:15 PM	0	0	44	0	0	1	45
4:30 PM	0	0	80	0	1	1	82
4:45 PM	0	0	80	0	1	0	81
5:00 PM	0	0	79	1	0	1	81
5:15 PM	0	0	67	0	3	0	70
5:30 PM	0	0	77	0	1	1	79
5:45 PM	0	0	58	0	2	0	60
6:00 PM	0	0	52	0	0	0	52
6:15 PM	1	0	58	0	2	0	61
6:30 PM	1	0	67	0	0	0	68
6:45 PM	0	0	69	0	0	0	69
7:00 PM	0	1	54	0	0	0	55
7:15 PM	0	0	36	0	0	0	36
7:30 PM	0	1	47	0	1	0	49
7:45 PM	0	0	42	0	0	0	42
8:00 PM	0	1	31	0	0	0	32
8:15 PM	0	0	28	0	1	0	29
8:30 PM	0	0	34	0	0	0	34
8:45 PM	0	0	22	0	0	0	22
9:00 PM	0	0	23	0	0	0	23
9:15 PM	0	0	15	0	1	0	16
9:30 PM	0	0	14	0	0	0	14
9:45 PM	0	0	8	0	0	0	8
10:00 PM	0	0	7	0	0	0	7
10:15 PM	0	0	9	0	0	1	10
10:30 PM	0	0	10	0	1	0	11
10:45 PM	0	0	6	0	0	0	6
11:00 PM	0	0	6	0	0	0	6
11:15 PM	0	0	5	0	0	0	5
11:30 PM	0	0	7	0	0	0	7
11:45 PM	0	0	3	0	0	0	3
PM Total	**3**	**5**	**2127**	**2**	**42**	**9**	**2188**
Percentage	**0.14%**	**0.23%**	**97.21%**	**0.09%**	**1.92%**	**0.41%**	
PM Peak	**5:45 PM**	**6:45 PM**	**2:30 PM**	**12:00 PM**	**3:00 PM**	**12:30 PM**	**2:30 PM**
Volume	**2**	**2**	**324**	**1**	**12**	**3**	**332**
Day Total	**5**	**5**	**3323**	**8**	**66**	**13**	**3420**
Percentage	**0.15%**	**0.15%**	**97.16%**	**0.23%**	**1.93%**	**0.38%**	

Nahatan Street
at Westwood HS eastern driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR A

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

Count Date: Wednesday, August 24, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	0	0	1
12:15 AM	0	0	6	0	0	0	6
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	1	0	1
3:30 AM	0	0	0	0	1	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	4	0	0	0	4
4:30 AM	0	0	4	0	1	0	5
4:45 AM	0	0	5	0	0	0	5
5:00 AM	0	0	4	0	0	0	4
5:15 AM	0	0	9	0	0	0	9
5:30 AM	0	0	11	0	0	0	11
5:45 AM	0	0	13	0	0	0	13
6:00 AM	0	0	24	0	0	1	25
6:15 AM	0	0	18	0	3	0	21
6:30 AM	0	0	26	0	2	0	28
6:45 AM	0	0	32	0	3	0	35
7:00 AM	0	0	39	0	4	0	43
7:15 AM	0	0	43	0	2	0	45
7:30 AM	0	0	59	0	3	1	63
7:45 AM	0	0	62	0	1	3	66
8:00 AM	0	0	60	0	3	0	63
8:15 AM	0	0	49	0	3	0	52
8:30 AM	0	1	47	0	1	0	49
8:45 AM	0	0	75	1	3	1	80
9:00 AM	0	0	65	0	1	0	66
9:15 AM	0	0	40	0	2	0	42
9:30 AM	0	0	51	0	5	0	56
9:45 AM	0	0	58	0	3	0	61
10:00 AM	0	0	53	0	2	0	55
10:15 AM	0	0	50	0	3	0	53
10:30 AM	0	0	41	0	2	1	44
10:45 AM	1	0	57	0	0	0	58
11:00 AM	1	0	45	0	2	0	48
11:15 AM	0	0	80	0	0	0	80
11:30 AM	0	0	68	0	0	0	68
11:45 AM	0	0	82	0	1	0	83
AM Total	**2**	**1**	**1296**	**1**	**52**	**7**	**1359**
Percentage	**0.15%**	**0.07%**	**95.36%**	**0.07%**	**3.83%**	**0.52%**	
AM Peak	**10:15 AM**	**7:45 AM**	**11:00 AM**	**8:00 AM**	**9:30 AM**	**7:00 AM**	**11:00 AM**
Volume	**2**	**1**	**275**	**1**	**13**	**4**	**279**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	65	0	0	0	65
12:15 PM	0	0	48	0	1	0	49
12:30 PM	0	0	58	0	0	0	58
12:45 PM	0	0	54	0	1	0	55
1:00 PM	0	0	56	0	0	0	56
1:15 PM	0	0	66	0	1	0	67
1:30 PM	0	0	74	0	2	0	76
1:45 PM	1	0	34	1	1	0	37
2:00 PM	0	0	42	0	2	0	44
2:15 PM	1	0	47	0	1	0	49
2:30 PM	0	0	49	0	2	0	51
2:45 PM	0	0	71	0	1	0	72
3:00 PM	0	0	82	0	0	1	83
3:15 PM	0	0	61	0	0	0	61
3:30 PM	0	0	76	0	0	0	76
3:45 PM	0	0	61	1	0	0	62
4:00 PM	0	0	57	0	1	0	58
4:15 PM	0	0	68	0	0	0	68
4:30 PM	0	1	67	0	1	0	69
4:45 PM	0	2	57	0	0	0	59
5:00 PM	2	0	64	0	1	0	67
5:15 PM	0	0	88	0	0	0	88
5:30 PM	0	1	80	0	0	0	81
5:45 PM	0	0	79	0	0	0	79
6:00 PM	0	0	57	0	0	0	57
6:15 PM	0	0	45	0	0	0	45
6:30 PM	1	0	54	0	1	0	56
6:45 PM	0	1	68	0	0	0	69
7:00 PM	0	0	52	0	0	0	52
7:15 PM	0	3	50	0	1	0	54
7:30 PM	0	0	34	0	0	0	34
7:45 PM	0	0	21	0	0	0	21
8:00 PM	1	0	36	0	0	0	37
8:15 PM	0	0	27	0	0	0	27
8:30 PM	0	0	29	0	0	0	29
8:45 PM	0	0	26	0	0	0	26
9:00 PM	0	0	31	0	0	0	31
9:15 PM	0	0	15	0	0	0	15
9:30 PM	0	0	22	0	0	0	22
9:45 PM	0	0	16	0	0	0	16
10:00 PM	0	0	18	0	0	0	18
10:15 PM	0	1	8	0	0	0	9
10:30 PM	0	0	7	0	0	0	7
10:45 PM	0	0	13	0	0	0	13
11:00 PM	0	1	5	0	0	0	6
11:15 PM	0	0	9	0	0	0	9
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	4	0	0	0	4
PM Total	**6**	**10**	**2155**	**2**	**17**	**1**	**2191**
Percentage	**0.27%**	**0.46%**	**98.36%**	**0.09%**	**0.78%**	**0.05%**	
PM Peak	**1:30 PM**	**6:30 PM**	**5:00 PM**	**1:00 PM**	**1:15 PM**	**2:15 PM**	**5:00 PM**
Volume	**2**	**4**	**311**	**1**	**6**	**1**	**315**
Day Total	**8**	**11**	**3451**	**3**	**69**	**8**	**3550**
Percentage	**0.23%**	**0.31%**	**97.21%**	**0.08%**	**1.94%**	**0.23%**	

Nahatna Street
at Westwood HS eastern driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR A

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

Count Date: Thursday, August 25, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	4	0	0	0	4
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	1	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	3	0	0	0	3
4:30 AM	0	0	5	0	0	0	5
4:45 AM	0	0	5	0	0	0	5
5:00 AM	0	0	5	0	0	0	5
5:15 AM	0	0	8	0	0	0	8
5:30 AM	0	0	11	0	1	0	12
5:45 AM	0	0	17	0	0	0	17
6:00 AM	0	2	25	0	0	0	27
6:15 AM	0	0	21	0	2	0	23
6:30 AM	0	0	22	0	0	0	22
6:45 AM	0	0	29	0	2	0	31
7:00 AM	0	0	19	0	0	0	19
7:15 AM	0	0	31	0	1	0	32
7:30 AM	0	0	57	0	1	0	58
7:45 AM	0	0	78	0	1	0	79
8:00 AM	0	0	51	0	2	0	53
8:15 AM	0	0	38	0	1	0	39
8:30 AM	0	0	44	0	1	0	45
8:45 AM	0	0	58	1	0	0	59
9:00 AM	0	0	62	0	1	0	63
9:15 AM	0	0	45	0	7	0	52
9:30 AM	0	0	51	0	2	0	53
9:45 AM	0	1	69	0	0	2	72
10:00 AM	0	0	58	0	1	0	59
10:15 AM	0	0	53	0	2	1	56
10:30 AM	1	0	53	0	1	0	55
10:45 AM	0	0	74	0	1	2	77
11:00 AM	0	0	66	1	0	0	67
11:15 AM	1	0	88	0	2	1	92
11:30 AM	0	0	72	0	2	0	74
11:45 AM	0	2	80	0	2	1	85
AM Total	**2**	**5**	**1320**	**2**	**34**	**7**	**1370**
Percentage	**0.15%**	**0.36%**	**96.35%**	**0.15%**	**2.48%**	**0.51%**	
AM Peak	**10:30 AM**	**5:15 AM**	**11:00 AM**	**8:00 AM**	**8:45 AM**	**9:30 AM**	**11:00 AM**
Volume	**2**	**2**	**306**	**1**	**10**	**3**	**318**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	68	0	3	0	71
12:15 PM	0	0	56	1	2	0	59
12:30 PM	0	1	76	0	0	1	78
12:45 PM	0	0	59	0	2	0	61
1:00 PM	0	0	38	0	1	0	39
1:15 PM	1	0	51	0	0	0	52
1:30 PM	0	0	46	0	1	0	47
1:45 PM	0	0	68	0	0	0	68
2:00 PM	0	0	59	0	3	0	62
2:15 PM	0	0	51	0	2	0	53
2:30 PM	0	1	62	0	0	0	63
2:45 PM	0	0	92	0	1	0	93
3:00 PM	0	1	64	0	0	0	65
3:15 PM	0	0	64	1	1	0	66
3:30 PM	0	0	60	0	0	0	60
3:45 PM	0	1	64	0	0	0	65
4:00 PM	0	0	58	0	0	0	58
4:15 PM	0	1	67	0	3	0	71
4:30 PM	0	0	64	0	0	0	64
4:45 PM	0	0	67	0	0	0	67
5:00 PM	0	0	49	0	1	0	50
5:15 PM	0	0	58	0	0	0	58
5:30 PM	0	1	68	0	0	0	69
5:45 PM	0	0	67	0	0	0	67
6:00 PM	0	0	63	1	1	0	65
6:15 PM	0	0	60	0	0	0	60
6:30 PM	0	0	61	0	0	0	61
6:45 PM	0	0	69	0	0	0	69
7:00 PM	0	0	49	0	0	0	49
7:15 PM	0	1	60	0	0	0	61
7:30 PM	0	0	54	0	0	0	54
7:45 PM	0	0	45	0	1	0	46
8:00 PM	0	0	34	0	0	0	34
8:15 PM	0	0	27	0	0	0	27
8:30 PM	0	0	21	0	1	0	22
8:45 PM	0	0	24	0	0	0	24
9:00 PM	0	0	18	0	0	0	18
9:15 PM	0	0	14	0	0	0	14
9:30 PM	0	0	23	0	0	0	23
9:45 PM	0	0	12	0	0	0	12
10:00 PM	0	0	13	0	1	0	14
10:15 PM	0	0	5	0	0	0	5
10:30 PM	0	0	15	0	0	0	15
10:45 PM	0	0	7	0	0	0	7
11:00 PM	0	0	12	0	0	0	12
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	6	0	0	0	6
11:45 PM	0	0	6	0	0	0	6
PM Total	**1**	**7**	**2178**	**3**	**24**	**1**	**2214**
Percentage	**0.05%**	**0.32%**	**98.37%**	**0.14%**	**1.08%**	**0.05%**	
PM Peak	**12:30 PM**	**2:15 PM**	**2:30 PM**	**12:00 PM**	**12:00 PM**	**12:00 PM**	**2:30 PM**
Volume	**1**	**2**	**282**	**1**	**7**	**1**	**287**
Day Total	**3**	**12**	**3498**	**5**	**58**	**8**	**3584**
Percentage	**0.08%**	**0.33%**	**97.60%**	**0.14%**	**1.62%**	**0.22%**	

Nahatan Street
at Westwood HS eastern driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR A**

Direction: **EB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	3	68	5	71	0	0	0	0	0	0	0	0	0	0	4	70
12:15	4	58	6	50	0	0	0	0	0	0	0	0	0	0	5	54
12:30	3	55	1	41	0	0	0	0	0	0	0	0	0	0	2	48
12:45	6	49	3	51	0	0	0	0	0	0	0	0	0	0	5	50
1:00	3	60	4	48	0	0	0	0	0	0	0	0	0	0	4	54
1:15	1	62	0	44	0	0	0	0	0	0	0	0	0	0	1	53
1:30	0	59	1	56	0	0	0	0	0	0	0	0	0	0	1	58
1:45	2	50	1	45	0	0	0	0	0	0	0	0	0	0	2	48
2:00	2	55	0	62	0	0	0	0	0	0	0	0	0	0	1	59
2:15	0	61	1	64	0	0	0	0	0	0	0	0	0	0	1	63
2:30	0	57	1	61	0	0	0	0	0	0	0	0	0	0	1	59
2:45	3	76	1	107	0	0	0	0	0	0	0	0	0	0	2	92
3:00	0	98	3	94	0	0	0	0	0	0	0	0	0	0	2	96
3:15	1	81	1	70	0	0	0	0	0	0	0	0	0	0	1	76
3:30	0	75	2	60	0	0	0	0	0	0	0	0	0	0	1	68
3:45	1	83	1	60	0	0	0	0	0	0	0	0	0	0	1	72
4:00	0	61	0	41	0	0	0	0	0	0	0	0	0	0	0	51
4:15	1	57	3	45	0	0	0	0	0	0	0	0	0	0	2	51
4:30	4	58	0	82	0	0	0	0	0	0	0	0	0	0	2	70
4:45	2	63	2	81	0	0	0	0	0	0	0	0	0	0	2	72
5:00	3	84	3	81	0	0	0	0	0	0	0	0	0	0	3	83
5:15	4	64	3	70	0	0	0	0	0	0	0	0	0	0	4	67
5:30	5	57	5	79	0	0	0	0	0	0	0	0	0	0	5	68
5:45	6	75	5	60	0	0	0	0	0	0	0	0	0	0	6	68
6:00	3	80	11	52	0	0	0	0	0	0	0	0	0	0	7	66
6:15	7	46	12	61	0	0	0	0	0	0	0	0	0	0	10	54
6:30	13	52	16	68	0	0	0	0	0	0	0	0	0	0	15	60
6:45	19	58	24	69	0	0	0	0	0	0	0	0	0	0	22	64
7:00	38	53	23	55	0	0	0	0	0	0	0	0	0	0	31	54
7:15	41	44	43	36	0	0	0	0	0	0	0	0	0	0	42	40
7:30	53	36	44	49	0	0	0	0	0	0	0	0	0	0	49	43
7:45	46	42	58	42	0	0	0	0	0	0	0	0	0	0	52	42
8:00	50	26	51	32	0	0	0	0	0	0	0	0	0	0	51	29
8:15	52	38	48	29	0	0	0	0	0	0	0	0	0	0	50	34
8:30	46	32	53	34	0	0	0	0	0	0	0	0	0	0	50	33
8:45	75	19	56	22	0	0	0	0	0	0	0	0	0	0	66	21
9:00	57	12	61	23	0	0	0	0	0	0	0	0	0	0	59	18
9:15	40	17	58	16	0	0	0	0	0	0	0	0	0	0	49	17
9:30	67	12	41	14	0	0	0	0	0	0	0	0	0	0	54	13
9:45	58	15	59	8	0	0	0	0	0	0	0	0	0	0	59	12
10:00	52	11	63	7	0	0	0	0	0	0	0	0	0	0	58	9
10:15	61	15	44	10	0	0	0	0	0	0	0	0	0	0	53	13
10:30	51	9	48	11	0	0	0	0	0	0	0	0	0	0	50	10
10:45	51	6	48	6	0	0	0	0	0	0	0	0	0	0	50	6
11:00	52	15	54	6	0	0	0	0	0	0	0	0	0	0	53	11
11:15	60	4	86	5	0	0	0	0	0	0	0	0	0	0	73	5
11:30	72	3	94	7	0	0	0	0	0	0	0	0	0	0	83	5
11:45	60	5	85	3	0	0	0	0	0	0	0	0	0	0	73	4
Total	**1178**	**2216**	**1232**	**2188**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1205**	**2202**
Day Total	**3394**		**3420**		**0**		**0**		**0**		**0**		**0**		**3407**	
Peak HR	**11:00 AM**	**3:00 PM**	**11:00 AM**	**2:30 PM**											**11:00 AM**	**2:45 PM**
Volume	**244**	**337**	**319**	**332**											**282**	**331**

Nahatan Street
at Westwood HS eastern driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # 228801 ATR A

Direction: WB

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	1	65	2	71	0	0	0	0	0	0	0	0	0	0	2	68
12:15	6	49	4	59	0	0	0	0	0	0	0	0	0	0	5	54
12:30	2	58	2	78	0	0	0	0	0	0	0	0	0	0	2	68
12:45	1	55	2	61	0	0	0	0	0	0	0	0	0	0	2	58
1:00	2	56	2	39	0	0	0	0	0	0	0	0	0	0	2	48
1:15	1	67	3	52	0	0	0	0	0	0	0	0	0	0	2	60
1:30	0	76	1	47	0	0	0	0	0	0	0	0	0	0	1	62
1:45	1	37	0	68	0	0	0	0	0	0	0	0	0	0	1	53
2:00	1	44	0	62	0	0	0	0	0	0	0	0	0	0	1	53
2:15	1	49	1	53	0	0	0	0	0	0	0	0	0	0	1	51
2:30	0	51	0	63	0	0	0	0	0	0	0	0	0	0	0	57
2:45	1	72	0	93	0	0	0	0	0	0	0	0	0	0	1	83
3:00	1	83	2	65	0	0	0	0	0	0	0	0	0	0	2	74
3:15	1	61	2	66	0	0	0	0	0	0	0	0	0	0	2	64
3:30	1	76	0	60	0	0	0	0	0	0	0	0	0	0	1	68
3:45	0	62	1	65	0	0	0	0	0	0	0	0	0	0	1	64
4:00	4	58	1	58	0	0	0	0	0	0	0	0	0	0	3	58
4:15	4	68	3	71	0	0	0	0	0	0	0	0	0	0	4	70
4:30	5	69	5	64	0	0	0	0	0	0	0	0	0	0	5	67
4:45	5	59	5	67	0	0	0	0	0	0	0	0	0	0	5	63
5:00	4	67	5	50	0	0	0	0	0	0	0	0	0	0	5	59
5:15	9	88	8	58	0	0	0	0	0	0	0	0	0	0	9	73
5:30	11	81	12	69	0	0	0	0	0	0	0	0	0	0	12	75
5:45	13	79	17	67	0	0	0	0	0	0	0	0	0	0	15	73
6:00	25	57	27	65	0	0	0	0	0	0	0	0	0	0	26	61
6:15	21	45	23	60	0	0	0	0	0	0	0	0	0	0	22	53
6:30	28	56	22	61	0	0	0	0	0	0	0	0	0	0	25	59
6:45	35	69	31	69	0	0	0	0	0	0	0	0	0	0	33	69
7:00	43	52	19	49	0	0	0	0	0	0	0	0	0	0	31	51
7:15	45	54	32	61	0	0	0	0	0	0	0	0	0	0	39	58
7:30	63	34	58	54	0	0	0	0	0	0	0	0	0	0	61	44
7:45	66	21	79	46	0	0	0	0	0	0	0	0	0	0	73	34
8:00	63	37	53	34	0	0	0	0	0	0	0	0	0	0	58	36
8:15	52	27	39	27	0	0	0	0	0	0	0	0	0	0	46	27
8:30	49	29	45	22	0	0	0	0	0	0	0	0	0	0	47	26
8:45	80	26	59	24	0	0	0	0	0	0	0	0	0	0	70	25
9:00	66	31	63	18	0	0	0	0	0	0	0	0	0	0	65	25
9:15	42	15	52	14	0	0	0	0	0	0	0	0	0	0	47	15
9:30	56	22	53	23	0	0	0	0	0	0	0	0	0	0	55	23
9:45	61	16	72	12	0	0	0	0	0	0	0	0	0	0	67	14
10:00	55	18	59	14	0	0	0	0	0	0	0	0	0	0	57	16
10:15	53	9	56	5	0	0	0	0	0	0	0	0	0	0	55	7
10:30	44	7	55	15	0	0	0	0	0	0	0	0	0	0	50	11
10:45	58	13	77	7	0	0	0	0	0	0	0	0	0	0	68	10
11:00	48	6	67	12	0	0	0	0	0	0	0	0	0	0	58	9
11:15	80	9	92	4	0	0	0	0	0	0	0	0	0	0	86	7
11:30	68	4	74	6	0	0	0	0	0	0	0	0	0	0	71	5
11:45	83	4	85	6	0	0	0	0	0	0	0	0	0	0	84	5
Total	**1359**	**2191**	**1370**	**2214**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1365**	**2203**
Day Total	**3550**		**3584**		**0**		**0**		**0**		**0**		**0**		**3567**	
Peak HR	**11:00 AM**	**5:00 PM**	**11:00 AM**	**2:30 PM**											**11:00 AM**	**2:45 PM**
Volume	**279**	**315**	**318**	**287**											**299**	**288**

Clapboardtree Street
at Xaverian HS east driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR B

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

Count Date: **Wednesday, August 24, 2022**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	2	0	0	0	2
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	2	0	0	0	2
4:30 AM	0	0	4	0	1	0	5
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	6	0	0	0	6
5:15 AM	0	0	11	0	1	0	12
5:30 AM	0	0	9	0	0	0	9
5:45 AM	0	0	10	0	0	0	10
6:00 AM	0	0	18	0	0	0	18
6:15 AM	0	0	23	0	0	0	23
6:30 AM	0	0	24	0	1	0	25
6:45 AM	0	0	42	0	0	0	42
7:00 AM	0	0	49	0	0	0	49
7:15 AM	0	0	37	0	2	0	39
7:30 AM	0	0	58	0	0	0	58
7:45 AM	0	0	54	0	0	0	54
8:00 AM	1	0	57	1	1	0	60
8:15 AM	0	0	69	1	0	0	70
8:30 AM	0	0	63	0	0	1	64
8:45 AM	0	0	92	0	0	0	92
9:00 AM	0	0	71	1	0	0	72
9:15 AM	0	1	45	0	0	0	46
9:30 AM	0	0	47	1	1	1	50
9:45 AM	0	0	40	0	2	0	42
10:00 AM	0	0	46	0	0	0	46
10:15 AM	0	0	46	0	1	1	48
10:30 AM	0	0	47	1	2	0	50
10:45 AM	0	0	54	0	1	0	55
11:00 AM	0	0	45	0	2	1	48
11:15 AM	0	0	39	0	1	0	40
11:30 AM	0	0	52	0	1	0	53
11:45 AM	0	0	53	0	1	0	54
AM Total	**1**	**1**	**1237**	**5**	**18**	**4**	**1266**
Percentage	**0.08%**	**0.08%**	**97.71%**	**0.39%**	**1.42%**	**0.32%**	
AM Peak	**7:15 AM**	**8:30 AM**	**8:15 AM**	**7:30 AM**	**10:15 AM**	**9:30 AM**	**8:15 AM**
Volume	**1**	**1**	**295**	**2**	**6**	**2**	**298**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	63	0	1	0	64
12:15 PM	0	0	44	1	1	0	46
12:30 PM	0	0	42	0	2	2	46
12:45 PM	0	0	31	0	2	0	33
1:00 PM	0	0	45	0	2	0	47
1:15 PM	0	0	69	1	0	0	70
1:30 PM	0	0	43	0	1	0	44
1:45 PM	0	0	42	0	2	0	44
2:00 PM	0	0	36	0	1	1	38
2:15 PM	0	0	45	1	0	0	46
2:30 PM	0	0	66	0	2	2	70
2:45 PM	0	0	54	0	3	0	57
3:00 PM	0	1	75	1	2	0	79
3:15 PM	0	0	82	0	0	0	82
3:30 PM	0	0	73	0	1	0	74
3:45 PM	0	0	66	0	1	0	67
4:00 PM	0	1	82	0	1	0	84
4:15 PM	0	0	53	2	2	0	57
4:30 PM	0	0	58	0	2	0	60
4:45 PM	0	0	51	0	1	0	52
5:00 PM	0	1	73	0	1	1	76
5:15 PM	0	0	66	0	3	0	69
5:30 PM	0	0	53	0	2	0	55
5:45 PM	0	0	52	0	1	2	55
6:00 PM	0	0	55	0	4	0	59
6:15 PM	0	0	40	0	1	1	42
6:30 PM	0	1	34	0	3	0	38
6:45 PM	0	0	43	0	4	0	47
7:00 PM	0	0	30	0	0	0	30
7:15 PM	0	0	30	0	3	0	33
7:30 PM	0	0	37	0	1	0	38
7:45 PM	0	0	30	0	0	0	30
8:00 PM	0	0	33	0	1	0	34
8:15 PM	0	0	42	1	0	0	43
8:30 PM	0	0	16	1	1	0	18
8:45 PM	0	0	17	0	0	0	17
9:00 PM	0	0	12	0	1	0	13
9:15 PM	0	0	15	0	0	0	15
9:30 PM	0	0	9	0	0	0	9
9:45 PM	0	0	11	0	0	0	11
10:00 PM	0	0	14	0	0	0	14
10:15 PM	0	0	11	0	0	0	11
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	3	0	0	0	3
11:00 PM	0	0	13	0	0	0	13
11:15 PM	0	0	6	0	0	0	6
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	4	0	0	0	4
PM Total	**0**	**4**	**1877**	**8**	**53**	**9**	**1951**
Percentage	**0.00%**	**0.21%**	**96.21%**	**0.41%**	**2.72%**	**0.46%**	
PM Peak	**12:00 PM**	**2:15 PM**	**3:15 PM**	**2:15 PM**	**6:00 PM**	**1:45 PM**	**3:15 PM**
Volume	**0**	**1**	**303**	**2**	**12**	**3**	**307**
Day Total	**1**	**5**	**3114**	**13**	**71**	**13**	**3217**
Percentage	**0.03%**	**0.16%**	**96.80%**	**0.40%**	**2.21%**	**0.40%**	

Clapboardtree Street
at Xaverian HS east driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR B

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

Count Date: Thursday, August 25, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	0	0	4
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	3	0	0	0	3
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	1	0	1	0	2
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	3	0	0	0	3
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	3	0	0	0	3
5:00 AM	0	0	6	0	0	0	6
5:15 AM	0	0	11	0	1	0	12
5:30 AM	0	0	6	0	0	0	6
5:45 AM	0	0	13	0	0	0	13
6:00 AM	0	0	19	0	0	0	19
6:15 AM	0	0	28	0	0	0	28
6:30 AM	0	0	30	0	1	0	31
6:45 AM	0	0	30	0	0	0	30
7:00 AM	0	0	35	0	0	2	37
7:15 AM	0	1	43	0	1	0	45
7:30 AM	0	1	62	0	0	0	63
7:45 AM	0	0	84	1	0	0	85
8:00 AM	0	1	69	0	0	0	70
8:15 AM	0	0	81	1	3	0	85
8:30 AM	0	0	71	0	0	0	71
8:45 AM	0	0	69	0	2	0	71
9:00 AM	0	0	64	1	0	0	65
9:15 AM	0	0	53	0	3	0	56
9:30 AM	0	0	35	1	0	0	36
9:45 AM	0	0	44	1	1	0	46
10:00 AM	0	0	64	0	3	0	67
10:15 AM	0	0	48	0	0	1	49
10:30 AM	0	0	43	1	2	1	47
10:45 AM	0	0	38	1	2	0	41
11:00 AM	0	0	58	0	2	2	62
11:15 AM	0	0	48	0	1	0	49
11:30 AM	0	0	64	0	1	1	66
11:45 AM	0	0	40	0	2	1	43
AM Total	**0**	**3**	**1284**	**7**	**26**	**8**	**1328**
Percentage	**0.00%**	**0.23%**	**96.69%**	**0.53%**	**1.96%**	**0.60%**	
AM Peak	**12:00 AM**	**7:15 AM**	**7:45 AM**	**9:00 AM**	**9:15 AM**	**10:15 AM**	**7:45 AM**
Volume	**0**	**3**	**305**	**3**	**7**	**4**	**311**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	48	0	1	0	49
12:15 PM	0	0	53	0	2	0	55
12:30 PM	0	0	41	0	0	0	41
12:45 PM	0	0	42	0	2	1	45
1:00 PM	0	0	35	0	1	0	36
1:15 PM	0	0	65	0	4	0	69
1:30 PM	0	0	47	0	3	0	50
1:45 PM	1	0	43	0	2	0	46
2:00 PM	0	0	42	0	1	0	43
2:15 PM	0	0	51	0	0	0	51
2:30 PM	0	0	51	0	0	0	51
2:45 PM	1	0	63	0	7	1	72
3:00 PM	0	0	80	2	2	0	84
3:15 PM	0	0	59	0	1	0	60
3:30 PM	0	0	61	0	0	1	62
3:45 PM	0	0	61	0	1	1	63
4:00 PM	0	0	72	0	1	0	73
4:15 PM	0	0	59	1	3	2	65
4:30 PM	0	1	62	0	2	0	65
4:45 PM	0	0	67	0	3	0	70
5:00 PM	0	0	81	0	1	0	82
5:15 PM	0	0	60	0	2	0	62
5:30 PM	0	1	66	1	1	2	71
5:45 PM	0	0	41	0	0	0	41
6:00 PM	0	0	40	0	5	0	45
6:15 PM	0	0	38	0	3	0	41
6:30 PM	0	0	47	0	3	0	50
6:45 PM	0	0	32	0	1	0	33
7:00 PM	0	0	31	0	2	0	33
7:15 PM	0	0	41	0	0	0	41
7:30 PM	0	0	29	0	1	1	31
7:45 PM	1	0	22	0	1	0	24
8:00 PM	0	0	24	0	1	0	25
8:15 PM	0	0	23	0	0	0	23
8:30 PM	0	0	20	0	0	0	20
8:45 PM	0	0	16	0	0	0	16
9:00 PM	0	0	34	0	0	0	34
9:15 PM	0	0	29	0	0	0	29
9:30 PM	0	0	12	0	0	0	12
9:45 PM	0	0	6	0	0	0	6
10:00 PM	0	0	6	0	2	0	8
10:15 PM	0	0	4	0	0	0	4
10:30 PM	0	0	10	0	0	0	10
10:45 PM	0	0	3	0	0	0	3
11:00 PM	0	0	5	0	0	0	5
11:15 PM	0	0	5	0	0	0	5
11:30 PM	0	0	7	0	0	0	7
11:45 PM	0	0	3	0	0	0	3
PM Total	**3**	**2**	**1837**	**4**	**59**	**9**	**1914**
Percentage	**0.16%**	**0.10%**	**95.98%**	**0.21%**	**3.08%**	**0.47%**	
PM Peak	**1:00 PM**	**3:45 PM**	**4:45 PM**	**2:15 PM**	**6:00 PM**	**3:30 PM**	**4:45 PM**
Volume	**1**	**1**	**274**	**2**	**12**	**4**	**285**
Day Total	**3**	**5**	**3121**	**11**	**85**	**17**	**3242**
Percentage	**0.09%**	**0.15%**	**96.27%**	**0.34%**	**2.62%**	**0.52%**	

Clapboardtree Street
at Xaverian HS east driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR B

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

Count Date: Wednesday, August 24, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	3	0	0	0	3
12:15 AM	0	0	3	0	0	0	3
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	1	0	0	1	2
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	4	0	0	0	4
5:15 AM	0	0	0	0	1	0	1
5:30 AM	0	0	4	0	1	0	5
5:45 AM	0	0	5	0	0	0	5
6:00 AM	0	0	7	0	1	0	8
6:15 AM	0	0	6	0	2	0	8
6:30 AM	0	0	14	0	0	0	14
6:45 AM	0	0	12	0	0	0	12
7:00 AM	0	1	21	0	2	4	28
7:15 AM	0	0	38	0	1	0	39
7:30 AM	0	0	41	0	4	0	45
7:45 AM	0	0	64	0	2	3	69
8:00 AM	0	0	52	0	1	1	54
8:15 AM	0	0	66	1	0	0	67
8:30 AM	0	0	73	0	2	0	75
8:45 AM	0	0	74	0	0	0	74
9:00 AM	0	0	42	0	1	0	43
9:15 AM	0	0	28	0	7	0	35
9:30 AM	0	0	30	1	13	0	44
9:45 AM	0	0	38	0	0	0	38
10:00 AM	0	0	45	0	1	0	46
10:15 AM	0	0	40	1	1	0	42
10:30 AM	0	0	40	0	2	0	42
10:45 AM	0	0	43	0	1	0	44
11:00 AM	0	0	42	0	0	0	42
11:15 AM	0	0	51	0	1	0	52
11:30 AM	0	0	54	0	0	0	54
11:45 AM	1	0	62	0	0	0	63
AM Total	**1**	**1**	**1019**	**3**	**44**	**9**	**1077**
Percentage	**0.09%**	**0.09%**	**94.61%**	**0.28%**	**4.09%**	**0.84%**	
AM Peak	**11:00 AM**	**6:15 AM**	**8:00 AM**	**9:30 AM**	**8:45 AM**	**7:00 AM**	**8:00 AM**
Volume	**1**	**1**	**265**	**2**	**21**	**7**	**270**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	51	0	1	0	52
12:15 PM	0	0	39	0	0	0	39
12:30 PM	0	0	52	0	1	0	53
12:45 PM	0	0	48	0	1	0	49
1:00 PM	0	0	47	0	1	0	48
1:15 PM	0	0	49	0	0	0	49
1:30 PM	0	0	52	1	0	0	53
1:45 PM	0	0	35	0	1	0	36
2:00 PM	0	0	64	1	0	0	65
2:15 PM	0	0	59	0	1	0	60
2:30 PM	0	0	60	0	0	0	60
2:45 PM	0	0	64	2	0	0	66
3:00 PM	0	0	29	0	0	0	29
3:15 PM	0	0	45	0	3	1	49
3:30 PM	0	0	84	0	2	0	86
3:45 PM	0	0	55	0	0	0	55
4:00 PM	0	0	75	1	0	0	76
4:15 PM	0	0	78	0	0	0	78
4:30 PM	0	1	68	0	1	0	70
4:45 PM	0	1	65	0	0	0	66
5:00 PM	1	1	71	0	0	0	73
5:15 PM	0	0	89	0	0	0	89
5:30 PM	1	0	79	0	1	0	81
5:45 PM	0	0	67	0	0	0	67
6:00 PM	0	0	55	0	1	0	56
6:15 PM	0	0	69	0	0	0	69
6:30 PM	0	1	53	0	1	0	55
6:45 PM	0	0	39	0	0	0	39
7:00 PM	0	0	46	0	0	0	46
7:15 PM	0	1	50	0	0	0	51
7:30 PM	0	0	40	0	1	0	41
7:45 PM	0	0	34	0	0	0	34
8:00 PM	0	0	32	0	0	0	32
8:15 PM	0	0	40	0	0	0	40
8:30 PM	0	0	24	0	0	0	24
8:45 PM	0	0	20	0	0	0	20
9:00 PM	0	0	25	0	0	0	25
9:15 PM	0	0	24	0	0	0	24
9:30 PM	0	0	24	0	0	0	24
9:45 PM	0	0	15	0	0	0	15
10:00 PM	0	0	13	0	0	0	13
10:15 PM	0	0	15	0	0	0	15
10:30 PM	0	0	16	0	0	0	16
10:45 PM	0	0	13	0	0	0	13
11:00 PM	0	0	11	0	0	0	11
11:15 PM	0	0	9	0	0	0	9
11:30 PM	0	0	9	0	0	0	9
11:45 PM	0	0	13	0	0	0	13
PM Total	**2**	**5**	**2114**	**5**	**16**	**1**	**2143**
Percentage	**0.09%**	**0.23%**	**98.65%**	**0.23%**	**0.75%**	**0.05%**	
PM Peak	**4:45 PM**	**4:15 PM**	**5:00 PM**	**2:00 PM**	**2:45 PM**	**2:30 PM**	**5:00 PM**
Volume	**2**	**3**	**306**	**3**	**5**	**1**	**310**
Day Total	**3**	**6**	**3133**	**8**	**60**	**10**	**3220**
Percentage	**0.09%**	**0.19%**	**97.30%**	**0.25%**	**1.86%**	**0.31%**	

Clapboardtree Street
at Xaverian HS east driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR B

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

Count Date: Thursday, August 25, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	6	0	0	0	6
12:15 AM	0	0	4	0	0	0	4
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	6	0	0	0	6
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	2	0	0	0	2
5:30 AM	0	0	4	0	0	0	4
5:45 AM	0	0	3	0	0	0	3
6:00 AM	0	0	5	0	0	0	5
6:15 AM	1	0	6	0	0	0	7
6:30 AM	0	0	13	0	3	0	16
6:45 AM	0	0	18	0	0	0	18
7:00 AM	0	0	22	0	0	2	24
7:15 AM	0	1	24	0	1	3	29
7:30 AM	0	0	50	1	0	0	51
7:45 AM	0	0	54	0	0	1	55
8:00 AM	0	0	55	0	0	3	58
8:15 AM	0	0	62	1	0	0	63
8:30 AM	0	0	55	1	1	0	57
8:45 AM	0	0	57	0	1	1	59
9:00 AM	0	0	59	0	3	1	63
9:15 AM	0	0	43	0	17	0	60
9:30 AM	0	0	41	0	2	0	43
9:45 AM	0	0	50	0	2	2	54
10:00 AM	0	0	53	0	1	0	54
10:15 AM	0	0	50	0	2	0	52
10:30 AM	0	0	43	2	2	0	47
10:45 AM	0	0	67	0	0	2	69
11:00 AM	0	0	60	0	1	0	61
11:15 AM	0	0	56	0	2	0	58
11:30 AM	0	0	58	0	1	1	60
11:45 AM	0	2	67	0	3	1	73
AM Total	**1**	**3**	**1104**	**5**	**42**	**17**	**1172**
Percentage	**0.09%**	**0.26%**	**94.20%**	**0.43%**	**3.58%**	**1.45%**	
AM Peak	**5:30 AM**	**11:00 AM**	**10:45 AM**	**7:30 AM**	**9:00 AM**	**7:15 AM**	**11:00 AM**
Volume	**1**	**2**	**241**	**2**	**24**	**7**	**252**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	64	0	1	0	65
12:15 PM	0	0	62	0	1	0	63
12:30 PM	0	0	69	0	0	0	69
12:45 PM	0	0	54	0	1	0	55
1:00 PM	0	0	64	0	0	0	64
1:15 PM	0	0	62	0	1	0	63
1:30 PM	0	0	46	0	1	0	47
1:45 PM	0	0	59	0	2	0	61
2:00 PM	0	0	60	1	0	0	61
2:15 PM	0	0	73	0	1	1	75
2:30 PM	1	1	67	0	1	0	70
2:45 PM	0	1	61	1	1	1	65
3:00 PM	0	1	72	1	0	0	74
3:15 PM	0	0	55	0	0	1	56
3:30 PM	0	0	68	0	1	0	69
3:45 PM	0	0	71	0	0	0	71
4:00 PM	0	0	77	1	3	0	81
4:15 PM	0	0	73	0	1	0	74
4:30 PM	1	0	60	0	0	0	61
4:45 PM	2	0	72	0	1	1	76
5:00 PM	0	1	76	0	0	0	77
5:15 PM	0	0	77	0	0	0	77
5:30 PM	0	0	59	0	0	0	59
5:45 PM	0	1	52	0	0	0	53
6:00 PM	0	0	70	0	1	0	71
6:15 PM	0	0	77	0	0	0	77
6:30 PM	0	0	54	0	0	0	54
6:45 PM	0	0	42	0	0	0	42
7:00 PM	0	0	52	0	0	0	52
7:15 PM	0	0	50	0	0	0	50
7:30 PM	0	2	44	0	0	0	46
7:45 PM	0	0	38	0	0	0	38
8:00 PM	0	0	27	0	0	0	27
8:15 PM	0	0	33	0	0	0	33
8:30 PM	0	0	34	0	0	0	34
8:45 PM	0	0	27	0	0	0	27
9:00 PM	0	0	22	0	0	0	22
9:15 PM	0	0	16	0	0	0	16
9:30 PM	0	0	17	0	0	0	17
9:45 PM	0	0	20	0	0	0	20
10:00 PM	0	0	13	0	0	0	13
10:15 PM	0	0	17	0	0	0	17
10:30 PM	0	0	14	0	0	0	14
10:45 PM	0	0	14	0	0	0	14
11:00 PM	0	0	10	0	0	0	10
11:15 PM	0	0	13	0	0	0	13
11:30 PM	0	0	10	0	1	0	11
11:45 PM	0	0	10	0	0	0	10
PM Total	**4**	**7**	**2277**	**4**	**18**	**4**	**2314**
Percentage	**0.17%**	**0.30%**	**98.40%**	**0.17%**	**0.78%**	**0.17%**	
PM Peak	**4:00 PM**	**2:15 PM**	**3:30 PM**	**2:00 PM**	**3:30 PM**	**2:00 PM**	**3:30 PM**
Volume	**3**	**3**	**289**	**2**	**5**	**2**	**295**
Day Total	**5**	**10**	**3381**	**9**	**60**	**21**	**3486**
Percentage	**0.14%**	**0.29%**	**96.99%**	**0.26%**	**1.72%**	**0.60%**	

Clapboardtree Street
at Xaverian HS east driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR B**

Direction: **EB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	3	64	4	49	0	0	0	0	0	0	0	0	0	0	4	57
12:15	2	46	1	55	0	0	0	0	0	0	0	0	0	0	2	51
12:30	2	46	2	41	0	0	0	0	0	0	0	0	0	0	2	44
12:45	1	33	3	45	0	0	0	0	0	0	0	0	0	0	2	39
1:00	2	47	1	36	0	0	0	0	0	0	0	0	0	0	2	42
1:15	0	70	0	69	0	0	0	0	0	0	0	0	0	0	0	70
1:30	0	44	1	50	0	0	0	0	0	0	0	0	0	0	1	47
1:45	1	44	0	46	0	0	0	0	0	0	0	0	0	0	1	45
2:00	0	38	1	43	0	0	0	0	0	0	0	0	0	0	1	41
2:15	0	46	0	51	0	0	0	0	0	0	0	0	0	0	0	49
2:30	0	70	2	51	0	0	0	0	0	0	0	0	0	0	1	61
2:45	2	57	1	72	0	0	0	0	0	0	0	0	0	0	2	65
3:00	3	79	4	84	0	0	0	0	0	0	0	0	0	0	4	82
3:15	1	82	0	60	0	0	0	0	0	0	0	0	0	0	1	71
3:30	1	74	1	62	0	0	0	0	0	0	0	0	0	0	1	68
3:45	1	67	1	63	0	0	0	0	0	0	0	0	0	0	1	65
4:00	3	84	0	73	0	0	0	0	0	0	0	0	0	0	2	79
4:15	2	57	3	65	0	0	0	0	0	0	0	0	0	0	3	61
4:30	5	60	1	65	0	0	0	0	0	0	0	0	0	0	3	63
4:45	2	52	3	70	0	0	0	0	0	0	0	0	0	0	3	61
5:00	6	76	6	82	0	0	0	0	0	0	0	0	0	0	6	79
5:15	12	69	12	62	0	0	0	0	0	0	0	0	0	0	12	66
5:30	9	55	6	71	0	0	0	0	0	0	0	0	0	0	8	63
5:45	10	55	13	41	0	0	0	0	0	0	0	0	0	0	12	48
6:00	18	59	19	45	0	0	0	0	0	0	0	0	0	0	19	52
6:15	23	42	28	41	0	0	0	0	0	0	0	0	0	0	26	42
6:30	25	38	31	50	0	0	0	0	0	0	0	0	0	0	28	44
6:45	42	47	30	33	0	0	0	0	0	0	0	0	0	0	36	40
7:00	49	30	37	33	0	0	0	0	0	0	0	0	0	0	43	32
7:15	39	33	45	41	0	0	0	0	0	0	0	0	0	0	42	37
7:30	58	38	63	31	0	0	0	0	0	0	0	0	0	0	61	35
7:45	54	30	85	24	0	0	0	0	0	0	0	0	0	0	70	27
8:00	60	34	70	25	0	0	0	0	0	0	0	0	0	0	65	30
8:15	70	43	85	23	0	0	0	0	0	0	0	0	0	0	78	33
8:30	64	18	71	20	0	0	0	0	0	0	0	0	0	0	68	19
8:45	92	17	71	16	0	0	0	0	0	0	0	0	0	0	82	17
9:00	72	13	65	34	0	0	0	0	0	0	0	0	0	0	69	24
9:15	46	15	56	29	0	0	0	0	0	0	0	0	0	0	51	22
9:30	50	9	36	12	0	0	0	0	0	0	0	0	0	0	43	11
9:45	42	11	46	6	0	0	0	0	0	0	0	0	0	0	44	9
10:00	46	14	67	8	0	0	0	0	0	0	0	0	0	0	57	11
10:15	48	11	49	4	0	0	0	0	0	0	0	0	0	0	49	8
10:30	50	4	47	10	0	0	0	0	0	0	0	0	0	0	49	7
10:45	55	3	41	3	0	0	0	0	0	0	0	0	0	0	48	3
11:00	48	13	62	5	0	0	0	0	0	0	0	0	0	0	55	9
11:15	40	6	49	5	0	0	0	0	0	0	0	0	0	0	45	6
11:30	53	4	66	7	0	0	0	0	0	0	0	0	0	0	60	6
11:45	54	4	43	3	0	0	0	0	0	0	0	0	0	0	49	4
Total	**1266**	**1951**	**1328**	**1914**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1297**	**1933**
Day Total	**3217**		**3242**		**0**		**0**		**0**		**0**		**0**		**3230**	
Peak HR	**8:15 AM**	**3:15 PM**	**7:45 AM**	**4:45 PM**											**8:15 AM**	**3:00 PM**
Volume	**298**	**307**	**311**	**285**											**295**	**286**

Clapboardtree Street
at Xaverian HS east driveway
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR B**

Direction: **WB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	3	52	6	65	0	0	0	0	0	0	0	0	0	0	5	59
12:15	3	39	4	63	0	0	0	0	0	0	0	0	0	0	4	51
12:30	2	53	2	69	0	0	0	0	0	0	0	0	0	0	2	61
12:45	2	49	0	55	0	0	0	0	0	0	0	0	0	0	1	52
1:00	1	48	1	64	0	0	0	0	0	0	0	0	0	0	1	56
1:15	2	49	6	63	0	0	0	0	0	0	0	0	0	0	4	56
1:30	0	53	1	47	0	0	0	0	0	0	0	0	0	0	1	50
1:45	1	36	1	61	0	0	0	0	0	0	0	0	0	0	1	49
2:00	1	65	0	61	0	0	0	0	0	0	0	0	0	0	1	63
2:15	0	60	0	75	0	0	0	0	0	0	0	0	0	0	0	68
2:30	0	60	0	70	0	0	0	0	0	0	0	0	0	0	0	65
2:45	1	66	0	65	0	0	0	0	0	0	0	0	0	0	1	66
3:00	0	29	0	74	0	0	0	0	0	0	0	0	0	0	0	52
3:15	1	49	0	56	0	0	0	0	0	0	0	0	0	0	1	53
3:30	1	86	1	69	0	0	0	0	0	0	0	0	0	0	1	78
3:45	0	55	2	71	0	0	0	0	0	0	0	0	0	0	1	63
4:00	3	76	1	81	0	0	0	0	0	0	0	0	0	0	2	79
4:15	0	78	0	74	0	0	0	0	0	0	0	0	0	0	0	76
4:30	2	70	0	61	0	0	0	0	0	0	0	0	0	0	1	66
4:45	1	66	1	76	0	0	0	0	0	0	0	0	0	0	1	71
5:00	4	73	1	77	0	0	0	0	0	0	0	0	0	0	3	75
5:15	1	89	2	77	0	0	0	0	0	0	0	0	0	0	2	83
5:30	5	81	4	59	0	0	0	0	0	0	0	0	0	0	5	70
5:45	5	67	3	53	0	0	0	0	0	0	0	0	0	0	4	60
6:00	8	56	5	71	0	0	0	0	0	0	0	0	0	0	7	64
6:15	8	69	7	77	0	0	0	0	0	0	0	0	0	0	8	73
6:30	14	55	16	54	0	0	0	0	0	0	0	0	0	0	15	55
6:45	12	39	18	42	0	0	0	0	0	0	0	0	0	0	15	41
7:00	28	46	24	52	0	0	0	0	0	0	0	0	0	0	26	49
7:15	39	51	29	50	0	0	0	0	0	0	0	0	0	0	34	51
7:30	45	41	51	46	0	0	0	0	0	0	0	0	0	0	48	44
7:45	69	34	55	38	0	0	0	0	0	0	0	0	0	0	62	36
8:00	54	32	58	27	0	0	0	0	0	0	0	0	0	0	56	30
8:15	67	40	63	33	0	0	0	0	0	0	0	0	0	0	65	37
8:30	75	24	57	34	0	0	0	0	0	0	0	0	0	0	66	29
8:45	74	20	59	27	0	0	0	0	0	0	0	0	0	0	67	24
9:00	43	25	63	22	0	0	0	0	0	0	0	0	0	0	53	24
9:15	35	24	60	16	0	0	0	0	0	0	0	0	0	0	48	20
9:30	44	24	43	17	0	0	0	0	0	0	0	0	0	0	44	21
9:45	38	15	54	20	0	0	0	0	0	0	0	0	0	0	46	18
10:00	46	13	54	13	0	0	0	0	0	0	0	0	0	0	50	13
10:15	42	15	52	17	0	0	0	0	0	0	0	0	0	0	47	16
10:30	42	16	47	14	0	0	0	0	0	0	0	0	0	0	45	15
10:45	44	13	69	14	0	0	0	0	0	0	0	0	0	0	57	14
11:00	42	11	61	10	0	0	0	0	0	0	0	0	0	0	52	11
11:15	52	9	58	13	0	0	0	0	0	0	0	0	0	0	55	11
11:30	54	9	60	11	0	0	0	0	0	0	0	0	0	0	57	10
11:45	63	13	73	10	0	0	0	0	0	0	0	0	0	0	68	12
Total	**1077**	**2143**	**1172**	**2314**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1125**	**2229**
Day Total	**3220**		**3486**		**0**		**0**		**0**		**0**		**0**		**3353**	
Peak HR	**8:00 AM**	**5:00 PM**	**11:00 AM**	**3:30 PM**											**8:00 AM**	**4:45 PM**
Volume	**270**	**310**	**252**	**295**											**254**	**299**

High Street approx. 600'
north of High St/Nahatan Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File #: 228801 ATR C

Count Date: Wednesday, August 24, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	0	1	5
12:15 AM	0	0	8	0	0	0	8
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	6	0	0	0	6
1:00 AM	0	0	4	0	0	0	4
1:15 AM	0	0	4	0	0	1	5
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	7	0	0	0	7
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	4	0	0	1	5
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	5	0	2	0	7
3:30 AM	0	0	8	0	1	0	9
3:45 AM	0	0	7	0	1	0	8
4:00 AM	0	0	13	0	1	1	15
4:15 AM	0	0	19	0	0	1	20
4:30 AM	0	0	20	0	1	0	21
4:45 AM	0	0	35	0	2	1	38
5:00 AM	0	0	53	0	1	0	54
5:15 AM	0	0	76	0	0	0	76
5:30 AM	0	1	106	0	1	1	109
5:45 AM	0	0	138	0	0	0	138
6:00 AM	0	0	194	0	3	2	199
6:15 AM	0	1	173	0	3	2	179
6:30 AM	0	0	198	0	11	0	209
6:45 AM	0	0	201	0	8	3	212
7:00 AM	0	0	191	0	7	3	201
7:15 AM	1	0	177	0	6	1	185
7:30 AM	0	0	174	0	7	0	181
7:45 AM	0	0	178	0	6	0	184
8:00 AM	0	0	218	0	11	0	229
8:15 AM	0	1	187	0	6	2	196
8:30 AM	1	2	190	0	6	0	199
8:45 AM	0	0	161	2	11	4	178
9:00 AM	0	0	188	0	4	4	196
9:15 AM	0	0	194	2	4	2	202
9:30 AM	0	0	164	0	6	3	173
9:45 AM	0	0	155	0	8	2	165
10:00 AM	0	1	150	0	6	1	158
10:15 AM	0	1	186	0	8	1	196
10:30 AM	0	0	155	0	3	3	161
10:45 AM	0	0	172	0	8	1	181
11:00 AM	0	0	153	0	5	0	158
11:15 AM	0	0	160	0	12	1	173
11:30 AM	0	0	176	0	6	2	184
11:45 AM	0	0	153	1	5	1	160
AM Total	**2**	**7**	**4783**	**5**	**170**	**45**	**5012**
Percentage	**0.04%**	**0.14%**	**95.43%**	**0.10%**	**3.39%**	**0.90%**	
AM Peak	**6:30 AM**	**7:45 AM**	**7:45 AM**	**8:30 AM**	**8:00 AM**	**8:45 AM**	**7:45 AM**
Volume	**1**	**3**	**773**	**4**	**34**	**13**	**808**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	166	0	4	0	171
12:15 PM	0	0	132	0	5	0	137
12:30 PM	1	0	148	1	7	0	157
12:45 PM	1	0	145	0	5	2	153
1:00 PM	1	1	130	0	4	0	136
1:15 PM	0	0	150	0	4	0	154
1:30 PM	0	0	163	0	8	2	173
1:45 PM	2	0	151	0	11	0	164
2:00 PM	0	0	158	0	2	2	162
2:15 PM	0	0	162	0	2	0	164
2:30 PM	0	0	145	0	7	2	154
2:45 PM	1	0	113	0	7	1	122
3:00 PM	1	0	160	1	2	0	164
3:15 PM	1	0	153	0	3	2	159
3:30 PM	0	0	163	0	3	0	166
3:45 PM	1	0	151	1	3	1	157
4:00 PM	0	1	150	0	2	1	154
4:15 PM	0	0	157	0	2	1	160
4:30 PM	0	1	142	0	5	0	148
4:45 PM	1	2	149	0	1	0	153
5:00 PM	1	0	145	0	4	0	150
5:15 PM	3	0	155	0	1	0	159
5:30 PM	0	0	170	0	1	0	171
5:45 PM	1	0	159	0	0	0	160
6:00 PM	1	1	146	0	1	0	149
6:15 PM	0	1	124	0	1	0	126
6:30 PM	1	0	133	0	2	0	136
6:45 PM	0	3	122	0	1	0	126
7:00 PM	0	0	113	0	1	1	115
7:15 PM	0	3	134	0	3	1	141
7:30 PM	0	0	101	0	0	0	101
7:45 PM	0	2	93	0	0	0	95
8:00 PM	0	0	105	0	0	1	106
8:15 PM	0	0	83	1	0	0	84
8:30 PM	0	0	77	0	1	0	78
8:45 PM	0	0	66	0	0	1	67
9:00 PM	0	0	61	0	0	0	61
9:15 PM	0	0	47	0	0	0	47
9:30 PM	0	0	45	0	1	0	46
9:45 PM	0	0	27	0	0	0	27
10:00 PM	0	0	32	0	0	1	33
10:15 PM	0	0	42	0	1	0	43
10:30 PM	0	0	33	0	0	0	33
10:45 PM	0	0	25	0	0	0	25
11:00 PM	0	1	19	0	0	1	21
11:15 PM	0	0	16	0	0	0	16
11:30 PM	0	0	11	0	0	1	12
11:45 PM	0	0	9	0	0	0	9
PM Total	**18**	**16**	**5281**	**4**	**105**	**21**	**5445**
Percentage	**0.33%**	**0.29%**	**96.99%**	**0.07%**	**1.93%**	**0.39%**	
PM Peak	**4:30 PM**	**6:30 PM**	**1:30 PM**	**3:00 PM**	**1:00 PM**	**2:00 PM**	**1:30 PM**
Volume	**5**	**6**	**634**	**2**	**27**	**5**	**663**
Day Total	**20**	**23**	**10064**	**9**	**275**	**66**	**10457**
Percentage	**0.19%**	**0.22%**	**96.24%**	**0.09%**	**2.63%**	**0.63%**	

High Street approx. 600'
north of High St/Nahatan Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File #: 228801 ATR C

Count Date: Thursday, August 25, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	9	0	0	0	9
12:15 AM	0	0	6	0	0	0	6
12:30 AM	0	0	6	0	0	0	6
12:45 AM	0	0	6	0	1	0	7
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	4	0	0	1	5
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	5	0	1	0	6
2:30 AM	0	0	7	0	1	0	8
2:45 AM	0	0	1	0	1	0	2
3:00 AM	0	0	5	0	0	0	5
3:15 AM	0	0	7	0	0	0	7
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	7	0	0	0	7
4:00 AM	0	0	7	0	0	2	9
4:15 AM	0	0	14	0	0	1	15
4:30 AM	0	0	27	0	0	0	27
4:45 AM	0	0	39	0	0	0	39
5:00 AM	0	0	55	0	2	1	58
5:15 AM	0	0	96	0	3	1	100
5:30 AM	0	2	95	0	2	3	102
5:45 AM	0	0	128	0	0	0	128
6:00 AM	0	1	169	0	1	1	172
6:15 AM	0	2	224	0	8	1	235
6:30 AM	0	1	179	0	6	1	187
6:45 AM	0	0	188	0	10	5	203
7:00 AM	0	0	184	0	5	2	191
7:15 AM	0	0	176	0	9	1	186
7:30 AM	0	0	166	0	7	2	175
7:45 AM	0	0	211	1	4	1	217
8:00 AM	0	1	177	0	10	2	190
8:15 AM	0	1	181	0	6	1	189
8:30 AM	0	0	172	0	5	0	177
8:45 AM	1	0	174	1	6	3	185
9:00 AM	0	0	205	0	8	1	214
9:15 AM	0	0	174	0	5	1	180
9:30 AM	0	0	197	0	3	1	201
9:45 AM	0	0	177	1	5	5	188
10:00 AM	1	1	176	1	9	2	190
10:15 AM	1	0	137	0	7	4	149
10:30 AM	1	1	166	0	7	1	176
10:45 AM	1	0	190	0	10	2	203
11:00 AM	1	0	151	0	3	0	155
11:15 AM	0	0	191	0	6	0	197
11:30 AM	2	1	171	0	4	3	181
11:45 AM	0	2	200	0	7	3	212
AM Total	**8**	**13**	**4872**	**4**	**162**	**52**	**5111**
Percentage	**0.16%**	**0.25%**	**95.32%**	**0.08%**	**3.17%**	**1.02%**	
AM Peak	**10:00 AM**	**5:30 AM**	**6:15 AM**	**9:15 AM**	**10:00 AM**	**9:30 AM**	**6:15 AM**
Volume	**4**	**5**	**775**	**2**	**33**	**12**	**816**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	169	0	12	2	183
12:15 PM	0	0	157	0	8	1	166
12:30 PM	0	0	176	1	2	1	180
12:45 PM	0	0	164	0	7	2	173
1:00 PM	0	0	151	0	2	0	153
1:15 PM	0	0	149	1	5	1	156
1:30 PM	1	0	170	0	6	1	178
1:45 PM	0	0	152	0	3	1	156
2:00 PM	0	0	146	0	5	4	155
2:15 PM	0	0	128	0	3	0	131
2:30 PM	0	1	153	0	6	0	160
2:45 PM	0	0	156	1	4	1	162
3:00 PM	0	0	167	0	1	0	168
3:15 PM	0	0	148	1	3	0	152
3:30 PM	0	0	137	0	1	0	138
3:45 PM	2	0	139	0	2	1	144
4:00 PM	0	0	111	0	2	1	114
4:15 PM	0	0	154	0	5	0	159
4:30 PM	0	0	133	0	0	0	133
4:45 PM	0	0	145	0	4	0	149
5:00 PM	0	0	174	0	2	1	177
5:15 PM	0	0	143	0	1	0	144
5:30 PM	0	0	176	0	0	0	176
5:45 PM	0	0	138	0	0	0	138
6:00 PM	0	0	129	1	3	0	133
6:15 PM	0	0	160	0	0	0	160
6:30 PM	1	1	159	0	0	0	161
6:45 PM	0	2	162	0	2	0	166
7:00 PM	0	0	153	0	0	1	154
7:15 PM	0	2	140	0	1	1	144
7:30 PM	0	0	123	0	2	0	125
7:45 PM	0	0	98	0	1	0	99
8:00 PM	0	2	94	0	0	0	96
8:15 PM	0	0	84	0	0	0	84
8:30 PM	0	1	81	0	1	1	84
8:45 PM	0	0	58	0	0	1	59
9:00 PM	0	0	54	0	0	0	54
9:15 PM	0	1	45	0	0	0	46
9:30 PM	0	0	42	0	0	0	42
9:45 PM	0	0	29	0	0	0	29
10:00 PM	0	1	36	0	2	1	40
10:15 PM	0	0	37	0	0	0	37
10:30 PM	0	0	35	0	0	0	35
10:45 PM	0	0	32	0	0	0	32
11:00 PM	0	0	20	0	0	1	21
11:15 PM	0	0	21	0	0	0	21
11:30 PM	0	0	21	0	0	0	21
11:45 PM	0	0	17	0	0	0	17
PM Total	**4**	**11**	**5466**	**5**	**96**	**23**	**5605**
Percentage	**0.07%**	**0.20%**	**97.52%**	**0.09%**	**1.71%**	**0.41%**	
PM Peak	**3:00 PM**	**6:30 PM**	**12:00 PM**	**12:30 PM**	**12:00 PM**	**1:15 PM**	**12:00 PM**
Volume	**2**	**5**	**666**	**2**	**29**	**7**	**702**
Day Total	**12**	**24**	**10338**	**9**	**258**	**75**	**10716**
Percentage	**0.11%**	**0.22%**	**96.47%**	**0.08%**	**2.41%**	**0.70%**	

High Street approx. 600'
north of High St/Nahatan Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR C

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

Count Date: Wednesday, August 24, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	34	0	1	0	35
12:15 AM	0	0	25	0	0	0	25
12:30 AM	0	0	14	0	0	0	14
12:45 AM	0	0	14	0	0	1	15
1:00 AM	0	0	15	0	0	0	15
1:15 AM	0	0	10	0	0	0	10
1:30 AM	0	0	5	0	1	0	6
1:45 AM	0	0	12	0	0	0	12
2:00 AM	0	0	1	0	0	1	2
2:15 AM	0	0	4	0	0	0	4
2:30 AM	0	0	4	0	1	0	5
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	3	0	0	1	4
3:45 AM	0	0	6	0	1	0	7
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	7	0	0	0	7
4:30 AM	0	0	9	0	0	0	9
4:45 AM	0	0	5	0	0	2	7
5:00 AM	0	0	8	0	1	1	10
5:15 AM	0	0	13	0	0	0	13
5:30 AM	0	0	22	0	0	2	24
5:45 AM	0	0	17	0	3	1	21
6:00 AM	0	0	25	1	1	0	27
6:15 AM	0	0	28	0	5	2	35
6:30 AM	0	0	34	0	6	1	41
6:45 AM	0	0	54	0	4	1	59
7:00 AM	0	0	81	0	4	0	85
7:15 AM	0	0	61	2	3	5	71
7:30 AM	1	0	104	0	3	1	109
7:45 AM	0	0	109	0	2	0	111
8:00 AM	0	0	103	1	4	0	108
8:15 AM	0	0	80	0	8	2	90
8:30 AM	0	0	115	1	5	1	122
8:45 AM	0	0	119	0	5	1	125
9:00 AM	0	0	108	0	7	1	116
9:15 AM	0	0	96	0	5	0	101
9:30 AM	0	1	117	0	4	1	123
9:45 AM	1	0	135	0	6	0	142
10:00 AM	0	0	86	0	10	1	97
10:15 AM	0	0	122	0	7	0	129
10:30 AM	0	0	108	0	11	1	120
10:45 AM	1	0	117	0	8	1	127
11:00 AM	0	0	114	2	6	1	123
11:15 AM	0	1	134	0	7	4	146
11:30 AM	1	0	133	0	4	1	139
11:45 AM	0	0	137	1	5	1	144
AM Total	**4**	**2**	**2557**	**8**	**138**	**35**	**2744**
Percentage	**0.15%**	**0.07%**	**93.19%**	**0.29%**	**5.03%**	**1.28%**	
AM Peak	**10:45 AM**	**8:45 AM**	**11:00 AM**	**7:15 AM**	**10:00 AM**	**6:30 AM**	**11:00 AM**
Volume	**2**	**1**	**518**	**3**	**36**	**7**	**552**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	135	0	2	3	140
12:15 PM	0	1	144	0	9	0	154
12:30 PM	0	0	139	0	6	0	145
12:45 PM	1	1	146	0	7	1	156
1:00 PM	0	0	123	0	9	1	133
1:15 PM	0	0	145	0	12	0	157
1:30 PM	0	0	137	0	6	1	144
1:45 PM	1	0	142	0	9	3	155
2:00 PM	0	0	183	1	4	2	190
2:15 PM	1	0	169	0	4	1	175
2:30 PM	0	1	163	0	5	1	170
2:45 PM	1	0	171	1	9	1	183
3:00 PM	0	1	190	0	6	0	197
3:15 PM	2	1	196	0	4	0	203
3:30 PM	1	1	201	0	8	1	212
3:45 PM	1	0	222	0	5	2	230
4:00 PM	0	0	201	0	7	1	209
4:15 PM	0	0	235	0	6	0	241
4:30 PM	0	0	225	1	6	1	233
4:45 PM	1	0	233	0	4	1	239
5:00 PM	0	2	238	2	1	0	243
5:15 PM	2	0	241	0	3	0	246
5:30 PM	1	1	239	0	2	1	244
5:45 PM	1	0	216	0	4	0	221
6:00 PM	0	0	232	0	1	1	234
6:15 PM	1	0	207	0	2	1	211
6:30 PM	2	2	177	0	3	1	185
6:45 PM	1	0	161	0	0	0	162
7:00 PM	0	2	176	0	0	0	178
7:15 PM	0	0	186	0	0	0	186
7:30 PM	0	0	120	0	0	0	120
7:45 PM	0	0	110	0	0	0	110
8:00 PM	0	0	127	1	3	1	132
8:15 PM	0	0	130	0	1	0	131
8:30 PM	0	1	110	0	1	0	112
8:45 PM	0	1	86	0	0	1	88
9:00 PM	0	0	102	1	0	0	103
9:15 PM	0	1	70	0	0	0	71
9:30 PM	0	0	81	0	2	0	83
9:45 PM	0	0	49	0	0	0	49
10:00 PM	0	0	56	0	1	0	57
10:15 PM	0	0	55	0	0	0	55
10:30 PM	0	0	44	0	1	0	45
10:45 PM	0	0	48	0	0	0	48
11:00 PM	0	0	60	0	0	0	60
11:15 PM	0	1	46	0	0	1	48
11:30 PM	0	0	37	0	0	0	37
11:45 PM	0	0	33	0	1	0	34
PM Total	**17**	**17**	**6937**	**7**	**154**	**27**	**7159**
Percentage	**0.24%**	**0.24%**	**96.90%**	**0.10%**	**2.15%**	**0.38%**	
PM Peak	**2:45 PM**	**6:15 PM**	**4:45 PM**	**4:15 PM**	**1:00 PM**	**1:30 PM**	**4:45 PM**
Volume	**4**	**4**	**951**	**3**	**36**	**7**	**972**
Day Total	**21**	**19**	**9494**	**15**	**292**	**62**	**9903**
Percentage	**0.21%**	**0.19%**	**95.87%**	**0.15%**	**2.95%**	**0.63%**	

High Street approx. 600'
north of High St/Nahatan Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
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PRECISION DATA INDUSTRIES, LLC
157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 228801 ATR C

Count Date: Thursday, August 25, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	25	0	1	0	26
12:15 AM	0	0	19	0	0	0	19
12:30 AM	0	0	12	0	1	0	13
12:45 AM	0	0	11	0	0	0	11
1:00 AM	0	0	12	0	0	0	12
1:15 AM	0	0	9	0	1	0	10
1:30 AM	0	0	6	0	0	0	6
1:45 AM	0	0	6	0	0	0	6
2:00 AM	0	0	5	0	0	1	6
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	2	0	1	0	3
3:00 AM	0	0	5	0	1	0	6
3:15 AM	0	0	2	0	1	0	3
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	1	0	1	1	3
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	10	0	0	0	10
4:30 AM	0	0	5	0	0	0	5
4:45 AM	0	0	8	0	1	1	10
5:00 AM	0	0	8	0	1	0	9
5:15 AM	0	0	13	0	0	1	14
5:30 AM	0	0	23	0	0	2	25
5:45 AM	0	0	19	0	1	2	22
6:00 AM	0	0	29	0	2	2	33
6:15 AM	0	0	32	0	3	1	36
6:30 AM	0	0	56	0	4	1	61
6:45 AM	0	1	62	0	3	0	66
7:00 AM	0	0	63	0	5	1	69
7:15 AM	0	0	66	0	2	0	68
7:30 AM	0	0	95	0	7	1	103
7:45 AM	0	0	108	1	9	1	119
8:00 AM	0	0	94	0	4	0	98
8:15 AM	0	0	78	0	7	0	85
8:30 AM	0	0	103	0	4	1	108
8:45 AM	0	0	124	0	8	1	133
9:00 AM	1	0	101	0	7	0	109
9:15 AM	0	0	103	0	8	1	112
9:30 AM	0	0	119	0	4	2	125
9:45 AM	1	0	112	1	7	1	122
10:00 AM	1	0	120	1	2	2	126
10:15 AM	0	0	140	0	10	2	152
10:30 AM	0	0	110	0	11	0	121
10:45 AM	0	0	125	1	9	0	135
11:00 AM	0	0	141	0	3	1	145
11:15 AM	0	0	167	0	10	0	177
11:30 AM	0	1	173	3	6	1	184
11:45 AM	0	1	152	1	7	1	162
AM Total	**3**	**3**	**2687**	**8**	**152**	**28**	**2881**
Percentage	**0.10%**	**0.10%**	**93.27%**	**0.28%**	**5.28%**	**0.97%**	
AM Peak	**9:00 AM**	**11:00 AM**	**11:00 AM**	**10:45 AM**	**10:15 AM**	**5:15 AM**	**11:00 AM**
Volume	**2**	**2**	**633**	**4**	**33**	**7**	**668**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	165	1	5	3	174
12:15 PM	0	0	122	0	10	0	132
12:30 PM	0	0	133	0	3	0	136
12:45 PM	1	0	172	0	5	2	180
1:00 PM	1	0	126	0	5	1	133
1:15 PM	0	0	159	0	7	2	168
1:30 PM	0	0	131	0	6	1	138
1:45 PM	0	0	134	0	5	2	141
2:00 PM	0	0	172	0	7	0	179
2:15 PM	0	0	150	1	5	6	162
2:30 PM	0	0	153	0	5	0	158
2:45 PM	1	0	185	0	3	0	189
3:00 PM	0	0	212	0	7	2	221
3:15 PM	0	0	217	0	8	0	225
3:30 PM	0	0	206	0	2	1	209
3:45 PM	0	0	180	0	6	0	186
4:00 PM	0	1	194	0	4	1	200
4:15 PM	0	0	196	0	4	1	201
4:30 PM	0	0	224	0	2	1	227
4:45 PM	0	0	231	0	0	0	231
5:00 PM	0	0	251	2	3	2	258
5:15 PM	0	0	248	0	7	0	255
5:30 PM	0	0	239	0	1	2	242
5:45 PM	0	0	220	0	7	0	227
6:00 PM	0	1	210	0	3	2	216
6:15 PM	1	4	190	0	2	0	197
6:30 PM	0	4	187	0	2	0	193
6:45 PM	0	0	187	0	3	0	190
7:00 PM	0	1	150	0	2	0	153
7:15 PM	0	0	154	0	1	0	155
7:30 PM	0	0	157	0	1	0	158
7:45 PM	0	0	135	0	0	1	136
8:00 PM	0	1	106	0	0	0	107
8:15 PM	0	0	123	0	2	0	125
8:30 PM	0	0	115	0	0	0	115
8:45 PM	0	0	98	0	0	0	98
9:00 PM	0	1	99	0	0	0	100
9:15 PM	0	0	80	0	3	0	83
9:30 PM	0	0	81	1	0	0	82
9:45 PM	0	1	67	0	1	0	69
10:00 PM	0	1	68	0	0	0	69
10:15 PM	0	0	55	0	0	1	56
10:30 PM	0	0	49	0	1	0	50
10:45 PM	0	0	48	0	0	0	48
11:00 PM	0	0	43	0	0	1	44
11:15 PM	0	0	35	0	0	0	35
11:30 PM	0	0	45	0	0	0	45
11:45 PM	0	0	26	0	1	0	27
PM Total	**4**	**15**	**6928**	**5**	**139**	**32**	**7123**
Percentage	**0.06%**	**0.21%**	**97.26%**	**0.07%**	**1.95%**	**0.45%**	
PM Peak	**12:15 PM**	**5:45 PM**	**4:45 PM**	**4:15 PM**	**1:15 PM**	**1:30 PM**	**4:45 PM**
Volume	**2**	**9**	**969**	**2**	**25**	**9**	**986**
Day Total	**7**	**18**	**9615**	**13**	**291**	**60**	**10004**
Percentage	**0.07%**	**0.18%**	**96.11%**	**0.13%**	**2.91%**	**0.60%**	

High Street approx. 600'
north of High St/Nahatan Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File # 228801 ATR C

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

Direction: NB

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	5	171	9	183	0	0	0	0	0	0	0	0	0	0	7	177
12:15	8	137	6	166	0	0	0	0	0	0	0	0	0	0	7	152
12:30	2	157	6	180	0	0	0	0	0	0	0	0	0	0	4	169
12:45	6	153	7	173	0	0	0	0	0	0	0	0	0	0	7	163
1:00	4	136	1	153	0	0	0	0	0	0	0	0	0	0	3	145
1:15	5	154	5	156	0	0	0	0	0	0	0	0	0	0	5	155
1:30	1	173	4	178	0	0	0	0	0	0	0	0	0	0	3	176
1:45	7	164	3	156	0	0	0	0	0	0	0	0	0	0	5	160
2:00	3	162	1	155	0	0	0	0	0	0	0	0	0	0	2	159
2:15	3	164	6	131	0	0	0	0	0	0	0	0	0	0	5	148
2:30	5	154	8	160	0	0	0	0	0	0	0	0	0	0	7	157
2:45	5	122	2	162	0	0	0	0	0	0	0	0	0	0	4	142
3:00	4	164	5	168	0	0	0	0	0	0	0	0	0	0	5	166
3:15	7	159	7	152	0	0	0	0	0	0	0	0	0	0	7	156
3:30	9	166	3	138	0	0	0	0	0	0	0	0	0	0	6	152
3:45	8	157	7	144	0	0	0	0	0	0	0	0	0	0	8	151
4:00	15	154	9	114	0	0	0	0	0	0	0	0	0	0	12	134
4:15	20	160	15	159	0	0	0	0	0	0	0	0	0	0	18	160
4:30	21	148	27	133	0	0	0	0	0	0	0	0	0	0	24	141
4:45	38	153	39	149	0	0	0	0	0	0	0	0	0	0	39	151
5:00	54	150	58	177	0	0	0	0	0	0	0	0	0	0	56	164
5:15	76	159	100	144	0	0	0	0	0	0	0	0	0	0	88	152
5:30	109	171	102	176	0	0	0	0	0	0	0	0	0	0	106	174
5:45	138	160	128	138	0	0	0	0	0	0	0	0	0	0	133	149
6:00	199	149	172	133	0	0	0	0	0	0	0	0	0	0	186	141
6:15	179	126	235	160	0	0	0	0	0	0	0	0	0	0	207	143
6:30	209	136	187	161	0	0	0	0	0	0	0	0	0	0	198	149
6:45	212	126	203	166	0	0	0	0	0	0	0	0	0	0	208	146
7:00	201	115	191	154	0	0	0	0	0	0	0	0	0	0	196	135
7:15	185	141	186	144	0	0	0	0	0	0	0	0	0	0	186	143
7:30	181	101	175	125	0	0	0	0	0	0	0	0	0	0	178	113
7:45	184	95	217	99	0	0	0	0	0	0	0	0	0	0	201	97
8:00	229	106	190	96	0	0	0	0	0	0	0	0	0	0	210	101
8:15	196	84	189	84	0	0	0	0	0	0	0	0	0	0	193	84
8:30	199	78	177	84	0	0	0	0	0	0	0	0	0	0	188	81
8:45	178	67	185	59	0	0	0	0	0	0	0	0	0	0	182	63
9:00	196	61	214	54	0	0	0	0	0	0	0	0	0	0	205	58
9:15	202	47	180	46	0	0	0	0	0	0	0	0	0	0	191	47
9:30	173	46	201	42	0	0	0	0	0	0	0	0	0	0	187	44
9:45	165	27	188	29	0	0	0	0	0	0	0	0	0	0	177	28
10:00	158	33	190	40	0	0	0	0	0	0	0	0	0	0	174	37
10:15	196	43	149	37	0	0	0	0	0	0	0	0	0	0	173	40
10:30	161	33	176	35	0	0	0	0	0	0	0	0	0	0	169	34
10:45	181	25	203	32	0	0	0	0	0	0	0	0	0	0	192	29
11:00	158	21	155	21	0	0	0	0	0	0	0	0	0	0	157	21
11:15	173	16	197	21	0	0	0	0	0	0	0	0	0	0	185	19
11:30	184	12	181	21	0	0	0	0	0	0	0	0	0	0	183	17
11:45	160	9	212	17	0	0	0	0	0	0	0	0	0	0	186	13
Total	**5012**	**5445**	**5111**	**5605**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5062**	**5525**
Day Total	**10457**		**10716**		**0**		**0**		**0**		**0**		**0**		**10587**	
Peak HR	**7:45 AM**	**1:30 PM**	**6:15 AM**	**12:00 PM**											**6:15 AM**	**12:00 PM**
Volume	**808**	**663**	**816**	**702**											**809**	**660**

High Street approx. 600'
north of High St/Nahatan Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR C**

Direction: **SB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	35	140	26	174	0	0	0	0	0	0	0	0	0	0	31	157
12:15	25	154	19	132	0	0	0	0	0	0	0	0	0	0	22	143
12:30	14	145	13	136	0	0	0	0	0	0	0	0	0	0	14	141
12:45	15	156	11	180	0	0	0	0	0	0	0	0	0	0	13	168
1:00	15	133	12	133	0	0	0	0	0	0	0	0	0	0	14	133
1:15	10	157	10	168	0	0	0	0	0	0	0	0	0	0	10	163
1:30	6	144	6	138	0	0	0	0	0	0	0	0	0	0	6	141
1:45	12	155	6	141	0	0	0	0	0	0	0	0	0	0	9	148
2:00	2	190	6	179	0	0	0	0	0	0	0	0	0	0	4	185
2:15	4	175	3	162	0	0	0	0	0	0	0	0	0	0	4	169
2:30	5	170	5	158	0	0	0	0	0	0	0	0	0	0	5	164
2:45	4	183	3	189	0	0	0	0	0	0	0	0	0	0	4	186
3:00	1	197	6	221	0	0	0	0	0	0	0	0	0	0	4	209
3:15	2	203	3	225	0	0	0	0	0	0	0	0	0	0	3	214
3:30	4	212	3	209	0	0	0	0	0	0	0	0	0	0	4	211
3:45	7	230	3	186	0	0	0	0	0	0	0	0	0	0	5	208
4:00	2	209	2	200	0	0	0	0	0	0	0	0	0	0	2	205
4:15	7	241	10	201	0	0	0	0	0	0	0	0	0	0	9	221
4:30	9	233	5	227	0	0	0	0	0	0	0	0	0	0	7	230
4:45	7	239	10	231	0	0	0	0	0	0	0	0	0	0	9	235
5:00	10	243	9	258	0	0	0	0	0	0	0	0	0	0	10	251
5:15	13	246	14	255	0	0	0	0	0	0	0	0	0	0	14	251
5:30	24	244	25	242	0	0	0	0	0	0	0	0	0	0	25	243
5:45	21	221	22	227	0	0	0	0	0	0	0	0	0	0	22	224
6:00	27	234	33	216	0	0	0	0	0	0	0	0	0	0	30	225
6:15	35	211	36	197	0	0	0	0	0	0	0	0	0	0	36	204
6:30	41	185	61	193	0	0	0	0	0	0	0	0	0	0	51	189
6:45	59	162	66	190	0	0	0	0	0	0	0	0	0	0	63	176
7:00	85	178	69	153	0	0	0	0	0	0	0	0	0	0	77	166
7:15	71	186	68	155	0	0	0	0	0	0	0	0	0	0	70	171
7:30	109	120	103	158	0	0	0	0	0	0	0	0	0	0	106	139
7:45	111	110	119	136	0	0	0	0	0	0	0	0	0	0	115	123
8:00	108	132	98	107	0	0	0	0	0	0	0	0	0	0	103	120
8:15	90	131	85	125	0	0	0	0	0	0	0	0	0	0	88	128
8:30	122	112	108	115	0	0	0	0	0	0	0	0	0	0	115	114
8:45	125	88	133	98	0	0	0	0	0	0	0	0	0	0	129	93
9:00	116	103	109	100	0	0	0	0	0	0	0	0	0	0	113	102
9:15	101	71	112	83	0	0	0	0	0	0	0	0	0	0	107	77
9:30	123	83	125	82	0	0	0	0	0	0	0	0	0	0	124	83
9:45	142	49	122	69	0	0	0	0	0	0	0	0	0	0	132	59
10:00	97	57	126	69	0	0	0	0	0	0	0	0	0	0	112	63
10:15	129	55	152	56	0	0	0	0	0	0	0	0	0	0	141	56
10:30	120	45	121	50	0	0	0	0	0	0	0	0	0	0	121	48
10:45	127	48	135	48	0	0	0	0	0	0	0	0	0	0	131	48
11:00	123	60	145	44	0	0	0	0	0	0	0	0	0	0	134	52
11:15	146	48	177	35	0	0	0	0	0	0	0	0	0	0	162	42
11:30	139	37	184	45	0	0	0	0	0	0	0	0	0	0	162	41
11:45	144	34	162	27	0	0	0	0	0	0	0	0	0	0	153	31
Total	**2744**	**7159**	**2881**	**7123**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2813**	**7141**
Day Total	**9903**		**10004**		**0**		**0**		**0**		**0**		**0**		**9954**	
Peak HR	**11:00 AM**	**4:45 PM**	**11:00 AM**	**4:45 PM**											**11:00 AM**	**4:45 PM**
Volume	**552**	**972**	**668**	**986**											**610**	**979**

Washington Street approx.
1100' north of Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR D

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

Count Date: Wednesday, August 24, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	14	0	0	0	14
12:15 AM	0	0	13	1	0	0	14
12:30 AM	0	0	8	0	0	0	8
12:45 AM	0	0	7	0	1	0	8
1:00 AM	0	0	5	1	0	0	6
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	5	0	0	0	5
2:00 AM	0	0	6	0	0	0	6
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	6	0	0	0	6
3:00 AM	0	0	7	0	0	0	7
3:15 AM	0	0	5	0	1	0	6
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	1	6	0	0	0	7
4:00 AM	0	0	6	0	0	0	6
4:15 AM	0	0	14	0	1	0	15
4:30 AM	0	0	19	0	0	0	19
4:45 AM	0	1	30	0	0	0	31
5:00 AM	0	0	47	0	2	1	50
5:15 AM	0	0	54	0	1	0	55
5:30 AM	0	0	59	0	0	1	60
5:45 AM	0	1	72	1	0	1	75
6:00 AM	0	1	118	0	1	1	121
6:15 AM	0	1	140	1	4	0	146
6:30 AM	0	0	199	1	2	0	202
6:45 AM	0	0	213	0	5	1	219
7:00 AM	0	1	222	2	4	1	230
7:15 AM	0	1	218	0	6	2	227
7:30 AM	0	0	300	2	13	2	317
7:45 AM	0	0	286	1	7	4	298
8:00 AM	0	0	247	1	4	2	254
8:15 AM	1	2	274	3	8	0	288
8:30 AM	0	0	240	2	6	1	249
8:45 AM	0	0	234	2	5	0	241
9:00 AM	1	0	219	2	7	2	231
9:15 AM	0	0	214	2	3	2	221
9:30 AM	1	0	181	4	3	1	190
9:45 AM	0	0	149	1	2	1	153
10:00 AM	0	1	119	1	2	0	123
10:15 AM	0	0	162	1	3	0	166
10:30 AM	0	1	152	0	6	0	159
10:45 AM	0	0	171	1	2	0	174
11:00 AM	0	0	154	0	6	3	163
11:15 AM	0	0	178	1	7	0	186
11:30 AM	0	0	185	1	4	2	192
11:45 AM	0	0	151	2	3	2	158
AM Total	**3**	**11**	**5126**	**34**	**119**	**30**	**5323**
Percentage	**0.06%**	**0.21%**	**96.30%**	**0.64%**	**2.24%**	**0.56%**	
AM Peak	**8:15 AM**	**5:30 AM**	**7:30 AM**	**8:45 AM**	**7:30 AM**	**7:15 AM**	**7:30 AM**
Volume	**2**	**3**	**1107**	**10**	**32**	**10**	**1157**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	2	195	0	1	0	198
12:15 PM	0	1	166	2	2	0	171
12:30 PM	0	2	152	0	3	0	157
12:45 PM	0	0	168	0	5	1	174
1:00 PM	0	0	140	1	5	0	146
1:15 PM	0	0	182	1	5	0	188
1:30 PM	0	1	163	0	0	1	165
1:45 PM	1	0	152	1	2	0	156
2:00 PM	1	0	177	0	3	0	181
2:15 PM	0	1	173	2	2	0	178
2:30 PM	0	1	167	1	2	0	171
2:45 PM	0	1	169	2	3	0	175
3:00 PM	0	0	142	0	2	1	145
3:15 PM	0	0	183	1	2	0	186
3:30 PM	1	3	223	0	0	1	228
3:45 PM	0	0	170	1	2	0	173
4:00 PM	0	1	210	1	1	1	214
4:15 PM	0	0	222	3	0	0	225
4:30 PM	1	1	177	0	2	0	181
4:45 PM	0	0	213	2	1	0	216
5:00 PM	0	1	223	3	5	1	233
5:15 PM	0	0	233	1	0	0	234
5:30 PM	0	0	206	2	1	0	209
5:45 PM	0	0	179	2	2	0	183
6:00 PM	1	1	162	1	2	0	167
6:15 PM	1	0	160	2	5	0	168
6:30 PM	0	1	124	2	0	0	127
6:45 PM	1	0	104	1	1	0	107
7:00 PM	0	0	120	0	1	0	121
7:15 PM	0	0	108	2	0	0	110
7:30 PM	0	2	113	0	0	0	115
7:45 PM	0	0	91	1	0	0	92
8:00 PM	0	0	111	1	0	0	112
8:15 PM	0	1	96	0	0	0	97
8:30 PM	0	0	78	0	0	0	78
8:45 PM	0	1	50	1	0	0	52
9:00 PM	0	0	72	0	0	0	72
9:15 PM	0	1	60	0	1	0	62
9:30 PM	0	0	39	1	0	0	40
9:45 PM	0	1	53	0	0	0	54
10:00 PM	0	0	40	0	0	0	40
10:15 PM	0	1	33	1	0	0	35
10:30 PM	0	0	23	0	0	0	23
10:45 PM	0	0	18	0	0	0	18
11:00 PM	0	0	36	1	0	0	37
11:15 PM	0	0	29	0	0	0	29
11:30 PM	0	0	15	0	0	0	15
11:45 PM	2	0	21	0	0	0	23
PM Total	**9**	**24**	**6141**	**40**	**61**	**6**	**6281**
Percentage	**0.14%**	**0.38%**	**97.77%**	**0.64%**	**0.97%**	**0.10%**	
PM Peak	**6:00 PM**	**12:00 PM**	**4:45 PM**	**4:15 PM**	**12:30 PM**	**12:45 PM**	**4:45 PM**
Volume	**3**	**5**	**875**	**8**	**18**	**2**	**892**
Day Total	**12**	**35**	**11267**	**74**	**180**	**36**	**11604**
Percentage	**0.10%**	**0.30%**	**97.10%**	**0.64%**	**1.55%**	**0.31%**	

Washington Street approx.
1100' north of Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR D

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

Count Date: Thursday, August 25, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	23	1	1	0	25
12:15 AM	0	0	17	0	1	0	18
12:30 AM	0	0	9	0	0	0	9
12:45 AM	0	0	5	0	0	0	5
1:00 AM	0	0	5	1	0	0	6
1:15 AM	0	0	6	0	0	0	6
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	0	5	0	0	0	5
2:30 AM	0	0	6	0	0	0	6
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	6	0	3	0	9
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	11	0	0	0	11
4:15 AM	0	0	6	1	0	0	7
4:30 AM	0	1	20	0	0	0	21
4:45 AM	0	0	31	0	0	0	31
5:00 AM	0	1	42	0	1	0	44
5:15 AM	0	0	56	0	1	1	58
5:30 AM	1	0	53	0	3	0	57
5:45 AM	0	1	88	1	0	1	91
6:00 AM	0	1	108	0	3	0	112
6:15 AM	0	1	166	3	3	0	173
6:30 AM	1	0	210	1	5	0	217
6:45 AM	0	1	179	0	3	0	183
7:00 AM	0	1	218	3	6	0	228
7:15 AM	0	0	226	1	6	0	233
7:30 AM	0	0	269	1	3	1	274
7:45 AM	0	0	251	2	7	2	262
8:00 AM	0	1	214	2	9	2	228
8:15 AM	0	0	244	1	8	0	253
8:30 AM	1	0	196	1	6	1	205
8:45 AM	0	1	208	1	10	0	220
9:00 AM	1	0	188	1	7	0	197
9:15 AM	0	0	155	0	5	0	160
9:30 AM	1	0	181	3	2	1	188
9:45 AM	0	1	162	1	6	0	170
10:00 AM	0	0	163	1	7	0	171
10:15 AM	0	0	164	1	4	0	169
10:30 AM	0	0	146	0	4	0	150
10:45 AM	0	1	144	2	4	0	151
11:00 AM	0	0	176	0	4	0	180
11:15 AM	0	0	168	3	4	0	175
11:30 AM	0	1	150	0	0	0	151
11:45 AM	0	0	167	1	6	2	176
AM Total	**5**	**12**	**4865**	**33**	**132**	**11**	**5058**
Percentage	**0.10%**	**0.24%**	**96.18%**	**0.65%**	**2.61%**	**0.22%**	
AM Peak	**8:15 AM**	**5:30 AM**	**7:30 AM**	**6:15 AM**	**8:00 AM**	**7:15 AM**	**7:30 AM**
Volume	**2**	**3**	**978**	**7**	**33**	**5**	**1017**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	175	1	1	0	178
12:15 PM	0	0	177	1	4	1	183
12:30 PM	0	0	191	0	0	0	191
12:45 PM	0	1	154	1	5	0	161
1:00 PM	0	1	153	0	5	0	159
1:15 PM	0	1	149	1	1	0	152
1:30 PM	0	0	168	0	4	0	172
1:45 PM	0	0	166	1	0	0	167
2:00 PM	1	0	183	0	0	1	185
2:15 PM	0	0	201	1	4	1	207
2:30 PM	0	0	146	1	2	0	149
2:45 PM	0	0	185	3	6	2	196
3:00 PM	0	0	202	1	1	3	207
3:15 PM	0	1	200	2	2	0	205
3:30 PM	0	0	161	0	2	0	163
3:45 PM	1	1	176	2	2	1	183
4:00 PM	0	1	176	2	3	0	182
4:15 PM	0	0	177	2	2	0	181
4:30 PM	0	1	198	0	1	0	200
4:45 PM	0	1	197	2	4	0	204
5:00 PM	0	1	263	2	0	0	266
5:15 PM	0	1	243	0	2	0	246
5:30 PM	0	1	211	2	1	0	215
5:45 PM	0	0	189	2	0	0	191
6:00 PM	0	0	154	1	3	0	158
6:15 PM	0	0	134	0	0	0	134
6:30 PM	0	0	147	0	0	0	147
6:45 PM	1	0	105	2	1	0	109
7:00 PM	1	1	117	3	0	0	122
7:15 PM	0	1	135	1	0	0	137
7:30 PM	0	2	107	1	0	0	110
7:45 PM	0	0	102	1	0	0	103
8:00 PM	0	1	93	0	0	0	94
8:15 PM	0	1	92	0	0	0	93
8:30 PM	0	0	71	0	1	0	72
8:45 PM	0	2	81	1	0	0	84
9:00 PM	0	0	62	0	0	0	62
9:15 PM	0	3	56	0	0	0	59
9:30 PM	0	1	53	1	0	0	55
9:45 PM	0	0	61	1	0	0	62
10:00 PM	0	0	42	0	0	0	42
10:15 PM	0	1	39	1	2	0	43
10:30 PM	0	0	33	0	0	0	33
10:45 PM	0	0	19	0	0	0	19
11:00 PM	0	0	37	1	0	0	38
11:15 PM	0	0	18	0	0	0	18
11:30 PM	0	0	19	0	0	0	19
11:45 PM	0	0	25	0	0	0	25
PM Total	**4**	**25**	**6243**	**41**	**59**	**9**	**6381**
Percentage	**0.06%**	**0.39%**	**97.84%**	**0.64%**	**0.92%**	**0.14%**	
PM Peak	**6:15 PM**	**8:45 PM**	**4:45 PM**	**2:30 PM**	**12:45 PM**	**2:15 PM**	**4:45 PM**
Volume	**2**	**6**	**914**	**7**	**15**	**6**	**931**
Day Total	**9**	**37**	**11108**	**74**	**191**	**20**	**11439**
Percentage	**0.08%**	**0.32%**	**97.11%**	**0.65%**	**1.67%**	**0.17%**	

Washington Street approx.
1100' north of Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR D

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

Count Date: Wednesday, August 24, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	11	0	0	0	11
12:15 AM	0	0	15	0	0	0	15
12:30 AM	0	0	9	1	0	0	10
12:45 AM	0	0	11	0	0	0	11
1:00 AM	0	0	6	0	0	0	6
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	5	0	0	0	5
1:45 AM	0	0	5	0	0	0	5
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	4	0	0	0	4
2:30 AM	0	0	4	0	0	0	4
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	2	0	1	0	3
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	2	0	1	0	3
4:30 AM	0	0	8	0	0	0	8
4:45 AM	0	0	10	0	0	0	10
5:00 AM	0	0	8	1	1	0	10
5:15 AM	0	0	12	0	1	0	13
5:30 AM	0	0	22	1	0	0	23
5:45 AM	0	1	47	1	0	1	50
6:00 AM	0	0	32	1	0	0	33
6:15 AM	0	0	38	1	0	2	41
6:30 AM	0	0	46	1	2	0	49
6:45 AM	0	0	67	2	0	0	69
7:00 AM	0	0	72	0	3	0	75
7:15 AM	0	0	106	1	3	1	111
7:30 AM	1	1	85	2	3	1	93
7:45 AM	0	0	138	1	3	2	144
8:00 AM	0	0	123	0	2	1	126
8:15 AM	0	1	135	3	1	0	140
8:30 AM	0	0	131	2	5	0	138
8:45 AM	0	0	153	1	3	0	157
9:00 AM	0	0	129	2	4	0	135
9:15 AM	0	0	90	2	5	0	97
9:30 AM	1	0	94	1	1	1	98
9:45 AM	0	0	121	1	2	0	124
10:00 AM	0	1	103	2	6	0	112
10:15 AM	0	0	125	0	2	0	127
10:30 AM	0	0	122	1	6	0	129
10:45 AM	0	0	118	0	2	0	120
11:00 AM	0	1	134	1	3	0	139
11:15 AM	0	0	133	1	4	1	139
11:30 AM	0	2	142	1	4	1	150
11:45 AM	1	0	140	0	0	2	143
AM Total	**3**	**7**	**2773**	**31**	**68**	**13**	**2895**
Percentage	**0.10%**	**0.24%**	**95.79%**	**1.07%**	**2.35%**	**0.45%**	
AM Peak	**6:45 AM**	**10:45 AM**	**11:00 AM**	**8:15 AM**	**8:30 AM**	**7:15 AM**	**11:00 AM**
Volume	**1**	**3**	**549**	**8**	**17**	**5**	**571**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	158	2	3	0	164
12:15 PM	0	1	139	0	1	0	141
12:30 PM	0	0	154	1	3	0	158
12:45 PM	0	0	147	0	1	0	148
1:00 PM	0	0	175	1	1	0	177
1:15 PM	0	0	124	0	4	0	128
1:30 PM	1	0	150	2	1	1	155
1:45 PM	0	3	130	2	4	0	139
2:00 PM	2	0	153	1	2	0	158
2:15 PM	0	2	174	2	2	0	180
2:30 PM	0	0	170	1	2	0	173
2:45 PM	0	1	151	1	5	1	159
3:00 PM	0	0	92	0	1	0	93
3:15 PM	0	2	123	1	1	0	127
3:30 PM	0	0	276	0	3	0	279
3:45 PM	1	0	212	2	1	0	216
4:00 PM	0	0	226	2	0	0	228
4:15 PM	1	1	223	1	3	0	229
4:30 PM	0	0	274	1	2	1	278
4:45 PM	0	2	261	0	1	1	265
5:00 PM	0	3	266	2	0	0	271
5:15 PM	0	0	258	3	2	0	263
5:30 PM	1	0	269	0	3	0	273
5:45 PM	0	0	230	3	2	1	236
6:00 PM	0	0	227	0	0	0	227
6:15 PM	0	0	187	2	2	0	191
6:30 PM	0	1	173	1	0	1	176
6:45 PM	0	0	154	1	2	0	157
7:00 PM	0	1	120	0	2	0	123
7:15 PM	0	0	137	1	1	0	139
7:30 PM	0	0	121	0	0	1	122
7:45 PM	0	0	103	0	0	0	103
8:00 PM	0	0	99	1	0	0	100
8:15 PM	0	1	89	1	0	0	91
8:30 PM	0	0	93	0	0	0	93
8:45 PM	0	0	74	0	0	1	75
9:00 PM	0	0	67	1	0	0	68
9:15 PM	0	0	58	0	0	0	58
9:30 PM	0	0	61	0	0	0	61
9:45 PM	0	0	36	1	2	0	39
10:00 PM	0	0	30	0	0	0	30
10:15 PM	0	0	30	0	0	0	30
10:30 PM	0	0	28	1	0	0	29
10:45 PM	0	0	37	0	0	0	37
11:00 PM	0	0	39	0	1	0	40
11:15 PM	0	0	42	0	0	0	42
11:30 PM	0	0	26	1	0	0	27
11:45 PM	0	0	16	0	0	0	16
PM Total	**6**	**19**	**6582**	**39**	**58**	**8**	**6712**
Percentage	**0.09%**	**0.28%**	**98.06%**	**0.58%**	**0.86%**	**0.12%**	
PM Peak	**1:15 PM**	**4:15 PM**	**4:30 PM**	**5:00 PM**	**1:15 PM**	**4:00 PM**	**4:30 PM**
Volume	**3**	**6**	**1059**	**8**	**11**	**2**	**1077**
Day Total	**9**	**26**	**9355**	**70**	**126**	**21**	**9607**
Percentage	**0.09%**	**0.27%**	**97.38%**	**0.73%**	**1.31%**	**0.22%**	

Washington Street approx.
1100' north of Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR D

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

Count Date: Thursday, August 25, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	21	0	0	0	21
12:15 AM	0	1	16	0	0	0	17
12:30 AM	0	0	8	1	0	0	9
12:45 AM	0	0	6	0	0	0	6
1:00 AM	0	0	8	0	0	0	8
1:15 AM	0	0	5	0	1	0	6
1:30 AM	0	0	8	0	0	0	8
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	4	0	0	1	5
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	5	0	0	0	5
3:30 AM	0	0	3	0	1	0	4
3:45 AM	0	0	2	0	1	0	3
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	6	0	1	0	7
4:30 AM	0	0	10	0	0	0	10
4:45 AM	0	0	8	0	0	0	8
5:00 AM	0	0	10	1	0	0	11
5:15 AM	0	0	13	0	1	0	14
5:30 AM	0	0	17	3	2	0	22
5:45 AM	0	1	36	1	0	0	38
6:00 AM	0	0	40	0	4	0	44
6:15 AM	1	0	35	1	0	0	37
6:30 AM	0	0	53	2	2	1	58
6:45 AM	0	1	86	2	2	0	91
7:00 AM	0	0	72	0	4	1	77
7:15 AM	0	0	95	2	4	0	101
7:30 AM	0	1	97	2	5	0	105
7:45 AM	0	1	121	1	2	0	125
8:00 AM	0	0	132	2	5	0	139
8:15 AM	0	0	130	0	4	0	134
8:30 AM	0	4	116	1	2	2	125
8:45 AM	0	0	150	0	2	0	152
9:00 AM	0	0	138	1	0	0	139
9:15 AM	1	0	117	2	6	0	126
9:30 AM	1	0	113	1	3	0	118
9:45 AM	0	0	118	0	3	2	123
10:00 AM	0	0	112	1	3	1	117
10:15 AM	0	0	129	0	4	0	133
10:30 AM	0	0	119	2	3	0	124
10:45 AM	0	0	152	0	1	1	154
11:00 AM	0	0	134	1	3	0	138
11:15 AM	1	0	134	2	0	1	138
11:30 AM	0	1	147	0	2	0	150
11:45 AM	0	0	172	1	7	0	180
AM Total	**4**	**10**	**2910**	**30**	**78**	**10**	**3042**
Percentage	**0.13%**	**0.33%**	**95.66%**	**0.99%**	**2.56%**	**0.33%**	
AM Peak	**8:45 AM**	**7:45 AM**	**11:00 AM**	**7:15 AM**	**7:15 AM**	**9:15 AM**	**11:00 AM**
Volume	**2**	**5**	**587**	**7**	**16**	**3**	**606**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	146	1	6	0	153
12:15 PM	0	1	145	0	2	0	148
12:30 PM	1	0	158	1	5	0	165
12:45 PM	0	1	155	0	4	0	160
1:00 PM	0	1	146	1	2	0	150
1:15 PM	0	0	163	0	0	0	163
1:30 PM	0	0	143	1	4	0	148
1:45 PM	0	0	138	1	5	0	144
2:00 PM	0	1	166	1	1	1	170
2:15 PM	0	1	169	3	0	0	173
2:30 PM	0	4	189	0	7	1	201
2:45 PM	0	1	175	2	3	1	182
3:00 PM	0	1	176	0	1	1	179
3:15 PM	0	0	185	1	2	0	188
3:30 PM	0	1	195	2	0	0	198
3:45 PM	0	2	197	0	3	0	202
4:00 PM	2	0	221	1	2	1	227
4:15 PM	0	0	237	1	1	1	240
4:30 PM	0	4	240	1	3	2	250
4:45 PM	0	0	245	0	0	0	245
5:00 PM	0	0	258	3	1	0	262
5:15 PM	1	2	246	2	1	0	252
5:30 PM	0	0	227	1	1	0	229
5:45 PM	0	1	206	2	0	0	209
6:00 PM	0	0	199	1	0	0	200
6:15 PM	0	0	175	0	1	0	176
6:30 PM	0	0	151	1	0	0	152
6:45 PM	0	1	165	1	1	0	168
7:00 PM	1	0	114	0	0	0	115
7:15 PM	0	0	116	0	0	0	116
7:30 PM	0	0	108	0	0	0	108
7:45 PM	0	0	112	0	0	0	112
8:00 PM	0	0	96	0	0	0	96
8:15 PM	0	0	90	1	0	0	91
8:30 PM	0	0	83	0	0	0	83
8:45 PM	0	0	72	0	0	0	72
9:00 PM	0	0	73	1	0	0	74
9:15 PM	0	0	55	0	0	0	55
9:30 PM	0	0	64	0	0	0	64
9:45 PM	0	0	49	2	0	0	51
10:00 PM	0	0	54	0	0	0	54
10:15 PM	0	0	49	0	0	0	49
10:30 PM	0	1	31	1	0	0	33
10:45 PM	0	0	38	0	1	0	39
11:00 PM	0	0	38	0	0	0	38
11:15 PM	0	0	30	0	0	0	30
11:30 PM	0	0	22	1	0	0	23
11:45 PM	0	0	29	0	0	0	29
PM Total	**5**	**23**	**6539**	**34**	**57**	**8**	**6666**
Percentage	**0.08%**	**0.35%**	**98.09%**	**0.51%**	**0.86%**	**0.12%**	
PM Peak	**3:15 PM**	**2:00 PM**	**4:30 PM**	**5:00 PM**	**12:00 PM**	**3:45 PM**	**4:30 PM**
Volume	**2**	**7**	**989**	**8**	**17**	**4**	**1009**
Day Total	**9**	**33**	**9449**	**64**	**135**	**18**	**9708**
Percentage	**0.09%**	**0.34%**	**97.33%**	**0.66%**	**1.39%**	**0.19%**	

Washington Street approx.
1100' north of Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR D**

Direction: **NB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	14	198	25	178	0	0	0	0	0	0	0	0	0	0	20	188
12:15	14	171	18	183	0	0	0	0	0	0	0	0	0	0	16	177
12:30	8	157	9	191	0	0	0	0	0	0	0	0	0	0	9	174
12:45	8	174	5	161	0	0	0	0	0	0	0	0	0	0	7	168
1:00	6	146	6	159	0	0	0	0	0	0	0	0	0	0	6	153
1:15	2	188	6	152	0	0	0	0	0	0	0	0	0	0	4	170
1:30	3	165	2	172	0	0	0	0	0	0	0	0	0	0	3	169
1:45	5	156	4	167	0	0	0	0	0	0	0	0	0	0	5	162
2:00	6	181	4	185	0	0	0	0	0	0	0	0	0	0	5	183
2:15	3	178	5	207	0	0	0	0	0	0	0	0	0	0	4	193
2:30	5	171	6	149	0	0	0	0	0	0	0	0	0	0	6	160
2:45	6	175	3	196	0	0	0	0	0	0	0	0	0	0	5	186
3:00	7	145	9	207	0	0	0	0	0	0	0	0	0	0	8	176
3:15	6	186	3	205	0	0	0	0	0	0	0	0	0	0	5	196
3:30	4	228	4	163	0	0	0	0	0	0	0	0	0	0	4	196
3:45	7	173	3	183	0	0	0	0	0	0	0	0	0	0	5	178
4:00	6	214	11	182	0	0	0	0	0	0	0	0	0	0	9	198
4:15	15	225	7	181	0	0	0	0	0	0	0	0	0	0	11	203
4:30	19	181	21	200	0	0	0	0	0	0	0	0	0	0	20	191
4:45	31	216	31	204	0	0	0	0	0	0	0	0	0	0	31	210
5:00	50	233	44	266	0	0	0	0	0	0	0	0	0	0	47	250
5:15	55	234	58	246	0	0	0	0	0	0	0	0	0	0	57	240
5:30	60	209	57	215	0	0	0	0	0	0	0	0	0	0	59	212
5:45	75	183	91	191	0	0	0	0	0	0	0	0	0	0	83	187
6:00	121	167	112	158	0	0	0	0	0	0	0	0	0	0	117	163
6:15	146	168	173	134	0	0	0	0	0	0	0	0	0	0	160	151
6:30	202	127	217	147	0	0	0	0	0	0	0	0	0	0	210	137
6:45	219	107	183	109	0	0	0	0	0	0	0	0	0	0	201	108
7:00	230	121	228	122	0	0	0	0	0	0	0	0	0	0	229	122
7:15	227	110	233	137	0	0	0	0	0	0	0	0	0	0	230	124
7:30	317	115	274	110	0	0	0	0	0	0	0	0	0	0	296	113
7:45	298	92	262	103	0	0	0	0	0	0	0	0	0	0	280	98
8:00	254	112	228	94	0	0	0	0	0	0	0	0	0	0	241	103
8:15	288	97	253	93	0	0	0	0	0	0	0	0	0	0	271	95
8:30	249	78	205	72	0	0	0	0	0	0	0	0	0	0	227	75
8:45	241	52	220	84	0	0	0	0	0	0	0	0	0	0	231	68
9:00	231	72	197	62	0	0	0	0	0	0	0	0	0	0	214	67
9:15	221	62	160	59	0	0	0	0	0	0	0	0	0	0	191	61
9:30	190	40	188	55	0	0	0	0	0	0	0	0	0	0	189	48
9:45	153	54	170	62	0	0	0	0	0	0	0	0	0	0	162	58
10:00	123	40	171	42	0	0	0	0	0	0	0	0	0	0	147	41
10:15	166	35	169	43	0	0	0	0	0	0	0	0	0	0	168	39
10:30	159	23	150	33	0	0	0	0	0	0	0	0	0	0	155	28
10:45	174	18	151	19	0	0	0	0	0	0	0	0	0	0	163	19
11:00	163	37	180	38	0	0	0	0	0	0	0	0	0	0	172	38
11:15	186	29	175	18	0	0	0	0	0	0	0	0	0	0	181	24
11:30	192	15	151	19	0	0	0	0	0	0	0	0	0	0	172	17
11:45	158	23	176	25	0	0	0	0	0	0	0	0	0	0	167	24
Total	**5323**	**6281**	**5058**	**6381**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5191**	**6331**
Day Total	**11604**		**11439**		**0**		**0**		**0**		**0**		**0**		**11522**	
Peak HR	**7:30 AM**	**4:45 PM**	**7:30 AM**	**4:45 PM**											**7:30 AM**	**4:45 PM**
Volume	**1157**	**892**	**1017**	**931**											**1087**	**912**

Washington Street approx.
1100' north of Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR D**

Direction: **SB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	11	164	21	153	0	0	0	0	0	0	0	0	0	0	16	159
12:15	15	141	17	148	0	0	0	0	0	0	0	0	0	0	16	145
12:30	10	158	9	165	0	0	0	0	0	0	0	0	0	0	10	162
12:45	11	148	6	160	0	0	0	0	0	0	0	0	0	0	9	154
1:00	6	177	8	150	0	0	0	0	0	0	0	0	0	0	7	164
1:15	2	128	6	163	0	0	0	0	0	0	0	0	0	0	4	146
1:30	5	155	8	148	0	0	0	0	0	0	0	0	0	0	7	152
1:45	5	139	3	144	0	0	0	0	0	0	0	0	0	0	4	142
2:00	3	158	5	170	0	0	0	0	0	0	0	0	0	0	4	164
2:15	4	180	0	173	0	0	0	0	0	0	0	0	0	0	2	177
2:30	4	173	2	201	0	0	0	0	0	0	0	0	0	0	3	187
2:45	4	159	3	182	0	0	0	0	0	0	0	0	0	0	4	171
3:00	2	93	1	179	0	0	0	0	0	0	0	0	0	0	2	136
3:15	1	127	5	188	0	0	0	0	0	0	0	0	0	0	3	158
3:30	3	279	4	198	0	0	0	0	0	0	0	0	0	0	4	239
3:45	3	216	3	202	0	0	0	0	0	0	0	0	0	0	3	209
4:00	0	228	3	227	0	0	0	0	0	0	0	0	0	0	2	228
4:15	3	229	7	240	0	0	0	0	0	0	0	0	0	0	5	235
4:30	8	278	10	250	0	0	0	0	0	0	0	0	0	0	9	264
4:45	10	265	8	245	0	0	0	0	0	0	0	0	0	0	9	255
5:00	10	271	11	262	0	0	0	0	0	0	0	0	0	0	11	267
5:15	13	263	14	252	0	0	0	0	0	0	0	0	0	0	14	258
5:30	23	273	22	229	0	0	0	0	0	0	0	0	0	0	23	251
5:45	50	236	38	209	0	0	0	0	0	0	0	0	0	0	44	223
6:00	33	227	44	200	0	0	0	0	0	0	0	0	0	0	39	214
6:15	41	191	37	176	0	0	0	0	0	0	0	0	0	0	39	184
6:30	49	176	58	152	0	0	0	0	0	0	0	0	0	0	54	164
6:45	69	157	91	168	0	0	0	0	0	0	0	0	0	0	80	163
7:00	75	123	77	115	0	0	0	0	0	0	0	0	0	0	76	119
7:15	111	139	101	116	0	0	0	0	0	0	0	0	0	0	106	128
7:30	93	122	105	108	0	0	0	0	0	0	0	0	0	0	99	115
7:45	144	103	125	112	0	0	0	0	0	0	0	0	0	0	135	108
8:00	126	100	139	96	0	0	0	0	0	0	0	0	0	0	133	98
8:15	140	91	134	91	0	0	0	0	0	0	0	0	0	0	137	91
8:30	138	93	125	83	0	0	0	0	0	0	0	0	0	0	132	88
8:45	157	75	152	72	0	0	0	0	0	0	0	0	0	0	155	74
9:00	135	68	139	74	0	0	0	0	0	0	0	0	0	0	137	71
9:15	97	58	126	55	0	0	0	0	0	0	0	0	0	0	112	57
9:30	98	61	118	64	0	0	0	0	0	0	0	0	0	0	108	63
9:45	124	39	123	51	0	0	0	0	0	0	0	0	0	0	124	45
10:00	112	30	117	54	0	0	0	0	0	0	0	0	0	0	115	42
10:15	127	30	133	49	0	0	0	0	0	0	0	0	0	0	130	40
10:30	129	29	124	33	0	0	0	0	0	0	0	0	0	0	127	31
10:45	120	37	154	39	0	0	0	0	0	0	0	0	0	0	137	38
11:00	139	40	138	38	0	0	0	0	0	0	0	0	0	0	139	39
11:15	139	42	138	30	0	0	0	0	0	0	0	0	0	0	139	36
11:30	150	27	150	23	0	0	0	0	0	0	0	0	0	0	150	25
11:45	143	16	180	29	0	0	0	0	0	0	0	0	0	0	162	23
Total	**2895**	**6712**	**3042**	**6666**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2969**	**6689**
Day Total	**9607**		**9708**		**0**		**0**		**0**		**0**		**0**		**9658**	
Peak HR	**11:00 AM**	**4:30 PM**	**11:00 AM**	**4:30 PM**											**11:00 AM**	**4:30 PM**
Volume	**571**	**1077**	**606**	**1009**											**589**	**1043**

East Street
500' west of Elm Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR E

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

Count Date: Wednesday, August 24, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	15	0	0	0	15
12:15 AM	0	0	8	0	0	0	8
12:30 AM	0	0	6	0	0	0	6
12:45 AM	0	0	4	0	1	0	5
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	4	0	0	0	4
2:15 AM	0	0	4	0	0	0	4
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	5	0	0	0	5
3:15 AM	0	0	4	0	0	0	4
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	6	0	0	0	6
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	12	0	0	0	12
4:30 AM	0	0	13	0	0	0	13
4:45 AM	0	0	17	0	1	0	18
5:00 AM	0	0	41	0	2	0	43
5:15 AM	0	0	35	0	0	0	35
5:30 AM	0	0	37	0	0	0	37
5:45 AM	0	1	33	0	0	0	34
6:00 AM	0	0	59	0	0	1	60
6:15 AM	0	0	58	0	3	0	61
6:30 AM	0	0	94	0	1	0	95
6:45 AM	0	1	105	0	1	0	107
7:00 AM	0	0	113	1	1	0	115
7:15 AM	1	0	132	0	4	1	138
7:30 AM	0	0	103	1	4	0	108
7:45 AM	0	0	129	0	3	1	133
8:00 AM	0	0	127	0	3	0	130
8:15 AM	0	2	125	0	2	2	131
8:30 AM	0	0	119	1	2	0	122
8:45 AM	0	0	118	0	2	0	120
9:00 AM	0	0	117	0	0	0	117
9:15 AM	0	0	88	1	1	0	90
9:30 AM	0	0	89	3	3	0	95
9:45 AM	0	0	83	0	1	0	84
10:00 AM	0	1	63	1	1	0	66
10:15 AM	0	0	78	0	1	0	79
10:30 AM	0	0	84	0	2	0	86
10:45 AM	1	0	83	0	0	0	84
11:00 AM	0	0	91	0	1	0	92
11:15 AM	0	0	88	0	1	0	89
11:30 AM	0	0	92	0	0	0	92
11:45 AM	0	0	97	2	4	0	103
AM Total	**2**	**5**	**2599**	**10**	**45**	**5**	**2666**
Percentage	**0.08%**	**0.19%**	**97.49%**	**0.38%**	**1.69%**	**0.19%**	
AM Peak	**6:30 AM**	**7:30 AM**	**7:45 AM**	**9:15 AM**	**7:15 AM**	**7:30 AM**	**7:45 AM**
Volume	**1**	**2**	**500**	**5**	**14**	**3**	**516**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	97	0	1	0	99
12:15 PM	0	0	86	1	2	0	89
12:30 PM	0	0	103	0	3	0	106
12:45 PM	0	0	91	0	6	0	97
1:00 PM	0	0	87	0	2	0	89
1:15 PM	1	1	88	0	5	0	95
1:30 PM	0	0	76	0	0	0	76
1:45 PM	0	1	94	0	2	0	97
2:00 PM	0	0	88	0	1	0	89
2:15 PM	0	0	92	1	2	0	95
2:30 PM	0	1	84	0	2	0	87
2:45 PM	0	0	100	2	2	0	104
3:00 PM	0	0	101	0	4	0	105
3:15 PM	0	0	120	0	2	0	122
3:30 PM	0	0	91	0	1	0	92
3:45 PM	0	1	116	0	4	0	121
4:00 PM	0	1	86	1	1	1	90
4:15 PM	0	0	115	0	0	0	115
4:30 PM	0	1	109	0	2	1	113
4:45 PM	0	0	113	1	0	0	114
5:00 PM	0	1	129	2	1	1	134
5:15 PM	0	0	124	0	3	0	127
5:30 PM	0	0	116	1	0	0	117
5:45 PM	0	0	85	1	4	0	90
6:00 PM	1	0	90	1	3	0	95
6:15 PM	0	0	99	1	1	0	101
6:30 PM	0	1	73	1	1	0	76
6:45 PM	0	0	61	0	0	0	61
7:00 PM	0	0	69	0	0	0	69
7:15 PM	0	0	56	0	1	0	57
7:30 PM	0	0	71	0	1	0	72
7:45 PM	0	0	50	0	1	0	51
8:00 PM	0	0	63	0	1	0	64
8:15 PM	0	0	66	0	1	0	67
8:30 PM	0	0	54	0	0	0	54
8:45 PM	0	0	35	0	0	0	35
9:00 PM	0	0	27	0	0	0	27
9:15 PM	0	1	38	0	1	0	40
9:30 PM	0	0	36	0	0	0	36
9:45 PM	0	0	25	0	0	0	25
10:00 PM	0	0	29	0	0	0	29
10:15 PM	0	0	20	0	0	0	20
10:30 PM	0	0	15	0	0	0	15
10:45 PM	0	0	9	0	0	0	9
11:00 PM	0	0	24	0	0	0	24
11:15 PM	0	0	27	0	0	0	27
11:30 PM	0	0	14	0	0	0	14
11:45 PM	0	0	15	0	0	1	16
PM Total	**2**	**10**	**3457**	**13**	**61**	**4**	**3547**
Percentage	**0.06%**	**0.28%**	**97.46%**	**0.37%**	**1.72%**	**0.11%**	
PM Peak	**12:30 PM**	**3:45 PM**	**4:45 PM**	**4:45 PM**	**12:30 PM**	**3:45 PM**	**4:45 PM**
Volume	**1**	**3**	**482**	**4**	**16**	**2**	**492**
Day Total	**4**	**15**	**6056**	**23**	**106**	**9**	**6213**
Percentage	**0.06%**	**0.24%**	**97.47%**	**0.37%**	**1.71%**	**0.14%**	

East Street
500' west of Elm Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR E

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

Count Date: Thursday, August 25, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	12	0	1	0	13
12:15 AM	0	0	10	0	0	0	10
12:30 AM	0	0	4	0	0	0	4
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	6	0	0	0	6
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	3	0	0	0	3
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	8	0	0	0	8
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	6	0	0	0	6
4:15 AM	0	0	3	0	0	0	3
4:30 AM	0	0	13	0	0	0	13
4:45 AM	0	0	17	0	0	0	17
5:00 AM	0	0	33	0	1	0	34
5:15 AM	0	0	33	0	2	0	35
5:30 AM	0	0	37	0	1	1	39
5:45 AM	0	1	35	0	1	0	37
6:00 AM	0	0	54	0	3	0	57
6:15 AM	0	0	78	0	0	0	78
6:30 AM	1	0	101	0	3	0	105
6:45 AM	0	0	83	0	1	0	84
7:00 AM	0	2	109	1	1	0	113
7:15 AM	0	0	112	0	0	0	112
7:30 AM	1	0	111	1	1	1	115
7:45 AM	0	0	142	1	1	0	144
8:00 AM	0	0	115	0	0	0	115
8:15 AM	0	0	117	0	3	0	120
8:30 AM	0	1	97	1	6	0	105
8:45 AM	0	0	103	0	4	0	107
9:00 AM	0	0	117	0	6	0	123
9:15 AM	0	0	100	0	4	0	104
9:30 AM	0	0	99	3	1	0	103
9:45 AM	0	0	84	0	2	0	86
10:00 AM	0	0	76	0	2	0	78
10:15 AM	0	0	98	0	3	0	101
10:30 AM	1	0	84	0	4	0	89
10:45 AM	0	0	82	0	3	0	85
11:00 AM	0	1	90	1	4	0	96
11:15 AM	0	0	84	1	1	0	86
11:30 AM	0	0	92	0	1	1	94
11:45 AM	0	1	87	0	0	1	89
AM Total	**3**	**6**	**2560**	**9**	**60**	**4**	**2642**
Percentage	**0.11%**	**0.23%**	**96.90%**	**0.34%**	**2.27%**	**0.15%**	
AM Peak	**5:45 AM**	**6:15 AM**	**7:30 AM**	**7:00 AM**	**8:30 AM**	**11:00 AM**	**7:30 AM**
Volume	**1**	**2**	**485**	**3**	**20**	**2**	**494**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	99	1	1	0	102
12:15 PM	0	0	102	0	3	1	106
12:30 PM	0	1	99	0	4	0	104
12:45 PM	0	0	73	0	3	1	77
1:00 PM	0	0	79	0	2	0	81
1:15 PM	0	1	75	0	5	0	81
1:30 PM	1	0	97	0	1	0	99
1:45 PM	0	0	96	0	1	0	97
2:00 PM	0	0	93	0	1	0	94
2:15 PM	0	0	87	0	1	1	89
2:30 PM	0	0	87	1	1	0	89
2:45 PM	0	0	83	2	3	1	89
3:00 PM	0	0	122	0	0	3	125
3:15 PM	0	0	110	2	3	0	115
3:30 PM	0	0	109	0	2	0	111
3:45 PM	0	0	101	0	3	1	105
4:00 PM	0	1	104	2	3	1	111
4:15 PM	0	1	119	0	1	0	121
4:30 PM	0	1	109	0	0	1	111
4:45 PM	0	0	111	0	1	1	113
5:00 PM	0	0	105	2	1	0	108
5:15 PM	0	1	139	0	1	0	141
5:30 PM	0	0	109	1	1	0	111
5:45 PM	0	0	107	1	0	0	108
6:00 PM	0	1	97	1	2	0	101
6:15 PM	0	0	84	0	1	0	85
6:30 PM	0	0	85	0	1	0	86
6:45 PM	0	0	65	0	0	0	65
7:00 PM	0	0	68	1	1	0	70
7:15 PM	0	0	62	0	1	0	63
7:30 PM	0	2	71	0	0	0	73
7:45 PM	0	0	62	0	1	0	63
8:00 PM	0	0	70	0	0	0	70
8:15 PM	0	0	64	0	0	1	65
8:30 PM	0	0	57	0	0	0	57
8:45 PM	0	0	47	0	0	0	47
9:00 PM	0	0	43	0	0	0	43
9:15 PM	0	0	53	0	0	0	53
9:30 PM	0	0	31	0	0	0	31
9:45 PM	0	0	45	0	0	0	45
10:00 PM	0	0	34	1	0	0	35
10:15 PM	0	0	20	0	2	0	22
10:30 PM	0	0	17	0	0	0	17
10:45 PM	0	0	25	0	0	0	25
11:00 PM	0	0	21	0	0	0	21
11:15 PM	0	0	22	0	0	0	22
11:30 PM	0	0	13	0	0	0	13
11:45 PM	0	0	21	0	0	0	21
PM Total	**1**	**10**	**3592**	**15**	**51**	**12**	**3681**
Percentage	**0.03%**	**0.27%**	**97.58%**	**0.41%**	**1.39%**	**0.33%**	
PM Peak	**12:45 PM**	**3:45 PM**	**4:30 PM**	**2:30 PM**	**12:30 PM**	**2:15 PM**	**4:30 PM**
Volume	**1**	**3**	**464**	**5**	**14**	**5**	**473**
Day Total	**4**	**16**	**6152**	**24**	**111**	**16**	**6323**
Percentage	**0.06%**	**0.25%**	**97.30%**	**0.38%**	**1.76%**	**0.25%**	

East Street
500' west of Elm Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR E

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

Count Date: Wednesday, August 24, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	12	0	0	0	12
12:15 AM	0	0	5	0	0	0	5
12:30 AM	0	0	6	0	0	1	7
12:45 AM	0	0	8	0	0	0	8
1:00 AM	0	0	6	0	0	0	6
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	5	0	0	0	5
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	3	0	1	0	4
3:45 AM	0	0	4	0	0	0	4
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	4	0	0	1	5
4:30 AM	0	0	9	0	1	0	10
4:45 AM	0	0	8	0	0	0	8
5:00 AM	0	0	5	0	2	0	7
5:15 AM	0	0	13	0	1	0	14
5:30 AM	1	0	22	0	0	0	23
5:45 AM	0	0	43	0	1	0	44
6:00 AM	0	0	42	0	0	0	42
6:15 AM	0	0	33	0	0	0	33
6:30 AM	0	0	48	0	1	0	49
6:45 AM	0	0	82	1	2	1	86
7:00 AM	0	0	74	0	2	0	76
7:15 AM	0	0	86	1	2	0	89
7:30 AM	0	1	102	0	2	1	106
7:45 AM	0	0	107	1	4	1	113
8:00 AM	0	0	115	0	2	3	120
8:15 AM	0	0	137	2	7	0	146
8:30 AM	0	0	118	1	4	1	124
8:45 AM	0	0	140	1	3	1	145
9:00 AM	0	0	103	0	3	0	106
9:15 AM	0	0	84	2	3	0	89
9:30 AM	1	0	84	1	0	0	86
9:45 AM	0	0	96	1	1	0	98
10:00 AM	0	1	64	0	2	0	67
10:15 AM	0	0	96	0	5	2	103
10:30 AM	0	0	85	0	5	0	90
10:45 AM	0	0	92	0	0	0	92
11:00 AM	0	0	86	0	2	0	88
11:15 AM	0	0	112	0	2	0	114
11:30 AM	0	0	88	0	3	1	92
11:45 AM	0	0	118	0	1	0	119
AM Total	**2**	**2**	**2369**	**11**	**62**	**13**	**2459**
Percentage	**0.08%**	**0.08%**	**96.34%**	**0.45%**	**2.52%**	**0.53%**	
AM Peak	**4:45 AM**	**6:45 AM**	**8:00 AM**	**7:45 AM**	**7:45 AM**	**7:15 AM**	**8:00 AM**
Volume	**1**	**1**	**510**	**4**	**17**	**5**	**535**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	102	0	2	0	105
12:15 PM	0	0	116	0	2	0	118
12:30 PM	0	1	100	0	2	0	103
12:45 PM	0	1	114	0	1	0	116
1:00 PM	0	0	107	0	1	0	108
1:15 PM	0	0	92	0	0	0	92
1:30 PM	0	0	109	1	0	0	110
1:45 PM	0	1	100	2	3	0	106
2:00 PM	0	0	122	0	1	0	123
2:15 PM	0	0	108	1	2	0	111
2:30 PM	0	0	106	1	1	0	108
2:45 PM	0	0	130	0	1	1	132
3:00 PM	0	0	112	0	1	0	113
3:15 PM	0	0	116	0	2	0	118
3:30 PM	0	1	124	0	2	0	127
3:45 PM	0	0	131	0	3	0	134
4:00 PM	0	0	148	0	0	0	148
4:15 PM	0	0	149	1	1	1	152
4:30 PM	0	1	146	0	2	0	149
4:45 PM	0	1	157	0	0	0	158
5:00 PM	0	1	149	0	0	0	150
5:15 PM	0	0	175	2	0	0	177
5:30 PM	0	1	165	0	1	0	167
5:45 PM	0	0	136	1	1	0	138
6:00 PM	0	0	144	0	2	0	146
6:15 PM	0	0	130	1	1	0	132
6:30 PM	0	1	115	0	1	0	117
6:45 PM	0	0	113	0	0	0	113
7:00 PM	0	1	84	0	2	0	87
7:15 PM	0	0	93	0	0	0	93
7:30 PM	0	0	89	0	0	0	89
7:45 PM	0	0	73	0	0	0	73
8:00 PM	0	0	66	1	0	0	67
8:15 PM	0	0	78	0	0	0	78
8:30 PM	0	0	74	0	0	0	74
8:45 PM	0	0	54	0	2	0	56
9:00 PM	0	0	55	0	0	0	55
9:15 PM	0	0	55	0	1	0	56
9:30 PM	0	0	44	0	0	0	44
9:45 PM	0	0	29	0	2	0	31
10:00 PM	0	0	28	0	0	0	28
10:15 PM	0	0	28	0	0	0	28
10:30 PM	0	0	33	0	0	0	33
10:45 PM	0	0	43	0	0	0	43
11:00 PM	0	0	29	0	1	0	30
11:15 PM	0	0	24	0	0	0	24
11:30 PM	0	0	23	0	0	0	23
11:45 PM	0	0	13	0	0	0	13
PM Total	**0**	**11**	**4531**	**11**	**41**	**2**	**4596**
Percentage	**0.00%**	**0.24%**	**98.59%**	**0.24%**	**0.89%**	**0.04%**	
PM Peak	**12:00 PM**	**12:00 PM**	**4:45 PM**	**1:30 PM**	**3:00 PM**	**2:00 PM**	**4:45 PM**
Volume	**0**	**3**	**646**	**4**	**8**	**1**	**652**
Day Total	**2**	**13**	**6900**	**22**	**103**	**15**	**7055**
Percentage	**0.03%**	**0.18%**	**97.80%**	**0.31%**	**1.46%**	**0.21%**	

East Street
500' west of Elm Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR E

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

Count Date: Thursday, August 25, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	12	0	1	0	13
12:15 AM	0	0	13	0	0	0	13
12:30 AM	0	0	7	0	0	0	7
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	10	0	0	0	10
1:15 AM	0	0	5	0	1	0	6
1:30 AM	0	0	10	0	0	0	10
1:45 AM	0	0	6	0	0	0	6
2:00 AM	0	0	2	0	0	1	3
2:15 AM	0	0	2	0	0	0	2
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	5	0	1	0	6
3:30 AM	0	0	4	0	0	0	4
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	5	0	2	0	7
4:30 AM	0	0	11	0	0	0	11
4:45 AM	0	0	7	0	0	1	8
5:00 AM	0	0	9	0	0	0	9
5:15 AM	0	0	8	0	1	1	10
5:30 AM	1	0	21	0	0	2	24
5:45 AM	0	0	43	0	1	0	44
6:00 AM	0	0	36	0	1	0	37
6:15 AM	1	0	33	0	2	1	37
6:30 AM	0	0	54	0	5	0	59
6:45 AM	0	0	84	1	2	2	89
7:00 AM	0	0	80	1	6	0	87
7:15 AM	0	0	67	1	4	0	72
7:30 AM	0	1	124	0	3	0	128
7:45 AM	0	0	117	0	3	0	120
8:00 AM	0	1	109	2	4	0	116
8:15 AM	0	0	112	1	3	0	116
8:30 AM	0	2	125	0	1	2	130
8:45 AM	0	0	146	1	2	1	150
9:00 AM	0	0	112	1	1	0	114
9:15 AM	1	0	104	1	2	0	108
9:30 AM	0	0	87	0	2	1	90
9:45 AM	0	0	78	0	3	0	81
10:00 AM	0	0	86	2	2	0	90
10:15 AM	0	0	89	2	0	0	91
10:30 AM	0	0	92	0	2	1	95
10:45 AM	0	0	106	0	2	1	109
11:00 AM	0	0	90	0	3	0	93
11:15 AM	0	0	99	0	3	1	103
11:30 AM	0	0	109	0	1	1	111
11:45 AM	0	1	91	0	3	0	95
AM Total	**3**	**5**	**2423**	**13**	**67**	**16**	**2527**
Percentage	**0.12%**	**0.20%**	**95.88%**	**0.51%**	**2.65%**	**0.63%**	
AM Peak	**5:30 AM**	**7:45 AM**	**8:15 AM**	**8:00 AM**	**6:30 AM**	**4:45 AM**	**8:00 AM**
Volume	**2**	**3**	**495**	**4**	**17**	**4**	**512**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	93	0	1	0	94
12:15 PM	0	1	101	0	2	0	104
12:30 PM	0	0	104	0	5	0	109
12:45 PM	0	0	111	0	1	0	112
1:00 PM	0	1	98	0	0	0	99
1:15 PM	0	0	109	0	2	0	111
1:30 PM	0	0	95	0	2	1	98
1:45 PM	0	1	112	0	1	0	114
2:00 PM	0	0	109	0	1	0	110
2:15 PM	0	0	99	2	1	0	102
2:30 PM	0	0	110	0	4	0	114
2:45 PM	0	0	119	1	3	0	123
3:00 PM	0	0	113	0	0	0	113
3:15 PM	0	0	112	0	1	1	114
3:30 PM	0	1	119	1	0	1	122
3:45 PM	0	0	134	0	2	1	137
4:00 PM	0	0	143	0	0	0	143
4:15 PM	0	1	120	1	1	0	123
4:30 PM	0	3	137	0	3	0	143
4:45 PM	0	0	132	0	0	0	132
5:00 PM	0	0	145	2	0	0	147
5:15 PM	1	0	152	1	0	0	154
5:30 PM	0	0	136	0	0	0	136
5:45 PM	0	1	104	1	0	0	106
6:00 PM	0	0	146	0	0	0	146
6:15 PM	0	0	126	0	1	0	127
6:30 PM	0	1	105	0	0	0	106
6:45 PM	0	0	99	0	0	0	99
7:00 PM	0	0	73	0	1	0	74
7:15 PM	0	0	105	0	1	0	106
7:30 PM	0	0	90	0	0	0	90
7:45 PM	0	0	88	0	0	0	88
8:00 PM	0	0	82	1	0	0	83
8:15 PM	0	0	62	0	0	0	62
8:30 PM	0	0	64	1	0	0	65
8:45 PM	0	0	60	0	0	0	60
9:00 PM	0	0	45	0	0	0	45
9:15 PM	0	0	53	0	0	0	53
9:30 PM	0	0	45	0	0	0	45
9:45 PM	0	0	38	0	0	0	38
10:00 PM	0	0	33	0	0	0	33
10:15 PM	0	1	40	0	0	0	41
10:30 PM	0	0	28	0	0	0	28
10:45 PM	0	0	32	0	1	0	33
11:00 PM	0	0	19	0	0	0	19
11:15 PM	0	0	30	0	0	0	30
11:30 PM	0	0	15	0	0	0	15
11:45 PM	0	0	23	0	0	0	23
PM Total	**1**	**11**	**4308**	**11**	**34**	**4**	**4369**
Percentage	**0.02%**	**0.25%**	**98.60%**	**0.25%**	**0.78%**	**0.09%**	
PM Peak	**4:30 PM**	**3:45 PM**	**4:30 PM**	**5:00 PM**	**12:00 PM**	**3:00 PM**	**4:30 PM**
Volume	**1**	**4**	**566**	**4**	**9**	**3**	**576**
Day Total	**4**	**16**	**6731**	**24**	**101**	**20**	**6896**
Percentage	**0.06%**	**0.23%**	**97.61%**	**0.35%**	**1.46%**	**0.29%**	

East Street
500' west of Elm Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File # 228801 ATR E

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

Direction: EB

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	15	99	13	102	0	0	0	0	0	0	0	0	0	0	14	101
12:15	8	89	10	106	0	0	0	0	0	0	0	0	0	0	9	98
12:30	6	106	4	104	0	0	0	0	0	0	0	0	0	0	5	105
12:45	5	97	2	77	0	0	0	0	0	0	0	0	0	0	4	87
1:00	2	89	1	81	0	0	0	0	0	0	0	0	0	0	2	85
1:15	1	95	6	81	0	0	0	0	0	0	0	0	0	0	4	88
1:30	2	76	1	99	0	0	0	0	0	0	0	0	0	0	2	88
1:45	3	97	3	97	0	0	0	0	0	0	0	0	0	0	3	97
2:00	4	89	3	94	0	0	0	0	0	0	0	0	0	0	4	92
2:15	4	95	1	89	0	0	0	0	0	0	0	0	0	0	3	92
2:30	2	87	5	89	0	0	0	0	0	0	0	0	0	0	4	88
2:45	4	104	2	89	0	0	0	0	0	0	0	0	0	0	3	97
3:00	5	105	8	125	0	0	0	0	0	0	0	0	0	0	7	115
3:15	4	122	3	115	0	0	0	0	0	0	0	0	0	0	4	119
3:30	4	92	5	111	0	0	0	0	0	0	0	0	0	0	5	102
3:45	6	121	2	105	0	0	0	0	0	0	0	0	0	0	4	113
4:00	2	90	6	111	0	0	0	0	0	0	0	0	0	0	4	101
4:15	12	115	3	121	0	0	0	0	0	0	0	0	0	0	8	118
4:30	13	113	13	111	0	0	0	0	0	0	0	0	0	0	13	112
4:45	18	114	17	113	0	0	0	0	0	0	0	0	0	0	18	114
5:00	43	134	34	108	0	0	0	0	0	0	0	0	0	0	39	121
5:15	35	127	35	141	0	0	0	0	0	0	0	0	0	0	35	134
5:30	37	117	39	111	0	0	0	0	0	0	0	0	0	0	38	114
5:45	34	90	37	108	0	0	0	0	0	0	0	0	0	0	36	99
6:00	60	95	57	101	0	0	0	0	0	0	0	0	0	0	59	98
6:15	61	101	78	85	0	0	0	0	0	0	0	0	0	0	70	93
6:30	95	76	105	86	0	0	0	0	0	0	0	0	0	0	100	81
6:45	107	61	84	65	0	0	0	0	0	0	0	0	0	0	96	63
7:00	115	69	113	70	0	0	0	0	0	0	0	0	0	0	114	70
7:15	138	57	112	63	0	0	0	0	0	0	0	0	0	0	125	60
7:30	108	72	115	73	0	0	0	0	0	0	0	0	0	0	112	73
7:45	133	51	144	63	0	0	0	0	0	0	0	0	0	0	139	57
8:00	130	64	115	70	0	0	0	0	0	0	0	0	0	0	123	67
8:15	131	67	120	65	0	0	0	0	0	0	0	0	0	0	126	66
8:30	122	54	105	57	0	0	0	0	0	0	0	0	0	0	114	56
8:45	120	35	107	47	0	0	0	0	0	0	0	0	0	0	114	41
9:00	117	27	123	43	0	0	0	0	0	0	0	0	0	0	120	35
9:15	90	40	104	53	0	0	0	0	0	0	0	0	0	0	97	47
9:30	95	36	103	31	0	0	0	0	0	0	0	0	0	0	99	34
9:45	84	25	86	45	0	0	0	0	0	0	0	0	0	0	85	35
10:00	66	29	78	35	0	0	0	0	0	0	0	0	0	0	72	32
10:15	79	20	101	22	0	0	0	0	0	0	0	0	0	0	90	21
10:30	86	15	89	17	0	0	0	0	0	0	0	0	0	0	88	16
10:45	84	9	85	25	0	0	0	0	0	0	0	0	0	0	85	17
11:00	92	24	96	21	0	0	0	0	0	0	0	0	0	0	94	23
11:15	89	27	86	22	0	0	0	0	0	0	0	0	0	0	88	25
11:30	92	14	94	13	0	0	0	0	0	0	0	0	0	0	93	14
11:45	103	16	89	21	0	0	0	0	0	0	0	0	0	0	96	19
Total	**2666**	**3547**	**2642**	**3681**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2654**	**3614**
Day Total	**6213**		**6323**		**0**		**0**		**0**		**0**		**0**		**6268**	
Peak HR	**7:45 AM**	**4:45 PM**	**7:30 AM**	**4:30 PM**											**7:45 AM**	**4:45 PM**
Volume	**516**	**492**	**494**	**473**											**500**	**483**

East Street
500' west of Elm Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR E**

Direction: **WB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	12	105	13	94	0	0	0	0	0	0	0	0	0	0	13	100
12:15	5	118	13	104	0	0	0	0	0	0	0	0	0	0	9	111
12:30	7	103	7	109	0	0	0	0	0	0	0	0	0	0	7	106
12:45	8	116	2	112	0	0	0	0	0	0	0	0	0	0	5	114
1:00	6	108	10	99	0	0	0	0	0	0	0	0	0	0	8	104
1:15	0	92	6	111	0	0	0	0	0	0	0	0	0	0	3	102
1:30	4	110	10	98	0	0	0	0	0	0	0	0	0	0	7	104
1:45	5	106	6	114	0	0	0	0	0	0	0	0	0	0	6	110
2:00	5	123	3	110	0	0	0	0	0	0	0	0	0	0	4	117
2:15	3	111	2	102	0	0	0	0	0	0	0	0	0	0	3	107
2:30	5	108	0	114	0	0	0	0	0	0	0	0	0	0	3	111
2:45	0	132	4	123	0	0	0	0	0	0	0	0	0	0	2	128
3:00	3	113	1	113	0	0	0	0	0	0	0	0	0	0	2	113
3:15	2	118	6	114	0	0	0	0	0	0	0	0	0	0	4	116
3:30	4	127	4	122	0	0	0	0	0	0	0	0	0	0	4	125
3:45	4	134	2	137	0	0	0	0	0	0	0	0	0	0	3	136
4:00	2	148	4	143	0	0	0	0	0	0	0	0	0	0	3	146
4:15	5	152	7	123	0	0	0	0	0	0	0	0	0	0	6	138
4:30	10	149	11	143	0	0	0	0	0	0	0	0	0	0	11	146
4:45	8	158	8	132	0	0	0	0	0	0	0	0	0	0	8	145
5:00	7	150	9	147	0	0	0	0	0	0	0	0	0	0	8	149
5:15	14	177	10	154	0	0	0	0	0	0	0	0	0	0	12	166
5:30	23	167	24	136	0	0	0	0	0	0	0	0	0	0	24	152
5:45	44	138	44	106	0	0	0	0	0	0	0	0	0	0	44	122
6:00	42	146	37	146	0	0	0	0	0	0	0	0	0	0	40	146
6:15	33	132	37	127	0	0	0	0	0	0	0	0	0	0	35	130
6:30	49	117	59	106	0	0	0	0	0	0	0	0	0	0	54	112
6:45	86	113	89	99	0	0	0	0	0	0	0	0	0	0	88	106
7:00	76	87	87	74	0	0	0	0	0	0	0	0	0	0	82	81
7:15	89	93	72	106	0	0	0	0	0	0	0	0	0	0	81	100
7:30	106	89	128	90	0	0	0	0	0	0	0	0	0	0	117	90
7:45	113	73	120	88	0	0	0	0	0	0	0	0	0	0	117	81
8:00	120	67	116	83	0	0	0	0	0	0	0	0	0	0	118	75
8:15	146	78	116	62	0	0	0	0	0	0	0	0	0	0	131	70
8:30	124	74	130	65	0	0	0	0	0	0	0	0	0	0	127	70
8:45	145	56	150	60	0	0	0	0	0	0	0	0	0	0	148	58
9:00	106	55	114	45	0	0	0	0	0	0	0	0	0	0	110	50
9:15	89	56	108	53	0	0	0	0	0	0	0	0	0	0	99	55
9:30	86	44	90	45	0	0	0	0	0	0	0	0	0	0	88	45
9:45	98	31	81	38	0	0	0	0	0	0	0	0	0	0	90	35
10:00	67	28	90	33	0	0	0	0	0	0	0	0	0	0	79	31
10:15	103	28	91	41	0	0	0	0	0	0	0	0	0	0	97	35
10:30	90	33	95	28	0	0	0	0	0	0	0	0	0	0	93	31
10:45	92	43	109	33	0	0	0	0	0	0	0	0	0	0	101	38
11:00	88	30	93	19	0	0	0	0	0	0	0	0	0	0	91	25
11:15	114	24	103	30	0	0	0	0	0	0	0	0	0	0	109	27
11:30	92	23	111	15	0	0	0	0	0	0	0	0	0	0	102	19
11:45	119	13	95	23	0	0	0	0	0	0	0	0	0	0	107	18
Total	**2459**	**4596**	**2527**	**4369**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2493**	**4483**
Day Total	**7055**		**6896**		**0**		**0**		**0**		**0**		**0**		**6976**	
Peak HR	**8:00 AM**	**4:45 PM**	**8:00 AM**	**4:30 PM**											**8:00 AM**	**4:45 PM**
Volume	**535**	**652**	**512**	**576**											**524**	**611**

Everett Street 1200' east of
Washington St/Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR F

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

Count Date: **Wednesday, August 24, 2022**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	7	0	0	0	7
12:15 AM	0	0	7	0	0	0	7
12:30 AM	0	0	6	0	0	0	6
12:45 AM	0	0	6	0	0	0	6
1:00 AM	0	0	6	0	0	0	6
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	5	0	0	0	5
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	1	0	0	0	1
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	2	0	0	0	2
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	5	0	0	0	5
4:00 AM	0	0	5	0	1	0	6
4:15 AM	0	0	7	0	0	0	7
4:30 AM	0	0	8	0	0	0	8
4:45 AM	0	0	15	0	0	0	15
5:00 AM	0	0	11	0	1	0	12
5:15 AM	0	0	25	0	1	0	26
5:30 AM	0	0	28	0	0	0	28
5:45 AM	0	0	22	0	0	0	22
6:00 AM	0	0	48	0	1	0	49
6:15 AM	0	0	51	0	0	2	53
6:30 AM	0	0	70	1	2	0	73
6:45 AM	0	1	89	0	1	0	91
7:00 AM	0	0	99	0	3	3	105
7:15 AM	0	0	114	0	0	1	115
7:30 AM	0	0	132	1	4	2	139
7:45 AM	0	0	145	0	5	2	152
8:00 AM	1	0	171	1	2	1	176
8:15 AM	0	0	130	1	1	2	134
8:30 AM	0	0	125	0	3	0	128
8:45 AM	0	0	151	0	4	1	156
9:00 AM	0	1	119	0	1	1	122
9:15 AM	0	1	120	0	1	0	122
9:30 AM	0	0	109	1	3	1	114
9:45 AM	0	0	101	0	4	2	107
10:00 AM	0	0	100	0	2	0	102
10:15 AM	0	0	90	0	4	1	95
10:30 AM	0	0	83	2	1	0	86
10:45 AM	0	0	94	0	4	0	98
11:00 AM	0	0	91	0	2	2	95
11:15 AM	0	0	93	0	2	2	97
11:30 AM	0	0	98	0	2	1	101
11:45 AM	0	0	99	0	2	2	103
AM Total	**1**	**3**	**2701**	**7**	**57**	**26**	**2795**
Percentage	**0.04%**	**0.11%**	**96.64%**	**0.25%**	**2.04%**	**0.93%**	
AM Peak	**7:15 AM**	**8:30 AM**	**7:30 AM**	**7:30 AM**	**9:30 AM**	**7:00 AM**	**7:30 AM**
Volume	**1**	**2**	**578**	**3**	**13**	**8**	**601**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	114	0	1	1	116
12:15 PM	1	0	90	1	0	1	93
12:30 PM	0	0	97	0	2	1	100
12:45 PM	0	0	96	1	1	2	100
1:00 PM	0	0	81	0	2	2	85
1:15 PM	0	0	110	1	4	1	116
1:30 PM	0	0	113	0	3	1	117
1:45 PM	0	0	85	0	4	1	90
2:00 PM	0	0	94	0	5	0	99
2:15 PM	0	0	92	0	3	0	95
2:30 PM	0	0	104	3	3	0	110
2:45 PM	0	0	89	0	3	0	92
3:00 PM	0	1	114	1	1	0	117
3:15 PM	0	2	129	1	0	0	132
3:30 PM	0	0	105	0	2	0	107
3:45 PM	0	0	105	0	4	0	109
4:00 PM	0	0	110	1	1	0	112
4:15 PM	1	0	70	0	2	0	73
4:30 PM	0	0	95	0	1	0	96
4:45 PM	0	1	98	0	1	1	101
5:00 PM	0	0	91	2	1	0	94
5:15 PM	0	0	111	0	5	0	116
5:30 PM	0	0	91	0	0	0	91
5:45 PM	0	0	87	1	2	2	92
6:00 PM	0	0	71	0	4	0	75
6:15 PM	0	0	84	0	1	1	86
6:30 PM	0	0	68	0	4	0	72
6:45 PM	0	0	66	0	5	0	71
7:00 PM	0	1	60	0	2	1	64
7:15 PM	0	0	52	0	4	0	56
7:30 PM	0	0	59	0	3	0	62
7:45 PM	0	0	45	0	0	0	45
8:00 PM	0	0	68	0	0	0	68
8:15 PM	0	0	41	0	2	0	43
8:30 PM	0	0	37	0	3	0	40
8:45 PM	0	0	34	0	1	0	35
9:00 PM	0	0	38	0	1	0	39
9:15 PM	0	0	34	0	0	0	34
9:30 PM	0	0	33	0	1	0	34
9:45 PM	0	0	25	0	0	1	26
10:00 PM	0	0	22	0	0	0	22
10:15 PM	0	0	22	0	0	0	22
10:30 PM	0	0	14	0	0	0	14
10:45 PM	0	0	13	0	0	0	13
11:00 PM	0	0	13	0	1	0	14
11:15 PM	0	0	13	0	1	0	14
11:30 PM	0	0	13	0	0	0	13
11:45 PM	0	0	9	0	0	0	9
PM Total	**2**	**5**	**3305**	**12**	**84**	**16**	**3424**
Percentage	**0.06%**	**0.15%**	**96.52%**	**0.35%**	**2.45%**	**0.47%**	
PM Peak	**12:00 PM**	**2:30 PM**	**3:00 PM**	**2:30 PM**	**1:15 PM**	**12:15 PM**	**3:00 PM**
Volume	**1**	**3**	**453**	**5**	**16**	**6**	**465**
Day Total	**3**	**8**	**6006**	**19**	**141**	**42**	**6219**
Percentage	**0.05%**	**0.13%**	**96.58%**	**0.31%**	**2.27%**	**0.68%**	

Everett Street 1200' east of
Washington St/Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR F

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

Count Date: Thursday, August 25, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	7	0	0	0	7
12:15 AM	0	0	6	0	0	0	6
12:30 AM	0	0	7	0	0	0	7
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	11	0	0	0	11
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	2	0	1	0	3
2:45 AM	0	1	3	0	0	0	4
3:00 AM	0	0	8	0	0	0	8
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	6	0	1	0	7
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	2	0	1	0	3
4:15 AM	0	0	7	0	0	0	7
4:30 AM	0	0	9	0	0	0	9
4:45 AM	0	0	12	0	1	0	13
5:00 AM	0	0	17	0	1	0	18
5:15 AM	0	1	29	0	2	0	32
5:30 AM	0	0	27	0	1	0	28
5:45 AM	0	1	21	0	0	0	22
6:00 AM	0	0	47	0	4	0	51
6:15 AM	0	0	67	0	1	1	69
6:30 AM	0	0	74	1	1	0	76
6:45 AM	0	1	94	0	3	0	98
7:00 AM	0	0	91	0	2	4	97
7:15 AM	0	1	94	0	5	3	103
7:30 AM	0	1	142	0	4	0	147
7:45 AM	0	0	159	0	7	1	167
8:00 AM	1	0	113	1	2	0	117
8:15 AM	0	0	129	1	3	0	133
8:30 AM	0	1	152	0	2	0	155
8:45 AM	1	0	113	0	5	0	119
9:00 AM	0	0	109	1	1	0	111
9:15 AM	1	0	94	0	3	2	100
9:30 AM	0	0	92	1	4	0	97
9:45 AM	0	0	86	0	4	0	90
10:00 AM	0	0	104	0	6	1	111
10:15 AM	0	0	110	0	1	1	112
10:30 AM	0	0	92	2	1	1	96
10:45 AM	0	0	83	0	1	2	86
11:00 AM	0	0	81	0	4	3	88
11:15 AM	0	0	103	0	3	0	106
11:30 AM	0	0	120	0	2	2	124
11:45 AM	0	1	98	0	4	5	108
AM Total	**3**	**8**	**2637**	**7**	**81**	**26**	**2762**
Percentage	**0.11%**	**0.29%**	**95.47%**	**0.25%**	**2.93%**	**0.94%**	
AM Peak	**8:00 AM**	**6:45 AM**	**7:45 AM**	**7:30 AM**	**7:00 AM**	**11:00 AM**	**7:45 AM**
Volume	**2**	**3**	**553**	**2**	**18**	**10**	**572**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	112	0	4	0	117
12:15 PM	0	0	107	0	5	0	112
12:30 PM	0	0	94	0	0	0	94
12:45 PM	0	0	119	1	3	1	124
1:00 PM	0	0	89	0	4	0	93
1:15 PM	0	0	117	1	4	1	123
1:30 PM	0	0	90	0	4	1	95
1:45 PM	0	0	99	0	4	1	104
2:00 PM	0	0	90	0	1	0	91
2:15 PM	0	1	116	0	2	0	119
2:30 PM	0	1	87	2	5	0	95
2:45 PM	0	0	97	0	3	2	102
3:00 PM	0	0	102	0	1	2	105
3:15 PM	0	0	87	0	1	1	89
3:30 PM	0	0	96	0	2	1	99
3:45 PM	0	0	98	0	2	0	100
4:00 PM	0	1	97	1	1	0	100
4:15 PM	1	0	83	1	2	1	88
4:30 PM	0	5	76	1	0	0	82
4:45 PM	0	0	96	0	1	0	97
5:00 PM	0	0	111	0	2	0	113
5:15 PM	0	0	95	0	2	0	97
5:30 PM	0	0	92	1	2	2	97
5:45 PM	0	0	84	1	0	1	86
6:00 PM	0	1	87	0	6	0	94
6:15 PM	0	0	80	0	4	0	84
6:30 PM	0	0	73	0	3	0	76
6:45 PM	0	1	82	0	0	0	83
7:00 PM	0	0	63	0	3	0	66
7:15 PM	0	0	54	0	1	0	55
7:30 PM	0	0	46	1	2	1	50
7:45 PM	0	1	54	0	2	0	57
8:00 PM	0	0	38	0	1	0	39
8:15 PM	0	0	36	0	1	0	37
8:30 PM	0	0	38	0	1	0	39
8:45 PM	0	0	26	0	0	0	26
9:00 PM	0	0	33	0	0	0	33
9:15 PM	0	0	33	0	0	0	33
9:30 PM	0	0	34	0	0	0	34
9:45 PM	0	0	23	0	0	0	23
10:00 PM	0	0	29	0	1	0	30
10:15 PM	0	0	27	0	0	0	27
10:30 PM	0	0	23	0	0	0	23
10:45 PM	0	0	10	0	0	0	10
11:00 PM	0	0	21	0	0	0	21
11:15 PM	0	0	13	0	0	0	13
11:30 PM	0	1	7	0	0	0	8
11:45 PM	0	0	12	0	0	0	12
PM Total	**2**	**12**	**3276**	**10**	**80**	**15**	**3395**
Percentage	**0.06%**	**0.35%**	**96.49%**	**0.29%**	**2.36%**	**0.44%**	
PM Peak	**12:00 PM**	**3:45 PM**	**12:00 PM**	**3:45 PM**	**1:00 PM**	**2:45 PM**	**12:00 PM**
Volume	**1**	**6**	**432**	**3**	**16**	**6**	**447**
Day Total	**5**	**20**	**5913**	**17**	**161**	**41**	**6157**
Percentage	**0.08%**	**0.32%**	**96.04%**	**0.28%**	**2.61%**	**0.67%**	

Everett Street 1200' east of
Washington St/Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR F

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

Count Date: Wednesday, August 24, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	16	0	0	0	16
12:15 AM	0	0	5	0	0	0	5
12:30 AM	0	0	11	0	0	0	11
12:45 AM	0	0	6	0	0	0	6
1:00 AM	0	0	5	0	0	0	5
1:15 AM	0	0	5	0	0	0	5
1:30 AM	0	0	6	0	0	0	6
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	0	6	0	0	0	6
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	2	0	0	0	2
3:15 AM	0	0	3	0	2	0	5
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	0	0	2	0	2
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	5	0	0	0	5
5:00 AM	0	0	7	0	1	1	9
5:15 AM	0	0	9	0	2	0	11
5:30 AM	0	0	13	0	1	1	15
5:45 AM	0	0	36	0	0	0	36
6:00 AM	0	0	27	0	0	1	28
6:15 AM	0	0	22	0	3	0	25
6:30 AM	0	0	46	0	2	1	49
6:45 AM	0	0	52	0	2	1	55
7:00 AM	0	0	65	0	5	6	76
7:15 AM	0	0	68	1	1	1	71
7:30 AM	0	0	66	0	5	2	73
7:45 AM	0	0	93	0	3	3	99
8:00 AM	0	0	90	0	3	2	95
8:15 AM	0	0	104	1	3	0	108
8:30 AM	0	0	107	1	4	0	112
8:45 AM	0	0	121	0	2	0	123
9:00 AM	0	0	82	0	2	1	85
9:15 AM	0	0	82	0	14	1	97
9:30 AM	0	0	83	0	15	2	100
9:45 AM	0	0	85	0	4	0	89
10:00 AM	0	0	79	1	6	3	89
10:15 AM	0	0	63	0	5	0	68
10:30 AM	0	0	77	0	1	2	80
10:45 AM	0	0	85	0	3	0	88
11:00 AM	0	0	78	0	1	0	79
11:15 AM	0	0	84	1	3	0	88
11:30 AM	0	1	97	0	2	2	102
11:45 AM	0	0	99	0	2	1	102
AM Total	**0**	**1**	**2012**	**5**	**99**	**31**	**2148**
Percentage	**0.00%**	**0.05%**	**93.67%**	**0.23%**	**4.61%**	**1.44%**	
AM Peak	**12:00 AM**	**10:45 AM**	**8:00 AM**	**7:45 AM**	**9:15 AM**	**7:00 AM**	**8:00 AM**
Volume	**0**	**1**	**422**	**2**	**39**	**12**	**438**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	114	0	1	0	115
12:15 PM	0	0	112	1	4	0	117
12:30 PM	0	1	112	1	2	3	119
12:45 PM	0	0	109	0	4	2	115
1:00 PM	0	0	115	0	2	1	118
1:15 PM	0	0	111	0	2	0	113
1:30 PM	0	1	97	0	1	1	100
1:45 PM	1	0	113	0	1	0	115
2:00 PM	0	0	111	1	3	2	117
2:15 PM	0	0	104	0	2	0	106
2:30 PM	0	0	107	2	1	0	110
2:45 PM	0	0	137	2	1	0	140
3:00 PM	0	2	113	0	4	3	122
3:15 PM	0	2	108	0	4	2	116
3:30 PM	0	0	114	0	4	0	118
3:45 PM	0	0	112	0	0	1	113
4:00 PM	0	0	114	2	4	0	120
4:15 PM	0	0	132	1	2	0	135
4:30 PM	0	1	112	1	2	0	116
4:45 PM	0	0	128	0	1	0	129
5:00 PM	1	0	127	1	1	0	130
5:15 PM	0	1	112	1	0	0	114
5:30 PM	0	0	130	0	0	0	130
5:45 PM	0	0	104	1	0	0	105
6:00 PM	0	1	97	0	1	0	99
6:15 PM	1	2	126	1	2	0	132
6:30 PM	0	0	105	0	1	0	106
6:45 PM	0	0	87	1	1	0	89
7:00 PM	0	0	78	0	0	0	78
7:15 PM	0	1	76	0	0	0	77
7:30 PM	0	1	70	0	1	0	72
7:45 PM	0	0	68	0	0	0	68
8:00 PM	0	0	84	0	0	0	84
8:15 PM	0	0	76	0	0	0	76
8:30 PM	0	0	45	0	0	0	45
8:45 PM	0	0	42	0	0	0	42
9:00 PM	0	0	58	0	0	0	58
9:15 PM	0	0	35	0	0	1	36
9:30 PM	0	0	41	0	0	0	41
9:45 PM	0	1	37	0	0	0	38
10:00 PM	0	0	34	0	0	0	34
10:15 PM	0	0	26	0	0	0	26
10:30 PM	0	0	21	0	0	0	21
10:45 PM	0	0	25	0	0	0	25
11:00 PM	0	0	21	0	0	0	21
11:15 PM	0	0	15	0	0	0	15
11:30 PM	0	0	18	0	0	0	18
11:45 PM	0	0	14	0	0	0	14
PM Total	**3**	**14**	**4047**	**16**	**52**	**16**	**4148**
Percentage	**0.07%**	**0.34%**	**97.57%**	**0.39%**	**1.25%**	**0.39%**	
PM Peak	**1:00 PM**	**2:30 PM**	**4:15 PM**	**2:00 PM**	**2:45 PM**	**12:15 PM**	**4:15 PM**
Volume	**1**	**4**	**499**	**5**	**13**	**6**	**510**
Day Total	**3**	**15**	**6059**	**21**	**151**	**47**	**6296**
Percentage	**0.05%**	**0.24%**	**96.24%**	**0.33%**	**2.40%**	**0.75%**	

Everett Street 1200' east of
Washington St/Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR F

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

Count Date: Thursday, August 25, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	14	0	0	0	14
12:15 AM	0	0	9	0	0	0	9
12:30 AM	0	0	7	0	0	0	7
12:45 AM	0	0	4	0	0	0	4
1:00 AM	0	0	4	0	0	0	4
1:15 AM	0	0	5	0	0	0	5
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	6	0	0	0	6
2:15 AM	0	0	3	0	0	0	3
2:30 AM	0	0	2	0	1	0	3
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	5	0	2	0	7
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	3	0	0	0	3
3:45 AM	0	0	3	0	0	0	3
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	1	0	1	0	2
4:30 AM	0	0	1	0	2	0	3
4:45 AM	0	0	5	0	0	0	5
5:00 AM	0	0	6	0	0	0	6
5:15 AM	0	0	9	0	1	0	10
5:30 AM	0	0	17	0	1	1	19
5:45 AM	0	0	29	0	1	2	32
6:00 AM	0	0	20	0	1	1	22
6:15 AM	0	0	27	0	2	0	29
6:30 AM	0	0	40	0	4	0	44
6:45 AM	0	0	56	0	5	0	61
7:00 AM	0	1	66	0	6	2	75
7:15 AM	0	0	64	0	4	1	69
7:30 AM	0	0	82	1	1	1	85
7:45 AM	0	0	65	0	0	0	65
8:00 AM	0	1	89	0	3	4	97
8:15 AM	0	1	95	1	2	0	99
8:30 AM	0	0	114	1	3	1	119
8:45 AM	0	0	103	0	4	2	109
9:00 AM	0	0	88	0	7	1	96
9:15 AM	0	0	78	0	24	0	102
9:30 AM	0	0	70	0	4	0	74
9:45 AM	0	0	84	0	5	1	90
10:00 AM	0	0	100	0	5	3	108
10:15 AM	0	0	91	0	2	3	96
10:30 AM	0	0	74	1	2	1	78
10:45 AM	0	0	86	0	1	0	87
11:00 AM	0	0	94	0	4	1	99
11:15 AM	0	0	74	0	2	1	77
11:30 AM	0	0	87	0	4	3	94
11:45 AM	0	2	106	0	7	0	115
AM Total	**0**	**5**	**1998**	**4**	**111**	**29**	**2147**
Percentage	**0.00%**	**0.23%**	**93.06%**	**0.19%**	**5.17%**	**1.35%**	
AM Peak	**12:00 AM**	**7:30 AM**	**8:00 AM**	**7:30 AM**	**9:00 AM**	**9:45 AM**	**8:30 AM**
Volume	**0**	**2**	**401**	**2**	**40**	**8**	**426**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	119	0	2	0	121
12:15 PM	0	0	131	0	3	0	134
12:30 PM	0	0	122	1	0	1	124
12:45 PM	0	0	120	1	3	1	125
1:00 PM	0	0	112	0	2	0	114
1:15 PM	0	0	100	0	5	0	105
1:30 PM	0	1	106	0	2	0	109
1:45 PM	0	1	96	0	1	1	99
2:00 PM	0	0	103	1	3	1	108
2:15 PM	0	1	115	0	5	1	122
2:30 PM	1	0	105	0	0	0	106
2:45 PM	0	0	96	2	2	0	100
3:00 PM	0	1	118	1	1	0	121
3:15 PM	0	1	102	0	0	0	103
3:30 PM	0	0	124	0	1	1	126
3:45 PM	0	0	120	0	0	0	120
4:00 PM	0	0	137	1	4	2	144
4:15 PM	0	0	105	0	2	0	107
4:30 PM	0	0	118	0	1	0	119
4:45 PM	1	1	120	1	1	1	125
5:00 PM	0	2	149	0	0	0	151
5:15 PM	0	0	124	1	0	0	125
5:30 PM	0	0	139	0	0	0	139
5:45 PM	0	0	101	0	2	0	103
6:00 PM	0	0	106	0	1	0	107
6:15 PM	1	0	115	0	0	0	116
6:30 PM	0	0	89	0	0	0	89
6:45 PM	0	0	86	1	0	0	87
7:00 PM	0	0	96	1	0	0	97
7:15 PM	0	5	92	0	0	0	97
7:30 PM	0	0	78	1	1	0	80
7:45 PM	0	0	69	0	0	0	69
8:00 PM	1	0	64	0	0	0	65
8:15 PM	0	0	69	0	0	0	69
8:30 PM	0	0	77	0	0	0	77
8:45 PM	0	1	45	0	0	0	46
9:00 PM	0	0	38	0	0	0	38
9:15 PM	0	0	40	0	0	0	40
9:30 PM	0	0	48	0	0	0	48
9:45 PM	0	0	37	0	0	0	37
10:00 PM	0	0	40	0	0	0	40
10:15 PM	0	0	29	0	0	0	29
10:30 PM	0	0	18	0	0	0	18
10:45 PM	0	0	21	0	0	0	21
11:00 PM	0	0	24	0	0	0	24
11:15 PM	0	0	20	0	0	0	20
11:30 PM	0	0	19	0	0	0	19
11:45 PM	0	0	15	0	0	0	15
PM Total	**4**	**14**	**4117**	**12**	**42**	**9**	**4198**
Percentage	**0.10%**	**0.33%**	**98.07%**	**0.29%**	**1.00%**	**0.21%**	
PM Peak	**1:45 PM**	**6:30 PM**	**4:45 PM**	**2:00 PM**	**12:45 PM**	**1:30 PM**	**4:45 PM**
Volume	**1**	**5**	**532**	**3**	**12**	**3**	**540**
Day Total	**4**	**19**	**6115**	**16**	**153**	**38**	**6345**
Percentage	**0.06%**	**0.30%**	**96.38%**	**0.25%**	**2.41%**	**0.60%**	

Everett Street 1200' east of
Washington St/Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR F**

Direction: **EB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	7	116	7	117	0	0	0	0	0	0	0	0	0	0	7	117
12:15	7	93	6	112	0	0	0	0	0	0	0	0	0	0	7	103
12:30	6	100	7	94	0	0	0	0	0	0	0	0	0	0	7	97
12:45	6	100	2	124	0	0	0	0	0	0	0	0	0	0	4	112
1:00	6	85	11	93	0	0	0	0	0	0	0	0	0	0	9	89
1:15	3	116	1	123	0	0	0	0	0	0	0	0	0	0	2	120
1:30	5	117	3	95	0	0	0	0	0	0	0	0	0	0	4	106
1:45	2	90	4	104	0	0	0	0	0	0	0	0	0	0	3	97
2:00	0	99	2	91	0	0	0	0	0	0	0	0	0	0	1	95
2:15	1	95	0	119	0	0	0	0	0	0	0	0	0	0	1	107
2:30	1	110	3	95	0	0	0	0	0	0	0	0	0	0	2	103
2:45	2	92	4	102	0	0	0	0	0	0	0	0	0	0	3	97
3:00	4	117	8	105	0	0	0	0	0	0	0	0	0	0	6	111
3:15	2	132	3	89	0	0	0	0	0	0	0	0	0	0	3	111
3:30	1	107	7	99	0	0	0	0	0	0	0	0	0	0	4	103
3:45	5	109	1	100	0	0	0	0	0	0	0	0	0	0	3	105
4:00	6	112	3	100	0	0	0	0	0	0	0	0	0	0	5	106
4:15	7	73	7	88	0	0	0	0	0	0	0	0	0	0	7	81
4:30	8	96	9	82	0	0	0	0	0	0	0	0	0	0	9	89
4:45	15	101	13	97	0	0	0	0	0	0	0	0	0	0	14	99
5:00	12	94	18	113	0	0	0	0	0	0	0	0	0	0	15	104
5:15	26	116	32	97	0	0	0	0	0	0	0	0	0	0	29	107
5:30	28	91	28	97	0	0	0	0	0	0	0	0	0	0	28	94
5:45	22	92	22	86	0	0	0	0	0	0	0	0	0	0	22	89
6:00	49	75	51	94	0	0	0	0	0	0	0	0	0	0	50	85
6:15	53	86	69	84	0	0	0	0	0	0	0	0	0	0	61	85
6:30	73	72	76	76	0	0	0	0	0	0	0	0	0	0	75	74
6:45	91	71	98	83	0	0	0	0	0	0	0	0	0	0	95	77
7:00	105	64	97	66	0	0	0	0	0	0	0	0	0	0	101	65
7:15	115	56	103	55	0	0	0	0	0	0	0	0	0	0	109	56
7:30	139	62	147	50	0	0	0	0	0	0	0	0	0	0	143	56
7:45	152	45	167	57	0	0	0	0	0	0	0	0	0	0	160	51
8:00	176	68	117	39	0	0	0	0	0	0	0	0	0	0	147	54
8:15	134	43	133	37	0	0	0	0	0	0	0	0	0	0	134	40
8:30	128	40	155	39	0	0	0	0	0	0	0	0	0	0	142	40
8:45	156	35	119	26	0	0	0	0	0	0	0	0	0	0	138	31
9:00	122	39	111	33	0	0	0	0	0	0	0	0	0	0	117	36
9:15	122	34	100	33	0	0	0	0	0	0	0	0	0	0	111	34
9:30	114	34	97	34	0	0	0	0	0	0	0	0	0	0	106	34
9:45	107	26	90	23	0	0	0	0	0	0	0	0	0	0	99	25
10:00	102	22	111	30	0	0	0	0	0	0	0	0	0	0	107	26
10:15	95	22	112	27	0	0	0	0	0	0	0	0	0	0	104	25
10:30	86	14	96	23	0	0	0	0	0	0	0	0	0	0	91	19
10:45	98	13	86	10	0	0	0	0	0	0	0	0	0	0	92	12
11:00	95	14	88	21	0	0	0	0	0	0	0	0	0	0	92	18
11:15	97	14	106	13	0	0	0	0	0	0	0	0	0	0	102	14
11:30	101	13	124	8	0	0	0	0	0	0	0	0	0	0	113	11
11:45	103	9	108	12	0	0	0	0	0	0	0	0	0	0	106	11
Total	**2795**	**3424**	**2762**	**3395**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2779**	**3410**
Day Total	**6219**		**6157**		**0**		**0**		**0**		**0**		**0**		**6188**	
Peak HR	**7:30 AM**	**3:00 PM**	**7:45 AM**	**12:00 PM**											**7:30 AM**	**3:00 PM**
Volume	**601**	**465**	**572**	**447**											**583**	**429**

Everett Street 1200' east of
Washington St/Clapboardtree St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR F**

Direction: **WB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	16	115	14	121	0	0	0	0	0	0	0	0	0	0	15	118
12:15	5	117	9	134	0	0	0	0	0	0	0	0	0	0	7	126
12:30	11	119	7	124	0	0	0	0	0	0	0	0	0	0	9	122
12:45	6	115	4	125	0	0	0	0	0	0	0	0	0	0	5	120
1:00	5	118	4	114	0	0	0	0	0	0	0	0	0	0	5	116
1:15	5	113	5	105	0	0	0	0	0	0	0	0	0	0	5	109
1:30	6	100	2	109	0	0	0	0	0	0	0	0	0	0	4	105
1:45	4	115	3	99	0	0	0	0	0	0	0	0	0	0	4	107
2:00	6	117	6	108	0	0	0	0	0	0	0	0	0	0	6	113
2:15	3	106	3	122	0	0	0	0	0	0	0	0	0	0	3	114
2:30	2	110	3	106	0	0	0	0	0	0	0	0	0	0	3	108
2:45	2	140	2	100	0	0	0	0	0	0	0	0	0	0	2	120
3:00	2	122	7	121	0	0	0	0	0	0	0	0	0	0	5	122
3:15	5	116	3	103	0	0	0	0	0	0	0	0	0	0	4	110
3:30	3	118	3	126	0	0	0	0	0	0	0	0	0	0	3	122
3:45	3	113	3	120	0	0	0	0	0	0	0	0	0	0	3	117
4:00	3	120	2	144	0	0	0	0	0	0	0	0	0	0	3	132
4:15	2	135	2	107	0	0	0	0	0	0	0	0	0	0	2	121
4:30	2	116	3	119	0	0	0	0	0	0	0	0	0	0	3	118
4:45	5	129	5	125	0	0	0	0	0	0	0	0	0	0	5	127
5:00	9	130	6	151	0	0	0	0	0	0	0	0	0	0	8	141
5:15	11	114	10	125	0	0	0	0	0	0	0	0	0	0	11	120
5:30	15	130	19	139	0	0	0	0	0	0	0	0	0	0	17	135
5:45	36	105	32	103	0	0	0	0	0	0	0	0	0	0	34	104
6:00	28	99	22	107	0	0	0	0	0	0	0	0	0	0	25	103
6:15	25	132	29	116	0	0	0	0	0	0	0	0	0	0	27	124
6:30	49	106	44	89	0	0	0	0	0	0	0	0	0	0	47	98
6:45	55	89	61	87	0	0	0	0	0	0	0	0	0	0	58	88
7:00	76	78	75	97	0	0	0	0	0	0	0	0	0	0	76	88
7:15	71	77	69	97	0	0	0	0	0	0	0	0	0	0	70	87
7:30	73	72	85	80	0	0	0	0	0	0	0	0	0	0	79	76
7:45	99	68	65	69	0	0	0	0	0	0	0	0	0	0	82	69
8:00	95	84	97	65	0	0	0	0	0	0	0	0	0	0	96	75
8:15	108	76	99	69	0	0	0	0	0	0	0	0	0	0	104	73
8:30	112	45	119	77	0	0	0	0	0	0	0	0	0	0	116	61
8:45	123	42	109	46	0	0	0	0	0	0	0	0	0	0	116	44
9:00	85	58	96	38	0	0	0	0	0	0	0	0	0	0	91	48
9:15	97	36	102	40	0	0	0	0	0	0	0	0	0	0	100	38
9:30	100	41	74	48	0	0	0	0	0	0	0	0	0	0	87	45
9:45	89	38	90	37	0	0	0	0	0	0	0	0	0	0	90	38
10:00	89	34	108	40	0	0	0	0	0	0	0	0	0	0	99	37
10:15	68	26	96	29	0	0	0	0	0	0	0	0	0	0	82	28
10:30	80	21	78	18	0	0	0	0	0	0	0	0	0	0	79	20
10:45	88	25	87	21	0	0	0	0	0	0	0	0	0	0	88	23
11:00	79	21	99	24	0	0	0	0	0	0	0	0	0	0	89	23
11:15	88	15	77	20	0	0	0	0	0	0	0	0	0	0	83	18
11:30	102	18	94	19	0	0	0	0	0	0	0	0	0	0	98	19
11:45	102	14	115	15	0	0	0	0	0	0	0	0	0	0	109	15
Total	**2148**	**4148**	**2147**	**4198**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2148**	**4173**
Day Total	**6296**		**6345**		**0**		**0**		**0**		**0**		**0**		**6321**	
Peak HR	**8:00 AM**	**4:15 PM**	**8:30 AM**	**4:45 PM**											**8:00 AM**	**4:45 PM**
Volume	**438**	**510**	**426**	**540**											**431**	**522**

Summer Street
west of High St/Summer St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR G

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

Count Date: Wednesday, August 24, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	7	0	0	0	7
12:15 AM	0	0	6	0	0	0	6
12:30 AM	0	0	1	0	1	0	2
12:45 AM	0	0	0	0	0	1	1
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	2	0	0	1	3
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	1	0	0	0	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	1	1
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	2	0	0	0	2
4:15 AM	0	0	1	0	1	0	2
4:30 AM	0	0	4	0	0	0	4
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	5	0	0	1	6
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	7	0	1	0	8
5:45 AM	0	0	6	0	0	0	6
6:00 AM	0	0	7	0	0	0	7
6:15 AM	0	0	24	0	0	0	24
6:30 AM	1	1	21	0	1	0	24
6:45 AM	3	0	23	0	0	0	26
7:00 AM	1	0	47	0	2	1	51
7:15 AM	0	0	49	1	2	2	54
7:30 AM	0	0	65	0	0	0	65
7:45 AM	0	0	63	1	2	0	66
8:00 AM	0	0	60	0	3	0	63
8:15 AM	1	0	58	0	3	1	63
8:30 AM	0	0	91	0	1	0	92
8:45 AM	0	0	66	0	5	1	72
9:00 AM	0	0	62	0	2	1	65
9:15 AM	0	0	65	0	5	0	70
9:30 AM	0	1	81	0	3	0	85
9:45 AM	0	0	64	0	4	1	69
10:00 AM	1	0	53	0	5	1	60
10:15 AM	0	0	53	0	2	0	55
10:30 AM	1	0	64	0	5	1	71
10:45 AM	1	0	46	0	0	0	47
11:00 AM	0	2	40	0	4	0	46
11:15 AM	0	0	56	0	0	0	56
11:30 AM	1	0	50	0	3	0	54
11:45 AM	0	0	60	0	2	1	63
AM Total	**10**	**4**	**1317**	**2**	**57**	**14**	**1404**
Percentage	**0.71%**	**0.28%**	**93.80%**	**0.14%**	**4.06%**	**1.00%**	
AM Peak	**6:15 AM**	**10:15 AM**	**8:30 AM**	**7:00 AM**	**9:15 AM**	**6:30 AM**	**8:30 AM**
Volume	**5**	**2**	**284**	**2**	**17**	**3**	**299**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	46	0	8	0	54
12:15 PM	0	0	53	0	1	1	55
12:30 PM	0	0	64	0	4	0	68
12:45 PM	0	0	52	0	6	0	58
1:00 PM	0	0	67	0	3	0	70
1:15 PM	0	0	53	0	2	1	56
1:30 PM	0	1	55	0	6	0	62
1:45 PM	1	0	74	0	2	0	77
2:00 PM	2	0	61	0	4	0	67
2:15 PM	0	0	59	0	8	0	67
2:30 PM	1	0	58	0	2	1	62
2:45 PM	0	0	76	0	1	0	77
3:00 PM	0	0	94	0	3	1	98
3:15 PM	0	0	86	0	3	1	90
3:30 PM	0	1	90	0	2	1	94
3:45 PM	1	0	95	0	6	2	104
4:00 PM	0	0	81	0	2	0	83
4:15 PM	0	0	91	0	3	1	95
4:30 PM	0	1	98	0	4	1	104
4:45 PM	1	0	78	0	1	1	81
5:00 PM	0	0	102	0	4	0	106
5:15 PM	0	0	112	0	1	0	113
5:30 PM	2	0	87	0	2	1	92
5:45 PM	0	0	70	0	4	1	75
6:00 PM	0	0	63	0	2	2	67
6:15 PM	0	0	46	1	0	0	47
6:30 PM	0	1	29	0	0	1	31
6:45 PM	0	0	44	0	0	0	44
7:00 PM	0	2	34	0	1	0	37
7:15 PM	1	0	43	0	0	0	44
7:30 PM	0	0	32	0	2	1	35
7:45 PM	0	0	25	0	1	0	26
8:00 PM	0	2	27	0	2	1	32
8:15 PM	0	0	31	0	0	0	31
8:30 PM	0	0	19	0	0	0	19
8:45 PM	0	0	12	0	0	1	13
9:00 PM	0	0	13	0	0	0	13
9:15 PM	0	0	14	0	1	0	15
9:30 PM	0	0	8	0	0	0	8
9:45 PM	0	0	8	0	1	0	9
10:00 PM	0	0	10	0	0	0	10
10:15 PM	0	0	9	0	0	0	9
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	4	0	0	0	4
11:00 PM	0	0	11	0	0	0	11
11:15 PM	0	0	3	0	0	1	4
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	1	0	1	0	2
PM Total	**9**	**8**	**2294**	**1**	**93**	**20**	**2425**
Percentage	**0.37%**	**0.33%**	**94.60%**	**0.04%**	**3.84%**	**0.82%**	
PM Peak	**1:45 PM**	**6:15 PM**	**4:30 PM**	**5:30 PM**	**1:30 PM**	**3:00 PM**	**4:30 PM**
Volume	**4**	**3**	**390**	**1**	**20**	**5**	**404**
Day Total	**19**	**12**	**3611**	**3**	**150**	**34**	**3829**
Percentage	**0.50%**	**0.31%**	**94.31%**	**0.08%**	**3.92%**	**0.89%**	

Summer Street
west of High St/Summer St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR G

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

Count Date: Thursday, August 25, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	6	0	0	0	6
12:15 AM	0	0	2	0	0	0	2
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	2	0	0	0	2
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	1	2
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	1	0	2
3:00 AM	0	0	1	0	0	0	1
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	2	0	0	0	2
5:15 AM	0	0	4	0	0	1	5
5:30 AM	0	0	7	0	1	0	8
5:45 AM	0	0	9	0	1	0	10
6:00 AM	0	0	6	0	0	0	6
6:15 AM	0	0	22	0	1	0	23
6:30 AM	0	0	17	0	0	0	17
6:45 AM	0	0	31	0	4	0	35
7:00 AM	0	0	46	0	0	0	46
7:15 AM	2	0	58	0	1	1	62
7:30 AM	0	0	83	1	4	1	89
7:45 AM	1	0	59	0	5	0	65
8:00 AM	0	0	54	0	1	0	55
8:15 AM	0	0	68	0	1	0	69
8:30 AM	0	1	66	0	5	0	72
8:45 AM	0	0	80	0	3	0	83
9:00 AM	0	0	57	0	4	0	61
9:15 AM	0	0	68	0	4	1	73
9:30 AM	0	0	68	0	2	2	72
9:45 AM	0	0	58	0	6	0	64
10:00 AM	1	0	50	0	3	1	55
10:15 AM	0	0	57	0	5	1	63
10:30 AM	2	0	47	0	2	0	51
10:45 AM	0	0	58	0	3	0	61
11:00 AM	0	0	46	0	1	1	48
11:15 AM	0	1	49	0	6	0	56
11:30 AM	0	0	50	1	3	0	54
11:45 AM	0	0	64	1	6	1	72
AM Total	**6**	**2**	**1306**	**3**	**73**	**11**	**1401**
Percentage	**0.43%**	**0.14%**	**93.22%**	**0.21%**	**5.21%**	**0.79%**	
AM Peak	**7:00 AM**	**7:45 AM**	**8:45 AM**	**11:00 AM**	**8:30 AM**	**9:15 AM**	**8:30 AM**
Volume	**3**	**1**	**273**	**2**	**16**	**4**	**289**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	51	0	4	1	56
12:15 PM	0	0	57	0	1	1	59
12:30 PM	1	0	42	0	3	0	46
12:45 PM	2	0	71	0	0	2	75
1:00 PM	0	0	49	0	3	0	52
1:15 PM	0	0	48	0	2	1	51
1:30 PM	0	0	55	0	3	0	58
1:45 PM	0	0	47	0	2	1	50
2:00 PM	0	0	50	0	4	0	54
2:15 PM	0	0	69	0	3	3	75
2:30 PM	0	0	71	0	4	0	75
2:45 PM	0	0	70	0	6	3	79
3:00 PM	0	1	79	0	2	1	83
3:15 PM	1	0	88	0	4	0	93
3:30 PM	0	0	84	0	6	0	90
3:45 PM	0	1	99	0	3	0	103
4:00 PM	0	1	91	0	5	3	100
4:15 PM	0	0	92	0	3	0	95
4:30 PM	0	1	86	0	2	0	89
4:45 PM	0	0	74	0	2	2	78
5:00 PM	1	0	97	0	2	0	100
5:15 PM	0	0	99	0	4	0	103
5:30 PM	0	0	65	0	4	2	71
5:45 PM	1	1	85	0	3	1	91
6:00 PM	0	0	54	0	1	0	55
6:15 PM	0	1	55	0	2	0	58
6:30 PM	0	1	44	0	0	1	46
6:45 PM	1	0	39	0	0	0	40
7:00 PM	0	1	37	0	0	0	38
7:15 PM	0	0	32	0	0	0	32
7:30 PM	0	0	41	0	1	0	42
7:45 PM	0	0	29	0	0	1	30
8:00 PM	0	0	29	0	1	0	30
8:15 PM	0	0	32	0	1	0	33
8:30 PM	0	0	18	0	0	0	18
8:45 PM	0	0	21	0	0	0	21
9:00 PM	0	0	14	0	1	0	15
9:15 PM	0	0	15	0	0	0	15
9:30 PM	0	0	16	0	0	0	16
9:45 PM	0	0	7	0	0	0	7
10:00 PM	0	0	8	0	0	0	8
10:15 PM	0	0	10	0	0	0	10
10:30 PM	0	0	5	0	1	0	6
10:45 PM	0	0	11	0	0	1	12
11:00 PM	0	0	7	0	0	0	7
11:15 PM	0	0	6	0	0	0	6
11:30 PM	0	0	6	0	0	0	6
11:45 PM	0	0	4	0	0	0	4
PM Total	**7**	**8**	**2259**	**0**	**83**	**24**	**2381**
Percentage	**0.29%**	**0.34%**	**94.88%**	**0.00%**	**3.49%**	**1.01%**	
PM Peak	**12:00 PM**	**3:45 PM**	**3:45 PM**	**12:00 PM**	**2:45 PM**	**2:15 PM**	**3:30 PM**
Volume	**3**	**3**	**368**	**0**	**18**	**7**	**388**
Day Total	**13**	**10**	**3565**	**3**	**156**	**35**	**3782**
Percentage	**0.34%**	**0.26%**	**94.26%**	**0.08%**	**4.12%**	**0.93%**	

Summer Street
west of High St/Summer St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR G

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

Count Date: Wednesday, August 24, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	1	0	1	0	2
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	2	0	0	0	2
1:15 AM	0	0	0	0	0	1	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	1	1
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	3	0	0	0	3
4:15 AM	0	0	1	0	0	1	2
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	4	0	0	0	4
5:15 AM	0	0	10	0	0	0	10
5:30 AM	0	0	10	0	1	0	11
5:45 AM	1	0	6	0	0	0	7
6:00 AM	1	0	17	0	0	0	18
6:15 AM	0	0	16	0	0	0	16
6:30 AM	0	0	25	0	1	1	27
6:45 AM	0	0	27	0	1	0	28
7:00 AM	2	0	31	0	3	3	39
7:15 AM	0	0	22	0	2	2	26
7:30 AM	0	0	46	0	1	1	48
7:45 AM	0	0	45	0	3	0	48
8:00 AM	0	0	40	0	1	1	42
8:15 AM	0	0	55	0	2	2	59
8:30 AM	0	1	52	0	1	0	54
8:45 AM	0	0	46	0	2	2	50
9:00 AM	0	0	37	0	1	3	41
9:15 AM	0	0	42	0	2	1	45
9:30 AM	0	0	39	0	8	0	47
9:45 AM	0	0	34	0	0	0	34
10:00 AM	0	0	42	0	7	0	49
10:15 AM	0	0	31	0	4	0	35
10:30 AM	0	0	32	0	1	0	33
10:45 AM	2	0	27	0	5	0	34
11:00 AM	0	0	37	0	2	1	40
11:15 AM	0	0	25	0	3	1	29
11:30 AM	1	0	35	0	6	0	42
11:45 AM	0	0	46	0	3	1	50
AM Total	**7**	**1**	**896**	**0**	**61**	**22**	**987**
Percentage	**0.71%**	**0.10%**	**90.78%**	**0.00%**	**6.18%**	**2.23%**	
AM Peak	**10:45 AM**	**7:45 AM**	**8:00 AM**	**12:00 AM**	**9:30 AM**	**8:15 AM**	**8:00 AM**
Volume	**3**	**1**	**193**	**0**	**19**	**7**	**205**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	38	0	2	0	41
12:15 PM	0	1	24	0	2	1	28
12:30 PM	1	0	35	0	1	0	37
12:45 PM	0	0	25	0	2	0	27
1:00 PM	2	0	38	0	0	0	40
1:15 PM	0	0	38	0	3	0	41
1:30 PM	0	0	43	0	2	1	46
1:45 PM	2	0	38	0	1	1	42
2:00 PM	0	0	32	0	1	0	33
2:15 PM	0	0	26	0	2	1	29
2:30 PM	0	0	32	0	1	1	34
2:45 PM	0	0	32	0	1	0	33
3:00 PM	0	0	39	0	1	0	40
3:15 PM	0	0	23	0	0	0	23
3:30 PM	1	0	34	0	0	0	35
3:45 PM	1	0	34	1	1	0	37
4:00 PM	1	0	32	0	1	2	36
4:15 PM	0	0	29	0	1	1	31
4:30 PM	0	1	30	0	1	0	32
4:45 PM	0	0	25	0	0	0	25
5:00 PM	1	0	29	0	1	0	31
5:15 PM	1	0	28	0	0	1	30
5:30 PM	0	0	31	0	0	0	31
5:45 PM	0	0	17	0	0	1	18
6:00 PM	0	0	21	0	0	0	21
6:15 PM	0	0	37	0	0	0	37
6:30 PM	1	1	29	0	0	0	31
6:45 PM	2	3	24	0	0	0	29
7:00 PM	0	0	27	0	0	1	28
7:15 PM	0	0	19	0	1	1	21
7:30 PM	0	0	22	0	1	0	23
7:45 PM	0	0	19	0	0	0	19
8:00 PM	0	0	15	0	0	0	15
8:15 PM	0	0	19	0	0	0	19
8:30 PM	0	0	22	0	1	0	23
8:45 PM	0	0	14	0	0	0	14
9:00 PM	0	0	17	0	0	0	17
9:15 PM	0	0	10	0	0	0	10
9:30 PM	0	0	12	0	0	0	12
9:45 PM	0	0	9	0	0	0	9
10:00 PM	0	0	7	0	0	0	7
10:15 PM	0	0	2	0	0	1	3
10:30 PM	0	0	13	0	1	0	14
10:45 PM	0	0	4	0	0	0	4
11:00 PM	0	0	5	0	0	0	5
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	1	0	0	0	1
11:45 PM	0	0	2	0	0	0	2
PM Total	**13**	**7**	**1104**	**1**	**28**	**13**	**1166**
Percentage	**1.11%**	**0.60%**	**94.68%**	**0.09%**	**2.40%**	**1.11%**	
PM Peak	**1:00 PM**	**6:00 PM**	**1:00 PM**	**3:00 PM**	**12:00 PM**	**1:30 PM**	**1:00 PM**
Volume	**4**	**4**	**157**	**1**	**7**	**3**	**169**
Day Total	**20**	**8**	**2000**	**1**	**89**	**35**	**2153**
Percentage	**0.93%**	**0.37%**	**92.89%**	**0.05%**	**4.13%**	**1.63%**	

Summer Street
west of High St/Summer St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR G

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

Count Date: Thursday, August 25, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	4	0	0	0	4
12:15 AM	0	0	3	0	0	0	3
12:30 AM	0	0	3	0	0	0	3
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	1	2
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	0	0	1	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	1
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	4	0	0	0	4
5:00 AM	0	0	6	0	0	0	6
5:15 AM	0	0	7	0	0	0	7
5:30 AM	0	0	11	0	0	0	11
5:45 AM	0	0	10	0	1	0	11
6:00 AM	1	0	12	0	0	0	13
6:15 AM	0	0	21	0	2	0	23
6:30 AM	0	0	20	0	0	1	21
6:45 AM	4	0	26	0	2	2	34
7:00 AM	0	0	27	0	2	0	29
7:15 AM	0	1	35	0	0	0	36
7:30 AM	0	0	39	1	1	0	41
7:45 AM	0	0	48	0	2	1	51
8:00 AM	0	0	45	0	0	2	47
8:15 AM	0	0	49	0	3	1	53
8:30 AM	0	1	53	0	1	1	56
8:45 AM	1	0	52	0	4	1	58
9:00 AM	1	0	38	0	2	1	42
9:15 AM	0	0	31	0	2	1	34
9:30 AM	0	0	34	0	4	0	38
9:45 AM	0	0	29	0	0	1	30
10:00 AM	0	0	37	1	4	0	42
10:15 AM	1	0	33	0	7	0	41
10:30 AM	1	0	35	0	2	1	39
10:45 AM	1	0	33	0	1	1	36
11:00 AM	0	0	40	0	4	1	45
11:15 AM	0	0	18	0	0	0	18
11:30 AM	1	0	41	0	1	6	49
11:45 AM	0	0	29	0	4	0	33
AM Total	**11**	**2**	**879**	**2**	**50**	**23**	**967**
Percentage	**1.14%**	**0.21%**	**90.90%**	**0.21%**	**5.17%**	**2.38%**	
AM Peak	**6:00 AM**	**6:30 AM**	**8:00 AM**	**6:45 AM**	**9:30 AM**	**10:45 AM**	**8:00 AM**
Volume	**5**	**1**	**199**	**1**	**15**	**8**	**214**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	32	0	2	0	34
12:15 PM	0	0	43	0	5	0	48
12:30 PM	0	0	39	0	0	0	39
12:45 PM	0	1	34	0	3	0	38
1:00 PM	0	0	44	0	0	0	44
1:15 PM	0	0	33	0	1	0	34
1:30 PM	1	0	31	0	3	1	36
1:45 PM	0	0	39	0	0	0	39
2:00 PM	0	0	40	0	2	2	44
2:15 PM	0	0	24	0	2	1	27
2:30 PM	0	0	36	0	1	0	37
2:45 PM	0	0	37	0	0	0	37
3:00 PM	0	0	39	0	3	0	42
3:15 PM	0	0	42	0	0	0	42
3:30 PM	0	0	37	0	2	0	39
3:45 PM	0	0	28	0	0	0	28
4:00 PM	0	0	30	0	0	1	31
4:15 PM	0	0	30	0	1	1	32
4:30 PM	0	0	29	0	0	0	29
4:45 PM	0	0	32	0	1	0	33
5:00 PM	0	0	30	0	0	0	30
5:15 PM	0	0	25	0	0	0	25
5:30 PM	1	0	26	0	0	1	28
5:45 PM	0	0	26	0	0	0	26
6:00 PM	0	0	23	0	0	0	23
6:15 PM	0	0	28	0	0	0	28
6:30 PM	0	0	26	0	0	0	26
6:45 PM	0	0	25	0	0	0	25
7:00 PM	0	0	16	0	1	1	18
7:15 PM	0	1	23	0	1	0	25
7:30 PM	0	0	23	0	0	0	23
7:45 PM	0	0	23	0	0	0	23
8:00 PM	0	0	15	0	1	0	16
8:15 PM	0	0	10	0	0	0	10
8:30 PM	0	0	15	0	1	0	16
8:45 PM	0	1	22	0	0	0	23
9:00 PM	0	0	11	0	0	0	11
9:15 PM	0	0	13	0	0	0	13
9:30 PM	0	1	9	0	0	0	10
9:45 PM	0	0	8	0	0	0	8
10:00 PM	0	0	5	0	1	1	7
10:15 PM	0	0	6	0	0	0	6
10:30 PM	0	0	8	0	0	0	8
10:45 PM	0	0	5	0	0	0	5
11:00 PM	0	1	8	0	0	0	9
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	2	0	0	0	2
11:45 PM	0	0	5	0	0	0	5
PM Total	**2**	**5**	**1137**	**0**	**31**	**9**	**1184**
Percentage	**0.17%**	**0.42%**	**96.03%**	**0.00%**	**2.62%**	**0.76%**	
PM Peak	**12:45 PM**	**8:45 PM**	**12:15 PM**	**12:00 PM**	**12:00 PM**	**1:30 PM**	**12:15 PM**
Volume	**1**	**2**	**160**	**0**	**10**	**4**	**169**
Day Total	**13**	**7**	**2016**	**2**	**81**	**32**	**2151**
Percentage	**0.60%**	**0.33%**	**93.72%**	**0.09%**	**3.77%**	**1.49%**	

Summer Street
west of High St/Summer St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR G**

Direction: **EB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	7	54	6	56	0	0	0	0	0	0	0	0	0	0	7	55
12:15	6	55	2	59	0	0	0	0	0	0	0	0	0	0	4	57
12:30	2	68	1	46	0	0	0	0	0	0	0	0	0	0	2	57
12:45	1	58	1	75	0	0	0	0	0	0	0	0	0	0	1	67
1:00	1	70	0	52	0	0	0	0	0	0	0	0	0	0	1	61
1:15	0	56	2	51	0	0	0	0	0	0	0	0	0	0	1	54
1:30	0	62	0	58	0	0	0	0	0	0	0	0	0	0	0	60
1:45	1	77	0	50	0	0	0	0	0	0	0	0	0	0	1	64
2:00	3	67	2	54	0	0	0	0	0	0	0	0	0	0	3	61
2:15	1	67	0	75	0	0	0	0	0	0	0	0	0	0	1	71
2:30	2	62	0	75	0	0	0	0	0	0	0	0	0	0	1	69
2:45	1	77	2	79	0	0	0	0	0	0	0	0	0	0	2	78
3:00	0	98	1	83	0	0	0	0	0	0	0	0	0	0	1	91
3:15	0	90	0	93	0	0	0	0	0	0	0	0	0	0	0	92
3:30	1	94	0	90	0	0	0	0	0	0	0	0	0	0	1	92
3:45	1	104	2	103	0	0	0	0	0	0	0	0	0	0	2	104
4:00	2	83	1	100	0	0	0	0	0	0	0	0	0	0	2	92
4:15	2	95	1	95	0	0	0	0	0	0	0	0	0	0	2	95
4:30	4	104	3	89	0	0	0	0	0	0	0	0	0	0	4	97
4:45	0	81	0	78	0	0	0	0	0	0	0	0	0	0	0	80
5:00	6	106	2	100	0	0	0	0	0	0	0	0	0	0	4	103
5:15	1	113	5	103	0	0	0	0	0	0	0	0	0	0	3	108
5:30	8	92	8	71	0	0	0	0	0	0	0	0	0	0	8	82
5:45	6	75	10	91	0	0	0	0	0	0	0	0	0	0	8	83
6:00	7	67	6	55	0	0	0	0	0	0	0	0	0	0	7	61
6:15	24	47	23	58	0	0	0	0	0	0	0	0	0	0	24	53
6:30	24	31	17	46	0	0	0	0	0	0	0	0	0	0	21	39
6:45	26	44	35	40	0	0	0	0	0	0	0	0	0	0	31	42
7:00	51	37	46	38	0	0	0	0	0	0	0	0	0	0	49	38
7:15	54	44	62	32	0	0	0	0	0	0	0	0	0	0	58	38
7:30	65	35	89	42	0	0	0	0	0	0	0	0	0	0	77	39
7:45	66	26	65	30	0	0	0	0	0	0	0	0	0	0	66	28
8:00	63	32	55	30	0	0	0	0	0	0	0	0	0	0	59	31
8:15	63	31	69	33	0	0	0	0	0	0	0	0	0	0	66	32
8:30	92	19	72	18	0	0	0	0	0	0	0	0	0	0	82	19
8:45	72	13	83	21	0	0	0	0	0	0	0	0	0	0	78	17
9:00	65	13	61	15	0	0	0	0	0	0	0	0	0	0	63	14
9:15	70	15	73	15	0	0	0	0	0	0	0	0	0	0	72	15
9:30	85	8	72	16	0	0	0	0	0	0	0	0	0	0	79	12
9:45	69	9	64	7	0	0	0	0	0	0	0	0	0	0	67	8
10:00	60	10	55	8	0	0	0	0	0	0	0	0	0	0	58	9
10:15	55	9	63	10	0	0	0	0	0	0	0	0	0	0	59	10
10:30	71	2	51	6	0	0	0	0	0	0	0	0	0	0	61	4
10:45	47	4	61	12	0	0	0	0	0	0	0	0	0	0	54	8
11:00	46	11	48	7	0	0	0	0	0	0	0	0	0	0	47	9
11:15	56	4	56	6	0	0	0	0	0	0	0	0	0	0	56	5
11:30	54	4	54	6	0	0	0	0	0	0	0	0	0	0	54	5
11:45	63	2	72	4	0	0	0	0	0	0	0	0	0	0	68	3
Total	**1404**	**2425**	**1401**	**2381**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1403**	**2403**
Day Total	**3829**		**3782**		**0**		**0**		**0**		**0**		**0**		**3806**	
Peak HR	**8:30 AM**	**4:30 PM**	**8:30 AM**	**3:30 PM**											**8:30 AM**	**4:30 PM**
Volume	**299**	**404**	**289**	**388**											**294**	**387**

Summer Street
west of High St/Summer St
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR G**

Direction: **WB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	2	41	4	34	0	0	0	0	0	0	0	0	0	0	3	38
12:15	1	28	3	48	0	0	0	0	0	0	0	0	0	0	2	38
12:30	1	37	3	39	0	0	0	0	0	0	0	0	0	0	2	38
12:45	1	27	2	38	0	0	0	0	0	0	0	0	0	0	2	33
1:00	2	40	0	44	0	0	0	0	0	0	0	0	0	0	1	42
1:15	1	41	2	34	0	0	0	0	0	0	0	0	0	0	2	38
1:30	0	46	0	36	0	0	0	0	0	0	0	0	0	0	0	41
1:45	2	42	0	39	0	0	0	0	0	0	0	0	0	0	1	41
2:00	1	33	1	44	0	0	0	0	0	0	0	0	0	0	1	39
2:15	1	29	1	27	0	0	0	0	0	0	0	0	0	0	1	28
2:30	0	34	0	37	0	0	0	0	0	0	0	0	0	0	0	36
2:45	1	33	0	37	0	0	0	0	0	0	0	0	0	0	1	35
3:00	0	40	0	42	0	0	0	0	0	0	0	0	0	0	0	41
3:15	0	23	1	42	0	0	0	0	0	0	0	0	0	0	1	33
3:30	0	35	0	39	0	0	0	0	0	0	0	0	0	0	0	37
3:45	0	37	0	28	0	0	0	0	0	0	0	0	0	0	0	33
4:00	3	36	1	31	0	0	0	0	0	0	0	0	0	0	2	34
4:15	2	31	0	32	0	0	0	0	0	0	0	0	0	0	1	32
4:30	1	32	1	29	0	0	0	0	0	0	0	0	0	0	1	31
4:45	2	25	4	33	0	0	0	0	0	0	0	0	0	0	3	29
5:00	4	31	6	30	0	0	0	0	0	0	0	0	0	0	5	31
5:15	10	30	7	25	0	0	0	0	0	0	0	0	0	0	9	28
5:30	11	31	11	28	0	0	0	0	0	0	0	0	0	0	11	30
5:45	7	18	11	26	0	0	0	0	0	0	0	0	0	0	9	22
6:00	18	21	13	23	0	0	0	0	0	0	0	0	0	0	16	22
6:15	16	37	23	28	0	0	0	0	0	0	0	0	0	0	20	33
6:30	27	31	21	26	0	0	0	0	0	0	0	0	0	0	24	29
6:45	28	29	34	25	0	0	0	0	0	0	0	0	0	0	31	27
7:00	39	28	29	18	0	0	0	0	0	0	0	0	0	0	34	23
7:15	26	21	36	25	0	0	0	0	0	0	0	0	0	0	31	23
7:30	48	23	41	23	0	0	0	0	0	0	0	0	0	0	45	23
7:45	48	19	51	23	0	0	0	0	0	0	0	0	0	0	50	21
8:00	42	15	47	16	0	0	0	0	0	0	0	0	0	0	45	16
8:15	59	19	53	10	0	0	0	0	0	0	0	0	0	0	56	15
8:30	54	23	56	16	0	0	0	0	0	0	0	0	0	0	55	20
8:45	50	14	58	23	0	0	0	0	0	0	0	0	0	0	54	19
9:00	41	17	42	11	0	0	0	0	0	0	0	0	0	0	42	14
9:15	45	10	34	13	0	0	0	0	0	0	0	0	0	0	40	12
9:30	47	12	38	10	0	0	0	0	0	0	0	0	0	0	43	11
9:45	34	9	30	8	0	0	0	0	0	0	0	0	0	0	32	9
10:00	49	7	42	7	0	0	0	0	0	0	0	0	0	0	46	7
10:15	35	3	41	6	0	0	0	0	0	0	0	0	0	0	38	5
10:30	33	14	39	8	0	0	0	0	0	0	0	0	0	0	36	11
10:45	34	4	36	5	0	0	0	0	0	0	0	0	0	0	35	5
11:00	40	5	45	9	0	0	0	0	0	0	0	0	0	0	43	7
11:15	29	2	18	2	0	0	0	0	0	0	0	0	0	0	24	2
11:30	42	1	49	2	0	0	0	0	0	0	0	0	0	0	46	2
11:45	50	2	33	5	0	0	0	0	0	0	0	0	0	0	42	4
Total	**987**	**1166**	**967**	**1184**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**977**	**1175**
Day Total	**2153**		**2151**		**0**		**0**		**0**		**0**		**0**		**2152**	
Peak HR	**8:00 AM**	**1:00 PM**	**8:00 AM**	**12:15 PM**											**8:00 AM**	**1:00 PM**
Volume	**205**	**169**	**214**	**169**											**210**	**161**

Route 1
850' north of Everett Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR H

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

Count Date: Wednesday, August 24, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	29	0	1	1	31
12:15 AM	0	0	13	0	0	1	14
12:30 AM	0	0	11	0	1	1	13
12:45 AM	0	0	11	0	0	2	13
1:00 AM	0	0	11	0	0	0	11
1:15 AM	0	0	8	0	0	0	8
1:30 AM	0	0	13	0	0	3	16
1:45 AM	0	0	10	0	1	2	13
2:00 AM	0	0	1	0	0	0	1
2:15 AM	0	0	4	0	1	1	6
2:30 AM	0	0	8	0	0	0	8
2:45 AM	0	0	9	0	0	1	10
3:00 AM	0	0	13	0	0	2	15
3:15 AM	0	0	11	0	0	1	12
3:30 AM	0	0	10	0	1	1	12
3:45 AM	0	0	10	0	2	3	15
4:00 AM	0	0	21	0	1	0	22
4:15 AM	0	0	26	0	1	2	29
4:30 AM	0	0	30	0	1	1	32
4:45 AM	0	0	58	0	1	2	61
5:00 AM	0	0	72	0	1	2	75
5:15 AM	0	0	131	0	5	1	137
5:30 AM	0	0	172	1	7	3	183
5:45 AM	0	1	256	0	7	3	267
6:00 AM	0	0	347	0	16	2	365
6:15 AM	0	1	429	0	10	6	446
6:30 AM	0	0	354	1	15	4	374
6:45 AM	0	0	387	0	13	2	402
7:00 AM	0	0	351	0	44	7	402
7:15 AM	0	0	356	0	25	14	395
7:30 AM	0	0	379	0	36	3	418
7:45 AM	0	0	401	0	26	9	436
8:00 AM	0	0	406	1	17	6	430
8:15 AM	0	0	388	0	17	9	414
8:30 AM	0	0	378	0	13	5	396
8:45 AM	0	1	365	0	14	4	384
9:00 AM	0	0	353	2	22	2	379
9:15 AM	0	0	355	0	66	3	424
9:30 AM	0	0	313	0	32	10	355
9:45 AM	0	0	326	1	18	7	352
10:00 AM	0	0	346	1	16	6	369
10:15 AM	0	0	359	1	12	3	375
10:30 AM	0	1	319	2	14	7	343
10:45 AM	0	0	314	0	21	2	337
11:00 AM	0	0	321	0	17	3	341
11:15 AM	0	0	362	0	9	5	376
11:30 AM	0	1	374	0	17	0	392
11:45 AM	0	2	357	1	11	5	376
AM Total	**0**	**7**	**9578**	**11**	**532**	**157**	**10285**
Percentage	**0.00%**	**0.07%**	**93.13%**	**0.11%**	**5.17%**	**1.53%**	
AM Peak	**12:00 AM**	**11:00 AM**	**7:30 AM**	**9:45 AM**	**9:00 AM**	**7:00 AM**	**7:30 AM**
Volume	**0**	**3**	**1574**	**5**	**138**	**33**	**1698**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	360	1	10	8	379
12:15 PM	1	0	421	2	8	4	436
12:30 PM	0	2	380	0	10	8	400
12:45 PM	0	0	381	0	10	5	396
1:00 PM	0	0	356	0	7	8	371
1:15 PM	0	2	390	1	10	7	410
1:30 PM	0	0	357	0	8	5	370
1:45 PM	0	0	372	0	13	8	393
2:00 PM	0	0	376	1	7	0	384
2:15 PM	0	1	396	0	15	4	416
2:30 PM	0	0	358	2	12	2	374
2:45 PM	0	0	351	0	6	0	357
3:00 PM	0	2	345	2	4	3	356
3:15 PM	0	1	335	0	3	2	341
3:30 PM	0	0	338	0	6	1	345
3:45 PM	0	1	313	0	3	1	318
4:00 PM	0	0	363	0	8	1	372
4:15 PM	0	0	343	2	5	2	352
4:30 PM	0	1	354	0	5	0	360
4:45 PM	0	1	346	0	5	3	355
5:00 PM	0	0	370	0	3	1	374
5:15 PM	0	0	374	1	7	2	384
5:30 PM	0	3	324	0	6	0	333
5:45 PM	0	2	314	1	3	0	320
6:00 PM	0	0	306	0	4	1	311
6:15 PM	0	0	274	0	0	0	274
6:30 PM	0	0	309	0	3	0	312
6:45 PM	0	0	268	0	1	2	271
7:00 PM	0	0	258	1	6	2	267
7:15 PM	0	0	246	0	3	1	250
7:30 PM	0	0	219	0	2	1	222
7:45 PM	0	0	218	0	4	1	223
8:00 PM	0	2	217	0	1	0	220
8:15 PM	0	0	185	0	1	2	188
8:30 PM	0	0	143	0	0	3	146
8:45 PM	0	0	141	0	3	0	144
9:00 PM	0	0	150	1	2	0	153
9:15 PM	0	3	128	0	1	0	132
9:30 PM	0	1	125	1	1	7	135
9:45 PM	0	0	79	1	1	1	82
10:00 PM	0	0	85	0	1	2	88
10:15 PM	0	0	66	0	2	1	69
10:30 PM	0	0	61	0	2	2	65
10:45 PM	0	0	51	0	1	0	52
11:00 PM	0	0	37	0	0	1	38
11:15 PM	0	0	48	0	2	0	50
11:30 PM	0	0	39	0	1	2	42
11:45 PM	0	0	33	0	0	1	34
PM Total	**1**	**22**	**12303**	**17**	**216**	**105**	**12664**
Percentage	**0.01%**	**0.17%**	**97.15%**	**0.13%**	**1.71%**	**0.83%**	
PM Peak	**12:00 PM**	**5:00 PM**	**12:00 PM**	**2:15 PM**	**1:45 PM**	**12:30 PM**	**12:00 PM**
Volume	**1**	**5**	**1542**	**4**	**47**	**28**	**1611**
Day Total	**1**	**29**	**21881**	**28**	**748**	**262**	**22949**
Percentage	**0.00%**	**0.13%**	**95.35%**	**0.12%**	**3.26%**	**1.14%**	

Route 1
850' north of Everett Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR H

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

Count Date: Thursday, August 25, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	33	0	0	1	34
12:15 AM	0	0	25	0	0	0	25
12:30 AM	0	0	23	0	0	3	26
12:45 AM	0	0	18	0	1	0	19
1:00 AM	0	0	16	0	0	2	18
1:15 AM	0	0	20	0	1	0	21
1:30 AM	0	0	8	0	0	2	10
1:45 AM	0	0	11	0	1	2	14
2:00 AM	0	0	8	0	0	0	8
2:15 AM	0	0	3	0	2	0	5
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	6	0	1	1	8
3:00 AM	0	0	10	0	2	0	12
3:15 AM	0	0	12	0	1	0	13
3:30 AM	0	0	10	0	3	0	13
3:45 AM	0	0	13	0	2	2	17
4:00 AM	0	0	20	0	1	0	21
4:15 AM	0	0	20	0	4	6	30
4:30 AM	0	0	30	0	2	1	33
4:45 AM	0	0	49	0	2	2	53
5:00 AM	0	0	87	0	2	1	90
5:15 AM	0	1	128	1	5	3	138
5:30 AM	0	0	177	0	10	3	190
5:45 AM	0	1	277	0	9	5	292
6:00 AM	0	2	350	0	15	6	373
6:15 AM	0	2	368	0	24	3	397
6:30 AM	0	0	415	1	12	3	431
6:45 AM	0	1	393	0	18	2	414
7:00 AM	0	0	366	1	34	6	407
7:15 AM	0	0	348	0	25	6	379
7:30 AM	0	1	381	0	34	8	424
7:45 AM	0	0	346	0	26	3	375
8:00 AM	0	0	374	1	11	3	389
8:15 AM	0	0	388	0	20	6	414
8:30 AM	0	0	345	2	20	8	375
8:45 AM	0	1	323	0	22	5	351
9:00 AM	0	2	373	0	36	2	413
9:15 AM	0	1	281	1	67	6	356
9:30 AM	0	0	306	1	22	7	336
9:45 AM	0	1	352	0	23	3	379
10:00 AM	0	0	364	0	16	3	383
10:15 AM	0	0	386	0	18	5	409
10:30 AM	0	0	387	1	12	1	401
10:45 AM	0	0	356	0	10	6	372
11:00 AM	0	0	348	0	7	9	364
11:15 AM	0	0	426	0	10	6	442
11:30 AM	0	0	391	0	18	4	413
11:45 AM	0	2	374	1	12	3	392
AM Total	**0**	**15**	**9750**	**10**	**561**	**148**	**10484**
Percentage	**0.00%**	**0.14%**	**93.00%**	**0.10%**	**5.35%**	**1.41%**	
AM Peak	**12:00 AM**	**5:30 AM**	**6:15 AM**	**7:45 AM**	**9:00 AM**	**10:45 AM**	**6:15 AM**
Volume	**0**	**5**	**1542**	**3**	**148**	**25**	**1649**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	370	0	17	5	392
12:15 PM	1	0	386	0	16	6	409
12:30 PM	0	1	377	1	9	6	394
12:45 PM	0	0	401	0	10	3	414
1:00 PM	0	0	341	0	21	5	367
1:15 PM	0	0	332	0	12	4	348
1:30 PM	0	0	350	2	12	7	371
1:45 PM	0	1	351	0	16	5	373
2:00 PM	0	0	380	0	13	4	397
2:15 PM	0	1	332	0	5	2	340
2:30 PM	0	0	319	1	6	1	327
2:45 PM	0	0	307	1	7	2	317
3:00 PM	0	0	329	0	8	4	341
3:15 PM	0	0	356	0	5	5	366
3:30 PM	0	0	345	0	9	1	355
3:45 PM	0	1	350	0	6	2	359
4:00 PM	0	0	343	1	6	3	353
4:15 PM	0	0	349	1	5	0	355
4:30 PM	0	1	357	0	5	2	365
4:45 PM	0	1	336	0	4	0	341
5:00 PM	0	2	384	0	5	0	391
5:15 PM	0	0	375	0	4	3	382
5:30 PM	0	3	352	0	4	4	363
5:45 PM	0	1	285	1	4	1	292
6:00 PM	1	2	349	0	5	1	358
6:15 PM	0	0	344	0	0	0	344
6:30 PM	0	0	280	0	4	0	284
6:45 PM	0	3	283	0	3	0	289
7:00 PM	0	1	272	0	1	1	275
7:15 PM	0	0	244	0	1	1	246
7:30 PM	0	1	203	0	2	2	208
7:45 PM	0	2	227	1	4	2	236
8:00 PM	0	1	206	0	0	0	207
8:15 PM	0	1	220	1	2	3	227
8:30 PM	0	3	180	0	1	3	187
8:45 PM	0	0	146	0	2	1	149
9:00 PM	0	2	147	1	1	1	152
9:15 PM	0	1	129	1	1	0	132
9:30 PM	0	1	121	0	2	4	128
9:45 PM	0	0	105	0	2	2	109
10:00 PM	0	1	112	0	1	0	114
10:15 PM	0	0	98	0	1	4	103
10:30 PM	0	0	79	0	0	2	81
10:45 PM	0	1	57	0	2	0	60
11:00 PM	0	2	50	0	1	0	53
11:15 PM	0	0	55	0	2	0	57
11:30 PM	0	1	35	0	0	1	37
11:45 PM	0	0	32	0	1	0	33
PM Total	**2**	**35**	**12381**	**12**	**248**	**103**	**12781**
Percentage	**0.02%**	**0.27%**	**96.87%**	**0.09%**	**1.94%**	**0.81%**	
PM Peak	**12:00 PM**	**7:45 PM**	**12:00 PM**	**12:45 PM**	**1:00 PM**	**1:00 PM**	**12:00 PM**
Volume	**1**	**7**	**1534**	**2**	**61**	**21**	**1609**
Day Total	**2**	**50**	**22131**	**22**	**809**	**251**	**23265**
Percentage	**0.01%**	**0.21%**	**95.13%**	**0.09%**	**3.48%**	**1.08%**	

Route 1
850' north of Everett Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR H

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

Count Date: Wednesday, August 24, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	58	0	1	0	59
12:15 AM	0	0	46	0	0	0	46
12:30 AM	0	0	34	0	0	1	35
12:45 AM	0	0	22	0	0	1	23
1:00 AM	0	0	20	0	0	1	21
1:15 AM	0	0	15	0	0	2	17
1:30 AM	0	0	12	0	1	3	16
1:45 AM	0	0	10	0	0	0	10
2:00 AM	0	0	16	0	0	2	18
2:15 AM	0	0	12	0	0	2	14
2:30 AM	0	0	6	0	0	1	7
2:45 AM	0	0	7	0	1	0	8
3:00 AM	0	0	11	0	1	1	13
3:15 AM	0	0	7	0	3	0	10
3:30 AM	0	0	7	0	3	2	12
3:45 AM	0	0	16	0	0	2	18
4:00 AM	0	0	14	0	1	1	16
4:15 AM	0	0	13	0	2	0	15
4:30 AM	0	0	24	0	1	3	28
4:45 AM	0	0	24	0	0	2	26
5:00 AM	0	0	30	0	0	2	32
5:15 AM	0	1	43	1	1	4	50
5:30 AM	0	0	71	0	1	2	74
5:45 AM	0	0	111	0	0	5	116
6:00 AM	0	0	94	0	7	2	103
6:15 AM	0	0	117	0	4	3	124
6:30 AM	0	0	149	0	4	8	161
6:45 AM	0	0	219	0	6	3	228
7:00 AM	0	0	232	0	10	11	253
7:15 AM	0	2	246	1	9	2	260
7:30 AM	0	2	256	0	11	5	274
7:45 AM	0	1	311	0	8	4	324
8:00 AM	0	1	314	0	9	1	325
8:15 AM	0	0	332	2	15	1	350
8:30 AM	0	0	310	0	10	2	322
8:45 AM	0	0	351	1	10	5	367
9:00 AM	0	0	269	0	8	9	286
9:15 AM	0	1	295	1	11	1	309
9:30 AM	0	3	315	1	12	4	335
9:45 AM	0	1	292	0	14	1	308
10:00 AM	0	1	259	1	17	3	281
10:15 AM	0	0	298	0	8	1	307
10:30 AM	1	1	316	1	15	5	339
10:45 AM	0	0	291	0	10	2	303
11:00 AM	0	0	326	1	9	3	339
11:15 AM	0	0	321	0	11	5	337
11:30 AM	0	1	337	0	12	2	352
11:45 AM	0	1	361	0	12	5	379
AM Total	**1**	**16**	**7240**	**10**	**258**	**125**	**7650**
Percentage	**0.01%**	**0.21%**	**94.64%**	**0.13%**	**3.37%**	**1.63%**	
AM Peak	**9:45 AM**	**7:15 AM**	**11:00 AM**	**8:00 AM**	**9:15 AM**	**6:15 AM**	**11:00 AM**
Volume	**1**	**6**	**1345**	**3**	**54**	**25**	**1407**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	379	0	14	7	400
12:15 PM	0	0	363	1	14	2	380
12:30 PM	0	1	338	1	17	5	362
12:45 PM	0	0	396	0	15	5	416
1:00 PM	0	1	381	0	14	6	402
1:15 PM	0	1	370	0	16	4	391
1:30 PM	0	0	360	0	11	1	372
1:45 PM	0	0	403	0	10	3	416
2:00 PM	0	1	412	1	12	2	428
2:15 PM	0	0	369	1	11	5	386
2:30 PM	0	0	412	1	13	4	430
2:45 PM	0	0	380	1	17	6	404
3:00 PM	0	3	432	0	19	3	457
3:15 PM	0	0	408	0	10	3	421
3:30 PM	0	1	401	1	18	1	422
3:45 PM	0	1	400	0	13	4	418
4:00 PM	0	0	448	0	12	3	463
4:15 PM	0	0	414	0	12	1	427
4:30 PM	0	2	424	0	9	2	437
4:45 PM	0	0	430	0	10	4	444
5:00 PM	0	0	424	1	7	1	433
5:15 PM	0	1	433	1	5	2	442
5:30 PM	0	2	420	1	8	3	434
5:45 PM	0	0	422	0	13	1	436
6:00 PM	0	0	406	0	7	3	416
6:15 PM	0	1	397	1	8	3	410
6:30 PM	0	3	374	0	11	2	390
6:45 PM	0	0	362	2	14	0	378
7:00 PM	0	0	371	0	10	1	382
7:15 PM	0	1	321	0	9	1	332
7:30 PM	0	0	252	0	10	1	263
7:45 PM	0	0	248	0	7	1	256
8:00 PM	0	2	233	0	6	1	242
8:15 PM	0	0	235	0	4	1	240
8:30 PM	0	2	182	1	4	0	189
8:45 PM	0	0	141	0	2	3	146
9:00 PM	0	0	164	0	1	2	167
9:15 PM	0	0	130	1	3	2	136
9:30 PM	0	1	116	0	2	0	119
9:45 PM	0	0	110	0	0	1	111
10:00 PM	0	0	76	0	1	2	79
10:15 PM	0	0	74	0	1	0	75
10:30 PM	0	0	82	0	0	2	84
10:45 PM	0	0	76	0	1	1	78
11:00 PM	0	0	71	0	0	1	72
11:15 PM	0	0	71	0	1	2	74
11:30 PM	0	0	69	0	0	1	70
11:45 PM	0	0	63	0	1	2	66
PM Total	**0**	**24**	**14243**	**15**	**403**	**111**	**14796**
Percentage	**0.00%**	**0.16%**	**96.26%**	**0.10%**	**2.72%**	**0.75%**	
PM Peak	**12:00 PM**	**3:00 PM**	**4:00 PM**	**2:00 PM**	**2:45 PM**	**12:30 PM**	**4:00 PM**
Volume	**0**	**5**	**1716**	**4**	**64**	**20**	**1771**
Day Total	**1**	**40**	**21483**	**25**	**661**	**236**	**22446**
Percentage	**0.00%**	**0.18%**	**95.71%**	**0.11%**	**2.94%**	**1.05%**	

Route 1
850' north of Everett Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File #: 228801 ATR H

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

Count Date: Thursday, August 25, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	53	0	1	0	54
12:15 AM	0	0	26	0	0	2	28
12:30 AM	0	0	23	0	0	1	24
12:45 AM	0	0	19	0	0	0	19
1:00 AM	0	0	26	0	1	0	27
1:15 AM	0	0	10	0	1	1	12
1:30 AM	0	0	12	0	1	0	13
1:45 AM	0	0	13	0	0	1	14
2:00 AM	0	0	14	0	1	1	16
2:15 AM	0	0	11	0	1	3	15
2:30 AM	0	0	12	0	2	0	14
2:45 AM	0	0	9	0	0	1	10
3:00 AM	0	0	12	0	3	1	16
3:15 AM	0	0	10	0	0	0	10
3:30 AM	0	0	5	0	3	2	10
3:45 AM	0	0	14	0	1	1	16
4:00 AM	0	0	14	0	0	2	16
4:15 AM	0	0	10	0	2	1	13
4:30 AM	0	0	19	0	2	1	22
4:45 AM	0	0	21	0	4	2	27
5:00 AM	0	0	23	0	2	4	29
5:15 AM	0	0	53	0	3	2	58
5:30 AM	1	0	72	0	3	3	79
5:45 AM	0	0	93	0	3	5	101
6:00 AM	0	0	88	0	3	3	94
6:15 AM	0	0	117	0	6	4	127
6:30 AM	0	0	182	0	7	2	191
6:45 AM	0	0	198	0	8	3	209
7:00 AM	0	0	221	0	14	2	237
7:15 AM	0	1	243	1	9	10	264
7:30 AM	0	1	287	0	9	5	302
7:45 AM	0	2	339	0	8	3	352
8:00 AM	0	2	343	0	7	6	358
8:15 AM	0	1	351	1	15	2	370
8:30 AM	0	0	325	1	7	4	337
8:45 AM	0	3	353	0	7	4	367
9:00 AM	0	0	278	0	13	4	295
9:15 AM	0	0	268	0	17	4	289
9:30 AM	0	0	275	0	11	1	287
9:45 AM	0	1	305	1	10	2	319
10:00 AM	0	0	318	0	13	6	337
10:15 AM	0	1	298	1	15	5	320
10:30 AM	0	0	276	0	16	4	296
10:45 AM	0	0	325	0	8	1	334
11:00 AM	0	0	336	0	15	5	356
11:15 AM	0	0	331	0	13	4	348
11:30 AM	0	0	343	1	9	7	360
11:45 AM	0	1	354	0	16	2	373
AM Total	**1**	**13**	**7328**	**6**	**290**	**127**	**7765**
Percentage	**0.01%**	**0.17%**	**94.37%**	**0.08%**	**3.73%**	**1.64%**	
AM Peak	**4:45 AM**	**7:15 AM**	**8:00 AM**	**7:45 AM**	**9:45 AM**	**7:15 AM**	**11:00 AM**
Volume	**1**	**6**	**1372**	**2**	**54**	**24**	**1437**

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	358	0	18	5	382
12:15 PM	0	3	390	1	13	3	410
12:30 PM	0	0	365	1	11	3	380
12:45 PM	0	0	401	0	17	5	423
1:00 PM	0	1	364	0	13	3	381
1:15 PM	0	0	383	1	11	5	400
1:30 PM	0	4	368	0	19	4	395
1:45 PM	0	1	390	0	17	2	410
2:00 PM	0	0	360	0	12	3	375
2:15 PM	0	1	374	1	16	6	398
2:30 PM	0	1	400	0	8	3	412
2:45 PM	0	0	415	0	10	2	427
3:00 PM	0	0	384	1	13	3	401
3:15 PM	0	3	386	0	12	2	403
3:30 PM	0	1	405	0	10	1	417
3:45 PM	0	1	414	0	10	2	427
4:00 PM	0	0	409	0	11	3	423
4:15 PM	0	1	425	0	11	4	441
4:30 PM	0	1	435	1	8	1	446
4:45 PM	0	3	457	0	5	0	465
5:00 PM	0	1	390	1	9	2	403
5:15 PM	0	2	407	1	4	1	415
5:30 PM	0	0	379	0	9	1	389
5:45 PM	0	2	409	0	12	2	425
6:00 PM	0	1	410	0	9	2	422
6:15 PM	0	0	357	1	8	1	367
6:30 PM	0	0	315	0	8	2	325
6:45 PM	0	0	297	1	9	2	309
7:00 PM	0	1	282	0	10	0	293
7:15 PM	0	0	275	1	10	0	286
7:30 PM	0	0	267	1	8	3	279
7:45 PM	0	0	257	0	4	0	261
8:00 PM	0	1	222	0	1	0	224
8:15 PM	0	1	211	0	5	2	219
8:30 PM	0	0	193	1	2	1	197
8:45 PM	0	0	149	0	4	1	154
9:00 PM	0	0	142	0	2	1	145
9:15 PM	0	0	118	0	1	1	120
9:30 PM	0	0	121	0	0	0	121
9:45 PM	0	0	97	0	1	0	98
10:00 PM	0	1	106	0	2	2	111
10:15 PM	0	0	74	0	1	0	75
10:30 PM	0	0	90	0	0	1	91
10:45 PM	0	0	68	0	1	3	72
11:00 PM	0	0	74	0	1	0	75
11:15 PM	0	0	50	0	0	2	52
11:30 PM	0	0	67	0	0	0	67
11:45 PM	0	0	89	0	0	1	90
PM Total	**0**	**32**	**13799**	**13**	**366**	**91**	**14301**
Percentage	**0.00%**	**0.22%**	**96.49%**	**0.09%**	**2.56%**	**0.64%**	
PM Peak	**12:00 PM**	**4:30 PM**	**4:00 PM**	**4:30 PM**	**1:30 PM**	**12:45 PM**	**4:00 PM**
Volume	**0**	**7**	**1726**	**3**	**64**	**17**	**1775**
Day Total	**1**	**45**	**21127**	**19**	**656**	**218**	**22066**
Percentage	**0.00%**	**0.20%**	**95.74%**	**0.09%**	**2.97%**	**0.99%**	

Route 1
850' north of Everett Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

PDI File # 228801 ATR H

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

Direction: NB

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	31	379	34	392	0	0	0	0	0	0	0	0	0	0	33	386
12:15	14	436	25	409	0	0	0	0	0	0	0	0	0	0	20	423
12:30	13	400	26	394	0	0	0	0	0	0	0	0	0	0	20	397
12:45	13	396	19	414	0	0	0	0	0	0	0	0	0	0	16	405
1:00	11	371	18	367	0	0	0	0	0	0	0	0	0	0	15	369
1:15	8	410	21	348	0	0	0	0	0	0	0	0	0	0	15	379
1:30	16	370	10	371	0	0	0	0	0	0	0	0	0	0	13	371
1:45	13	393	14	373	0	0	0	0	0	0	0	0	0	0	14	383
2:00	1	384	8	397	0	0	0	0	0	0	0	0	0	0	5	391
2:15	6	416	5	340	0	0	0	0	0	0	0	0	0	0	6	378
2:30	8	374	5	327	0	0	0	0	0	0	0	0	0	0	7	351
2:45	10	357	8	317	0	0	0	0	0	0	0	0	0	0	9	337
3:00	15	356	12	341	0	0	0	0	0	0	0	0	0	0	14	349
3:15	12	341	13	366	0	0	0	0	0	0	0	0	0	0	13	354
3:30	12	345	13	355	0	0	0	0	0	0	0	0	0	0	13	350
3:45	15	318	17	359	0	0	0	0	0	0	0	0	0	0	16	339
4:00	22	372	21	353	0	0	0	0	0	0	0	0	0	0	22	363
4:15	29	352	30	355	0	0	0	0	0	0	0	0	0	0	30	354
4:30	32	360	33	365	0	0	0	0	0	0	0	0	0	0	33	363
4:45	61	355	53	341	0	0	0	0	0	0	0	0	0	0	57	348
5:00	75	374	90	391	0	0	0	0	0	0	0	0	0	0	83	383
5:15	137	384	138	382	0	0	0	0	0	0	0	0	0	0	138	383
5:30	183	333	190	363	0	0	0	0	0	0	0	0	0	0	187	348
5:45	267	320	292	292	0	0	0	0	0	0	0	0	0	0	280	306
6:00	365	311	373	358	0	0	0	0	0	0	0	0	0	0	369	335
6:15	446	274	397	344	0	0	0	0	0	0	0	0	0	0	422	309
6:30	374	312	431	284	0	0	0	0	0	0	0	0	0	0	403	298
6:45	402	271	414	289	0	0	0	0	0	0	0	0	0	0	408	280
7:00	402	267	407	275	0	0	0	0	0	0	0	0	0	0	405	271
7:15	395	250	379	246	0	0	0	0	0	0	0	0	0	0	387	248
7:30	418	222	424	208	0	0	0	0	0	0	0	0	0	0	421	215
7:45	436	223	375	236	0	0	0	0	0	0	0	0	0	0	406	230
8:00	430	220	389	207	0	0	0	0	0	0	0	0	0	0	410	214
8:15	414	188	414	227	0	0	0	0	0	0	0	0	0	0	414	208
8:30	396	146	375	187	0	0	0	0	0	0	0	0	0	0	386	167
8:45	384	144	351	149	0	0	0	0	0	0	0	0	0	0	368	147
9:00	379	153	413	152	0	0	0	0	0	0	0	0	0	0	396	153
9:15	424	132	356	132	0	0	0	0	0	0	0	0	0	0	390	132
9:30	355	135	336	128	0	0	0	0	0	0	0	0	0	0	346	132
9:45	352	82	379	109	0	0	0	0	0	0	0	0	0	0	366	96
10:00	369	88	383	114	0	0	0	0	0	0	0	0	0	0	376	101
10:15	375	69	409	103	0	0	0	0	0	0	0	0	0	0	392	86
10:30	343	65	401	81	0	0	0	0	0	0	0	0	0	0	372	73
10:45	337	52	372	60	0	0	0	0	0	0	0	0	0	0	355	56
11:00	341	38	364	53	0	0	0	0	0	0	0	0	0	0	353	46
11:15	376	50	442	57	0	0	0	0	0	0	0	0	0	0	409	54
11:30	392	42	413	37	0	0	0	0	0	0	0	0	0	0	403	40
11:45	376	34	392	33	0	0	0	0	0	0	0	0	0	0	384	34
Total	**10285**	**12664**	**10484**	**12781**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10385**	**12723**
Day Total	**22949**		**23265**		**0**		**0**		**0**		**0**		**0**		**23107**	
Peak HR	**7:30 AM**	**12:00 PM**	**6:15 AM**	**12:00 PM**											**7:30 AM**	**12:00 PM**
Volume	**1698**	**1611**	**1649**	**1609**											**1650**	**1610**

Route 1
850' north of Everett Street
City, State: Westwood, MA
Client: Nitsch/L. Bird
Site Code: 14996.1

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

PDI File # **228801 ATR H**

Direction: **SB**

Weekly Report

Day	Wednesday		Thursday												Week	
Date	08/24/22		08/25/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	59	400	54	382	0	0	0	0	0	0	0	0	0	0	57	391
12:15	46	380	28	410	0	0	0	0	0	0	0	0	0	0	37	395
12:30	35	362	24	380	0	0	0	0	0	0	0	0	0	0	30	371
12:45	23	416	19	423	0	0	0	0	0	0	0	0	0	0	21	420
1:00	21	402	27	381	0	0	0	0	0	0	0	0	0	0	24	392
1:15	17	391	12	400	0	0	0	0	0	0	0	0	0	0	15	396
1:30	16	372	13	395	0	0	0	0	0	0	0	0	0	0	15	384
1:45	10	416	14	410	0	0	0	0	0	0	0	0	0	0	12	413
2:00	18	428	16	375	0	0	0	0	0	0	0	0	0	0	17	402
2:15	14	386	15	398	0	0	0	0	0	0	0	0	0	0	15	392
2:30	7	430	14	412	0	0	0	0	0	0	0	0	0	0	11	421
2:45	8	404	10	427	0	0	0	0	0	0	0	0	0	0	9	416
3:00	13	457	16	401	0	0	0	0	0	0	0	0	0	0	15	429
3:15	10	421	10	403	0	0	0	0	0	0	0	0	0	0	10	412
3:30	12	422	10	417	0	0	0	0	0	0	0	0	0	0	11	420
3:45	18	418	16	427	0	0	0	0	0	0	0	0	0	0	17	423
4:00	16	463	16	423	0	0	0	0	0	0	0	0	0	0	16	443
4:15	15	427	13	441	0	0	0	0	0	0	0	0	0	0	14	434
4:30	28	437	22	446	0	0	0	0	0	0	0	0	0	0	25	442
4:45	26	444	27	465	0	0	0	0	0	0	0	0	0	0	27	455
5:00	32	433	29	403	0	0	0	0	0	0	0	0	0	0	31	418
5:15	50	442	58	415	0	0	0	0	0	0	0	0	0	0	54	429
5:30	74	434	79	389	0	0	0	0	0	0	0	0	0	0	77	412
5:45	116	436	101	425	0	0	0	0	0	0	0	0	0	0	109	431
6:00	103	416	94	422	0	0	0	0	0	0	0	0	0	0	99	419
6:15	124	410	127	367	0	0	0	0	0	0	0	0	0	0	126	389
6:30	161	390	191	325	0	0	0	0	0	0	0	0	0	0	176	358
6:45	228	378	209	309	0	0	0	0	0	0	0	0	0	0	219	344
7:00	253	382	237	293	0	0	0	0	0	0	0	0	0	0	245	338
7:15	260	332	264	286	0	0	0	0	0	0	0	0	0	0	262	309
7:30	274	263	302	279	0	0	0	0	0	0	0	0	0	0	288	271
7:45	324	256	352	261	0	0	0	0	0	0	0	0	0	0	338	259
8:00	325	242	358	224	0	0	0	0	0	0	0	0	0	0	342	233
8:15	350	240	370	219	0	0	0	0	0	0	0	0	0	0	360	230
8:30	322	189	337	197	0	0	0	0	0	0	0	0	0	0	330	193
8:45	367	146	367	154	0	0	0	0	0	0	0	0	0	0	367	150
9:00	286	167	295	145	0	0	0	0	0	0	0	0	0	0	291	156
9:15	309	136	289	120	0	0	0	0	0	0	0	0	0	0	299	128
9:30	335	119	287	121	0	0	0	0	0	0	0	0	0	0	311	120
9:45	308	111	319	98	0	0	0	0	0	0	0	0	0	0	314	105
10:00	281	79	337	111	0	0	0	0	0	0	0	0	0	0	309	95
10:15	307	75	320	75	0	0	0	0	0	0	0	0	0	0	314	75
10:30	339	84	296	91	0	0	0	0	0	0	0	0	0	0	318	88
10:45	303	78	334	72	0	0	0	0	0	0	0	0	0	0	319	75
11:00	339	72	356	75	0	0	0	0	0	0	0	0	0	0	348	74
11:15	337	74	348	52	0	0	0	0	0	0	0	0	0	0	343	63
11:30	352	70	360	67	0	0	0	0	0	0	0	0	0	0	356	69
11:45	379	66	373	90	0	0	0	0	0	0	0	0	0	0	376	78
Total	**7650**	**14796**	**7765**	**14301**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7708**	**14549**
Day Total	**22446**		**22066**		**0**		**0**		**0**		**0**		**0**		**22256**	
Peak HR	**11:00 AM**	**4:00 PM**	**11:00 AM**	**4:00 PM**											**11:00 AM**	**4:00 PM**
Volume	**1407**	**1771**	**1437**	**1775**											**1422**	**1773**

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	6	80	0	86	262	23	0	285	11	43	0	54	425
7:15 AM	11	87	0	98	330	28	0	358	11	54	0	65	521
7:30 AM	9	90	0	99	258	33	0	291	18	77	0	95	485
7:45 AM	9	130	0	139	300	41	0	341	15	55	0	70	550
Total	35	387	0	422	1150	125	0	1275	55	229	0	284	1981
8:00 AM	11	126	0	137	266	37	0	303	10	45	0	55	495
8:15 AM	20	132	0	152	284	34	0	318	14	60	0	74	544
8:30 AM	12	123	0	135	264	45	0	309	18	51	0	69	513
8:45 AM	18	134	0	152	210	37	0	247	31	63	0	94	493
Total	61	515	0	576	1024	153	0	1177	73	219	0	292	2045
9:00 AM	15	136	0	151	211	30	0	241	15	50	0	65	457
9:15 AM	9	143	0	152	225	26	0	251	19	51	0	70	473
Total	24	279	0	303	436	56	0	492	34	101	0	135	930
Grand Total	120	1181	0	1301	2610	334	0	2944	162	549	0	711	4956
Approach %	9.2	90.8	0.0		88.7	11.3	0.0		22.8	77.2	0.0		
Total %	2.4	23.8	0.0	26.3	52.7	6.7	0.0	59.4	3.3	11.1	0.0	14.3	
Exiting Leg Total				3159				1343				454	4956
Cars	107	1097	0	1204	2527	313	0	2840	154	526	0	680	4724
% Cars	89.2	92.9	0.0	92.5	96.8	93.7	0.0	96.5	95.1	95.8	0.0	95.6	95.3
Exiting Leg Total				3053				1251				420	4724
Heavy Vehicles	13	84	0	97	83	21	0	104	8	23	0	31	232
% Heavy Vehicles	10.8	7.1	0.0	7.5	3.2	6.3	0.0	3.5	4.9	4.2	0.0	4.4	4.7
Exiting Leg Total				106				92				34	232

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:45 AM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:45 AM	9	130	0	139	300	41	0	341	15	55	0	70	550
8:00 AM	11	126	0	137	266	37	0	303	10	45	0	55	495
8:15 AM	20	132	0	152	284	34	0	318	14	60	0	74	544
8:30 AM	12	123	0	135	264	45	0	309	18	51	0	69	513
Total Volume	52	511	0	563	1114	157	0	1271	57	211	0	268	2102
% Approach Total	9.2	90.8	0.0		87.6	12.4	0.0		21.3	78.7	0.0		
PHF	0.650	0.968	0.000	0.926	0.928	0.872	0.000	0.932	0.792	0.879	0.000	0.905	0.955
Cars	47	466	0	513	1081	146	0	1227	53	203	0	256	1996
Cars %	90.4	91.2	0.0	91.1	97.0	93.0	0.0	96.5	93.0	96.2	0.0	95.5	95.0
Heavy Vehicles	5	45	0	50	33	11	0	44	4	8	0	12	106
Heavy Vehicles %	9.6	8.8	0.0	8.9	3.0	7.0	0.0	3.5	7.0	3.8	0.0	4.5	5.0
Cars Enter Leg	47	466	0	513	1081	146	0	1227	53	203	0	256	1996
Heavy Enter Leg	5	45	0	50	33	11	0	44	4	8	0	12	106
Total Entering Leg	52	511	0	563	1114	157	0	1271	57	211	0	268	2102
Cars Exiting Leg				1284				519				193	1996
Heavy Exiting Leg				41				49				16	106
Total Exiting Leg				1325				568				209	2102

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	5	74	0	79	249	22	0	271	10	43	0	53	403
7:15 AM	11	84	0	95	320	28	0	348	11	52	0	63	506
7:30 AM	8	86	0	94	250	32	0	282	17	74	0	91	467
7:45 AM	8	117	0	125	298	38	0	336	13	52	0	65	526
Total	32	361	0	393	1117	120	0	1237	51	221	0	272	1902
8:00 AM	10	117	0	127	254	34	0	288	10	43	0	53	468
8:15 AM	18	122	0	140	272	30	0	302	14	60	0	74	516
8:30 AM	11	110	0	121	257	44	0	301	16	48	0	64	486
8:45 AM	15	127	0	142	203	36	0	239	30	61	0	91	472
Total	54	476	0	530	986	144	0	1130	70	212	0	282	1942
9:00 AM	12	124	0	136	207	26	0	233	14	45	0	59	428
9:15 AM	9	136	0	145	217	23	0	240	19	48	0	67	452
Total	21	260	0	281	424	49	0	473	33	93	0	126	880
Grand Total	107	1097	0	1204	2527	313	0	2840	154	526	0	680	4724
Approach %	8.9	91.1	0.0		89.0	11.0	0.0		22.6	77.4	0.0		
Total %	2.3	23.2	0.0	25.5	53.5	6.6	0.0	60.1	3.3	11.1	0.0	14.4	
Exiting Leg Total				3053				1251				420	4724

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:45 AM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:45 AM	8	117	0	125	298	38	0	336	13	52	0	65	526
8:00 AM	10	117	0	127	254	34	0	288	10	43	0	53	468
8:15 AM	18	122	0	140	272	30	0	302	14	60	0	74	516
8:30 AM	11	110	0	121	257	44	0	301	16	48	0	64	486
Total Volume	47	466	0	513	1081	146	0	1227	53	203	0	256	1996
% Approach Total	9.2	90.8	0.0		88.1	11.9	0.0		20.7	79.3	0.0		
PHF	0.653	0.955	0.000	0.916	0.907	0.830	0.000	0.913	0.828	0.846	0.000	0.865	0.949
Entering Leg	47	466	0	513	1081	146	0	1227	53	203	0	256	1996
Exiting Leg				1284				519				193	1996
Total				1797				1746				449	3992

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**

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

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

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	1	6	0	7	13	1	0	14	1	0	0	1	22
7:15 AM	0	3	0	3	10	0	0	10	0	2	0	2	15
7:30 AM	1	4	0	5	8	1	0	9	1	3	0	4	18
7:45 AM	1	13	0	14	2	3	0	5	2	3	0	5	24
Total	3	26	0	29	33	5	0	38	4	8	0	12	79
8:00 AM	1	9	0	10	12	3	0	15	0	2	0	2	27
8:15 AM	2	10	0	12	12	4	0	16	0	0	0	0	28
8:30 AM	1	13	0	14	7	1	0	8	2	3	0	5	27
8:45 AM	3	7	0	10	7	1	0	8	1	2	0	3	21
Total	7	39	0	46	38	9	0	47	3	7	0	10	103
9:00 AM	3	12	0	15	4	4	0	8	1	5	0	6	29
9:15 AM	0	7	0	7	8	3	0	11	0	3	0	3	21
Total	3	19	0	22	12	7	0	19	1	8	0	9	50
Grand Total	13	84	0	97	83	21	0	104	8	23	0	31	232
Approach %	13.4	86.6	0.0		79.8	20.2	0.0		25.8	74.2	0.0		
Total %	5.6	36.2	0.0	41.8	35.8	9.1	0.0	44.8	3.4	9.9	0.0	13.4	
Exiting Leg Total				106				92				34	232
Buses	0	8	0	8	3	1	0	4	1	1	0	2	14
% Buses	0.0	9.5	0.0	8.2	3.6	4.8	0.0	3.8	12.5	4.3	0.0	6.5	6.0
Exiting Leg Total				4				9				1	14
Single-Unit Trucks	10	70	0	80	67	13	0	80	7	19	0	26	186
% Single-Unit	76.9	83.3	0.0	82.5	80.7	61.9	0.0	76.9	87.5	82.6	0.0	83.9	80.2
Exiting Leg Total				86				77				23	186
Articulated Trucks	3	6	0	9	13	7	0	20	0	3	0	3	32
% Articulated	23.1	7.1	0.0	9.3	15.7	33.3	0.0	19.2	0.0	13.0	0.0	9.7	13.8
Exiting Leg Total				16				6				10	32

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:45 AM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:45 AM	1	13	0	14	2	3	0	5	2	3	0	5	24
8:00 AM	1	9	0	10	12	3	0	15	0	2	0	2	27
8:15 AM	2	10	0	12	12	4	0	16	0	0	0	0	28
8:30 AM	1	13	0	14	7	1	0	8	2	3	0	5	27
Total Volume	5	45	0	50	33	11	0	44	4	8	0	12	106
% Approach Total	10.0	90.0	0.0		75.0	25.0	0.0		33.3	66.7	0.0		
PHF	0.625	0.865	0.000	0.893	0.688	0.688	0.000	0.688	0.500	0.667	0.000	0.600	0.946
Buses	0	6	0	6	3	0	0	3	1	0	0	1	10
Buses %	0.0	13.3	0.0	12.0	9.1	0.0	0.0	6.8	25.0	0.0	0.0	8.3	9.4
Single-Unit Trucks	3	35	0	38	28	7	0	35	3	8	0	11	84
Single-Unit %	60.0	77.8	0.0	76.0	84.8	63.6	0.0	79.5	75.0	100.0	0.0	91.7	79.2
Articulated Trucks	2	4	0	6	2	4	0	6	0	0	0	0	12
Articulated %	40.0	8.9	0.0	12.0	6.1	36.4	0.0	13.6	0.0	0.0	0.0	0.0	11.3
Buses	0	6	0	6	3	0	0	3	1	0	0	1	10
Single-Unit Trucks	3	35	0	38	28	7	0	35	3	8	0	11	84
Articulated Trucks	2	4	0	6	2	4	0	6	0	0	0	0	12
Total Entering Leg	5	45	0	50	33	11	0	44	4	8	0	12	106
Buses				3				7				0	10
Single-Unit Trucks				36				38				10	84
Articulated Trucks				2				4				6	12
Total Exiting Leg				41				49				16	106

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Buses

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	1	1	0	0	1	2
8:00 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
8:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
8:30 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	7	0	7	3	0	0	3	0	0	0	0	10
9:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	8	0	8	3	1	0	4	1	1	0	2	14
Approach %	0.0	100.0	0.0		75.0	25.0	0.0		50.0	50.0	0.0		
Total %	0.0	57.1	0.0	57.1	21.4	7.1	0.0	28.6	7.1	7.1	0.0	14.3	
Exiting Leg Total				4				9				1	14

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:45 AM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:00 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
8:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
8:30 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
Total Volume	0	6	0	6	3	0	0	3	1	0	0	1	10
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.750	0.375	0.000	0.000	0.375	0.250	0.000	0.000	0.250	0.625
Entering Leg	0	6	0	6	3	0	0	3	1	0	0	1	10
Exiting Leg				3				7				0	10
Total				9				10				1	20

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**

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

Class: **Single-Unit Trucks**

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	1	6	0	7	9	1	0	10	1	0	0	1	18
7:15 AM	0	2	0	2	7	0	0	7	0	1	0	1	10
7:30 AM	1	4	0	5	7	0	0	7	1	2	0	3	15
7:45 AM	0	11	0	11	2	3	0	5	1	3	0	4	20
Total	2	23	0	25	25	4	0	29	3	6	0	9	63
8:00 AM	1	6	0	7	11	1	0	12	0	2	0	2	21
8:15 AM	2	8	0	10	10	2	0	12	0	0	0	0	22
8:30 AM	0	10	0	10	5	1	0	6	2	3	0	5	21
8:45 AM	3	6	0	9	5	1	0	6	1	2	0	3	18
Total	6	30	0	36	31	5	0	36	3	7	0	10	82
9:00 AM	2	11	0	13	4	2	0	6	1	4	0	5	24
9:15 AM	0	6	0	6	7	2	0	9	0	2	0	2	17
Total	2	17	0	19	11	4	0	15	1	6	0	7	41
Grand Total	10	70	0	80	67	13	0	80	7	19	0	26	186
Approach %	12.5	87.5	0.0		83.8	16.3	0.0		26.9	73.1	0.0		
Total %	5.4	37.6	0.0	43.0	36.0	7.0	0.0	43.0	3.8	10.2	0.0	14.0	
Exiting Leg Total				86				77				23	186

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:15 AM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
8:15 AM	2	8	0	10	10	2	0	12	0	0	0	0	22
8:30 AM	0	10	0	10	5	1	0	6	2	3	0	5	21
8:45 AM	3	6	0	9	5	1	0	6	1	2	0	3	18
9:00 AM	2	11	0	13	4	2	0	6	1	4	0	5	24
Total Volume	7	35	0	42	24	6	0	30	4	9	0	13	85
% Approach Total	16.7	83.3	0.0		80.0	20.0	0.0		30.8	69.2	0.0		
PHF	0.583	0.795	0.000	0.808	0.600	0.750	0.000	0.625	0.500	0.563	0.000	0.650	0.885
Entering Leg	7	35	0	42	24	6	0	30	4	9	0	13	85
Exiting Leg				33				39				13	85
Total				75				69				26	170

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Articulated Trucks

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
7:15 AM	0	1	0	1	3	0	0	3	0	1	0	1	5
7:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	3
Total	1	3	0	4	8	0	0	8	0	2	0	2	14
8:00 AM	0	1	0	1	0	2	0	2	0	0	0	0	3
8:15 AM	0	0	0	0	2	2	0	4	0	0	0	0	4
8:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	1	2	0	3	4	4	0	8	0	0	0	0	11
9:00 AM	1	0	0	1	0	2	0	2	0	0	0	0	3
9:15 AM	0	1	0	1	1	1	0	2	0	1	0	1	4
Total	1	1	0	2	1	3	0	4	0	1	0	1	7
Grand Total	3	6	0	9	13	7	0	20	0	3	0	3	32
Approach %	33.3	66.7	0.0		65.0	35.0	0.0		0.0	100.0	0.0		
Total %	9.4	18.8	0.0	28.1	40.6	21.9	0.0	62.5	0.0	9.4	0.0	9.4	
Exiting Leg Total				16				6				10	32

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:00 AM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
7:15 AM	0	1	0	1	3	0	0	3	0	1	0	1	5
7:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	3
Total Volume	1	3	0	4	8	0	0	8	0	2	0	2	14
% Approach Total	25.0	75.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.375	0.000	0.333	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.700
Entering Leg	1	3	0	4	8	0	0	8	0	2	0	2	14
Exiting Leg				10				3				1	14
Total				14				11				3	28

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	High Street (Route 109) from North						High Street (Route 109) from South						Summer Street 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	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	2	4
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	50.0	
Exiting Leg Total						0						2						2	4

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:00 AM	High Street (Route 109) from North						High Street (Route 109) from South						Summer Street 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	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Exiting Leg						0						2						0	2
Total						0						2						2	4

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Pedestrians

	High Street (Route 109) from North						High Street (Route 109) from South						Summer Street 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	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	50	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	100	
Exiting Leg Total						0						0						2	2

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	High Street (Route 109) from North						High Street (Route 109) from South						Summer Street 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	Total
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Exiting Leg						0						0						2	2
Total						0						0						4	4

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
1:30 PM	21	164	0	185	149	15	0	164	17	45	0	62	411
1:45 PM	12	158	0	170	153	28	0	181	17	32	0	49	400
Total	33	322	0	355	302	43	0	345	34	77	0	111	811
2:00 PM	16	173	0	189	178	28	0	206	25	32	0	57	452
2:15 PM	9	165	0	174	158	18	0	176	32	49	0	81	431
2:30 PM	11	195	0	206	142	26	0	168	31	39	0	70	444
2:45 PM	15	208	0	223	132	26	0	158	38	48	0	86	467
Total	51	741	0	792	610	98	0	708	126	168	0	294	1794
3:00 PM	20	226	0	246	147	24	0	171	37	38	0	75	492
3:15 PM	18	207	0	225	152	25	0	177	43	61	0	104	506
Total	38	433	0	471	299	49	0	348	80	99	0	179	998
Grand Total	122	1496	0	1618	1211	190	0	1401	240	344	0	584	3603
Approach %	7.5	92.5	0.0		86.4	13.6	0.0		41.1	58.9	0.0		
Total %	3.4	41.5	0.0	44.9	33.6	5.3	0.0	38.9	6.7	9.5	0.0	16.2	
Exiting Leg Total				1555				1736				312	3603
Cars	116	1452	0	1568	1164	181	0	1345	224	324	0	548	3461
% Cars	95.1	97.1	0.0	96.9	96.1	95.3	0.0	96.0	93.3	94.2	0.0	93.8	96.1
Exiting Leg Total				1488				1676				297	3461
Heavy Vehicles	6	44	0	50	47	9	0	56	16	20	0	36	142
% Heavy Vehicles	4.9	2.9	0.0	3.1	3.9	4.7	0.0	4.0	6.7	5.8	0.0	6.2	3.9
Exiting Leg Total				67				60				15	142

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	11	195	0	206	142	26	0	168	31	39	0	70	444
2:45 PM	15	208	0	223	132	26	0	158	38	48	0	86	467
3:00 PM	20	226	0	246	147	24	0	171	37	38	0	75	492
3:15 PM	18	207	0	225	152	25	0	177	43	61	0	104	506
Total Volume	64	836	0	900	573	101	0	674	149	186	0	335	1909
% Approach Total	7.1	92.9	0.0		85.0	15.0	0.0		44.5	55.5	0.0		
PHF	0.800	0.925	0.000	0.915	0.942	0.971	0.000	0.952	0.866	0.762	0.000	0.805	0.943
Cars	61	816	0	877	552	100	0	652	141	177	0	318	1847
Cars %	95.3	97.6	0.0	97.4	96.3	99.0	0.0	96.7	94.6	95.2	0.0	94.9	96.8
Heavy Vehicles	3	20	0	23	21	1	0	22	8	9	0	17	62
Heavy Vehicles %	4.7	2.4	0.0	2.6	3.7	1.0	0.0	3.3	5.4	4.8	0.0	5.1	3.2
Cars Enter Leg	61	816	0	877	552	100	0	652	141	177	0	318	1847
Heavy Enter Leg	3	20	0	23	21	1	0	22	8	9	0	17	62
Total Entering Leg	64	836	0	900	573	101	0	674	149	186	0	335	1909
Cars Exiting Leg				729				957				161	1847
Heavy Exiting Leg				30				28				4	62
Total Exiting Leg				759				985				165	1909

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
1:30 PM	19	160	0	179	141	13	0	154	16	43	0	59	392
1:45 PM	12	155	0	167	146	27	0	173	16	30	0	46	386
Total	31	315	0	346	287	40	0	327	32	73	0	105	778
2:00 PM	15	165	0	180	172	26	0	198	23	29	0	52	430
2:15 PM	9	156	0	165	153	15	0	168	28	45	0	73	406
2:30 PM	11	189	0	200	137	25	0	162	29	38	0	67	429
2:45 PM	15	203	0	218	129	26	0	155	38	41	0	79	452
Total	50	713	0	763	591	92	0	683	118	153	0	271	1717
3:00 PM	18	220	0	238	142	24	0	166	35	37	0	72	476
3:15 PM	17	204	0	221	144	25	0	169	39	61	0	100	490
Total	35	424	0	459	286	49	0	335	74	98	0	172	966
Grand Total	116	1452	0	1568	1164	181	0	1345	224	324	0	548	3461
Approach %	7.4	92.6	0.0		86.5	13.5	0.0		40.9	59.1	0.0		
Total %	3.4	42.0	0.0	45.3	33.6	5.2	0.0	38.9	6.5	9.4	0.0	15.8	
Exiting Leg Total				1488				1676				297	3461

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:30 PM	11	189	0	200	137	25	0	162	29	38	0	67	429
2:45 PM	15	203	0	218	129	26	0	155	38	41	0	79	452
3:00 PM	18	220	0	238	142	24	0	166	35	37	0	72	476
3:15 PM	17	204	0	221	144	25	0	169	39	61	0	100	490
Total Volume	61	816	0	877	552	100	0	652	141	177	0	318	1847
% Approach Total	7.0	93.0	0.0		84.7	15.3	0.0		44.3	55.7	0.0		
PHF	0.847	0.927	0.000	0.921	0.958	0.962	0.000	0.964	0.904	0.725	0.000	0.795	0.942
Entering Leg	61	816	0	877	552	100	0	652	141	177	0	318	1847
Exiting Leg				729				957				161	1847
Total				1606				1609				479	3694

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**

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

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

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
1:30 PM	2	4	0	6	8	2	0	10	1	2	0	3	19
1:45 PM	0	3	0	3	7	1	0	8	1	2	0	3	14
Total	2	7	0	9	15	3	0	18	2	4	0	6	33
2:00 PM	1	8	0	9	6	2	0	8	2	3	0	5	22
2:15 PM	0	9	0	9	5	3	0	8	4	4	0	8	25
2:30 PM	0	6	0	6	5	1	0	6	2	1	0	3	15
2:45 PM	0	5	0	5	3	0	0	3	0	7	0	7	15
Total	1	28	0	29	19	6	0	25	8	15	0	23	77
3:00 PM	2	6	0	8	5	0	0	5	2	1	0	3	16
3:15 PM	1	3	0	4	8	0	0	8	4	0	0	4	16
Total	3	9	0	12	13	0	0	13	6	1	0	7	32
Grand Total	6	44	0	50	47	9	0	56	16	20	0	36	142
Approach %	12.0	88.0	0.0		83.9	16.1	0.0		44.4	55.6	0.0		
Total %	4.2	31.0	0.0	35.2	33.1	6.3	0.0	39.4	11.3	14.1	0.0	25.4	
Exiting Leg Total				67				60				15	142
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
% Buses	0.0	2.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Exiting Leg Total				0				1				0	1
Single-Unit Trucks	5	34	0	39	41	6	0	47	12	16	0	28	114
% Single-Unit	83.3	77.3	0.0	78.0	87.2	66.7	0.0	83.9	75.0	80.0	0.0	77.8	80.3
Exiting Leg Total				57				46				11	114
Articulated Trucks	1	9	0	10	6	3	0	9	4	4	0	8	27
% Articulated	16.7	20.5	0.0	20.0	12.8	33.3	0.0	16.1	25.0	20.0	0.0	22.2	19.0
Exiting Leg Total				10				13				4	27

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
1:30 PM	2	4	0	6	8	2	0	10	1	2	0	3	19
1:45 PM	0	3	0	3	7	1	0	8	1	2	0	3	14
2:00 PM	1	8	0	9	6	2	0	8	2	3	0	5	22
2:15 PM	0	9	0	9	5	3	0	8	4	4	0	8	25
Total Volume	3	24	0	27	26	8	0	34	8	11	0	19	80
% Approach Total	11.1	88.9	0.0		76.5	23.5	0.0		42.1	57.9	0.0		
PHF	0.375	0.667	0.000	0.750	0.813	0.667	0.000	0.850	0.500	0.688	0.000	0.594	0.800
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Buses %	0.0	4.2	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Single-Unit Trucks	2	17	0	19	20	5	0	25	6	8	0	14	58
Single-Unit %	66.7	70.8	0.0	70.4	76.9	62.5	0.0	73.5	75.0	72.7	0.0	73.7	72.5
Articulated Trucks	1	6	0	7	6	3	0	9	2	3	0	5	21
Articulated %	33.3	25.0	0.0	25.9	23.1	37.5	0.0	26.5	25.0	27.3	0.0	26.3	26.3
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	2	17	0	19	20	5	0	25	6	8	0	14	58
Articulated Trucks	1	6	0	7	6	3	0	9	2	3	0	5	21
Total Entering Leg	3	24	0	27	26	8	0	34	8	11	0	19	80
Buses				0				1				0	1
Single-Unit Trucks				28				23				7	58
Articulated Trucks				9				8				4	21
Total Exiting Leg				37				32				11	80

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**

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

Class: **Buses**

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
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	
Exiting Leg Total				0				1				0	1

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	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	0.250
Entering Leg	0	1	0	1	0	0	0	0	0	0	0	0	1
Exiting Leg				0				1				0	1
Total				1				1				0	2

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Single-Unit Trucks

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
1:30 PM	1	2	0	3	7	2	0	9	1	2	0	3	15
1:45 PM	0	3	0	3	7	0	0	7	1	1	0	2	12
Total	1	5	0	6	14	2	0	16	2	3	0	5	27
2:00 PM	1	8	0	9	2	1	0	3	2	3	0	5	17
2:15 PM	0	4	0	4	4	2	0	6	2	2	0	4	14
2:30 PM	0	6	0	6	5	1	0	6	2	1	0	3	15
2:45 PM	0	5	0	5	3	0	0	3	0	6	0	6	14
Total	1	23	0	24	14	4	0	18	6	12	0	18	60
3:00 PM	2	4	0	6	5	0	0	5	1	1	0	2	13
3:15 PM	1	2	0	3	8	0	0	8	3	0	0	3	14
Total	3	6	0	9	13	0	0	13	4	1	0	5	27
Grand Total	5	34	0	39	41	6	0	47	12	16	0	28	114
Approach %	12.8	87.2	0.0		87.2	12.8	0.0		42.9	57.1	0.0		
Total %	4.4	29.8	0.0	34.2	36.0	5.3	0.0	41.2	10.5	14.0	0.0	24.6	
Exiting Leg Total				57				46				11	114

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:00 PM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
2:00 PM	1	8	0	9	2	1	0	3	2	3	0	5	17
2:15 PM	0	4	0	4	4	2	0	6	2	2	0	4	14
2:30 PM	0	6	0	6	5	1	0	6	2	1	0	3	15
2:45 PM	0	5	0	5	3	0	0	3	0	6	0	6	14
Total Volume	1	23	0	24	14	4	0	18	6	12	0	18	60
% Approach Total	4.2	95.8	0.0		77.8	22.2	0.0		33.3	66.7	0.0		
PHF	0.250	0.719	0.000	0.667	0.700	0.500	0.000	0.750	0.750	0.500	0.000	0.750	0.882
Entering Leg	1	23	0	24	14	4	0	18	6	12	0	18	60
Exiting Leg				26				29				5	60
Total				50				47				23	120

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Articulated Trucks

	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
1:30 PM	1	2	0	3	1	0	0	1	0	0	0	0	4
1:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	1	2	0	3	1	1	0	2	0	1	0	1	6
2:00 PM	0	0	0	0	4	1	0	5	0	0	0	0	5
2:15 PM	0	4	0	4	1	1	0	2	2	2	0	4	10
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	4	0	4	5	2	0	7	2	3	0	5	16
3:00 PM	0	2	0	2	0	0	0	0	1	0	0	1	3
3:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	0	3	0	3	0	0	0	0	2	0	0	2	5
Grand Total	1	9	0	10	6	3	0	9	4	4	0	8	27
Approach %	10.0	90.0	0.0		66.7	33.3	0.0		50.0	50.0	0.0		
Total %	3.7	33.3	0.0	37.0	22.2	11.1	0.0	33.3	14.8	14.8	0.0	29.6	
Exiting Leg Total				10				13				4	27

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	High Street (Route 109) from North				High Street (Route 109) from South				Summer Street from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Total
1:30 PM	1	2	0	3	1	0	0	1	0	0	0	0	4
1:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
2:00 PM	0	0	0	0	4	1	0	5	0	0	0	0	5
2:15 PM	0	4	0	4	1	1	0	2	2	2	0	4	10
Total Volume	1	6	0	7	6	3	0	9	2	3	0	5	21
% Approach Total	14.3	85.7	0.0		66.7	33.3	0.0		40.0	60.0	0.0		
PHF	0.250	0.375	0.000	0.438	0.375	0.750	0.000	0.450	0.250	0.375	0.000	0.313	0.525
Entering Leg	1	6	0	7	6	3	0	9	2	3	0	5	21
Exiting Leg				9				8				4	21
Total				16				17				9	42

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	High Street (Route 109) from North						High Street (Route 109) from South						Summer Street 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	Total
1:30 PM	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	3
1:45 PM	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	1	1	0	0	0	2	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	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	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Grand Total	0	2	0	0	0	2	1	1	0	0	0	2	1	0	0	0	0	1	5
Approach %	0.0	100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	20.0	
Exiting Leg Total						1						3						1	5

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	High Street (Route 109) from North						High Street (Route 109) from South						Summer Street 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	Total
1:30 PM	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	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	1	1	0	0	0	2	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	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		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	3
Exiting Leg						1						1						1	3
Total						2						3						1	6

PDI File #: **228801 A**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **W: Summer Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Pedestrians

	High Street (Route 109) from North						High Street (Route 109) from South						Summer Street 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	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total						0						0						0	0

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	High Street (Route 109) from North						High Street (Route 109) from South						Summer Street 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	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg						0						0						0	0
Total						0						0						0	0

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	4	9	9	0	22	9	11	0	0	20	28	11	3	0	42	7	60	0	0	67	151
7:15 AM	2	20	21	0	43	10	18	2	0	30	41	20	6	0	67	6	61	2	0	69	209
7:30 AM	3	15	22	0	40	22	23	3	0	48	44	29	8	0	81	2	82	6	0	90	259
7:45 AM	3	20	33	0	56	25	16	3	0	44	46	42	5	0	93	11	93	10	0	114	307
Total	12	64	85	0	161	66	68	8	0	142	159	102	22	0	283	26	296	18	0	340	926
8:00 AM	1	22	22	0	45	18	17	3	0	38	46	36	8	0	90	7	88	2	0	97	270
8:15 AM	2	22	25	0	49	13	22	5	0	40	48	21	3	0	72	10	96	2	0	108	269
8:30 AM	2	24	23	0	49	17	24	6	0	47	30	26	6	0	62	10	77	3	0	90	248
8:45 AM	3	31	22	0	56	23	24	5	0	52	28	30	9	0	67	8	75	6	0	89	264
Total	8	99	92	0	199	71	87	19	0	177	152	113	26	0	291	35	336	13	0	384	1051
9:00 AM	4	28	28	0	60	35	27	6	0	68	19	25	2	0	46	9	53	2	0	64	238
9:15 AM	5	36	14	0	55	23	30	5	0	58	18	26	5	0	49	4	58	4	0	66	228
Total	9	64	42	0	115	58	57	11	0	126	37	51	7	0	95	13	111	6	0	130	466
Grand Total	29	227	219	0	475	195	212	38	0	445	348	266	55	0	669	74	743	37	0	854	2443
Approach %	6.1	47.8	46.1	0.0		43.8	47.6	8.5	0.0		52.0	39.8	8.2	0.0		8.7	87.0	4.3	0.0		
Total %	1.2	9.3	9.0	0.0	19.4	8.0	8.7	1.6	0.0	18.2	14.2	10.9	2.3	0.0	27.4	3.0	30.4	1.5	0.0	35.0	
Exiting Leg Total					498					1310					339					296	2443
Cars	28	220	217	0	465	186	196	37	0	419	344	258	52	0	654	73	734	37	0	844	2382
% Cars	96.6	96.9	99.1	0.0	97.9	95.4	92.5	97.4	0.0	94.2	98.9	97.0	94.5	0.0	97.8	98.6	98.8	100.0	0.0	98.8	97.5
Exiting Leg Total					481					1295					330					276	2382
Heavy Vehicles	1	7	2	0	10	9	16	1	0	26	4	8	3	0	15	1	9	0	0	10	61
% Heavy Vehicles	3.4	3.1	0.9	0.0	2.1	4.6	7.5	2.6	0.0	5.8	1.1	3.0	5.5	0.0	2.2	1.4	1.2	0.0	0.0	1.2	2.5
Exiting Leg Total					17					15					9					20	61

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	3	15	22	0	40	22	23	3	0	48	44	29	8	0	81	2	82	6	0	90	259
7:45 AM	3	20	33	0	56	25	16	3	0	44	46	42	5	0	93	11	93	10	0	114	307
8:00 AM	1	22	22	0	45	18	17	3	0	38	46	36	8	0	90	7	88	2	0	97	270
8:15 AM	2	22	25	0	49	13	22	5	0	40	48	21	3	0	72	10	96	2	0	108	269
Total Volume	9	79	102	0	190	78	78	14	0	170	184	128	24	0	336	30	359	20	0	409	1105
% Approach Total	4.7	41.6	53.7	0.0		45.9	45.9	8.2	0.0		54.8	38.1	7.1	0.0		7.3	87.8	4.9	0.0		
PHF	0.750	0.898	0.773	0.000	0.848	0.780	0.848	0.700	0.000	0.885	0.958	0.762	0.750	0.000	0.903	0.682	0.935	0.500	0.000	0.897	0.900
Cars	9	75	101	0	185	78	76	13	0	167	180	123	21	0	324	30	356	20	0	406	1082
Cars %	100.0	94.9	99.0	0.0	97.4	100.0	97.4	92.9	0.0	98.2	97.8	96.1	87.5	0.0	96.4	100.0	99.2	100.0	0.0	99.3	97.9
Heavy Vehicles	0	4	1	0	5	0	2	1	0	3	4	5	3	0	12	0	3	0	0	3	23
Heavy Vehicles %	0.0	5.1	1.0	0.0	2.6	0.0	2.6	7.1	0.0	1.8	2.2	3.9	12.5	0.0	3.6	0.0	0.8	0.0	0.0	0.7	2.1
Cars Enter Leg	9	75	101	0	185	78	76	13	0	167	180	123	21	0	324	30	356	20	0	406	1082
Heavy Enter Leg	0	4	1	0	5	0	2	1	0	3	4	5	3	0	12	0	3	0	0	3	23
Total Entering Leg	9	79	102	0	190	78	78	14	0	170	184	128	24	0	336	30	359	20	0	409	1105
Cars Exiting Leg					221					637					118					106	1082
Heavy Exiting Leg					5					8					5					5	23
Total Exiting Leg					226					645					123					111	1105

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars

	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	3	9	9	0	21	9	11	0	0	20	28	11	3	0	42	7	60	0	0	67	150
7:15 AM	2	20	21	0	43	9	16	2	0	27	41	20	6	0	67	6	60	2	0	68	205
7:30 AM	3	14	22	0	39	22	22	3	0	47	42	28	7	0	77	2	82	6	0	90	253
7:45 AM	3	19	32	0	54	25	16	3	0	44	45	41	3	0	89	11	93	10	0	114	301
Total	11	62	84	0	157	65	65	8	0	138	156	100	19	0	275	26	295	18	0	339	909
8:00 AM	1	22	22	0	45	18	16	3	0	37	45	34	8	0	87	7	88	2	0	97	266
8:15 AM	2	20	25	0	47	13	22	4	0	39	48	20	3	0	71	10	93	2	0	105	262
8:30 AM	2	23	23	0	48	16	24	6	0	46	30	26	6	0	62	10	76	3	0	89	245
8:45 AM	3	31	21	0	55	23	23	5	0	51	28	29	9	0	66	8	73	6	0	87	259
Total	8	96	91	0	195	70	85	18	0	173	151	109	26	0	286	35	330	13	0	378	1032
9:00 AM	4	28	28	0	60	34	25	6	0	65	19	24	2	0	45	8	53	2	0	63	233
9:15 AM	5	34	14	0	53	17	21	5	0	43	18	25	5	0	48	4	56	4	0	64	208
Total	9	62	42	0	113	51	46	11	0	108	37	49	7	0	93	12	109	6	0	127	441
Grand Total	28	220	217	0	465	186	196	37	0	419	344	258	52	0	654	73	734	37	0	844	2382
Approach %	6.0	47.3	46.7	0.0		44.4	46.8	8.8	0.0		52.6	39.4	8.0	0.0		8.6	87.0	4.4	0.0		
Total %	1.2	9.2	9.1	0.0	19.5	7.8	8.2	1.6	0.0	17.6	14.4	10.8	2.2	0.0	27.5	3.1	30.8	1.6	0.0	35.4	
Exiting Leg Total					481					1295					330					276	2382

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	3	14	22	0	39	22	22	3	0	47	42	28	7	0	77	2	82	6	0	90	253
7:45 AM	3	19	32	0	54	25	16	3	0	44	45	41	3	0	89	11	93	10	0	114	301
8:00 AM	1	22	22	0	45	18	16	3	0	37	45	34	8	0	87	7	88	2	0	97	266
8:15 AM	2	20	25	0	47	13	22	4	0	39	48	20	3	0	71	10	93	2	0	105	262
Total Volume	9	75	101	0	185	78	76	13	0	167	180	123	21	0	324	30	356	20	0	406	1082
% Approach Total	4.9	40.5	54.6	0.0		46.7	45.5	7.8	0.0		55.6	38.0	6.5	0.0		7.4	87.7	4.9	0.0		
PHF	0.750	0.852	0.789	0.000	0.856	0.780	0.864	0.813	0.000	0.888	0.938	0.750	0.656	0.000	0.910	0.682	0.957	0.500	0.000	0.890	0.899
Entering Leg	9	75	101	0	185	78	76	13	0	167	180	123	21	0	324	30	356	20	0	406	1082
Exiting Leg					221					637					118					106	1082
Total					406					804					442					512	2164

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**

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

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

	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4
7:30 AM	0	1	0	0	1	0	1	0	0	1	2	1	1	0	4	0	0	0	0	0	6
7:45 AM	0	1	1	0	2	0	0	0	0	0	1	1	2	0	4	0	0	0	0	0	6
Total	1	2	1	0	4	1	3	0	0	4	3	2	3	0	8	0	1	0	0	1	17
8:00 AM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	4
8:15 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	7
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
8:45 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	5
Total	0	3	1	0	4	1	2	1	0	4	1	4	0	0	5	0	6	0	0	6	19
9:00 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	1	0	0	0	1	5
9:15 AM	0	2	0	0	2	6	9	0	0	15	0	1	0	0	1	0	2	0	0	2	20
Total	0	2	0	0	2	7	11	0	0	18	0	2	0	0	2	1	2	0	0	3	25
Grand Total	1	7	2	0	10	9	16	1	0	26	4	8	3	0	15	1	9	0	0	10	61
Approach %	10.0	70.0	20.0	0.0		34.6	61.5	3.8	0.0		26.7	53.3	20.0	0.0		10.0	90.0	0.0	0.0		
Total %	1.6	11.5	3.3	0.0	16.4	14.8	26.2	1.6	0.0	42.6	6.6	13.1	4.9	0.0	24.6	1.6	14.8	0.0	0.0	16.4	
Exiting Leg Total					17					15					9					20	61
Buses	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
% Buses	0.0	14.3	50.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	25.0	12.5	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	6.6
Exiting Leg Total					1					2					1					0	4
Single-Unit Trucks	1	6	1	0	8	9	14	1	0	24	3	7	2	0	12	1	9	0	0	10	54
% Single-Unit	100.0	85.7	50.0	0.0	80.0	100.0	87.5	100.0	0.0	92.3	75.0	87.5	66.7	0.0	80.0	100.0	100.0	0.0	0.0	100.0	88.5
Exiting Leg Total					16					13					8					17	54
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	7.7	0.0	0.0	33.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	4.9
Exiting Leg Total					0					0					0					3	3

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
8:45 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	5
9:00 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	1	0	0	0	1	5
9:15 AM	0	2	0	0	2	6	9	0	0	15	0	1	0	0	1	0	2	0	0	2	20
Total Volume	0	3	1	0	4	8	12	0	0	20	0	3	0	0	3	1	5	0	0	6	33
% Approach Total	0.0	75.0	25.0	0.0		40.0	60.0	0.0	0.0		0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		
PHF	0.000	0.375	0.250	0.000	0.500	0.333	0.333	0.000	0.000	0.333	0.000	0.750	0.000	0.000	0.750	0.250	0.625	0.000	0.000	0.750	0.413
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Buses %	0.0	33.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	6.1
Single-Unit Trucks	0	2	1	0	3	8	10	0	0	18	0	2	0	0	2	1	5	0	0	6	29
Single-Unit %	0.0	66.7	100.0	0.0	75.0	100.0	83.3	0.0	0.0	90.0	0.0	66.7	0.0	0.0	66.7	100.0	100.0	0.0	0.0	100.0	87.9
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Single-Unit Trucks	0	2	1	0	3	8	10	0	0	18	0	2	0	0	2	1	5	0	0	6	29
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	0	3	1	0	4	8	12	0	0	20	0	3	0	0	3	1	5	0	0	6	33
Buses					1					0					1					0	2
Single-Unit Trucks					10					6					3					10	29
Articulated Trucks					0					0					0					2	2
Total Exiting Leg					11					6					4					12	33

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Buses

	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
7:45 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	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
Approach %	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					2					1					0	4

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:00 AM	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
% 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	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Exiting Leg					0					2					0					0	2
Total					1					2					1					0	4

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Single-Unit Trucks

	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4
7:30 AM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4
7:45 AM	0	1	0	0	1	0	0	0	0	0	1	1	2	0	4	0	0	0	0	0	5
Total	1	2	0	0	3	1	3	0	0	4	2	2	2	0	6	0	1	0	0	1	14
8:00 AM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	4
8:15 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	7
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	3	1	0	4	1	1	1	0	3	1	3	0	0	4	0	6	0	0	6	17
9:00 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	4
9:15 AM	0	1	0	0	1	6	9	0	0	15	0	1	0	0	1	0	2	0	0	2	19
Total	0	1	0	0	1	7	10	0	0	17	0	2	0	0	2	1	2	0	0	3	23
Grand Total	1	6	1	0	8	9	14	1	0	24	3	7	2	0	12	1	9	0	0	10	54
Approach %	12.5	75.0	12.5	0.0		37.5	58.3	4.2	0.0		25.0	58.3	16.7	0.0		10.0	90.0	0.0	0.0		
Total %	1.9	11.1	1.9	0.0	14.8	16.7	25.9	1.9	0.0	44.4	5.6	13.0	3.7	0.0	22.2	1.9	16.7	0.0	0.0	18.5	
Exiting Leg Total					16					13					8					17	54

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
9:00 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	4
9:15 AM	0	1	0	0	1	6	9	0	0	15	0	1	0	0	1	0	2	0	0	2	19
Total Volume	0	2	1	0	3	8	10	0	0	18	0	2	0	0	2	1	5	0	0	6	29
% Approach Total	0.0	66.7	33.3	0.0		44.4	55.6	0.0	0.0		0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.750	0.333	0.278	0.000	0.000	0.300	0.000	0.500	0.000	0.000	0.500	0.250	0.625	0.000	0.000	0.750	0.382
Entering Leg	0	2	1	0	3	8	10	0	0	18	0	2	0	0	2	1	5	0	0	6	29
Exiting Leg					10					6					3					10	29
Total					13					24					5					16	58

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Articulated Trucks

	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					0					0					0					3	3

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:15 AM	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg					0					0					0					2	2
Total					0					2					0					2	4

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Nahatan Street from North							Clapboardtree Street from East							Nahatan Street from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	1	3
9:00 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
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	1	0	2	0	0	0	0	2	2	0	0	0	0	0	2	0	1	0	0	0	0	1	6
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	16.7	
Exiting Leg Total							0							3							1							2	6

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:00 AM	Nahatan Street from North							Clapboardtree Street from East							Nahatan Street from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	1	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
Exiting Leg							0							1							1							1	3
Total							1							2							2							1	6

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Pedestrians

	Nahatan Street							Clapboardtree Street							Nahatan Street							Clapboardtree Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 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	1	1	1
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 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
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4
Approach %	0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	66.7	33.3		
Total %	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	25	75	
Exiting Leg Total							1							0							0							3	4

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:00 AM	Nahatan Street							Clapboardtree Street							Nahatan Street							Clapboardtree Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 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	1	1	1
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	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	0.250	0.250	0.375	0.500
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4
Exiting Leg							1							0							0							3	4
Total							2							0							0							6	8

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	3	32	14	0	49	25	31	10	0	66	9	20	13	0	42	4	39	3	0	46	203
1:45 PM	4	31	11	0	46	30	41	2	0	73	8	33	6	0	47	10	39	5	0	54	220
Total	7	63	25	0	95	55	72	12	0	139	17	53	19	0	89	14	78	8	0	100	423
2:00 PM	3	36	22	0	61	23	47	13	0	83	9	37	10	0	56	7	32	2	0	41	241
2:15 PM	3	36	24	0	63	26	53	9	0	88	9	22	5	0	36	11	37	3	0	51	238
2:30 PM	5	27	22	0	54	31	48	20	0	99	7	27	8	0	42	10	39	6	0	55	250
2:45 PM	15	45	45	0	105	51	41	8	0	100	12	39	7	0	58	12	45	4	0	61	324
Total	26	144	113	0	283	131	189	50	0	370	37	125	30	0	192	40	153	15	0	208	1053
3:00 PM	3	55	32	0	90	35	53	21	0	109	12	27	9	0	48	7	40	3	0	50	297
3:15 PM	3	43	26	0	72	34	38	10	0	82	5	25	8	0	38	4	27	4	0	35	227
Total	6	98	58	0	162	69	91	31	0	191	17	52	17	0	86	11	67	7	0	85	524
Grand Total	39	305	196	0	540	255	352	93	0	700	71	230	66	0	367	65	298	30	0	393	2000
Approach %	7.2	56.5	36.3	0.0		36.4	50.3	13.3	0.0		19.3	62.7	18.0	0.0		16.5	75.8	7.6	0.0		
Total %	2.0	15.3	9.8	0.0	27.0	12.8	17.6	4.7	0.0	35.0	3.6	11.5	3.3	0.0	18.4	3.3	14.9	1.5	0.0	19.7	
Exiting Leg Total					515					565					463					457	2000
Cars	37	291	196	0	524	253	345	91	0	689	70	224	65	0	359	62	282	29	0	373	1945
% Cars	94.9	95.4	100.0	0.0	97.0	99.2	98.0	97.8	0.0	98.4	98.6	97.4	98.5	0.0	97.8	95.4	94.6	96.7	0.0	94.9	97.3
Exiting Leg Total					506					548					444					447	1945
Heavy Vehicles	2	14	0	0	16	2	7	2	0	11	1	6	1	0	8	3	16	1	0	20	55
% Heavy Vehicles	5.1	4.6	0.0	0.0	3.0	0.8	2.0	2.2	0.0	1.6	1.4	2.6	1.5	0.0	2.2	4.6	5.4	3.3	0.0	5.1	2.8
Exiting Leg Total					9					17					19					10	55

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:15 PM	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:15 PM	3	36	24	0	63	26	53	9	0	88	9	22	5	0	36	11	37	3	0	51	238
2:30 PM	5	27	22	0	54	31	48	20	0	99	7	27	8	0	42	10	39	6	0	55	250
2:45 PM	15	45	45	0	105	51	41	8	0	100	12	39	7	0	58	12	45	4	0	61	324
3:00 PM	3	55	32	0	90	35	53	21	0	109	12	27	9	0	48	7	40	3	0	50	297
Total Volume	26	163	123	0	312	143	195	58	0	396	40	115	29	0	184	40	161	16	0	217	1109
% Approach Total	8.3	52.2	39.4	0.0		36.1	49.2	14.6	0.0		21.7	62.5	15.8	0.0		18.4	74.2	7.4	0.0		
PHF	0.433	0.741	0.683	0.000	0.743	0.701	0.920	0.690	0.000	0.908	0.833	0.737	0.806	0.000	0.793	0.833	0.894	0.667	0.000	0.889	0.856
Cars	25	160	123	0	308	143	191	56	0	390	40	112	28	0	180	39	151	16	0	206	1084
Cars %	96.2	98.2	100.0	0.0	98.7	100.0	97.9	96.6	0.0	98.5	100.0	97.4	96.6	0.0	97.8	97.5	93.8	100.0	0.0	94.9	97.7
Heavy Vehicles	1	3	0	0	4	0	4	2	0	6	0	3	1	0	4	1	10	0	0	11	25
Heavy Vehicles %	3.8	1.8	0.0	0.0	1.3	0.0	2.1	3.4	0.0	1.5	0.0	2.6	3.4	0.0	2.2	2.5	6.2	0.0	0.0	5.1	2.3
Cars Enter Leg	25	160	123	0	308	143	191	56	0	390	40	112	28	0	180	39	151	16	0	206	1084
Heavy Enter Leg	1	3	0	0	4	0	4	2	0	6	0	3	1	0	4	1	10	0	0	11	25
Total Entering Leg	26	163	123	0	312	143	195	58	0	396	40	115	29	0	184	40	161	16	0	217	1109
Cars Exiting Leg					271					314					255					244	1084
Heavy Exiting Leg					3					10					6					6	25
Total Exiting Leg					274					324					261					250	1109

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars

	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	3	30	14	0	47	25	31	10	0	66	8	20	13	0	41	4	38	2	0	44	198
1:45 PM	4	29	11	0	44	30	40	2	0	72	8	33	6	0	47	9	36	5	0	50	213
Total	7	59	25	0	91	55	71	12	0	138	16	53	19	0	88	13	74	7	0	94	411
2:00 PM	3	34	22	0	59	22	47	13	0	82	9	35	10	0	54	6	31	2	0	39	234
2:15 PM	3	35	24	0	62	26	53	9	0	88	9	20	5	0	34	11	37	3	0	51	235
2:30 PM	5	27	22	0	54	31	48	19	0	98	7	27	8	0	42	9	36	6	0	51	245
2:45 PM	14	45	45	0	104	51	38	8	0	97	12	38	6	0	56	12	40	4	0	56	313
Total	25	141	113	0	279	130	186	49	0	365	37	120	29	0	186	38	144	15	0	197	1027
3:00 PM	3	53	32	0	88	35	52	20	0	107	12	27	9	0	48	7	38	3	0	48	291
3:15 PM	2	38	26	0	66	33	36	10	0	79	5	24	8	0	37	4	26	4	0	34	216
Total	5	91	58	0	154	68	88	30	0	186	17	51	17	0	85	11	64	7	0	82	507
Grand Total	37	291	196	0	524	253	345	91	0	689	70	224	65	0	359	62	282	29	0	373	1945
Approach %	7.1	55.5	37.4	0.0		36.7	50.1	13.2	0.0		19.5	62.4	18.1	0.0		16.6	75.6	7.8	0.0		
Total %	1.9	15.0	10.1	0.0	26.9	13.0	17.7	4.7	0.0	35.4	3.6	11.5	3.3	0.0	18.5	3.2	14.5	1.5	0.0	19.2	
Exiting Leg Total					506					548					444					447	1945

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:15 PM	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:15 PM	3	35	24	0	62	26	53	9	0	88	9	20	5	0	34	11	37	3	0	51	235
2:30 PM	5	27	22	0	54	31	48	19	0	98	7	27	8	0	42	9	36	6	0	51	245
2:45 PM	14	45	45	0	104	51	38	8	0	97	12	38	6	0	56	12	40	4	0	56	313
3:00 PM	3	53	32	0	88	35	52	20	0	107	12	27	9	0	48	7	38	3	0	48	291
Total Volume	25	160	123	0	308	143	191	56	0	390	40	112	28	0	180	39	151	16	0	206	1084
% Approach Total	8.1	51.9	39.9	0.0		36.7	49.0	14.4	0.0		22.2	62.2	15.6	0.0		18.9	73.3	7.8	0.0		
PHF	0.446	0.755	0.683	0.000	0.740	0.701	0.901	0.700	0.000	0.911	0.833	0.737	0.778	0.000	0.804	0.813	0.944	0.667	0.000	0.920	0.866
Entering Leg	25	160	123	0	308	143	191	56	0	390	40	112	28	0	180	39	151	16	0	206	1084
Exiting Leg					271					314					255					244	1084
Total					579					704					435					450	2168

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**

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

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

	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	5
1:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	7
Total	0	4	0	0	4	0	1	0	0	1	1	0	0	0	1	1	4	1	0	6	12
2:00 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	1	0	0	2	7
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	5
2:45 PM	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	0	5	0	0	5	11
Total	1	3	0	0	4	1	3	1	0	5	0	5	1	0	6	2	9	0	0	11	26
3:00 PM	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	6
3:15 PM	1	5	0	0	6	1	2	0	0	3	0	1	0	0	1	0	1	0	0	1	11
Total	1	7	0	0	8	1	3	1	0	5	0	1	0	0	1	0	3	0	0	3	17
Grand Total	2	14	0	0	16	2	7	2	0	11	1	6	1	0	8	3	16	1	0	20	55
Approach %	12.5	87.5	0.0	0.0		18.2	63.6	18.2	0.0		12.5	75.0	12.5	0.0		15.0	80.0	5.0	0.0		
Total %	3.6	25.5	0.0	0.0	29.1	3.6	12.7	3.6	0.0	20.0	1.8	10.9	1.8	0.0	14.5	5.5	29.1	1.8	0.0	36.4	
Exiting Leg Total					9					17					19					10	55
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Exiting Leg Total					1					0					0					0	1
Single-Unit Trucks	2	13	0	0	15	1	5	2	0	8	1	6	1	0	8	3	14	1	0	18	49
% Single-Unit	100.0	92.9	0.0	0.0	93.8	50.0	71.4	100.0	0.0	72.7	100.0	100.0	100.0	0.0	100.0	100.0	87.5	100.0	0.0	90.0	89.1
Exiting Leg Total					8					15					18					8	49
Articulated Trucks	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
% Articulated	0.0	7.1	0.0	0.0	6.3	0.0	28.6	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.0	9.1
Exiting Leg Total					0					2					1					2	5

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	5
2:45 PM	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	0	5	0	0	5	11
3:00 PM	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	6
3:15 PM	1	5	0	0	6	1	2	0	0	3	0	1	0	0	1	0	1	0	0	1	11
Total Volume	2	7	0	0	9	1	6	2	0	9	0	2	1	0	3	1	11	0	0	12	33
% Approach Total	22.2	77.8	0.0	0.0		11.1	66.7	22.2	0.0		0.0	66.7	33.3	0.0		8.3	91.7	0.0	0.0		
PHF	0.500	0.350	0.000	0.000	0.375	0.250	0.500	0.500	0.000	0.750	0.000	0.500	0.250	0.000	0.375	0.250	0.550	0.000	0.000	0.600	0.750
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Single-Unit Trucks	2	7	0	0	9	0	4	2	0	6	0	2	1	0	3	1	11	0	0	12	30
Single-Unit %	100.0	100.0	0.0	0.0	100.0	0.0	66.7	100.0	0.0	66.7	0.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	90.9
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	2	7	0	0	9	0	4	2	0	6	0	2	1	0	3	1	11	0	0	12	30
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	2	7	0	0	9	1	6	2	0	9	0	2	1	0	3	1	11	0	0	12	33
Buses					1					0					0					0	1
Single-Unit Trucks					2					11					10					7	30
Articulated Trucks					0					0					0					2	2
Total Exiting Leg					3					11					10					9	33

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Buses

	Nahatan Street from North					Clapboardtree Street from East					Nahatan Street from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1					0					0					0	1

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	Nahatan Street from North					Clapboardtree Street from East					Nahatan Street from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					1					0					0					0	1
Total					1					1					0					0	2

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Single-Unit Trucks

	Nahatan Street from North					Clapboardtree Street from East					Nahatan Street from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	5
1:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	5
Total	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	1	3	1	0	5	10
2:00 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	6
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	5
2:45 PM	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	0	5	0	0	5	10
Total	1	3	0	0	4	1	2	1	0	4	0	5	1	0	6	2	8	0	0	10	24
3:00 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5
3:15 PM	1	5	0	0	6	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	10
Total	1	7	0	0	8	0	2	1	0	3	0	1	0	0	1	0	3	0	0	3	15
Grand Total	2	13	0	0	15	1	5	2	0	8	1	6	1	0	8	3	14	1	0	18	49
Approach %	13.3	86.7	0.0	0.0		12.5	62.5	25.0	0.0		12.5	75.0	12.5	0.0		16.7	77.8	5.6	0.0		
Total %	4.1	26.5	0.0	0.0	30.6	2.0	10.2	4.1	0.0	16.3	2.0	12.2	2.0	0.0	16.3	6.1	28.6	2.0	0.0	36.7	
Exiting Leg Total					8					15					18					8	49

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	Nahatan Street from North					Clapboardtree Street from East					Nahatan Street from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	5
2:45 PM	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	0	5	0	0	5	10
3:00 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5
3:15 PM	1	5	0	0	6	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	10
Total Volume	2	7	0	0	9	0	4	2	0	6	0	2	1	0	3	1	11	0	0	12	30
% Approach Total	22.2	77.8	0.0	0.0		0.0	66.7	33.3	0.0		0.0	66.7	33.3	0.0		8.3	91.7	0.0	0.0		
PHF	0.500	0.350	0.000	0.000	0.375	0.000	0.500	0.500	0.000	0.750	0.000	0.500	0.250	0.000	0.375	0.250	0.550	0.000	0.000	0.600	0.750
Entering Leg	2	7	0	0	9	0	4	2	0	6	0	2	1	0	3	1	11	0	0	12	30
Exiting Leg					2					11					10					7	30
Total					11					17					13					19	60

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Articulated Trucks

	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	20.0	0.0	0.0	20.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	
Exiting Leg Total					0					2					1					2	5

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	Nahatan Street					Clapboardtree Street					Nahatan Street					Clapboardtree Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.375
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Exiting Leg					0					2					1					0	3
Total					1					2					1					2	6

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Nahatan Street from North							Clapboardtree Street from East							Nahatan Street from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	
Exiting Leg Total							0							1							0							0	1

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	Nahatan Street from North							Clapboardtree Street from East							Nahatan Street from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	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	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg							0							1							0							0	1
Total							0							2							0							0	2

PDI File #: **228801 B**
Location: **N: Nahatan Street S: Nahatan Street**
Location: **E: Clapboardtree Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Pedestrians

	Nahatan Street from North							Clapboardtree Street from East							Nahatan Street from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							0							0	0

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	Nahatan Street from North							Clapboardtree Street from East							Nahatan Street from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg							0							0							0							0	0
Total							0							0							0							0	0

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	56	9	0	65	8	1	5	0	14	13	195	0	0	208	0	0	0	0	0	287
7:15 AM	3	49	14	0	66	17	3	8	0	28	15	166	4	0	185	0	0	0	0	0	279
7:30 AM	0	81	19	0	100	33	0	14	0	47	31	141	0	0	172	0	0	0	0	0	319
7:45 AM	0	94	23	0	117	40	0	13	0	53	40	182	0	0	222	1	0	0	0	1	393
Total	3	280	65	0	348	98	4	40	0	142	99	684	4	0	787	1	0	0	0	1	1278
8:00 AM	2	75	24	0	101	31	0	12	0	43	27	174	2	0	203	5	1	0	0	6	353
8:15 AM	1	75	20	0	96	25	0	9	0	34	26	142	1	0	169	0	0	0	0	0	299
8:30 AM	1	79	22	0	102	33	0	11	0	44	20	135	2	0	157	0	1	0	0	1	304
8:45 AM	0	85	42	0	127	23	1	8	0	32	34	163	1	0	198	0	0	0	0	0	357
Total	4	314	108	0	426	112	1	40	0	153	107	614	6	0	727	5	2	0	0	7	1313
9:00 AM	0	83	33	0	116	58	0	17	0	75	21	160	1	0	182	0	0	0	0	0	373
9:15 AM	3	86	24	0	113	34	0	9	0	43	20	147	0	0	167	0	0	0	0	0	323
Total	3	169	57	0	229	92	0	26	0	118	41	307	1	0	349	0	0	0	0	0	696
Grand Total	10	763	230	0	1003	302	5	106	0	413	247	1605	11	0	1863	6	2	0	0	8	3287
Approach %	1.0	76.1	22.9	0.0		73.1	1.2	25.7	0.0		13.3	86.2	0.6	0.0		75.0	25.0	0.0	0.0		
Total %	0.3	23.2	7.0	0.0	30.5	9.2	0.2	3.2	0.0	12.6	7.5	48.8	0.3	0.0	56.7	0.2	0.1	0.0	0.0	0.2	
Exiting Leg Total					1907					479					875					26	3287
Cars	10	703	225	0	938	295	5	100	0	400	242	1541	11	0	1794	6	2	0	0	8	3140
% Cars	100.0	92.1	97.8	0.0	93.5	97.7	100.0	94.3	0.0	96.9	98.0	96.0	100.0	0.0	96.3	100.0	100.0	0.0	0.0	100.0	95.5
Exiting Leg Total					1836					469					809					26	3140
Heavy Vehicles	0	60	5	0	65	7	0	6	0	13	5	64	0	0	69	0	0	0	0	0	147
% Heavy Vehicles	0.0	7.9	2.2	0.0	6.5	2.3	0.0	5.7	0.0	3.1	2.0	4.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	4.5
Exiting Leg Total					71					10					66					0	147

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	81	19	0	100	33	0	14	0	47	31	141	0	0	172	0	0	0	0	0	319
7:45 AM	0	94	23	0	117	40	0	13	0	53	40	182	0	0	222	1	0	0	0	1	393
8:00 AM	2	75	24	0	101	31	0	12	0	43	27	174	2	0	203	5	1	0	0	6	353
8:15 AM	1	75	20	0	96	25	0	9	0	34	26	142	1	0	169	0	0	0	0	0	299
Total Volume	3	325	86	0	414	129	0	48	0	177	124	639	3	0	766	6	1	0	0	7	1364
% Approach Total	0.7	78.5	20.8	0.0		72.9	0.0	27.1	0.0		16.2	83.4	0.4	0.0		85.7	14.3	0.0	0.0		
PHF	0.375	0.864	0.896	0.000	0.885	0.806	0.000	0.857	0.000	0.835	0.775	0.878	0.375	0.000	0.863	0.300	0.250	0.000	0.000	0.292	0.868
Cars	3	300	83	0	386	126	0	46	0	172	122	615	3	0	740	6	1	0	0	7	1305
Cars %	100.0	92.3	96.5	0.0	93.2	97.7	0.0	95.8	0.0	97.2	98.4	96.2	100.0	0.0	96.6	100.0	100.0	0.0	0.0	100.0	95.7
Heavy Vehicles	0	25	3	0	28	3	0	2	0	5	2	24	0	0	26	0	0	0	0	0	59
Heavy Vehicles %	0.0	7.7	3.5	0.0	6.8	2.3	0.0	4.2	0.0	2.8	1.6	3.8	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	4.3
Cars Enter Leg	3	300	83	0	386	126	0	46	0	172	122	615	3	0	740	6	1	0	0	7	1305
Heavy Enter Leg	0	25	3	0	28	3	0	2	0	5	2	24	0	0	26	0	0	0	0	0	59
Total Entering Leg	3	325	86	0	414	129	0	48	0	177	124	639	3	0	766	6	1	0	0	7	1364
Cars Exiting Leg					741					206					352					6	1305
Heavy Exiting Leg					27					5					27					0	59
Total Exiting Leg					768					211					379					6	1364

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars

	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	50	9	0	59	8	1	5	0	14	13	188	0	0	201	0	0	0	0	0	274
7:15 AM	3	47	13	0	63	17	3	8	0	28	14	159	4	0	177	0	0	0	0	0	268
7:30 AM	0	78	18	0	96	32	0	13	0	45	31	135	0	0	166	0	0	0	0	0	307
7:45 AM	0	83	22	0	105	39	0	13	0	52	38	178	0	0	216	1	0	0	0	1	374
Total	3	258	62	0	323	96	4	39	0	139	96	660	4	0	760	1	0	0	0	1	1223
8:00 AM	2	71	24	0	97	30	0	11	0	41	27	165	2	0	194	5	1	0	0	6	338
8:15 AM	1	68	19	0	88	25	0	9	0	34	26	137	1	0	164	0	0	0	0	0	286
8:30 AM	1	73	22	0	96	33	0	10	0	43	19	129	2	0	150	0	1	0	0	1	290
8:45 AM	0	79	42	0	121	22	1	8	0	31	33	155	1	0	189	0	0	0	0	0	341
Total	4	291	107	0	402	110	1	38	0	149	105	586	6	0	697	5	2	0	0	7	1255
9:00 AM	0	76	33	0	109	57	0	17	0	74	21	152	1	0	174	0	0	0	0	0	357
9:15 AM	3	78	23	0	104	32	0	6	0	38	20	143	0	0	163	0	0	0	0	0	305
Total	3	154	56	0	213	89	0	23	0	112	41	295	1	0	337	0	0	0	0	0	662
Grand Total	10	703	225	0	938	295	5	100	0	400	242	1541	11	0	1794	6	2	0	0	8	3140
Approach %	1.1	74.9	24.0	0.0		73.8	1.3	25.0	0.0		13.5	85.9	0.6	0.0		75.0	25.0	0.0	0.0		
Total %	0.3	22.4	7.2	0.0	29.9	9.4	0.2	3.2	0.0	12.7	7.7	49.1	0.4	0.0	57.1	0.2	0.1	0.0	0.0	0.3	
Exiting Leg Total					1836					469					809					26	3140

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	78	18	0	96	32	0	13	0	45	31	135	0	0	166	0	0	0	0	0	307
7:45 AM	0	83	22	0	105	39	0	13	0	52	38	178	0	0	216	1	0	0	0	1	374
8:00 AM	2	71	24	0	97	30	0	11	0	41	27	165	2	0	194	5	1	0	0	6	338
8:15 AM	1	68	19	0	88	25	0	9	0	34	26	137	1	0	164	0	0	0	0	0	286
Total Volume	3	300	83	0	386	126	0	46	0	172	122	615	3	0	740	6	1	0	0	7	1305
% Approach Total	0.8	77.7	21.5	0.0		73.3	0.0	26.7	0.0		16.5	83.1	0.4	0.0		85.7	14.3	0.0	0.0		
PHF	0.375	0.904	0.865	0.000	0.919	0.808	0.000	0.885	0.000	0.827	0.803	0.864	0.375	0.000	0.856	0.300	0.250	0.000	0.000	0.292	0.872
Entering Leg	3	300	83	0	386	126	0	46	0	172	122	615	3	0	740	6	1	0	0	7	1305
Exiting Leg					741					206					352					6	1305
Total					1127					378					1092					13	2610

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**

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

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

	High Street (Route 109)					Nahatan Street					High Street (Route 109)					Church-Cemetary Drive					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
7:15 AM	0	2	1	0	3	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	11
7:30 AM	0	3	1	0	4	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	12
7:45 AM	0	11	1	0	12	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	19
Total	0	22	3	0	25	2	0	1	0	3	3	24	0	0	27	0	0	0	0	0	55
8:00 AM	0	4	0	0	4	1	0	1	0	2	0	9	0	0	9	0	0	0	0	0	15
8:15 AM	0	7	1	0	8	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	13
8:30 AM	0	6	0	0	6	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	14
8:45 AM	0	6	0	0	6	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	16
Total	0	23	1	0	24	2	0	2	0	4	2	28	0	0	30	0	0	0	0	0	58
9:00 AM	0	7	0	0	7	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	16
9:15 AM	0	8	1	0	9	2	0	3	0	5	0	4	0	0	4	0	0	0	0	0	18
Total	0	15	1	0	16	3	0	3	0	6	0	12	0	0	12	0	0	0	0	0	34
Grand Total	0	60	5	0	65	7	0	6	0	13	5	64	0	0	69	0	0	0	0	0	147
Approach %	0.0	92.3	7.7	0.0		53.8	0.0	46.2	0.0		7.2	92.8	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	40.8	3.4	0.0	44.2	4.8	0.0	4.1	0.0	8.8	3.4	43.5	0.0	0.0	46.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					71					10					66					0	147
Buses	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
% Buses	0.0	1.7	0.0	0.0	1.5	28.6	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Exiting Leg Total					2					0					1					0	3
Single-Unit Trucks	0	56	4	0	60	5	0	5	0	10	5	53	0	0	58	0	0	0	0	0	128
% Single-Unit	0.0	93.3	80.0	0.0	92.3	71.4	0.0	83.3	0.0	76.9	100.0	82.8	0.0	0.0	84.1	0.0	0.0	0.0	0.0	0.0	87.1
Exiting Leg Total					58					9					61					0	128
Articulated Trucks	0	3	1	0	4	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	16
% Articulated	0.0	5.0	20.0	0.0	6.2	0.0	0.0	16.7	0.0	7.7	0.0	17.2	0.0	0.0	15.9	0.0	0.0	0.0	0.0	0.0	10.9
Exiting Leg Total					11					1					4					0	16

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	High Street (Route 109)					Nahatan Street					High Street (Route 109)					Church-Cemetary Drive					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:30 AM	0	6	0	0	6	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	14
8:45 AM	0	6	0	0	6	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	16
9:00 AM	0	7	0	0	7	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	16
9:15 AM	0	8	1	0	9	2	0	3	0	5	0	4	0	0	4	0	0	0	0	0	18
Total Volume	0	27	1	0	28	4	0	4	0	8	2	26	0	0	28	0	0	0	0	0	64
% Approach Total	0.0	96.4	3.6	0.0		50.0	0.0	50.0	0.0		7.1	92.9	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.844	0.250	0.000	0.778	0.500	0.000	0.333	0.000	0.400	0.500	0.813	0.000	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.889
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Single-Unit Trucks	0	26	1	0	27	3	0	4	0	7	2	20	0	0	22	0	0	0	0	0	56
Single-Unit %	0.0	96.3	100.0	0.0	96.4	75.0	0.0	100.0	0.0	87.5	100.0	76.9	0.0	0.0	78.6	0.0	0.0	0.0	0.0	0.0	87.5
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Articulated %	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	10.9
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	26	1	0	27	3	0	4	0	7	2	20	0	0	22	0	0	0	0	0	56
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total Entering Leg	0	27	1	0	28	4	0	4	0	8	2	26	0	0	28	0	0	0	0	0	64
Buses					1					0					0					0	1
Single-Unit Trucks					23					3					30					0	56
Articulated Trucks					6					0					1					0	7
Total Exiting Leg					30					3					31					0	64

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**

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

Class: **Buses**

	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	66.7	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					2					0					1					0	3

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:00 AM	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg					1					0					1					0	2
Total					2					1					1					0	4

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Single-Unit Trucks

	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
7:15 AM	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	10
7:30 AM	0	3	1	0	4	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	10
7:45 AM	0	9	1	0	10	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	16
Total	0	19	2	0	21	1	0	0	0	1	3	21	0	0	24	0	0	0	0	0	46
8:00 AM	0	4	0	0	4	1	0	1	0	2	0	8	0	0	8	0	0	0	0	0	14
8:15 AM	0	7	1	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
8:30 AM	0	5	0	0	5	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	13
8:45 AM	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	11
Total	0	22	1	0	23	1	0	2	0	3	2	22	0	0	24	0	0	0	0	0	50
9:00 AM	0	7	0	0	7	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	15
9:15 AM	0	8	1	0	9	2	0	3	0	5	0	3	0	0	3	0	0	0	0	0	17
Total	0	15	1	0	16	3	0	3	0	6	0	10	0	0	10	0	0	0	0	0	32
Grand Total	0	56	4	0	60	5	0	5	0	10	5	53	0	0	58	0	0	0	0	0	128
Approach %	0.0	93.3	6.7	0.0		50.0	0.0	50.0	0.0		8.6	91.4	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	43.8	3.1	0.0	46.9	3.9	0.0	3.9	0.0	7.8	3.9	41.4	0.0	0.0	45.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					58					9					61					0	128

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:30 AM	0	5	0	0	5	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	13
8:45 AM	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	11
9:00 AM	0	7	0	0	7	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	15
9:15 AM	0	8	1	0	9	2	0	3	0	5	0	3	0	0	3	0	0	0	0	0	17
Total Volume	0	26	1	0	27	3	0	4	0	7	2	20	0	0	22	0	0	0	0	0	56
% Approach Total	0.0	96.3	3.7	0.0		42.9	0.0	57.1	0.0		9.1	90.9	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.813	0.250	0.000	0.750	0.375	0.000	0.333	0.000	0.350	0.500	0.714	0.000	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.824
Entering Leg	0	26	1	0	27	3	0	4	0	7	2	20	0	0	22	0	0	0	0	0	56
Exiting Leg					23					3					30					0	56
Total					50					10					52					0	112

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Articulated Trucks

	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Grand Total	0	3	1	0	4	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	16
Approach %	0.0	75.0	25.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	18.8	6.3	0.0	25.0	0.0	0.0	6.3	0.0	6.3	0.0	68.8	0.0	0.0	68.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					11					1					4					0	16

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:00 AM	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
% Approach Total	0.0	66.7	33.3	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.750	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
Exiting Leg					3					1					3					0	7
Total					6					2					6					0	14

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	High Street (Route 109) from North							Nahatan Street from East							High Street (Route 109) from South							Church-Cemetary Drive from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	1	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	1	2	3	6
9:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	3	0	0	0	0	3	0	0	0	0	1	2	3	8
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	33.3	66.7		
Total %	0.0	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12.5	12.5	0.0	37.5	0.0	0.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	12.5	25.0	37.5	
Exiting Leg Total							3							1							1							3	8

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	High Street (Route 109) from North							Nahatan Street from East							High Street (Route 109) from South							Church-Cemetary Drive from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	1	1	3
9:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	3	0	0	0	0	3	0	0	0	0	1	2	3	8
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	33.3	66.7		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.667
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	3	0	0	0	0	3	0	0	0	0	1	2	3	8
Exiting Leg							3							1							1							3	8
Total							4							2							4							6	16

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Pedestrians

	High Street (Route 109) from North							Nahatan Street from East							High Street (Route 109) from South							Church-Cemetary Drive from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	5	6
Total	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	6	4	10	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
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	1	1	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	4	1	5	8
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	6	6	12	0	0	0	0	0	0	0	0	0	0	0	10	5	15	27
Approach %	0	0	0	0	0	0		0	0	0	0	50	50		0	0	0	0	0	0		0	0	0	0	66.7	33.3		
Total %	0	0	0	0	0	0	0	0	0	0	0	22.2	22.2	44.4	0	0	0	0	0	0	0	0	0	0	0	37	18.5	55.6	
Exiting Leg Total							0							12							0							15	27

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:00 AM	High Street (Route 109) from North							Nahatan Street from East							High Street (Route 109) from South							Church-Cemetary Drive from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	5	6
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	6	4	10	15
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	60.0	40.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.500	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	6	4	10	15
Exiting Leg							0							5							0							10	15
Total							0							10							0							20	30

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	113	26	0	139	36	0	11	0	47	17	138	0	0	155	0	0	0	0	0	341
1:45 PM	0	106	27	0	133	40	0	12	0	52	17	115	0	0	132	0	0	0	0	0	317
Total	0	219	53	0	272	76	0	23	0	99	34	253	0	0	287	0	0	0	0	0	658
2:00 PM	0	131	39	0	170	43	0	17	0	60	19	114	0	0	133	0	0	0	0	0	363
2:15 PM	0	132	43	0	175	25	1	17	0	43	18	105	0	0	123	0	0	0	0	0	341
2:30 PM	1	121	37	0	159	46	0	14	0	60	17	112	0	0	129	1	0	0	0	1	349
2:45 PM	0	141	44	0	185	50	0	27	0	77	37	111	0	0	148	0	1	0	0	1	411
Total	1	525	163	0	689	164	1	75	0	240	91	442	0	0	533	1	1	0	0	2	1464
3:00 PM	0	175	43	0	218	52	0	14	0	66	17	118	0	0	135	0	0	0	0	0	419
3:15 PM	1	176	49	0	226	39	0	18	0	57	20	111	0	0	131	0	0	0	0	0	414
Total	1	351	92	0	444	91	0	32	0	123	37	229	0	0	266	0	0	0	0	0	833
Grand Total	2	1095	308	0	1405	331	1	130	0	462	162	924	0	0	1086	1	1	0	0	2	2955
Approach %	0.1	77.9	21.9	0.0		71.6	0.2	28.1	0.0		14.9	85.1	0.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.1	37.1	10.4	0.0	47.5	11.2	0.0	4.4	0.0	15.6	5.5	31.3	0.0	0.0	36.8	0.0	0.0	0.0	0.0	0.1	
Exiting Leg Total					1255					471					1226					3	2955
Cars	2	1049	294	0	1345	325	1	127	0	453	160	889	0	0	1049	1	1	0	0	2	2849
% Cars	100.0	95.8	95.5	0.0	95.7	98.2	100.0	97.7	0.0	98.1	98.8	96.2	0.0	0.0	96.6	100.0	100.0	0.0	0.0	100.0	96.4
Exiting Leg Total					1214					455					1177					3	2849
Heavy Vehicles	0	46	14	0	60	6	0	3	0	9	2	35	0	0	37	0	0	0	0	0	106
% Heavy Vehicles	0.0	4.2	4.5	0.0	4.3	1.8	0.0	2.3	0.0	1.9	1.2	3.8	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.6
Exiting Leg Total					41					16					49					0	106

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	1	121	37	0	159	46	0	14	0	60	17	112	0	0	129	1	0	0	0	1	349
2:45 PM	0	141	44	0	185	50	0	27	0	77	37	111	0	0	148	0	1	0	0	1	411
3:00 PM	0	175	43	0	218	52	0	14	0	66	17	118	0	0	135	0	0	0	0	0	419
3:15 PM	1	176	49	0	226	39	0	18	0	57	20	111	0	0	131	0	0	0	0	0	414
Total Volume	2	613	173	0	788	187	0	73	0	260	91	452	0	0	543	1	1	0	0	2	1593
% Approach Total	0.3	77.8	22.0	0.0		71.9	0.0	28.1	0.0		16.8	83.2	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.500	0.871	0.883	0.000	0.872	0.899	0.000	0.676	0.000	0.844	0.615	0.958	0.000	0.000	0.917	0.250	0.250	0.000	0.000	0.500	0.950
Cars	2	596	166	0	764	185	0	72	0	257	90	437	0	0	527	1	1	0	0	2	1550
Cars %	100.0	97.2	96.0	0.0	97.0	98.9	0.0	98.6	0.0	98.8	98.9	96.7	0.0	0.0	97.1	100.0	100.0	0.0	0.0	100.0	97.3
Heavy Vehicles	0	17	7	0	24	2	0	1	0	3	1	15	0	0	16	0	0	0	0	0	43
Heavy Vehicles %	0.0	2.8	4.0	0.0	3.0	1.1	0.0	1.4	0.0	1.2	1.1	3.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.7
Cars Enter Leg	2	596	166	0	764	185	0	72	0	257	90	437	0	0	527	1	1	0	0	2	1550
Heavy Enter Leg	0	17	7	0	24	2	0	1	0	3	1	15	0	0	16	0	0	0	0	0	43
Total Entering Leg	2	613	173	0	788	187	0	73	0	260	91	452	0	0	543	1	1	0	0	2	1593
Cars Exiting Leg					622					257					669					2	1550
Heavy Exiting Leg					17					8					18					0	43
Total Exiting Leg					639					265					687					2	1593

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars

	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	107	24	0	131	35	0	11	0	46	17	132	0	0	149	0	0	0	0	0	326
1:45 PM	0	100	26	0	126	40	0	12	0	52	16	111	0	0	127	0	0	0	0	0	305
Total	0	207	50	0	257	75	0	23	0	98	33	243	0	0	276	0	0	0	0	0	631
2:00 PM	0	126	37	0	163	40	0	17	0	57	19	107	0	0	126	0	0	0	0	0	346
2:15 PM	0	120	41	0	161	25	1	15	0	41	18	102	0	0	120	0	0	0	0	0	322
2:30 PM	1	117	36	0	154	46	0	13	0	59	17	106	0	0	123	1	0	0	0	1	337
2:45 PM	0	138	43	0	181	50	0	27	0	77	37	106	0	0	143	0	1	0	0	1	402
Total	1	501	157	0	659	161	1	72	0	234	91	421	0	0	512	1	1	0	0	2	1407
3:00 PM	0	171	41	0	212	51	0	14	0	65	16	117	0	0	133	0	0	0	0	0	410
3:15 PM	1	170	46	0	217	38	0	18	0	56	20	108	0	0	128	0	0	0	0	0	401
Total	1	341	87	0	429	89	0	32	0	121	36	225	0	0	261	0	0	0	0	0	811
Grand Total	2	1049	294	0	1345	325	1	127	0	453	160	889	0	0	1049	1	1	0	0	2	2849
Approach %	0.1	78.0	21.9	0.0		71.7	0.2	28.0	0.0		15.3	84.7	0.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.1	36.8	10.3	0.0	47.2	11.4	0.0	4.5	0.0	15.9	5.6	31.2	0.0	0.0	36.8	0.0	0.0	0.0	0.0	0.1	
Exiting Leg Total					1214					455					1177					3	2849

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	1	117	36	0	154	46	0	13	0	59	17	106	0	0	123	1	0	0	0	1	337
2:45 PM	0	138	43	0	181	50	0	27	0	77	37	106	0	0	143	0	1	0	0	1	402
3:00 PM	0	171	41	0	212	51	0	14	0	65	16	117	0	0	133	0	0	0	0	0	410
3:15 PM	1	170	46	0	217	38	0	18	0	56	20	108	0	0	128	0	0	0	0	0	401
Total Volume	2	596	166	0	764	185	0	72	0	257	90	437	0	0	527	1	1	0	0	2	1550
% Approach Total	0.3	78.0	21.7	0.0		72.0	0.0	28.0	0.0		17.1	82.9	0.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.500	0.871	0.902	0.000	0.880	0.907	0.000	0.667	0.000	0.834	0.608	0.934	0.000	0.000	0.921	0.250	0.250	0.000	0.000	0.500	0.945
Entering Leg	2	596	166	0	764	185	0	72	0	257	90	437	0	0	527	1	1	0	0	2	1550
Exiting Leg					622					257					669					2	1550
Total					1386					514					1196					4	3100

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**

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

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

	High Street (Route 109)					Nahatan Street					High Street (Route 109)					Church-Cemetary Drive					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	6	2	0	8	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	15
1:45 PM	0	6	1	0	7	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	12
Total	0	12	3	0	15	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	27
2:00 PM	0	5	2	0	7	3	0	0	0	3	0	7	0	0	7	0	0	0	0	0	17
2:15 PM	0	12	2	0	14	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	19
2:30 PM	0	4	1	0	5	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	12
2:45 PM	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total	0	24	6	0	30	3	0	3	0	6	0	21	0	0	21	0	0	0	0	0	57
3:00 PM	0	4	2	0	6	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	9
3:15 PM	0	6	3	0	9	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	13
Total	0	10	5	0	15	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	22
Grand Total	0	46	14	0	60	6	0	3	0	9	2	35	0	0	37	0	0	0	0	0	106
Approach %	0.0	76.7	23.3	0.0		66.7	0.0	33.3	0.0		5.4	94.6	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	43.4	13.2	0.0	56.6	5.7	0.0	2.8	0.0	8.5	1.9	33.0	0.0	0.0	34.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					41					16					49					0	106
Buses	0	1	1	0	2	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	5
% Buses	0.0	2.2	7.1	0.0	3.3	16.7	0.0	33.3	0.0	22.2	0.0	2.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	4.7
Exiting Leg Total					2					1					2					0	5
Single-Unit Trucks	0	34	12	0	46	5	0	2	0	7	2	26	0	0	28	0	0	0	0	0	81
% Single-Unit	0.0	73.9	85.7	0.0	76.7	83.3	0.0	66.7	0.0	77.8	100.0	74.3	0.0	0.0	75.7	0.0	0.0	0.0	0.0	0.0	76.4
Exiting Leg Total					31					14					36					0	81
Articulated Trucks	0	11	1	0	12	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	20
% Articulated	0.0	23.9	7.1	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	0.0	0.0	21.6	0.0	0.0	0.0	0.0	0.0	18.9
Exiting Leg Total					8					1					11					0	20

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	High Street (Route 109)					Nahatan Street					High Street (Route 109)					Church-Cemetary Drive					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	6	2	0	8	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	15
1:45 PM	0	6	1	0	7	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	12
2:00 PM	0	5	2	0	7	3	0	0	0	3	0	7	0	0	7	0	0	0	0	0	17
2:15 PM	0	12	2	0	14	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	19
Total Volume	0	29	7	0	36	4	0	2	0	6	1	20	0	0	21	0	0	0	0	0	63
% Approach Total	0.0	80.6	19.4	0.0		66.7	0.0	33.3	0.0		4.8	95.2	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.604	0.875	0.000	0.643	0.333	0.000	0.250	0.000	0.500	0.250	0.714	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.829
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0.0	3.4	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Single-Unit Trucks	0	21	6	0	27	4	0	2	0	6	1	13	0	0	14	0	0	0	0	0	47
Single-Unit %	0.0	72.4	85.7	0.0	75.0	100.0	0.0	100.0	0.0	100.0	100.0	65.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	74.6
Articulated Trucks	0	7	1	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
Articulated %	0.0	24.1	14.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	23.8
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	0	21	6	0	27	4	0	2	0	6	1	13	0	0	14	0	0	0	0	0	47
Articulated Trucks	0	7	1	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
Total Entering Leg	0	29	7	0	36	4	0	2	0	6	1	20	0	0	21	0	0	0	0	0	63
Buses					0					0					1					0	1
Single-Unit Trucks					17					7					23					0	47
Articulated Trucks					7					1					7					0	15
Total Exiting Leg					24					8					31					0	63

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Buses

	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
3:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	1	0	2	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	5
Approach %	0.0	50.0	50.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	20.0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					2					1					2					0	5

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:15 PM	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	1.000
Entering Leg	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
Exiting Leg					1					1					2					0	4
Total					3					2					3					0	8

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Single-Unit Trucks

	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	5	2	0	7	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	13
1:45 PM	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	10
Total	0	11	2	0	13	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	23
2:00 PM	0	5	2	0	7	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	12
2:15 PM	0	5	2	0	7	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	12
2:30 PM	0	4	1	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
2:45 PM	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	16	6	0	22	3	0	2	0	5	0	14	0	0	14	0	0	0	0	0	41
3:00 PM	0	3	1	0	4	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	7
3:15 PM	0	4	3	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
Total	0	7	4	0	11	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	17
Grand Total	0	34	12	0	46	5	0	2	0	7	2	26	0	0	28	0	0	0	0	0	81
Approach %	0.0	73.9	26.1	0.0		71.4	0.0	28.6	0.0		7.1	92.9	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	42.0	14.8	0.0	56.8	6.2	0.0	2.5	0.0	8.6	2.5	32.1	0.0	0.0	34.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					31					14					36					0	81

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	5	2	0	7	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	13
1:45 PM	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	10
2:00 PM	0	5	2	0	7	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	12
2:15 PM	0	5	2	0	7	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	12
Total Volume	0	21	6	0	27	4	0	2	0	6	1	13	0	0	14	0	0	0	0	0	47
% Approach Total	0.0	77.8	22.2	0.0		66.7	0.0	33.3	0.0		7.1	92.9	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.875	0.750	0.000	0.964	0.333	0.000	0.250	0.000	0.500	0.250	0.650	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.904
Entering Leg	0	21	6	0	27	4	0	2	0	6	1	13	0	0	14	0	0	0	0	0	47
Exiting Leg					17					7					23					0	47
Total					44					13					37					0	94

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Articulated Trucks

	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
2:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	11	1	0	12	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	20
Approach %	0.0	91.7	8.3	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	55.0	5.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					8					1					11					0	20

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	High Street (Route 109) from North					Nahatan Street from East					High Street (Route 109) from South					Church-Cemetary Drive from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
2:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	7	1	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
% Approach Total	0.0	87.5	12.5	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		
PHF	0.000	0.292	0.250	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.000	0.350	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	7	1	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
Exiting Leg					7					1					7					0	15
Total					15					1					14					0	30

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	High Street (Route 109) from North							Nahatan Street from East							High Street (Route 109) from South							Church-Cemetary Drive from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	2	0	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	1	0	0	0	0	1	0	1	1	1	0	0	0	0	2	0	0	0	0	2	0	2	6
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total							1							2							1							2	6

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	High Street (Route 109) from North							Nahatan Street from East							High Street (Route 109) from South							Church-Cemetary Drive from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	2	0	0	0	0	2	0	2	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	2	0	0	0	0	2	0	2	5
Exiting Leg							1							2							0							2	5
Total							1							3							2							4	10

PDI File #: **228801 C**
Location: **N: High Street (Route 109) S: High Street (Route 109)**
Location: **E: Nahatan Street W: Church-Cemetary Drive**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Pedestrians

	High Street (Route 109) from North							Nahatan Street from East							High Street (Route 109) from South							Church-Cemetary Drive from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	1	0	1	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	1	0	1	0	0	0	0	2	3	5	12
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
Grand Total	0	0	0	0	0	0	0	0	0	0	0	8	4	12	0	0	0	0	1	0	1	0	0	0	0	6	3	9	22
Approach %	0	0	0	0	0	0		0	0	0	0	66.7	33.3		0	0	0	0	100	0		0	0	0	0	66.7	33.3		
Total %	0	0	0	0	0	0	0	0	0	0	0	36.4	18.2	54.5	0	0	0	0	4.55	0	4.55	0	0	0	0	27.3	13.6	40.9	
Exiting Leg Total							0							12							1							9	22

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	High Street (Route 109) from North							Nahatan Street from East							High Street (Route 109) from South							Church-Cemetary Drive from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	1	0	1	0	0	0	0	3	1	4	12
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	71.4	28.6		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	75.0	25.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.500	0.583	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.375	0.250	0.500	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	1	0	1	0	0	0	0	3	1	4	12
Exiting Leg							0							7							1							4	12
Total							0							14							2							8	24

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:00 AM	1	16	0	4	0	21	9	7	51	0	0	67	0	0	3	0	0	3	0	87	119	3	0	209	2	0	19	4	0	25	325
7:15 AM	1	46	0	4	0	51	5	11	48	0	0	64	0	0	3	0	0	3	0	85	137	3	0	225	4	0	18	0	0	22	365
7:30 AM	0	27	0	5	0	32	5	13	76	0	0	94	0	0	0	0	0	0	0	92	169	3	0	264	3	0	19	1	0	23	413
7:45 AM	1	44	0	3	0	48	11	16	90	0	0	117	0	0	0	0	0	0	0	94	158	2	0	254	5	0	22	2	0	29	448
Total	3	133	0	16	0	152	30	47	265	0	0	342	0	0	6	0	0	6	0	358	583	11	0	952	14	0	78	7	0	99	1551
8:00 AM	0	45	0	3	0	48	18	0	90	0	0	108	0	0	0	0	0	0	0	92	135	1	0	228	4	0	29	2	0	35	419
8:15 AM	0	50	0	9	0	59	23	0	68	0	0	91	0	0	0	0	0	0	0	90	166	0	0	256	3	0	15	4	0	22	428
8:30 AM	0	44	0	2	0	46	31	0	90	0	0	121	0	0	0	0	0	0	0	87	116	0	0	203	1	0	22	6	0	29	399
8:45 AM	0	55	0	9	0	64	40	0	85	0	0	125	0	0	0	1	0	1	1	77	112	0	0	190	4	0	18	5	0	27	407
Total	0	194	0	23	0	217	112	0	333	0	0	445	0	0	0	1	0	1	1	346	529	1	0	877	12	0	84	17	0	113	1653
9:00 AM	0	62	0	17	0	79	21	0	70	0	0	91	0	0	0	0	0	0	0	94	111	0	0	205	14	0	28	8	0	50	425
9:15 AM	0	56	0	12	0	68	24	0	64	0	0	88	0	0	0	0	0	0	0	73	88	0	0	161	10	0	18	6	0	34	351
Total	0	118	0	29	0	147	45	0	134	0	0	179	0	0	0	0	0	0	0	167	199	0	0	366	24	0	46	14	0	84	776
Grand Total	3	445	0	68	0	516	187	47	732	0	0	966	0	0	6	1	0	7	1	871	1311	12	0	2195	50	0	208	38	0	296	3980
Approach %	0.6	86.2	0.0	13.2	0.0		19.4	4.9	75.8	0.0	0.0		0.0	0.0	85.7	14.3	0.0		0.0	39.7	59.7	0.5	0.0		16.9	0.0	70.3	12.8	0.0		
Total %	0.1	11.2	0.0	1.7	0.0	13.0	4.7	1.2	18.4	0.0	0.0	24.3	0.0	0.0	0.2	0.0	0.0	0.2	0.0	21.9	32.9	0.3	0.0	55.2	1.3	0.0	5.2	1.0	0.0	7.4	
Exiting Leg Total						1536						1147						1						1228						68	3980
Cars	3	433	0	65	0	501	183	45	707	0	0	935	0	0	5	1	0	6	1	846	1258	11	0	2116	47	0	207	37	0	291	3849
% Cars	100.0	97.3	0.0	95.6	0.0	97.1	97.9	95.7	96.6	0.0	0.0	96.8	0.0	0.0	83.3	100.0	0.0	85.7	100.0	97.1	96.0	91.7	0.0	96.4	94.0	0.0	99.5	97.4	0.0	98.3	96.7
Exiting Leg Total						1478						1118						1						1188						64	3849
Heavy Vehicles	0	12	0	3	0	15	4	2	25	0	0	31	0	0	1	0	0	1	0	25	53	1	0	79	3	0	1	1	0	5	131
% Heavy Vehicles	0.0	2.7	0.0	4.4	0.0	2.9	2.1	4.3	3.4	0.0	0.0	3.2	0.0	0.0	16.7	0.0	0.0	14.3	0.0	2.9	4.0	8.3	0.0	3.6	6.0	0.0	0.5	2.6	0.0	1.7	3.3
Exiting Leg Total						58						29						0						40						4	131

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:30 AM	0	27	0	5	0	32	5	13	76	0	0	94	0	0	0	0	0	0	0	92	169	3	0	264	3	0	19	1	0	23	413
7:45 AM	1	44	0	3	0	48	11	16	90	0	0	117	0	0	0	0	0	0	0	94	158	2	0	254	5	0	22	2	0	29	448
8:00 AM	0	45	0	3	0	48	18	0	90	0	0	108	0	0	0	0	0	0	0	92	135	1	0	228	4	0	29	2	0	35	419
8:15 AM	0	50	0	9	0	59	23	0	68	0	0	91	0	0	0	0	0	0	0	90	166	0	0	256	3	0	15	4	0	22	428
Total Volume	1	166	0	20	0	187	57	29	324	0	0	410	0	0	0	0	0	0	0	368	628	6	0	1002	15	0	85	9	0	109	1708
% Approach Total	0.5	88.8	0.0	10.7	0.0		13.9	7.1	79.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	36.7	62.7	0.6	0.0		13.8	0.0	78.0	8.3	0.0		
PHF	0.250	0.830	0.000	0.556	0.000	0.792	0.620	0.453	0.900	0.000	0.000	0.876	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.979	0.929	0.500	0.000	0.949	0.750	0.000	0.733	0.563	0.000	0.779	0.953
Cars	1	160	0	18	0	179	54	28	314	0	0	396	0	0	0	0	0	0	0	361	597	6	0	964	14	0	85	8	0	107	1646
Cars %	100.0	96.4	0.0	90.0	0.0	95.7	94.7	96.6	96.9	0.0	0.0	96.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.1	95.1	100.0	0.0	96.2	93.3	0.0	100.0	88.9	0.0	98.2	96.4
Heavy Vehicles	0	6	0	2	0	8	3	1	10	0	0	14	0	0	0	0	0	0	0	7	31	0	0	38	1	0	0	1	0	2	62
Heavy Vehicles %	0.0	3.6	0.0	10.0	0.0	4.3	5.3	3.4	3.1	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	4.9	0.0	0.0	3.8	6.7	0.0	0.0	11.1	0.0	1.8	3.6
Cars Enter Leg	1	160	0	18	0	179	54	28	314	0	0	396	0	0	0	0	0	0	0	361	597	6	0	964	14	0	85	8	0	107	1646
Heavy Enter Leg	0	6	0	2	0	8	3	1	10	0	0	14	0	0	0	0	0	0	0	7	31	0	0	38	1	0	0	1	0	2	62
Total Entering Leg	1	166	0	20	0	187	57	29	324	0	0	410	0	0	0	0	0	0	0	368	628	6	0	1002	15	0	85	9	0	109	1708
Cars Exiting Leg						659						464						0						488						35	1646
Heavy Exiting Leg						35						9						0						17						1	62
Total Exiting Leg						694						473						0						505						36	1708

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars

	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:00 AM	1	15	0	4	0	20	9	7	48	0	0	64	0	0	2	0	0	2	0	85	115	2	0	202	1	0	19	4	0	24	312
7:15 AM	1	45	0	4	0	50	5	10	45	0	0	60	0	0	3	0	0	3	0	85	131	3	0	219	3	0	18	0	0	21	353
7:30 AM	0	26	0	4	0	30	5	13	73	0	0	91	0	0	0	0	0	0	0	91	162	3	0	256	2	0	19	1	0	22	399
7:45 AM	1	43	0	3	0	47	11	15	88	0	0	114	0	0	0	0	0	0	0	92	149	2	0	243	5	0	22	2	0	29	433
Total	3	129	0	15	0	147	30	45	254	0	0	329	0	0	5	0	0	5	0	353	557	10	0	920	11	0	78	7	0	96	1497
8:00 AM	0	42	0	3	0	45	16	0	86	0	0	102	0	0	0	0	0	0	0	91	128	1	0	220	4	0	29	2	0	35	402
8:15 AM	0	49	0	8	0	57	22	0	67	0	0	89	0	0	0	0	0	0	0	87	158	0	0	245	3	0	15	3	0	21	412
8:30 AM	0	43	0	2	0	45	31	0	88	0	0	119	0	0	0	0	0	0	0	82	114	0	0	196	1	0	21	6	0	28	388
8:45 AM	0	54	0	9	0	63	40	0	84	0	0	124	0	0	0	1	0	1	1	72	107	0	0	180	4	0	18	5	0	27	395
Total	0	188	0	22	0	210	109	0	325	0	0	434	0	0	0	1	0	1	1	332	507	1	0	841	12	0	83	16	0	111	1597
9:00 AM	0	61	0	17	0	78	20	0	70	0	0	90	0	0	0	0	0	0	0	92	107	0	0	199	14	0	28	8	0	50	417
9:15 AM	0	55	0	11	0	66	24	0	58	0	0	82	0	0	0	0	0	0	0	69	87	0	0	156	10	0	18	6	0	34	338
Total	0	116	0	28	0	144	44	0	128	0	0	172	0	0	0	0	0	0	0	161	194	0	0	355	24	0	46	14	0	84	755
Grand Total	3	433	0	65	0	501	183	45	707	0	0	935	0	0	5	1	0	6	1	846	1258	11	0	2116	47	0	207	37	0	291	3849
Approach %	0.6	86.4	0.0	13.0	0.0		19.6	4.8	75.6	0.0	0.0		0.0	0.0	83.3	16.7	0.0		0.0	40.0	59.5	0.5	0.0		16.2	0.0	71.1	12.7	0.0		
Total %	0.1	11.2	0.0	1.7	0.0	13.0	4.8	1.2	18.4	0.0	0.0	24.3	0.0	0.0	0.1	0.0	0.0	0.2	0.0	22.0	32.7	0.3	0.0	55.0	1.2	0.0	5.4	1.0	0.0	7.6	
Exiting Leg Total						1478						1118						1						1188						64	3849

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:30 AM	0	26	0	4	0	30	5	13	73	0	0	91	0	0	0	0	0	0	0	91	162	3	0	256	2	0	19	1	0	22	399
7:45 AM	1	43	0	3	0	47	11	15	88	0	0	114	0	0	0	0	0	0	0	92	149	2	0	243	5	0	22	2	0	29	433
8:00 AM	0	42	0	3	0	45	16	0	86	0	0	102	0	0	0	0	0	0	0	91	128	1	0	220	4	0	29	2	0	35	402
8:15 AM	0	49	0	8	0	57	22	0	67	0	0	89	0	0	0	0	0	0	0	87	158	0	0	245	3	0	15	3	0	21	412
Total Volume	1	160	0	18	0	179	54	28	314	0	0	396	0	0	0	0	0	0	0	361	597	6	0	964	14	0	85	8	0	107	1646
% Approach Total	0.6	89.4	0.0	10.1	0.0		13.6	7.1	79.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	37.4	61.9	0.6	0.0		13.1	0.0	79.4	7.5	0.0		
PHF	0.250	0.816	0.000	0.563	0.000	0.785	0.614	0.467	0.892	0.000	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.981	0.921	0.500	0.000	0.941	0.700	0.000	0.733	0.667	0.000	0.764	0.950
Entering Leg	1	160	0	18	0	179	54	28	314	0	0	396	0	0	0	0	0	0	0	361	597	6	0	964	14	0	85	8	0	107	1646
Exiting Leg						659						464						0						488						35	1646
Total						838						860						0						1452						142	3292

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

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

	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	0	1	0	0	3	0	0	3	0	0	1	0	0	1	0	2	4	1	0	7	1	0	0	0	0	1	13
7:15 AM	0	1	0	0	0	1	0	1	3	0	0	4	0	0	0	0	0	0	0	0	6	0	0	6	1	0	0	0	0	1	12
7:30 AM	0	1	0	1	0	2	0	0	3	0	0	3	0	0	0	0	0	0	0	1	7	0	0	8	1	0	0	0	0	1	14
7:45 AM	0	1	0	0	0	1	0	1	2	0	0	3	0	0	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	0	15
Total	0	4	0	1	0	5	0	2	11	0	0	13	0	0	1	0	0	1	0	5	26	1	0	32	3	0	0	0	0	3	54
8:00 AM	0	3	0	0	0	3	2	0	4	0	0	6	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	17
8:15 AM	0	1	0	1	0	2	1	0	1	0	0	2	0	0	0	0	0	0	0	3	8	0	0	11	0	0	0	1	0	1	16
8:30 AM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	5	2	0	0	7	0	0	1	0	0	1	11
8:45 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	5	5	0	0	10	0	0	0	0	0	0	12
Total	0	6	0	1	0	7	3	0	8	0	0	11	0	0	0	0	0	0	0	14	22	0	0	36	0	0	1	1	0	2	56
9:00 AM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	8
9:15 AM	0	1	0	1	0	2	0	0	6	0	0	6	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	13
Total	0	2	0	1	0	3	1	0	6	0	0	7	0	0	0	0	0	0	0	6	5	0	0	11	0	0	0	0	0	0	21
Grand Total	0	12	0	3	0	15	4	2	25	0	0	31	0	0	1	0	0	1	0	25	53	1	0	79	3	0	1	1	0	5	131
Approach %	0.0	80.0	0.0	20.0	0.0		12.9	6.5	80.6	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	31.6	67.1	1.3	0.0		60.0	0.0	20.0	20.0	0.0		
Total %	0.0	9.2	0.0	2.3	0.0	11.5	3.1	1.5	19.1	0.0	0.0	23.7	0.0	0.0	0.8	0.0	0.0	0.8	0.0	19.1	40.5	0.8	0.0	60.3	2.3	0.0	0.8	0.8	0.0	3.8	
Exiting Leg Total						58						29						0						40						4	131
Buses	0	6	0	1	0	7	2	0	6	0	0	8	0	0	0	0	0	0	0	4	9	0	0	13	0	0	1	0	0	1	29
% Buses	0.0	50.0	0.0	33.3	0.0	46.7	50.0	0.0	24.0	0.0	0.0	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	17.0	0.0	0.0	16.5	0.0	0.0	100.0	0.0	0.0	20.0	22.1
Exiting Leg Total						11						6						0						12						0	29
Single-Unit Trucks	0	6	0	2	0	8	1	2	19	0	0	22	0	0	1	0	0	1	0	21	39	1	0	61	3	0	0	1	0	4	96
% Single-Unit	0.0	50.0	0.0	66.7	0.0	53.3	25.0	100.0	76.0	0.0	0.0	71.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	84.0	73.6	100.0	0.0	77.2	100.0	0.0	0.0	100.0	0.0	80.0	73.3
Exiting Leg Total						41						23						0						28						4	96
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4.6
Exiting Leg Total						6						0						0						0						0	6

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:30 AM	0	1	0	1	0	2	0	0	3	0	0	3	0	0	0	0	0	0	0	1	7	0	0	8	1	0	0	0	0	1	14
7:45 AM	0	1	0	0	0	1	0	1	2	0	0	3	0	0	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	0	15
8:00 AM	0	3	0	0	0	3	2	0	4	0	0	6	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	17
8:15 AM	0	1	0	1	0	2	1	0	1	0	0	2	0	0	0	0	0	0	0	3	8	0	0	11	0	0	0	1	0	1	16
Total Volume	0	6	0	2	0	8	3	1	10	0	0	14	0	0	0	0	0	0	0	7	31	0	0	38	1	0	0	1	0	2	62
% Approach Total	0.0	75.0	0.0	25.0	0.0		21.4	7.1	71.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	18.4	81.6	0.0	0.0		50.0	0.0	0.0	50.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.000	0.667	0.375	0.250	0.625	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.861	0.000	0.000	0.864	0.250	0.000	0.000	0.250	0.000	0.500	0.912
Buses	0	3	0	0	0	3	1	0	2	0	0	3	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	12
Buses %	0.0	50.0	0.0	0.0	0.0	37.5	33.3	0.0	20.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	12.9	0.0	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	19.4
Single-Unit Trucks	0	3	0	2	0	5	1	1	8	0	0	10	0	0	0	0	0	0	0	5	22	0	0	27	1	0	0	1	0	2	44
Single-Unit %	0.0	50.0	0.0	100.0	0.0	62.5	33.3	100.0	80.0	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.4	71.0	0.0	0.0	71.1	100.0	0.0	0.0	100.0	0.0	100.0	71.0
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.1	0.0	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	9.7
Buses	0	3	0	0	0	3	1	0	2	0	0	3	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	12
Single-Unit Trucks	0	3	0	2	0	5	1	1	8	0	0	10	0	0	0	0	0	0	0	5	22	0	0	27	1	0	0	1	0	2	44
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
Total Entering Leg	0	6	0	2	0	8	3	1	10	0	0	14	0	0	0	0	0	0	0	7	31	0	0	38	1	0	0	1	0	2	62
Buses						5						2						0						5						0	12

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

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

	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
Single-Unit Trucks						24						7						0						12						1	44
Articulated Trucks						6						0						0						0						0	6
Total Exiting Leg						35						9						0						17						1	62

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Buses

	Washington Street (Route 1A) from North						East Street from East						Fire Station from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
7:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
Total	0	3	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	12
8:00 AM	0	1	0	0	0	1	1	0	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	2	0	0	0	2	1	0	2	0	0	3	0	0	0	0	0	0	0	1	4	0	0	5	0	0	1	0	0	1	11
9:00 AM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
9:15 AM	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	0	1	0	2	1	0	2	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
Grand Total	0	6	0	1	0	7	2	0	6	0	0	8	0	0	0	0	0	0	0	4	9	0	0	13	0	0	1	0	0	1	29
Approach %	0.0	85.7	0.0	14.3	0.0		25.0	0.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	30.8	69.2	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	20.7	0.0	3.4	0.0	24.1	6.9	0.0	20.7	0.0	0.0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8	31.0	0.0	0.0	44.8	0.0	0.0	3.4	0.0	0.0	3.4	
Exiting Leg Total						11						6						0						12						0	29

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:15 AM	Washington Street (Route 1A) from North						East Street from East						Fire Station from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
8:00 AM	0	1	0	0	0	1	1	0	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
Total Volume	0	4	0	0	0	4	1	0	3	0	0	4	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	14
% Approach Total	0.0	100.0	0.0	0.0	0.0		25.0	0.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	1.000	0.000	0.000	0.000	1.000	0.250	0.000	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.700
Entering Leg	0	4	0	0	0	4	1	0	3	0	0	4	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	14
Exiting Leg						5						2						0						7						0	14
Total						9						6						0						13						0	28

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
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Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:00 AM	0	1	0	0	0	1	0	0	3	0	0	3	0	0	1	0	0	1	0	1	2	1	0	4	1	0	0	0	0	1	10
7:15 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	6	0	0	6	1	0	0	0	0	1	10
7:30 AM	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	0	1	9
7:45 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	10
Total	0	1	0	1	0	2	0	2	9	0	0	11	0	0	1	0	0	1	0	2	19	1	0	22	3	0	0	0	0	3	39
8:00 AM	0	2	0	0	0	2	1	0	3	0	0	4	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	11
8:15 AM	0	1	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	3	7	0	0	10	0	0	0	1	0	1	14
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	6
8:45 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	5	4	0	0	9	0	0	0	0	0	0	11
Total	0	4	0	1	0	5	1	0	6	0	0	7	0	0	0	0	0	0	0	13	16	0	0	29	0	0	0	1	0	1	42
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	5
9:15 AM	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	10
Total	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	6	4	0	0	10	0	0	0	0	0	0	15
Grand Total	0	6	0	2	0	8	1	2	19	0	0	22	0	0	1	0	0	1	0	21	39	1	0	61	3	0	0	1	0	4	96
Approach %	0.0	75.0	0.0	25.0	0.0		4.5	9.1	86.4	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	34.4	63.9	1.6	0.0		75.0	0.0	0.0	25.0	0.0		
Total %	0.0	6.3	0.0	2.1	0.0	8.3	1.0	2.1	19.8	0.0	0.0	22.9	0.0	0.0	1.0	0.0	0.0	1.0	0.0	21.9	40.6	1.0	0.0	63.5	3.1	0.0	0.0	1.0	0.0	4.2	
Exiting Leg Total						41						23						0						28						4	96

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	0	1	9
7:45 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	10
8:00 AM	0	2	0	0	0	2	1	0	3	0	0	4	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	11
8:15 AM	0	1	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	3	7	0	0	10	0	0	0	1	0	1	14
Total Volume	0	3	0	2	0	5	1	1	8	0	0	10	0	0	0	0	0	0	0	5	22	0	0	27	1	0	0	1	0	2	44
% Approach Total	0.0	60.0	0.0	40.0	0.0		10.0	10.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	18.5	81.5	0.0	0.0		50.0	0.0	0.0	50.0	0.0		
PHF	0.000	0.375	0.000	0.500	0.000	0.625	0.250	0.250	0.667	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.786	0.000	0.000	0.675	0.250	0.000	0.000	0.250	0.000	0.500	0.786
Entering Leg	0	3	0	2	0	5	1	1	8	0	0	10	0	0	0	0	0	0	0	5	22	0	0	27	1	0	0	1	0	2	44
Exiting Leg						24						7						0						12						1	44
Total						29						17						0						39						3	88

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Articulated Trucks

	Washington Street (Route 1A) from North						East Street from East						Fire Station from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
9:00 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
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
Approach %	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						6						0						0						0						0	6

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	Washington Street (Route 1A) from North						East Street from East						Fire Station from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
% Approach Total	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
Exiting Leg						6						0						0						0						0	6
Total						6						1						0						5						0	12

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Washington Street (Route 1A)								East Street								Fire Station								Washington Street (Route 1A)								School Street								
	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	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	1	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2	3	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	0	0	0	1	3	0	0	0	0	0	0	1	1	0	0	0	0	0	1	3	4	0	0	1	0	0	0	0	1	0	0	2	0	0	0	1	3	12
Approach %	0.0	66.7	0.0	0.0	0.0	0.0	33.3		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	66.7	0.0	0.0	0.0	33.3		
Total %	0.0	16.7	0.0	0.0	0.0	0.0	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	8.3	25.0	33.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	8.3	0.0	0.0	16.7	0.0	0.0	0.0	8.3	25.0	
Exiting Leg Total								2								3								4								2								1	12

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	Washington Street (Route 1A)								East Street								Fire Station								Washington Street (Route 1A)								School Street								
	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	Total
8:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	0	0	0	1	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	8
% Approach Total	0.0	66.7	0.0	0.0	0.0	0.0	33.3		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		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		
PHF	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	2	0	0	0	0	1	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	8
Exiting Leg								2								2								2								2								0	8
Total								5								3								4								3								1	16

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Pedestrians

	Washington Street (Route 1A)								East Street								Fire Station								Washington Street (Route 1A)								School Street								
	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	Total
7:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
7:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	10
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	2	5	0	0	0	0	0	2	3	5	0	0	0	0	0	2	6	8	0	0	0	0	0	0	2	2	0	0	0	0	0	2	2	4	24
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
8:15 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	0	1	1	0	0	0	0	0	3	2	5	0	0	0	0	0	2	1	3	0	0	0	0	0	2	1	3	17
8:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
8:45 AM	0	0	0	0	0	5	7	12	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	0	0	0	0	2	3	5	20
Total	0	0	0	0	0	10	9	19	0	0	0	0	0	2	2	4	0	0	0	0	0	4	4	8	0	0	0	0	0	2	2	4	0	0	0	0	0	5	6	11	46
9:00 AM	0	0	0	0	0	5	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5	13	23
9:15 AM	0	0	0	0	0	7	4	11	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	1	6	7	22
Total	0	0	0	0	0	12	9	21	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	9	11	20	45
Grand Total	0	0	0	0	0	25	20	45	0	0	0	0	0	5	5	10	0	0	0	0	0	6	10	16	0	0	0	0	0	2	7	9	0	0	0	0	0	16	19	35	115
Approach %	0	0	0	0	0	55.6	44.4		0	0	0	0	0	50	50		0	0	0	0	0	37.5	62.5		0	0	0	0	0	22.2	77.8		0	0	0	0	0	45.7	54.3		
Total %	0	0	0	0	0	21.7	17.4	39.1	0	0	0	0	0	4.35	4.35	8.7	0	0	0	0	0	5.22	8.7	13.9	0	0	0	0	0	1.74	6.09	7.83	0	0	0	0	0	13.9	16.5	30.4	
Exiting Leg Total								45								10								16								9								35	115

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	Washington Street (Route 1A)								East Street								Fire Station								Washington Street (Route 1A)								School Street								
	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	Total
8:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
8:45 AM	0	0	0	0	0	5	7	12	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	0	0	0	0	2	3	5	20
9:00 AM	0	0	0	0	0	5	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5	13	23
9:15 AM	0	0	0	0	0	7	4	11	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	1	6	7	22
Total Volume	0	0	0	0	0	18	17	35	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	4	0	0	0	0	0	11	16	27	70
% Approach Total	0.0	0.0	0.0	0.0	0.0	51.4	48.6		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	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	40.7	59.3		
PHF	0.000	0.000	0.000	0.000	0.000	0.643	0.607	0.729	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	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.333	0.000	0.000	0.000	0.000	0.000	0.344	0.667	0.519	0.761
Entering Leg	0	0	0	0	0	18	17	35	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	4	0	0	0	0	0	11	16	27	70
Exiting Leg								35								2								2								4								27	70
Total								70								4								4								8								54	140

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Washington Street (Route 1A) from North						East Street from East						Fire Station from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
1:30 PM	0	82	0	4	0	86	17	0	61	0	0	78	0	0	0	0	0	0	0	77	73	0	0	150	10	0	20	9	0	39	353
1:45 PM	0	51	0	17	0	68	24	0	81	0	0	105	0	0	0	0	0	0	0	63	95	1	0	159	15	0	12	3	0	30	362
Total	0	133	0	21	0	154	41	0	142	0	0	183	0	0	0	0	0	0	0	140	168	1	0	309	25	0	32	12	0	69	715
2:00 PM	0	90	0	15	0	105	29	0	78	0	0	107	0	0	0	0	0	0	0	76	107	0	0	183	12	0	9	9	0	30	425
2:15 PM	0	84	0	19	0	103	19	0	66	0	0	85	0	0	0	0	0	0	0	71	121	1	0	193	15	0	11	5	0	31	412
2:30 PM	0	96	0	11	0	107	20	0	89	0	0	109	0	0	0	0	0	0	0	66	84	0	0	150	20	0	17	3	0	40	406
2:45 PM	1	89	0	10	0	100	20	13	93	0	0	126	0	0	0	0	0	0	0	79	113	5	0	197	9	0	25	9	0	43	466
Total	1	359	0	55	0	415	88	13	326	0	0	427	0	0	0	0	0	0	0	292	425	6	0	723	56	0	62	26	0	144	1709
3:00 PM	1	86	0	9	0	96	7	23	89	0	0	119	0	0	0	0	0	0	0	92	88	5	0	185	10	0	20	4	0	34	434
3:15 PM	3	105	0	13	0	121	8	17	86	0	0	111	0	0	0	0	0	0	0	89	126	9	0	224	5	0	22	1	0	28	484
Total	4	191	0	22	0	217	15	40	175	0	0	230	0	0	0	0	0	0	0	181	214	14	0	409	15	0	42	5	0	62	918
Grand Total	5	683	0	98	0	786	144	53	643	0	0	840	0	0	0	0	0	0	0	613	807	21	0	1441	96	0	136	43	0	275	3342
Approach %	0.6	86.9	0.0	12.5	0.0		17.1	6.3	76.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	42.5	56.0	1.5	0.0		34.9	0.0	49.5	15.6	0.0		
Total %	0.1	20.4	0.0	2.9	0.0	23.5	4.3	1.6	19.2	0.0	0.0	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3	24.1	0.6	0.0	43.1	2.9	0.0	4.1	1.3	0.0	8.2	
Exiting Leg Total						994						847						0						1422						79	3342
Cars	5	661	0	97	0	763	143	53	636	0	0	832	0	0	0	0	0	0	0	597	793	21	0	1411	96	0	135	43	0	274	3280
% Cars	100.0	96.8	0.0	99.0	0.0	97.1	99.3	100.0	98.9	0.0	0.0	99.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.4	98.3	100.0	0.0	97.9	100.0	0.0	99.3	100.0	0.0	99.6	98.1
Exiting Leg Total						979						829						0						1393						79	3280
Heavy Vehicles	0	22	0	1	0	23	1	0	7	0	0	8	0	0	0	0	0	0	0	16	14	0	0	30	0	0	1	0	0	1	62
% Heavy Vehicles	0.0	3.2	0.0	1.0	0.0	2.9	0.7	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	1.7	0.0	0.0	2.1	0.0	0.0	0.7	0.0	0.0	0.4	1.9
Exiting Leg Total						15						18						0						29						0	62

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	Washington Street (Route 1A) from North						East Street from East						Fire Station from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
2:30 PM	0	96	0	11	0	107	20	0	89	0	0	109	0	0	0	0	0	0	0	66	84	0	0	150	20	0	17	3	0	40	406
2:45 PM	1	89	0	10	0	100	20	13	93	0	0	126	0	0	0	0	0	0	0	79	113	5	0	197	9	0	25	9	0	43	466
3:00 PM	1	86	0	9	0	96	7	23	89	0	0	119	0	0	0	0	0	0	0	92	88	5	0	185	10	0	20	4	0	34	434
3:15 PM	3	105	0	13	0	121	8	17	86	0	0	111	0	0	0	0	0	0	0	89	126	9	0	224	5	0	22	1	0	28	484
Total Volume	5	376	0	43	0	424	55	53	357	0	0	465	0	0	0	0	0	0	0	326	411	19	0	756	44	0	84	17	0	145	1790
% Approach Total	1.2	88.7	0.0	10.1	0.0		11.8	11.4	76.8	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	43.1	54.4	2.5	0.0		30.3	0.0	57.9	11.7	0.0		
PHF	0.417	0.895	0.000	0.827	0.000	0.876	0.688	0.576	0.960	0.000	0.000	0.923	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.886	0.815	0.528	0.000	0.844	0.550	0.000	0.840	0.472	0.000	0.843	0.925
Cars	5	363	0	42	0	410	55	53	355	0	0	463	0	0	0	0	0	0	0	316	403	19	0	738	44	0	83	17	0	144	1755
Cars %	100.0	96.5	0.0	97.7	0.0	96.7	100.0	100.0	99.4	0.0	0.0	99.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.9	98.1	100.0	0.0	97.6	100.0	0.0	98.8	100.0	0.0	99.3	98.0
Heavy Vehicles	0	13	0	1	0	14	0	0	2	0	0	2	0	0	0	0	0	0	0	10	8	0	0	18	0	0	1	0	0	1	35
Heavy Vehicles %	0.0	3.5	0.0	2.3	0.0	3.3	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	1.9	0.0	0.0	2.4	0.0	0.0	1.2	0.0	0.0	0.7	2.0
Cars Enter Leg	5	363	0	42	0	410	55	53	355	0	0	463	0	0	0	0	0	0	0	316	403	19	0	738	44	0	83	17	0	144	1755
Heavy Enter Leg	0	13	0	1	0	14	0	0	2	0	0	2	0	0	0	0	0	0	0	10	8	0	0	18	0	0	1	0	0	1	35
Total Entering Leg	5	376	0	43	0	424	55	53	357	0	0	465	0	0	0	0	0	0	0	326	411	19	0	756	44	0	84	17	0	145	1790
Cars Exiting Leg						475						441						0						762						77	1755
Heavy Exiting Leg						8						12						0						15						0	35
Total Exiting Leg						483						453						0						777						77	1790

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars

	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
1:30 PM	0	77	0	4	0	81	17	0	61	0	0	78	0	0	0	0	0	0	0	74	72	0	0	146	10	0	20	9	0	39	344
1:45 PM	0	49	0	17	0	66	24	0	79	0	0	103	0	0	0	0	0	0	0	63	93	1	0	157	15	0	12	3	0	30	356
Total	0	126	0	21	0	147	41	0	140	0	0	181	0	0	0	0	0	0	0	137	165	1	0	303	25	0	32	12	0	69	700
2:00 PM	0	89	0	15	0	104	29	0	77	0	0	106	0	0	0	0	0	0	0	76	106	0	0	182	12	0	9	9	0	30	422
2:15 PM	0	83	0	19	0	102	18	0	64	0	0	82	0	0	0	0	0	0	0	68	119	1	0	188	15	0	11	5	0	31	403
2:30 PM	0	92	0	10	0	102	20	0	88	0	0	108	0	0	0	0	0	0	0	65	82	0	0	147	20	0	17	3	0	40	397
2:45 PM	1	85	0	10	0	96	20	13	92	0	0	125	0	0	0	0	0	0	0	75	109	5	0	189	9	0	24	9	0	42	452
Total	1	349	0	54	0	404	87	13	321	0	0	421	0	0	0	0	0	0	0	284	416	6	0	706	56	0	61	26	0	143	1674
3:00 PM	1	84	0	9	0	94	7	23	89	0	0	119	0	0	0	0	0	0	0	91	88	5	0	184	10	0	20	4	0	34	431
3:15 PM	3	102	0	13	0	118	8	17	86	0	0	111	0	0	0	0	0	0	0	85	124	9	0	218	5	0	22	1	0	28	475
Total	4	186	0	22	0	212	15	40	175	0	0	230	0	0	0	0	0	0	0	176	212	14	0	402	15	0	42	5	0	62	906
Grand Total	5	661	0	97	0	763	143	53	636	0	0	832	0	0	0	0	0	0	0	597	793	21	0	1411	96	0	135	43	0	274	3280
Approach %	0.7	86.6	0.0	12.7	0.0		17.2	6.4	76.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	42.3	56.2	1.5	0.0		35.0	0.0	49.3	15.7	0.0		
Total %	0.2	20.2	0.0	3.0	0.0	23.3	4.4	1.6	19.4	0.0	0.0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	24.2	0.6	0.0	43.0	2.9	0.0	4.1	1.3	0.0	8.4	
Exiting Leg Total						979						829						0						1393						79	3280

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
2:30 PM	0	92	0	10	0	102	20	0	88	0	0	108	0	0	0	0	0	0	0	65	82	0	0	147	20	0	17	3	0	40	397
2:45 PM	1	85	0	10	0	96	20	13	92	0	0	125	0	0	0	0	0	0	0	75	109	5	0	189	9	0	24	9	0	42	452
3:00 PM	1	84	0	9	0	94	7	23	89	0	0	119	0	0	0	0	0	0	0	91	88	5	0	184	10	0	20	4	0	34	431
3:15 PM	3	102	0	13	0	118	8	17	86	0	0	111	0	0	0	0	0	0	0	85	124	9	0	218	5	0	22	1	0	28	475
Total Volume	5	363	0	42	0	410	55	53	355	0	0	463	0	0	0	0	0	0	0	316	403	19	0	738	44	0	83	17	0	144	1755
% Approach Total	1.2	88.5	0.0	10.2	0.0		11.9	11.4	76.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	42.8	54.6	2.6	0.0		30.6	0.0	57.6	11.8	0.0		
PHF	0.417	0.890	0.000	0.808	0.000	0.869	0.688	0.576	0.965	0.000	0.000	0.926	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.868	0.813	0.528	0.000	0.846	0.550	0.000	0.865	0.472	0.000	0.857	0.924
Entering Leg	5	363	0	42	0	410	55	53	355	0	0	463	0	0	0	0	0	0	0	316	403	19	0	738	44	0	83	17	0	144	1755
Exiting Leg						475						441						0						762						77	1755
Total						885						904						0						1500						221	3510

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

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

	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
1:30 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	9
1:45 PM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
Total	0	7	0	0	0	7	0	0	2	0	0	2	0	0	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	0	15
2:00 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
2:15 PM	0	1	0	0	0	1	1	0	2	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	9
2:30 PM	0	4	0	1	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	9
2:45 PM	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	4	4	0	0	8	0	0	1	0	0	1	14
Total	0	10	0	1	0	11	1	0	5	0	0	6	0	0	0	0	0	0	0	8	9	0	0	17	0	0	1	0	0	1	35
3:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
3:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	9
Total	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	0	12
Grand Total	0	22	0	1	0	23	1	0	7	0	0	8	0	0	0	0	0	0	0	16	14	0	0	30	0	0	1	0	0	1	62
Approach %	0.0	95.7	0.0	4.3	0.0		12.5	0.0	87.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	53.3	46.7	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	35.5	0.0	1.6	0.0	37.1	1.6	0.0	11.3	0.0	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	22.6	0.0	0.0	48.4	0.0	0.0	1.6	0.0	0.0	1.6	
Exiting Leg Total						15						18						0						29						0	62
Buses	0	6	0	0	0	6	0	0	3	0	0	3	0	0	0	0	0	0	0	5	4	0	0	9	0	0	0	0	0	0	18
% Buses	0.0	27.3	0.0	0.0	0.0	26.1	0.0	0.0	42.9	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.3	28.6	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0
Exiting Leg Total						4						5						0						9						0	18
Single-Unit Trucks	0	14	0	1	0	15	1	0	3	0	0	4	0	0	0	0	0	0	0	11	9	0	0	20	0	0	0	0	0	0	39
% Single-Unit	0.0	63.6	0.0	100.0	0.0	65.2	100.0	0.0	42.9	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.8	64.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	62.9
Exiting Leg Total						10						12						0						17						0	39
Articulated Trucks	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	5
% Articulated	0.0	9.1	0.0	0.0	0.0	8.7	0.0	0.0	14.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	3.3	0.0	0.0	100.0	0.0	0.0	100.0	8.1
Exiting Leg Total						1						1						0						3						0	5

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:00 PM	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
2:00 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
2:15 PM	0	1	0	0	0	1	1	0	2	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	9
2:30 PM	0	4	0	1	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	9
2:45 PM	0	4	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	4	4	0	0	8	0	0	1	0	0	1	14
Total Volume	0	10	0	1	0	11	1	0	5	0	0	6	0	0	0	0	0	0	0	8	9	0	0	17	0	0	1	0	0	1	35
% Approach Total	0.0	90.9	0.0	9.1	0.0		16.7	0.0	83.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	47.1	52.9	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.250	0.000	0.550	0.250	0.000	0.625	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.563	0.000	0.000	0.531	0.000	0.000	0.250	0.000	0.000	0.250	0.625
Buses	0	3	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	11
Buses %	0.0	30.0	0.0	0.0	0.0	27.3	0.0	0.0	60.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	22.2	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	31.4
Single-Unit Trucks	0	6	0	1	0	7	1	0	1	0	0	2	0	0	0	0	0	0	0	5	6	0	0	11	0	0	0	0	0	0	20
Single-Unit %	0.0	60.0	0.0	100.0	0.0	63.6	100.0	0.0	20.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	66.7	0.0	0.0	64.7	0.0	0.0	0.0	0.0	0.0	0.0	57.1
Articulated Trucks	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	4
Articulated %	0.0	10.0	0.0	0.0	0.0	9.1	0.0	0.0	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	5.9	0.0	0.0	100.0	0.0	0.0	100.0	11.4
Buses	0	3	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	11
Single-Unit Trucks	0	6	0	1	0	7	1	0	1	0	0	2	0	0	0	0	0	0	0	5	6	0	0	11	0	0	0	0	0	0	20
Articulated Trucks	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	4
Total Entering Leg	0	10	0	1	0	11	1	0	5	0	0	6	0	0	0	0	0	0	0	8	9	0	0	17	0	0	1	0	0	1	35
Buses						2						3						0						6						0	11
Single-Unit Trucks						7						6						0						7						0	20
Articulated Trucks						1						1						0						2						0	4

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

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

	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
Total Exiting Leg						10						10						0						15						0	35

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Buses

	Washington Street (Route 1A) from North						East Street from East						Fire Station from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
1:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
2:00 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	1
2:15 PM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
2:45 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	5
Total	0	3	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	11
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	4
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	4
Grand Total	0	6	0	0	0	6	0	0	3	0	0	3	0	0	0	0	0	0	0	5	4	0	0	9	0	0	0	0	0	0	18
Approach %	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		0.0	55.6	44.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.8	22.2	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						4						5						0						9						0	18

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:00 PM	Washington Street (Route 1A) from North						East Street from East						Fire Station from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
2:00 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	1
2:15 PM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
2:45 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	5
Total Volume	0	3	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	11
% Approach Total	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		0.0	60.0	40.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.550
Entering Leg	0	3	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	11
Exiting Leg						2						3						0						6						0	11
Total						5						6						0						11						0	22

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
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Class:

PRECISION DATA INDUSTRIES, LLC
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Office: 508-875-0100 Fax: 508-875-0118

Single-Unit Trucks

	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
1:30 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	8
1:45 PM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
Total	0	5	0	0	0	5	0	0	2	0	0	2	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	12
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5
2:30 PM	0	4	0	1	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8
2:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	7
Total	0	6	0	1	0	7	1	0	1	0	0	2	0	0	0	0	0	0	0	5	6	0	0	11	0	0	0	0	0	0	20
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
3:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	5
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	7
Grand Total	0	14	0	1	0	15	1	0	3	0	0	4	0	0	0	0	0	0	0	11	9	0	0	20	0	0	0	0	0	0	39
Approach %	0.0	93.3	0.0	6.7	0.0		25.0	0.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	55.0	45.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	35.9	0.0	2.6	0.0	38.5	2.6	0.0	7.7	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.2	23.1	0.0	0.0	51.3	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						10						12						0						17						0	39

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:15 PM	Washington Street (Route 1A)						East Street						Fire Station						Washington Street (Route 1A)						School Street						
	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 Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5
2:30 PM	0	4	0	1	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8
2:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	7
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total Volume	0	7	0	1	0	8	1	0	1	0	0	2	0	0	0	0	0	0	0	6	6	0	0	12	0	0	0	0	0	0	22
% Approach Total	0.0	87.5	0.0	12.5	0.0		50.0	0.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.438	0.000	0.250	0.000	0.400	0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	0	7	0	1	0	8	1	0	1	0	0	2	0	0	0	0	0	0	0	6	6	0	0	12	0	0	0	0	0	0	22
Exiting Leg						7						7						0						8						0	22
Total						15						9						0						20						0	44

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Articulated Trucks

	Washington Street (Route 1A) from North						East Street from East						Fire Station from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	4
3:00 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	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Grand Total	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	5
Approach %	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		0.0	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
Total %	0.0	40.0	0.0	0.0	0.0	40.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	
Exiting Leg Total						1						1						0						3						0	5

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:00 PM	Washington Street (Route 1A) from North						East Street from East						Fire Station from Southeast						Washington Street (Route 1A) from South						School Street from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Righ	Bear Righ	Bear Left	Hard Left	U-Turn	Total	Hard Righ	Right	Thru	Left	U-Turn	Total	Right	Bear Righ	Thru	Left	U-Turn	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	4
% Approach Total	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		0.0	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	4
Exiting Leg						1						1						0						2						0	4
Total						2						2						0						3						1	8

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Washington Street (Route 1A)								East Street								Fire Station								Washington Street (Route 1A)								School Street								
	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	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5	5	10	11
2:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	7	6	13	16
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	4
Grand Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0	0	1	0	0	1	0	2	0	0	0	0	0	8	7	15	21
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	33.3	0.0	0.0	0.0	33.3	33.3		0.0	0.0	50.0	0.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0	53.3	46.7		
Total %	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.8	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	4.8	4.8	14.3	0.0	0.0	4.8	0.0	0.0	4.8	0.0	9.5	0.0	0.0	0.0	0.0	0.0	38.1	33.3	71.4	
Exiting Leg Total								2								0								2								2								15	21

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:00 PM	Washington Street (Route 1A)								East Street								Fire Station								Washington Street (Route 1A)								School Street								
	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	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5	5	10	11
2:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	7	6	13	16
% 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	100.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	53.8	46.2		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.350	0.300	0.325	0.364
Entering Leg	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	7	6	13	16
Exiting Leg								1								0								1								1								13	16
Total								2								0								2								2								26	32

PDI File #: **228801 D**
Location: **N: Washington Street (Route 1A) S: Washington Street (Route 1A)**
Location: **E: East Street W: School Street SE: Fire Station**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Pedestrians

	Washington Street (Route 1A) from North								East Street from East								Fire Station from Southeast								Washington Street (Route 1A) from South								School Street 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	Total
1:30 PM	0	0	0	0	0	5	0	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	5
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	6	8
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	6	13
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	12	17
2:15 PM	0	0	0	0	0	5	2	7	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	2	0	0	0	0	0	4	3	7	20
2:30 PM	0	0	0	0	0	2	3	5	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	3	7	15
2:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	4	8
Total	0	0	0	0	0	9	5	14	0	0	0	0	0	1	4	5	0	0	0	0	0	4	3	7	0	0	0	0	0	2	2	4	0	0	0	0	0	13	17	30	60
3:00 PM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	10
3:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	4	6	0	0	0	0	0	3	0	3	15
Grand Total	0	0	0	0	0	14	10	24	0	0	0	0	0	2	4	6	0	0	0	0	0	5	3	8	0	0	0	0	0	5	6	11	0	0	0	0	0	21	18	39	88
Approach %	0	0	0	0	0	58.3	41.7		0	0	0	0	0	33.3	66.7		0	0	0	0	0	62.5	37.5		0	0	0	0	0	45.5	54.5		0	0	0	0	0	53.8	46.2		
Total %	0	0	0	0	0	15.9	11.4	27.3	0	0	0	0	0	2.27	4.55	6.82	0	0	0	0	0	5.68	3.41	9.09	0	0	0	0	0	5.68	6.82	12.5	0	0	0	0	0	23.9	20.5	44.3	
Exiting Leg Total								24								6								8								11								39	88

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:45 PM	Washington Street (Route 1A) from North								East Street from East								Fire Station from Southeast								Washington Street (Route 1A) from South								School Street 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	Total
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	6	8
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9	12	17
2:15 PM	0	0	0	0	0	5	2	7	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	2	0	0	0	0	0	4	3	7	20
2:30 PM	0	0	0	0	0	2	3	5	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	3	7	15
Total Volume	0	0	0	0	0	7	5	12	0	0	0	0	0	2	4	6	0	0	0	0	0	3	3	6	0	0	0	0	0	3	1	4	0	0	0	0	0	16	16	32	60
% Approach Total	0.0	0.0	0.0	0.0	0.0	58.3	41.7		0.0	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.350	0.417	0.429	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.750	0.000	0.000	0.000	0.000	0.000	0.375	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.800	0.444	0.667	0.750
Entering Leg	0	0	0	0	0	7	5	12	0	0	0	0	0	2	4	6	0	0	0	0	0	3	3	6	0	0	0	0	0	3	1	4	0	0	0	0	0	16	16	32	60
Exiting Leg								12								6								6								4								32	60
Total								24								12								12								8								64	120

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	11	50	13	0	74	46	15	42	0	103	24	173	2	0	199	7	16	17	0	40	416
7:15 AM	16	66	17	0	99	45	16	41	0	102	20	173	5	0	198	2	31	14	0	47	446
7:30 AM	18	59	15	0	92	68	31	48	0	147	39	180	7	0	226	5	36	25	0	66	531
7:45 AM	32	91	16	0	139	43	23	43	0	109	37	200	7	0	244	10	41	25	0	76	568
Total	77	266	61	0	404	202	85	174	0	461	120	726	21	0	867	24	124	81	0	229	1961
8:00 AM	30	84	17	0	131	37	33	43	0	113	29	159	7	0	195	4	33	27	0	64	503
8:15 AM	19	78	34	1	132	36	47	48	0	131	23	172	4	0	199	6	52	30	0	88	550
8:30 AM	24	76	21	0	121	45	39	61	0	145	29	134	7	0	170	5	54	24	0	83	519
8:45 AM	31	102	23	0	156	55	34	49	0	138	30	147	1	0	178	8	42	22	0	72	544
Total	104	340	95	1	540	173	153	201	0	527	111	612	19	0	742	23	181	103	0	307	2116
9:00 AM	32	83	28	0	143	57	40	29	0	126	29	116	0	0	145	1	43	27	0	71	485
9:15 AM	26	83	23	0	132	35	40	46	0	121	19	111	1	0	131	6	30	16	0	52	436
Total	58	166	51	0	275	92	80	75	0	247	48	227	1	0	276	7	73	43	0	123	921
Grand Total	239	772	207	1	1219	467	318	450	0	1235	279	1565	41	0	1885	54	378	227	0	659	4998
Approach %	19.6	63.3	17.0	0.1		37.8	25.7	36.4	0.0		14.8	83.0	2.2	0.0		8.2	57.4	34.4	0.0		
Total %	4.8	15.4	4.1	0.0	24.4	9.3	6.4	9.0	0.0	24.7	5.6	31.3	0.8	0.0	37.7	1.1	7.6	4.5	0.0	13.2	
Exiting Leg Total					2260					864					1276					598	4998
Cars	236	749	189	1	1175	445	293	428	0	1166	268	1518	40	0	1826	54	370	223	0	647	4814
% Cars	98.7	97.0	91.3	100.0	96.4	95.3	92.1	95.1	0.0	94.4	96.1	97.0	97.6	0.0	96.9	100.0	97.9	98.2	0.0	98.2	96.3
Exiting Leg Total					2187					827					1231					569	4814
Heavy Vehicles	3	23	18	0	44	22	25	22	0	69	11	47	1	0	59	0	8	4	0	12	184
% Heavy Vehicles	1.3	3.0	8.7	0.0	3.6	4.7	7.9	4.9	0.0	5.6	3.9	3.0	2.4	0.0	3.1	0.0	2.1	1.8	0.0	1.8	3.7
Exiting Leg Total					73					37					45					29	184

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	18	59	15	0	92	68	31	48	0	147	39	180	7	0	226	5	36	25	0	66	531
7:45 AM	32	91	16	0	139	43	23	43	0	109	37	200	7	0	244	10	41	25	0	76	568
8:00 AM	30	84	17	0	131	37	33	43	0	113	29	159	7	0	195	4	33	27	0	64	503
8:15 AM	19	78	34	1	132	36	47	48	0	131	23	172	4	0	199	6	52	30	0	88	550
Total Volume	99	312	82	1	494	184	134	182	0	500	128	711	25	0	864	25	162	107	0	294	2152
% Approach Total	20.0	63.2	16.6	0.2		36.8	26.8	36.4	0.0		14.8	82.3	2.9	0.0		8.5	55.1	36.4	0.0		
PHF	0.773	0.857	0.603	0.250	0.888	0.676	0.713	0.948	0.000	0.850	0.821	0.889	0.893	0.000	0.885	0.625	0.779	0.892	0.000	0.835	0.947
Cars	99	301	74	1	475	178	131	178	0	487	122	689	25	0	836	25	160	105	0	290	2088
Cars %	100.0	96.5	90.2	100.0	96.2	96.7	97.8	97.8	0.0	97.4	95.3	96.9	100.0	0.0	96.8	100.0	98.8	98.1	0.0	98.6	97.0
Heavy Vehicles	0	11	8	0	19	6	3	4	0	13	6	22	0	0	28	0	2	2	0	4	64
Heavy Vehicles %	0.0	3.5	9.8	0.0	3.8	3.3	2.2	2.2	0.0	2.6	4.7	3.1	0.0	0.0	3.2	0.0	1.2	1.9	0.0	1.4	3.0
Cars Enter Leg	99	301	74	1	475	178	131	178	0	487	122	689	25	0	836	25	160	105	0	290	2088
Heavy Enter Leg	0	11	8	0	19	6	3	4	0	13	6	22	0	0	28	0	2	2	0	4	64
Total Entering Leg	99	312	82	1	494	184	134	182	0	500	128	711	25	0	864	25	162	107	0	294	2152
Cars Exiting Leg					973					356					504					255	2088
Heavy Exiting Leg					30					16					15					3	64
Total Exiting Leg					1003					372					519					258	2152

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	10	49	11	0	70	42	15	40	0	97	24	168	2	0	194	7	15	17	0	39	400
7:15 AM	16	61	15	0	92	42	14	38	0	94	18	170	5	0	193	2	29	14	0	45	424
7:30 AM	18	56	13	0	87	66	31	46	0	143	37	176	7	0	220	5	36	25	0	66	516
7:45 AM	32	91	13	0	136	41	23	42	0	106	34	192	7	0	233	10	41	25	0	76	551
Total	76	257	52	0	385	191	83	166	0	440	113	706	21	0	840	24	121	81	0	226	1891
8:00 AM	30	80	15	0	125	36	31	43	0	110	29	152	7	0	188	4	33	26	0	63	486
8:15 AM	19	74	33	1	127	35	46	47	0	128	22	169	4	0	195	6	50	29	0	85	535
8:30 AM	23	75	20	0	118	43	38	59	0	140	28	130	6	0	164	5	54	24	0	83	505
8:45 AM	31	101	22	0	154	52	34	48	0	134	29	142	1	0	172	8	41	21	0	70	530
Total	103	330	90	1	524	166	149	197	0	512	108	593	18	0	719	23	178	100	0	301	2056
9:00 AM	32	83	27	0	142	55	36	28	0	119	29	111	0	0	140	1	41	27	0	69	470
9:15 AM	25	79	20	0	124	33	25	37	0	95	18	108	1	0	127	6	30	15	0	51	397
Total	57	162	47	0	266	88	61	65	0	214	47	219	1	0	267	7	71	42	0	120	867
Grand Total	236	749	189	1	1175	445	293	428	0	1166	268	1518	40	0	1826	54	370	223	0	647	4814
Approach %	20.1	63.7	16.1	0.1		38.2	25.1	36.7	0.0		14.7	83.1	2.2	0.0		8.3	57.2	34.5	0.0		
Total %	4.9	15.6	3.9	0.0	24.4	9.2	6.1	8.9	0.0	24.2	5.6	31.5	0.8	0.0	37.9	1.1	7.7	4.6	0.0	13.4	
Exiting Leg Total					2187					827					1231					569	4814

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:30 AM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	18	56	13	0	87	66	31	46	0	143	37	176	7	0	220	5	36	25	0	66	516
7:45 AM	32	91	13	0	136	41	23	42	0	106	34	192	7	0	233	10	41	25	0	76	551
8:00 AM	30	80	15	0	125	36	31	43	0	110	29	152	7	0	188	4	33	26	0	63	486
8:15 AM	19	74	33	1	127	35	46	47	0	128	22	169	4	0	195	6	50	29	0	85	535
Total Volume	99	301	74	1	475	178	131	178	0	487	122	689	25	0	836	25	160	105	0	290	2088
% Approach Total	20.8	63.4	15.6	0.2		36.6	26.9	36.6	0.0		14.6	82.4	3.0	0.0		8.6	55.2	36.2	0.0		
PHF	0.773	0.827	0.561	0.250	0.873	0.674	0.712	0.947	0.000	0.851	0.824	0.897	0.893	0.000	0.897	0.625	0.800	0.905	0.000	0.853	0.947
Entering Leg	99	301	74	1	475	178	131	178	0	487	122	689	25	0	836	25	160	105	0	290	2088
Exiting Leg					973					356					504					255	2088
Total					1448					843					1340					545	4176

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**

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

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

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	2	0	4	4	0	2	0	6	0	5	0	0	5	0	1	0	0	1	16
7:15 AM	0	5	2	0	7	3	2	3	0	8	2	3	0	0	5	0	2	0	0	2	22
7:30 AM	0	3	2	0	5	2	0	2	0	4	2	4	0	0	6	0	0	0	0	0	15
7:45 AM	0	0	3	0	3	2	0	1	0	3	3	8	0	0	11	0	0	0	0	0	17
Total	1	9	9	0	19	11	2	8	0	21	7	20	0	0	27	0	3	0	0	3	70
8:00 AM	0	4	2	0	6	1	2	0	0	3	0	7	0	0	7	0	0	1	0	1	17
8:15 AM	0	4	1	0	5	1	1	1	0	3	1	3	0	0	4	0	2	1	0	3	15
8:30 AM	1	1	1	0	3	2	1	2	0	5	1	4	1	0	6	0	0	0	0	0	14
8:45 AM	0	1	1	0	2	3	0	1	0	4	1	5	0	0	6	0	1	1	0	2	14
Total	1	10	5	0	16	7	4	4	0	15	3	19	1	0	23	0	3	3	0	6	60
9:00 AM	0	0	1	0	1	2	4	1	0	7	0	5	0	0	5	0	2	0	0	2	15
9:15 AM	1	4	3	0	8	2	15	9	0	26	1	3	0	0	4	0	0	1	0	1	39
Total	1	4	4	0	9	4	19	10	0	33	1	8	0	0	9	0	2	1	0	3	54
Grand Total	3	23	18	0	44	22	25	22	0	69	11	47	1	0	59	0	8	4	0	12	184
Approach %	6.8	52.3	40.9	0.0		31.9	36.2	31.9	0.0		18.6	79.7	1.7	0.0		0.0	66.7	33.3	0.0		
Total %	1.6	12.5	9.8	0.0	23.9	12.0	13.6	12.0	0.0	37.5	6.0	25.5	0.5	0.0	32.1	0.0	4.3	2.2	0.0	6.5	
Exiting Leg Total					73					37					45					29	184
Buses	0	6	6	0	12	7	1	2	0	10	0	6	1	0	7	0	2	1	0	3	32
% Buses	0.0	26.1	33.3	0.0	27.3	31.8	4.0	9.1	0.0	14.5	0.0	12.8	100.0	0.0	11.9	0.0	25.0	25.0	0.0	25.0	17.4
Exiting Leg Total					14					8					8					2	32
Single-Unit Trucks	3	17	11	0	31	14	21	17	0	52	9	39	0	0	48	0	6	3	0	9	140
% Single-Unit	100.0	73.9	61.1	0.0	70.5	63.6	84.0	77.3	0.0	75.4	81.8	83.0	0.0	0.0	81.4	0.0	75.0	75.0	0.0	75.0	76.1
Exiting Leg Total					56					26					34					24	140
Articulated Trucks	0	0	1	0	1	1	3	3	0	7	2	2	0	0	4	0	0	0	0	0	12
% Articulated	0.0	0.0	5.6	0.0	2.3	4.5	12.0	13.6	0.0	10.1	18.2	4.3	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	6.5
Exiting Leg Total					3					3					3					3	12

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:30 AM	1	1	1	0	3	2	1	2	0	5	1	4	1	0	6	0	0	0	0	0	14
8:45 AM	0	1	1	0	2	3	0	1	0	4	1	5	0	0	6	0	1	1	0	2	14
9:00 AM	0	0	1	0	1	2	4	1	0	7	0	5	0	0	5	0	2	0	0	2	15
9:15 AM	1	4	3	0	8	2	15	9	0	26	1	3	0	0	4	0	0	1	0	1	39
Total Volume	2	6	6	0	14	9	20	13	0	42	3	17	1	0	21	0	3	2	0	5	82
% Approach Total	14.3	42.9	42.9	0.0		21.4	47.6	31.0	0.0		14.3	81.0	4.8	0.0		0.0	60.0	40.0	0.0		
PHF	0.500	0.375	0.500	0.000	0.438	0.750	0.333	0.361	0.000	0.404	0.750	0.850	0.250	0.000	0.875	0.000	0.375	0.500	0.000	0.625	0.526
Buses	0	3	2	0	5	2	0	1	0	3	0	2	1	0	3	0	1	0	0	1	12
Buses %	0.0	50.0	33.3	0.0	35.7	22.2	0.0	7.7	0.0	7.1	0.0	11.8	100.0	0.0	14.3	0.0	33.3	0.0	0.0	20.0	14.6
Single-Unit Trucks	2	3	4	0	9	6	19	11	0	36	2	15	0	0	17	0	2	2	0	4	66
Single-Unit %	100.0	50.0	66.7	0.0	64.3	66.7	95.0	84.6	0.0	85.7	66.7	88.2	0.0	0.0	81.0	0.0	66.7	100.0	0.0	80.0	80.5
Articulated Trucks	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	0	0	0	0	0	4
Articulated %	0.0	0.0	0.0	0.0	0.0	11.1	5.0	7.7	0.0	7.1	33.3	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.9
Buses	0	3	2	0	5	2	0	1	0	3	0	2	1	0	3	0	1	0	0	1	12
Single-Unit Trucks	2	3	4	0	9	6	19	11	0	36	2	15	0	0	17	0	2	2	0	4	66
Articulated Trucks	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	0	0	0	0	0	4
Total Entering Leg	2	6	6	0	14	9	20	13	0	42	3	17	1	0	21	0	3	2	0	5	82
Buses					4					3					4					1	12
Single-Unit Trucks					23					8					14					21	66
Articulated Trucks					1					1					1					1	4
Total Exiting Leg					28					12					19					23	82

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Buses

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
7:15 AM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
7:45 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	3	0	5	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	13
8:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
8:15 AM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
8:30 AM	0	1	1	0	2	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	2	0	4	3	1	1	0	5	0	1	1	0	2	0	1	1	0	2	13
9:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
9:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	6
Grand Total	0	6	6	0	12	7	1	2	0	10	0	6	1	0	7	0	2	1	0	3	32
Approach %	0.0	50.0	50.0	0.0		70.0	10.0	20.0	0.0		0.0	85.7	14.3	0.0		0.0	66.7	33.3	0.0		
Total %	0.0	18.8	18.8	0.0	37.5	21.9	3.1	6.3	0.0	31.3	0.0	18.8	3.1	0.0	21.9	0.0	6.3	3.1	0.0	9.4	
Exiting Leg Total					14					8					8					2	32

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:45 AM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
8:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
8:15 AM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
8:30 AM	0	1	1	0	2	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	5
Total Volume	0	2	3	0	5	3	1	1	0	5	0	2	1	0	3	0	1	1	0	2	15
% Approach Total	0.0	40.0	60.0	0.0		60.0	20.0	20.0	0.0		0.0	66.7	33.3	0.0		0.0	50.0	50.0	0.0		
PHF	0.000	0.500	0.750	0.000	0.625	0.750	0.250	0.250	0.000	0.625	0.000	0.500	0.250	0.000	0.375	0.000	0.250	0.250	0.000	0.500	0.750
Entering Leg	0	2	3	0	5	3	1	1	0	5	0	2	1	0	3	0	1	1	0	2	15
Exiting Leg					6					4					3					2	15
Total					11					9					6					4	30

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Single-Unit Trucks

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	1	1	1	0	3	3	0	2	0	5	0	3	0	0	3	0	1	0	0	1	12
7:15 AM	0	4	1	0	5	2	2	2	0	6	1	3	0	0	4	0	2	0	0	2	17
7:30 AM	0	2	1	0	3	2	0	0	0	2	2	3	0	0	5	0	0	0	0	0	10
7:45 AM	0	0	2	0	2	1	0	1	0	2	3	6	0	0	9	0	0	0	0	0	13
Total	1	7	5	0	13	8	2	5	0	15	6	15	0	0	21	0	3	0	0	3	52
8:00 AM	0	3	2	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
8:15 AM	0	4	0	0	4	0	0	1	0	1	1	3	0	0	4	0	1	1	0	2	11
8:30 AM	1	0	0	0	1	1	1	1	0	3	1	3	0	0	4	0	0	0	0	0	8
8:45 AM	0	1	1	0	2	2	0	0	0	2	1	5	0	0	6	0	1	1	0	2	12
Total	1	8	3	0	12	3	1	2	0	6	3	17	0	0	20	0	2	2	0	4	42
9:00 AM	0	0	0	0	0	1	3	1	0	5	0	5	0	0	5	0	1	0	0	1	11
9:15 AM	1	2	3	0	6	2	15	9	0	26	0	2	0	0	2	0	0	1	0	1	35
Total	1	2	3	0	6	3	18	10	0	31	0	7	0	0	7	0	1	1	0	2	46
Grand Total	3	17	11	0	31	14	21	17	0	52	9	39	0	0	48	0	6	3	0	9	140
Approach %	9.7	54.8	35.5	0.0		26.9	40.4	32.7	0.0		18.8	81.3	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	2.1	12.1	7.9	0.0	22.1	10.0	15.0	12.1	0.0	37.1	6.4	27.9	0.0	0.0	34.3	0.0	4.3	2.1	0.0	6.4	
Exiting Leg Total					56					26					34					24	140

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:30 AM	1	0	0	0	1	1	1	1	0	3	1	3	0	0	4	0	0	0	0	0	8
8:45 AM	0	1	1	0	2	2	0	0	0	2	1	5	0	0	6	0	1	1	0	2	12
9:00 AM	0	0	0	0	0	1	3	1	0	5	0	5	0	0	5	0	1	0	0	1	11
9:15 AM	1	2	3	0	6	2	15	9	0	26	0	2	0	0	2	0	0	1	0	1	35
Total Volume	2	3	4	0	9	6	19	11	0	36	2	15	0	0	17	0	2	2	0	4	66
% Approach Total	22.2	33.3	44.4	0.0		16.7	52.8	30.6	0.0		11.8	88.2	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.500	0.375	0.333	0.000	0.375	0.750	0.317	0.306	0.000	0.346	0.500	0.750	0.000	0.000	0.708	0.000	0.500	0.500	0.000	0.500	0.471
Entering Leg	2	3	4	0	9	6	19	11	0	36	2	15	0	0	17	0	2	2	0	4	66
Exiting Leg					23					8					14					21	66
Total					32					44					31					25	132

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Articulated Trucks

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	5
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	0	0	1	0	1	1	3	3	0	7	2	2	0	0	4	0	0	0	0	0	12
Approach %	0.0	0.0	100.0	0.0		14.3	42.9	42.9	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	8.3	0.0	8.3	8.3	25.0	25.0	0.0	58.3	16.7	16.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					3					3					3	12

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:15 AM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	2	2	0	4	1	2	0	0	3	0	0	0	0	0	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.500	0.250	0.500	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.583
Entering Leg	0	0	0	0	0	0	2	2	0	4	1	2	0	0	3	0	0	0	0	0	7
Exiting Leg					2					1					2					2	7
Total					2					5					5					2	14

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Washington Street (Route 1A) from North							Everett Street from East							Washington Street (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:30 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2	5
9:00 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
9:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	2	0	1	0	4	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	2	8
Approach %	25.0	0.0	50.0	0.0	25.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		
Total %	12.5	0.0	25.0	0.0	12.5	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	12.5	25.0	
Exiting Leg Total							3							3							0							2	8

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:45 AM	Washington Street (Route 1A) from North							Everett Street from East							Washington Street (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 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
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	1
8:15 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:30 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	0	1	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2	5
% Approach Total	50.0	0.0	50.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		
PHF	0.250	0.000	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500	0.625
Entering Leg	1	0	1	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2	5
Exiting Leg							1							2							0							2	5
Total							3							3							0							4	10

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Pedestrians

	Washington Street (Route 1A) from North							Everett Street from East							Washington Street (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	7
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
9:00 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
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	10
Approach %	0	0	0	0	50	50		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	50	50		
Total %	0	0	0	0	20	20	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30	60	
Exiting Leg Total							4							0							0							6	10

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:00 AM	Washington Street (Route 1A) from North							Everett Street from East							Washington Street (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	7
% Approach Total	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	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	60.0	40.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.625	0.583
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	7
Exiting Leg							2							0							0							5	7
Total							4							0							0							10	14

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	24	103	33	0	160	45	26	38	0	109	21	112	5	0	138	6	27	21	0	54	461
1:45 PM	19	84	28	0	131	39	39	37	0	115	24	102	6	0	132	3	29	19	0	51	429
Total	43	187	61	0	291	84	65	75	0	224	45	214	11	0	270	9	56	40	0	105	890
2:00 PM	40	99	38	0	177	48	28	34	0	110	23	114	1	0	138	2	19	19	0	40	465
2:15 PM	36	98	34	0	168	60	43	29	0	132	25	120	5	0	150	0	44	21	0	65	515
2:30 PM	31	127	46	0	204	41	42	27	0	110	16	89	4	0	109	7	29	20	0	56	479
2:45 PM	36	115	34	0	185	51	35	28	0	114	28	117	4	0	149	7	34	25	0	66	514
Total	143	439	152	0	734	200	148	118	0	466	92	440	14	0	546	16	126	85	0	227	1973
3:00 PM	22	112	46	0	180	65	50	25	0	140	21	107	8	0	136	16	45	38	0	99	555
3:15 PM	20	132	32	0	184	63	35	28	0	126	27	116	1	0	144	5	39	21	0	65	519
Total	42	244	78	0	364	128	85	53	0	266	48	223	9	0	280	21	84	59	0	164	1074
Grand Total	228	870	291	0	1389	412	298	246	0	956	185	877	34	0	1096	46	266	184	0	496	3937
Approach %	16.4	62.6	21.0	0.0		43.1	31.2	25.7	0.0		16.9	80.0	3.1	0.0		9.3	53.6	37.1	0.0		
Total %	5.8	22.1	7.4	0.0	35.3	10.5	7.6	6.2	0.0	24.3	4.7	22.3	0.9	0.0	27.8	1.2	6.8	4.7	0.0	12.6	
Exiting Leg Total					1473					742					1162					560	3937
Cars	225	855	280	0	1360	404	294	238	0	936	167	863	32	0	1062	44	260	176	0	480	3838
% Cars	98.7	98.3	96.2	0.0	97.9	98.1	98.7	96.7	0.0	97.9	90.3	98.4	94.1	0.0	96.9	95.7	97.7	95.7	0.0	96.8	97.5
Exiting Leg Total					1443					707					1137					551	3838
Heavy Vehicles	3	15	11	0	29	8	4	8	0	20	18	14	2	0	34	2	6	8	0	16	99
% Heavy Vehicles	1.3	1.7	3.8	0.0	2.1	1.9	1.3	3.3	0.0	2.1	9.7	1.6	5.9	0.0	3.1	4.3	2.3	4.3	0.0	3.2	2.5
Exiting Leg Total					30					35					25					9	99

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	31	127	46	0	204	41	42	27	0	110	16	89	4	0	109	7	29	20	0	56	479
2:45 PM	36	115	34	0	185	51	35	28	0	114	28	117	4	0	149	7	34	25	0	66	514
3:00 PM	22	112	46	0	180	65	50	25	0	140	21	107	8	0	136	16	45	38	0	99	555
3:15 PM	20	132	32	0	184	63	35	28	0	126	27	116	1	0	144	5	39	21	0	65	519
Total Volume	109	486	158	0	753	220	162	108	0	490	92	429	17	0	538	35	147	104	0	286	2067
% Approach Total	14.5	64.5	21.0	0.0		44.9	33.1	22.0	0.0		17.1	79.7	3.2	0.0		12.2	51.4	36.4	0.0		
PHF	0.757	0.920	0.859	0.000	0.923	0.846	0.810	0.964	0.000	0.875	0.821	0.917	0.531	0.000	0.903	0.547	0.817	0.684	0.000	0.722	0.931
Cars	106	479	153	0	738	216	161	106	0	483	84	420	15	0	519	34	143	98	0	275	2015
Cars %	97.2	98.6	96.8	0.0	98.0	98.2	99.4	98.1	0.0	98.6	91.3	97.9	88.2	0.0	96.5	97.1	97.3	94.2	0.0	96.2	97.5
Heavy Vehicles	3	7	5	0	15	4	1	2	0	7	8	9	2	0	19	1	4	6	0	11	52
Heavy Vehicles %	2.8	1.4	3.2	0.0	2.0	1.8	0.6	1.9	0.0	1.4	8.7	2.1	11.8	0.0	3.5	2.9	2.7	5.8	0.0	3.8	2.5
Cars Enter Leg	106	479	153	0	738	216	161	106	0	483	84	420	15	0	519	34	143	98	0	275	2015
Heavy Enter Leg	3	7	5	0	15	4	1	2	0	7	8	9	2	0	19	1	4	6	0	11	52
Total Entering Leg	109	486	158	0	753	220	162	108	0	490	92	429	17	0	538	35	147	104	0	286	2067
Cars Exiting Leg					734					380					619					282	2015
Heavy Exiting Leg					19					17					10					6	52
Total Exiting Leg					753					397					629					288	2067

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	24	100	31	0	155	44	26	36	0	106	18	111	5	0	134	5	27	19	0	51	446
1:45 PM	19	81	27	0	127	38	37	36	0	111	21	102	6	0	129	3	27	19	0	49	416
Total	43	181	58	0	282	82	63	72	0	217	39	213	11	0	263	8	54	38	0	100	862
2:00 PM	40	99	36	0	175	48	27	33	0	108	22	113	1	0	136	2	19	19	0	40	459
2:15 PM	36	96	33	0	165	58	43	27	0	128	22	117	5	0	144	0	44	21	0	65	502
2:30 PM	29	123	45	0	197	40	42	27	0	109	13	87	4	0	104	7	29	20	0	56	466
2:45 PM	35	114	33	0	182	49	35	28	0	112	27	113	4	0	144	7	31	22	0	60	498
Total	140	432	147	0	719	195	147	115	0	457	84	430	14	0	528	16	123	82	0	221	1925
3:00 PM	22	111	45	0	178	65	49	23	0	137	19	106	7	0	132	15	44	35	0	94	541
3:15 PM	20	131	30	0	181	62	35	28	0	125	25	114	0	0	139	5	39	21	0	65	510
Total	42	242	75	0	359	127	84	51	0	262	44	220	7	0	271	20	83	56	0	159	1051
Grand Total	225	855	280	0	1360	404	294	238	0	936	167	863	32	0	1062	44	260	176	0	480	3838
Approach %	16.5	62.9	20.6	0.0		43.2	31.4	25.4	0.0		15.7	81.3	3.0	0.0		9.2	54.2	36.7	0.0		
Total %	5.9	22.3	7.3	0.0	35.4	10.5	7.7	6.2	0.0	24.4	4.4	22.5	0.8	0.0	27.7	1.1	6.8	4.6	0.0	12.5	
Exiting Leg Total					1443					707					1137					551	3838

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:30 PM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:30 PM	29	123	45	0	197	40	42	27	0	109	13	87	4	0	104	7	29	20	0	56	466
2:45 PM	35	114	33	0	182	49	35	28	0	112	27	113	4	0	144	7	31	22	0	60	498
3:00 PM	22	111	45	0	178	65	49	23	0	137	19	106	7	0	132	15	44	35	0	94	541
3:15 PM	20	131	30	0	181	62	35	28	0	125	25	114	0	0	139	5	39	21	0	65	510
Total Volume	106	479	153	0	738	216	161	106	0	483	84	420	15	0	519	34	143	98	0	275	2015
% Approach Total	14.4	64.9	20.7	0.0		44.7	33.3	21.9	0.0		16.2	80.9	2.9	0.0		12.4	52.0	35.6	0.0		
PHF	0.757	0.914	0.850	0.000	0.937	0.831	0.821	0.946	0.000	0.881	0.778	0.921	0.536	0.000	0.901	0.567	0.813	0.700	0.000	0.731	0.931
Entering Leg	106	479	153	0	738	216	161	106	0	483	84	420	15	0	519	34	143	98	0	275	2015
Exiting Leg					734					380					619					282	2015
Total					1472					863					1138					557	4030

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**

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

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

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	3	2	0	5	1	0	2	0	3	3	1	0	0	4	1	0	2	0	3	15
1:45 PM	0	3	1	0	4	1	2	1	0	4	3	0	0	0	3	0	2	0	0	2	13
Total	0	6	3	0	9	2	2	3	0	7	6	1	0	0	7	1	2	2	0	5	28
2:00 PM	0	0	2	0	2	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	6
2:15 PM	0	2	1	0	3	2	0	2	0	4	3	3	0	0	6	0	0	0	0	0	13
2:30 PM	2	4	1	0	7	1	0	0	0	1	3	2	0	0	5	0	0	0	0	0	13
2:45 PM	1	1	1	0	3	2	0	0	0	2	1	4	0	0	5	0	3	3	0	6	16
Total	3	7	5	0	15	5	1	3	0	9	8	10	0	0	18	0	3	3	0	6	48
3:00 PM	0	1	1	0	2	0	1	2	0	3	2	1	1	0	4	1	1	3	0	5	14
3:15 PM	0	1	2	0	3	1	0	0	0	1	2	2	1	0	5	0	0	0	0	0	9
Total	0	2	3	0	5	1	1	2	0	4	4	3	2	0	9	1	1	3	0	5	23
Grand Total	3	15	11	0	29	8	4	8	0	20	18	14	2	0	34	2	6	8	0	16	99
Approach %	10.3	51.7	37.9	0.0		40.0	20.0	40.0	0.0		52.9	41.2	5.9	0.0		12.5	37.5	50.0	0.0		
Total %	3.0	15.2	11.1	0.0	29.3	8.1	4.0	8.1	0.0	20.2	18.2	14.1	2.0	0.0	34.3	2.0	6.1	8.1	0.0	16.2	
Exiting Leg Total					30					35					25					9	99
Buses	1	3	5	0	9	5	2	1	0	8	1	3	1	0	5	0	1	1	0	2	24
% Buses	33.3	20.0	45.5	0.0	31.0	62.5	50.0	12.5	0.0	40.0	5.6	21.4	50.0	0.0	14.7	0.0	16.7	12.5	0.0	12.5	24.2
Exiting Leg Total					9					7					4					4	24
Single-Unit Trucks	1	11	5	0	17	2	2	6	0	10	12	9	1	0	22	2	5	7	0	14	63
% Single-Unit	33.3	73.3	45.5	0.0	58.6	25.0	50.0	75.0	0.0	50.0	66.7	64.3	50.0	0.0	64.7	100.0	83.3	87.5	0.0	87.5	63.6
Exiting Leg Total					18					22					19					4	63
Articulated Trucks	1	1	1	0	3	1	0	1	0	2	5	2	0	0	7	0	0	0	0	0	12
% Articulated	33.3	6.7	9.1	0.0	10.3	12.5	0.0	12.5	0.0	10.0	27.8	14.3	0.0	0.0	20.6	0.0	0.0	0.0	0.0	0.0	12.1
Exiting Leg Total					3					6					2					1	12

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:15 PM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:15 PM	0	2	1	0	3	2	0	2	0	4	3	3	0	0	6	0	0	0	0	0	13
2:30 PM	2	4	1	0	7	1	0	0	0	1	3	2	0	0	5	0	0	0	0	0	13
2:45 PM	1	1	1	0	3	2	0	0	0	2	1	4	0	0	5	0	3	3	0	6	16
3:00 PM	0	1	1	0	2	0	1	2	0	3	2	1	1	0	4	1	1	3	0	5	14
Total Volume	3	8	4	0	15	5	1	4	0	10	9	10	1	0	20	1	4	6	0	11	56
% Approach Total	20.0	53.3	26.7	0.0		50.0	10.0	40.0	0.0		45.0	50.0	5.0	0.0		9.1	36.4	54.5	0.0		
PHF	0.375	0.500	1.000	0.000	0.536	0.625	0.250	0.500	0.000	0.625	0.750	0.625	0.250	0.000	0.833	0.250	0.333	0.500	0.000	0.458	0.875
Buses	1	2	2	0	5	3	1	1	0	5	1	2	1	0	4	0	1	1	0	2	16
Buses %	33.3	25.0	50.0	0.0	33.3	60.0	100.0	25.0	0.0	50.0	11.1	20.0	100.0	0.0	20.0	0.0	25.0	16.7	0.0	18.2	28.6
Single-Unit Trucks	1	5	1	0	7	1	0	3	0	4	6	7	0	0	13	1	3	5	0	9	33
Single-Unit %	33.3	62.5	25.0	0.0	46.7	20.0	0.0	75.0	0.0	40.0	66.7	70.0	0.0	0.0	65.0	100.0	75.0	83.3	0.0	81.8	58.9
Articulated Trucks	1	1	1	0	3	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	7
Articulated %	33.3	12.5	25.0	0.0	20.0	20.0	0.0	0.0	0.0	10.0	22.2	10.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	12.5
Buses	1	2	2	0	5	3	1	1	0	5	1	2	1	0	4	0	1	1	0	2	16
Single-Unit Trucks	1	5	1	0	7	1	0	3	0	4	6	7	0	0	13	1	3	5	0	9	33
Articulated Trucks	1	1	1	0	3	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	7
Total Entering Leg	3	8	4	0	15	5	1	4	0	10	9	10	1	0	20	1	4	6	0	11	56
Buses					6					4					3					3	16
Single-Unit Trucks					13					10					9					1	33
Articulated Trucks					2					3					1					1	7
Total Exiting Leg					21					17					13					5	56

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Buses

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
2:45 PM	1	0	1	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
Total	1	2	3	0	6	3	1	0	0	4	1	2	0	0	3	0	0	0	0	0	13
3:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	0	1	1	0	2	5
3:15 PM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	0	1	0	1	1	1	1	0	3	0	1	1	0	2	0	1	1	0	2	8
Grand Total	1	3	5	0	9	5	2	1	0	8	1	3	1	0	5	0	1	1	0	2	24
Approach %	11.1	33.3	55.6	0.0		62.5	25.0	12.5	0.0		20.0	60.0	20.0	0.0		0.0	50.0	50.0	0.0		
Total %	4.2	12.5	20.8	0.0	37.5	20.8	8.3	4.2	0.0	33.3	4.2	12.5	4.2	0.0	20.8	0.0	4.2	4.2	0.0	8.3	
Exiting Leg Total					9					7					4					4	24

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:15 PM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:15 PM	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
2:45 PM	1	0	1	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
3:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	0	1	1	0	2	5
Total Volume	1	2	2	0	5	3	1	1	0	5	1	2	1	0	4	0	1	1	0	2	16
% Approach Total	20.0	40.0	40.0	0.0		60.0	20.0	20.0	0.0		25.0	50.0	25.0	0.0		0.0	50.0	50.0	0.0		
PHF	0.250	0.250	0.500	0.000	0.417	0.375	0.250	0.250	0.000	0.625	0.250	0.500	0.250	0.000	0.500	0.000	0.250	0.250	0.000	0.250	0.800
Entering Leg	1	2	2	0	5	3	1	1	0	5	1	2	1	0	4	0	1	1	0	2	16
Exiting Leg					6					4					3					3	16
Total					11					9					7					5	32

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Single-Unit Trucks

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	3	1	0	4	1	0	2	0	3	2	1	0	0	3	1	0	2	0	3	13
1:45 PM	0	2	1	0	3	0	2	0	0	2	2	0	0	0	2	0	2	0	0	2	9
Total	0	5	2	0	7	1	2	2	0	5	4	1	0	0	5	1	2	2	0	5	22
2:00 PM	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
2:15 PM	0	0	0	0	0	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	8
2:30 PM	1	4	1	0	6	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	10
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	3	3	0	6	10
Total	1	4	2	0	7	1	0	3	0	4	7	7	0	0	14	0	3	3	0	6	31
3:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	2	0	3	5
3:15 PM	0	1	1	0	2	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	5
Total	0	2	1	0	3	0	0	1	0	1	1	1	1	0	3	1	0	2	0	3	10
Grand Total	1	11	5	0	17	2	2	6	0	10	12	9	1	0	22	2	5	7	0	14	63
Approach %	5.9	64.7	29.4	0.0		20.0	20.0	60.0	0.0		54.5	40.9	4.5	0.0		14.3	35.7	50.0	0.0		
Total %	1.6	17.5	7.9	0.0	27.0	3.2	3.2	9.5	0.0	15.9	19.0	14.3	1.6	0.0	34.9	3.2	7.9	11.1	0.0	22.2	
Exiting Leg Total					18					22					19					4	63

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	3	1	0	4	1	0	2	0	3	2	1	0	0	3	1	0	2	0	3	13
1:45 PM	0	2	1	0	3	0	2	0	0	2	2	0	0	0	2	0	2	0	0	2	9
2:00 PM	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
2:15 PM	0	0	0	0	0	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	8
Total Volume	0	5	3	0	8	1	2	5	0	8	8	4	0	0	12	1	2	2	0	5	33
% Approach Total	0.0	62.5	37.5	0.0		12.5	25.0	62.5	0.0		66.7	33.3	0.0	0.0		20.0	40.0	40.0	0.0		
PHF	0.000	0.417	0.750	0.000	0.500	0.250	0.250	0.625	0.000	0.667	0.667	0.333	0.000	0.000	0.500	0.250	0.250	0.250	0.000	0.417	0.635
Entering Leg	0	5	3	0	8	1	2	5	0	8	8	4	0	0	12	1	2	2	0	5	33
Exiting Leg					7					13					11					2	33
Total					15					21					23					7	66

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Articulated Trucks

	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
3:00 PM	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	5
Grand Total	1	1	1	0	3	1	0	1	0	2	5	2	0	0	7	0	0	0	0	0	12
Approach %	33.3	33.3	33.3	0.0		50.0	0.0	50.0	0.0		71.4	28.6	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	8.3	8.3	8.3	0.0	25.0	8.3	0.0	8.3	0.0	16.7	41.7	16.7	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					3					6					2					1	12

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:15 PM	Washington Street (Route 1A) from North					Everett Street from East					Washington Street (Route 1A) from South					Clapboardtree Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
Total Volume	1	1	1	0	3	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	7
% Approach Total	33.3	33.3	33.3	0.0		100.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.250	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.438
Entering Leg	1	1	1	0	3	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	7
Exiting Leg					2					3					1					1	7
Total					5					4					4					1	14

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Washington Street (Route 1A) from North							Everett Street from East							Washington Street (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	2
2:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	3
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Grand Total	0	1	1	0	0	0	2	1	0	0	0	0	0	1	0	1	0	0	0	1	2	1	0	0	0	0	0	1	6
Approach %	0.0	50.0	50.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0		100.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	16.7	16.7	0.0	0.0	0.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	0.0	0.0	0.0	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	16.7	
Exiting Leg Total							2							1							3							0	6

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	Washington Street (Route 1A) from North							Everett Street from East							Washington Street (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	2
2:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	4
% Approach Total	0.0	50.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	4
Exiting Leg							1							1							2							0	4
Total							3							1							3							1	8

PDI File #: **228801 E**
Location: **N: Washington St (Route 1A) S: Washington St (Route 1A)**
Location: **E: Everett Street W: Clapboardtree Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Pedestrians

	Washington Street (Route 1A) from North							Everett Street from East							Washington Street (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
1:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	4
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	5
Approach %	0	0	0	0	100	0		0	0	0	0	0	0		0	0	0	0	0	100		0	0	0	0	0	0		
Total %	0	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	80	80	0	0	0	0	0	0	0	
Exiting Leg Total							1							0							4							0	5

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	Washington Street (Route 1A) from North							Everett Street from East							Washington Street (Route 1A) from South							Clapboardtree Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
1:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	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	0.333	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	5
Exiting Leg							1							0							4							0	5
Total							2							0							8							0	10

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	43	146	16	9	214	61	24	11	0	96	45	292	18	4	359	12	31	48	0	91	760
7:15 AM	42	162	25	12	241	57	20	19	0	96	26	267	18	3	314	8	37	48	0	93	744
7:30 AM	51	193	28	11	283	65	26	25	0	116	37	272	13	2	324	13	40	79	0	132	855
7:45 AM	47	197	42	19	305	54	20	18	0	92	55	234	14	6	309	20	55	81	0	156	862
Total	183	698	111	51	1043	237	90	73	0	400	163	1065	63	15	1306	53	163	256	0	472	3221
8:00 AM	62	214	39	16	331	42	26	31	0	99	59	262	22	6	349	17	46	74	0	137	916
8:15 AM	56	219	34	15	324	52	27	22	0	101	61	294	32	5	392	21	50	57	0	128	945
8:30 AM	57	198	38	12	305	48	40	40	0	128	84	249	25	7	365	26	52	69	0	147	945
8:45 AM	62	236	39	13	350	52	43	32	0	127	67	238	23	8	336	16	71	46	0	133	946
Total	237	867	150	56	1310	194	136	125	0	455	271	1043	102	26	1442	80	219	246	0	545	3752
9:00 AM	39	216	30	13	298	68	35	27	0	130	65	285	31	11	392	22	42	46	0	110	930
9:15 AM	42	171	31	12	256	87	46	43	0	176	59	225	35	8	327	22	43	43	0	108	867
Total	81	387	61	25	554	155	81	70	0	306	124	510	66	19	719	44	85	89	0	218	1797
Grand Total	501	1952	322	132	2907	586	307	268	0	1161	558	2618	231	60	3467	177	467	591	0	1235	8770
Approach %	17.2	67.1	11.1	4.5		50.5	26.4	23.1	0.0		16.1	75.5	6.7	1.7		14.3	37.8	47.9	0.0		
Total %	5.7	22.3	3.7	1.5	33.1	6.7	3.5	3.1	0.0	13.2	6.4	29.9	2.6	0.7	39.5	2.0	5.3	6.7	0.0	14.1	
Exiting Leg Total					3927					1347					2457					1039	8770
Cars	476	1874	288	123	2761	427	271	236	0	934	524	2478	224	57	3283	166	457	559	0	1182	8160
% Cars	95.0	96.0	89.4	93.2	95.0	72.9	88.3	88.1	0.0	80.4	93.9	94.7	97.0	95.0	94.7	93.8	97.9	94.6	0.0	95.7	93.0
Exiting Leg Total					3587					1269					2333					971	8160
Heavy Vehicles	25	78	34	9	146	159	36	32	0	227	34	140	7	3	184	11	10	32	0	53	610
% Heavy Vehicles	5.0	4.0	10.6	6.8	5.0	27.1	11.7	11.9	0.0	19.6	6.1	5.3	3.0	5.0	5.3	6.2	2.1	5.4	0.0	4.3	7.0
Exiting Leg Total					340					78					124					68	610

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:15 AM	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:15 AM	56	219	34	15	324	52	27	22	0	101	61	294	32	5	392	21	50	57	0	128	945
8:30 AM	57	198	38	12	305	48	40	40	0	128	84	249	25	7	365	26	52	69	0	147	945
8:45 AM	62	236	39	13	350	52	43	32	0	127	67	238	23	8	336	16	71	46	0	133	946
9:00 AM	39	216	30	13	298	68	35	27	0	130	65	285	31	11	392	22	42	46	0	110	930
Total Volume	214	869	141	53	1277	220	145	121	0	486	277	1066	111	31	1485	85	215	218	0	518	3766
% Approach Total	16.8	68.1	11.0	4.2		45.3	29.8	24.9	0.0		18.7	71.8	7.5	2.1		16.4	41.5	42.1	0.0		
PHF	0.863	0.921	0.904	0.883	0.912	0.809	0.843	0.756	0.000	0.935	0.824	0.906	0.867	0.705	0.947	0.817	0.757	0.790	0.000	0.881	0.995
Cars	203	842	128	50	1223	174	138	109	0	421	259	1011	106	30	1406	82	210	209	0	501	3551
Cars %	94.9	96.9	90.8	94.3	95.8	79.1	95.2	90.1	0.0	86.6	93.5	94.8	95.5	96.8	94.7	96.5	97.7	95.9	0.0	96.7	94.3
Heavy Vehicles	11	27	13	3	54	46	7	12	0	65	18	55	5	1	79	3	5	9	0	17	215
Heavy Vehicles %	5.1	3.1	9.2	5.7	4.2	20.9	4.8	9.9	0.0	13.4	6.5	5.2	4.5	3.2	5.3	3.5	2.3	4.1	0.0	3.3	5.7
Cars Enter Leg	203	842	128	50	1223	174	138	109	0	421	259	1011	106	30	1406	82	210	209	0	501	3551
Heavy Enter Leg	11	27	13	3	54	46	7	12	0	65	18	55	5	1	79	3	5	9	0	17	215
Total Entering Leg	214	869	141	53	1277	220	145	121	0	486	277	1066	111	31	1485	85	215	218	0	518	3766
Cars Exiting Leg					1444					597					1063					447	3551
Heavy Exiting Leg					113					36					43					23	215
Total Exiting Leg					1557					633					1106					470	3766

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Cars

	Route 1 from North					University Avenue from East					Route 1 from South					Everett Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	38	139	14	7	198	42	23	10	0	75	44	273	17	4	338	10	31	47	0	88	699
7:15 AM	38	155	19	10	222	52	18	12	0	82	23	252	17	3	295	8	36	41	0	85	684
7:30 AM	50	183	25	10	268	44	25	23	0	92	35	257	13	2	307	11	39	77	0	127	794
7:45 AM	47	189	40	18	294	48	20	14	0	82	53	218	14	6	291	19	53	75	0	147	814
Total	173	666	98	45	982	186	86	59	0	331	155	1000	61	15	1231	48	159	240	0	447	2991
8:00 AM	61	205	35	16	317	38	23	30	0	91	57	255	22	5	339	15	46	70	0	131	878
8:15 AM	53	209	30	15	307	47	26	17	0	90	58	276	32	5	371	20	48	56	0	124	892
8:30 AM	55	193	34	12	294	39	38	37	0	114	81	234	25	7	347	24	52	65	0	141	896
8:45 AM	60	232	38	12	342	45	42	29	0	116	65	225	19	7	316	16	69	43	0	128	902
Total	229	839	137	55	1260	169	129	113	0	411	261	990	98	24	1373	75	215	234	0	524	3568
9:00 AM	35	208	26	11	280	43	32	26	0	101	55	276	30	11	372	22	41	45	0	108	861
9:15 AM	39	161	27	12	239	29	24	38	0	91	53	212	35	7	307	21	42	40	0	103	740
Total	74	369	53	23	519	72	56	64	0	192	108	488	65	18	679	43	83	85	0	211	1601
Grand Total	476	1874	288	123	2761	427	271	236	0	934	524	2478	224	57	3283	166	457	559	0	1182	8160
Approach %	17.2	67.9	10.4	4.5		45.7	29.0	25.3	0.0		16.0	75.5	6.8	1.7		14.0	38.7	47.3	0.0		
Total %	5.8	23.0	3.5	1.5	33.8	5.2	3.3	2.9	0.0	11.4	6.4	30.4	2.7	0.7	40.2	2.0	5.6	6.9	0.0	14.5	
Exiting Leg Total					3587					1269					2333					971	8160

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:00 AM	Route 1 from North					University Avenue from East					Route 1 from South					Everett Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	61	205	35	16	317	38	23	30	0	91	57	255	22	5	339	15	46	70	0	131	878
8:15 AM	53	209	30	15	307	47	26	17	0	90	58	276	32	5	371	20	48	56	0	124	892
8:30 AM	55	193	34	12	294	39	38	37	0	114	81	234	25	7	347	24	52	65	0	141	896
8:45 AM	60	232	38	12	342	45	42	29	0	116	65	225	19	7	316	16	69	43	0	128	902
Total Volume	229	839	137	55	1260	169	129	113	0	411	261	990	98	24	1373	75	215	234	0	524	3568
% Approach Total	18.2	66.6	10.9	4.4		41.1	31.4	27.5	0.0		19.0	72.1	7.1	1.7		14.3	41.0	44.7	0.0		
PHF	0.939	0.904	0.901	0.859	0.921	0.899	0.768	0.764	0.000	0.886	0.806	0.897	0.766	0.857	0.925	0.781	0.779	0.836	0.000	0.929	0.989
Entering Leg	229	839	137	55	1260	169	129	113	0	411	261	990	98	24	1373	75	215	234	0	524	3568
Exiting Leg					1448					613					1051					456	3568
Total					2708					1024					2424					980	7136

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

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

	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	5	7	2	2	16	19	1	1	0	21	1	19	1	0	21	2	0	1	0	3	61
7:15 AM	4	7	6	2	19	5	2	7	0	14	3	15	1	0	19	0	1	7	0	8	60
7:30 AM	1	10	3	1	15	21	1	2	0	24	2	15	0	0	17	2	1	2	0	5	61
7:45 AM	0	8	2	1	11	6	0	4	0	10	2	16	0	0	18	1	2	6	0	9	48
Total	10	32	13	6	61	51	4	14	0	69	8	65	2	0	75	5	4	16	0	25	230
8:00 AM	1	9	4	0	14	4	3	1	0	8	2	7	0	1	10	2	0	4	0	6	38
8:15 AM	3	10	4	0	17	5	1	5	0	11	3	18	0	0	21	1	2	1	0	4	53
8:30 AM	2	5	4	0	11	9	2	3	0	14	3	15	0	0	18	2	0	4	0	6	49
8:45 AM	2	4	1	1	8	7	1	3	0	11	2	13	4	1	20	0	2	3	0	5	44
Total	8	28	13	1	50	25	7	12	0	44	10	53	4	2	69	5	4	12	0	21	184
9:00 AM	4	8	4	2	18	25	3	1	0	29	10	9	1	0	20	0	1	1	0	2	69
9:15 AM	3	10	4	0	17	58	22	5	0	85	6	13	0	1	20	1	1	3	0	5	127
Total	7	18	8	2	35	83	25	6	0	114	16	22	1	1	40	1	2	4	0	7	196
Grand Total	25	78	34	9	146	159	36	32	0	227	34	140	7	3	184	11	10	32	0	53	610
Approach %	17.1	53.4	23.3	6.2		70.0	15.9	14.1	0.0		18.5	76.1	3.8	1.6		20.8	18.9	60.4	0.0		
Total %	4.1	12.8	5.6	1.5	23.9	26.1	5.9	5.2	0.0	37.2	5.6	23.0	1.1	0.5	30.2	1.8	1.6	5.2	0.0	8.7	
Exiting Leg Total					340					78					124					68	610
Buses	2	1	0	0	3	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	8
% Buses	8.0	1.3	0.0	0.0	2.1	0.6	0.0	0.0	0.0	0.4	0.0	2.1	0.0	0.0	1.6	9.1	0.0	0.0	0.0	1.9	1.3
Exiting Leg Total					4					0					2					2	8
Single-Unit Trucks	18	56	16	9	99	144	34	26	0	204	20	105	7	3	135	10	10	27	0	47	485
% Single-Unit	72.0	71.8	47.1	100.0	67.8	90.6	94.4	81.3	0.0	89.9	58.8	75.0	100.0	100.0	73.4	90.9	100.0	84.4	0.0	88.7	79.5
Exiting Leg Total					285					46					95					59	485
Articulated Trucks	5	21	18	0	44	14	2	6	0	22	14	32	0	0	46	0	0	5	0	5	117
% Articulated	20.0	26.9	52.9	0.0	30.1	8.8	5.6	18.8	0.0	9.7	41.2	22.9	0.0	0.0	25.0	0.0	0.0	15.6	0.0	9.4	19.2
Exiting Leg Total					51					32					27					7	117

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:30 AM	2	5	4	0	11	9	2	3	0	14	3	15	0	0	18	2	0	4	0	6	49
8:45 AM	2	4	1	1	8	7	1	3	0	11	2	13	4	1	20	0	2	3	0	5	44
9:00 AM	4	8	4	2	18	25	3	1	0	29	10	9	1	0	20	0	1	1	0	2	69
9:15 AM	3	10	4	0	17	58	22	5	0	85	6	13	0	1	20	1	1	3	0	5	127
Total Volume	11	27	13	3	54	99	28	12	0	139	21	50	5	2	78	3	4	11	0	18	289
% Approach Total	20.4	50.0	24.1	5.6		71.2	20.1	8.6	0.0		26.9	64.1	6.4	2.6		16.7	22.2	61.1	0.0		
PHF	0.688	0.675	0.813	0.375	0.750	0.427	0.318	0.600	0.000	0.409	0.525	0.833	0.313	0.500	0.975	0.375	0.500	0.688	0.000	0.750	0.569
Buses	1	1	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Buses %	9.1	3.7	0.0	0.0	3.7	1.0	0.0	0.0	0.0	0.7	0.0	4.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1.7
Single-Unit Trucks	8	20	6	3	37	92	28	12	0	132	12	35	5	2	54	3	4	10	0	17	240
Single-Unit %	72.7	74.1	46.2	100.0	68.5	92.9	100.0	100.0	0.0	95.0	57.1	70.0	100.0	100.0	69.2	100.0	100.0	90.9	0.0	94.4	83.0
Articulated Trucks	2	6	7	0	15	6	0	0	0	6	9	13	0	0	22	0	0	1	0	1	44
Articulated %	18.2	22.2	53.8	0.0	27.8	6.1	0.0	0.0	0.0	4.3	42.9	26.0	0.0	0.0	28.2	0.0	0.0	9.1	0.0	5.6	15.2
Buses	1	1	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Single-Unit Trucks	8	20	6	3	37	92	28	12	0	132	12	35	5	2	54	3	4	10	0	17	240
Articulated Trucks	2	6	7	0	15	6	0	0	0	6	9	13	0	0	22	0	0	1	0	1	44
Total Entering Leg	11	27	13	3	54	99	28	12	0	139	21	50	5	2	78	3	4	11	0	18	289
Buses					3					0					1					1	5
Single-Unit Trucks					140					22					37					41	240
Articulated Trucks					20					16					6					2	44
Total Exiting Leg					163					38					44					44	289

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
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Class:

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

Buses

	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
8:30 AM	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	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
Total	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	2	1	0	0	3	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	8
Approach %	66.7	33.3	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	25.0	12.5	0.0	0.0	37.5	12.5	0.0	0.0	0.0	12.5	0.0	37.5	0.0	0.0	37.5	12.5	0.0	0.0	0.0	12.5	
Exiting Leg Total					4					0					2					2	8

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:45 AM	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
8:30 AM	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total Volume	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	5
% Approach Total	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.417
Entering Leg	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	5
Exiting Leg					2					0					1					2	5
Total					4					1					2					3	10

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Single-Unit Trucks

	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	5	5	1	2	13	19	1	0	0	20	1	14	1	0	16	2	0	0	0	2	51
7:15 AM	2	3	3	2	10	5	2	4	0	11	2	13	1	0	16	0	1	5	0	6	43
7:30 AM	1	8	1	1	11	19	1	2	0	22	2	9	0	0	11	2	1	2	0	5	49
7:45 AM	0	6	1	1	8	5	0	4	0	9	0	12	0	0	12	1	2	5	0	8	37
Total	8	22	6	6	42	48	4	10	0	62	5	48	2	0	55	5	4	12	0	21	180
8:00 AM	0	5	1	0	6	2	1	1	0	4	1	6	0	1	8	2	0	4	0	6	24
8:15 AM	2	9	3	0	14	2	1	3	0	6	2	16	0	0	18	0	2	1	0	3	41
8:30 AM	1	4	2	0	7	5	2	3	0	10	2	10	0	0	12	2	0	4	0	6	35
8:45 AM	1	2	1	1	5	6	1	3	0	10	1	9	4	1	15	0	2	3	0	5	35
Total	4	20	7	1	32	15	5	10	0	30	6	41	4	2	53	4	4	12	0	20	135
9:00 AM	3	6	2	2	13	25	3	1	0	29	6	7	1	0	14	0	1	1	0	2	58
9:15 AM	3	8	1	0	12	56	22	5	0	83	3	9	0	1	13	1	1	2	0	4	112
Total	6	14	3	2	25	81	25	6	0	112	9	16	1	1	27	1	2	3	0	6	170
Grand Total	18	56	16	9	99	144	34	26	0	204	20	105	7	3	135	10	10	27	0	47	485
Approach %	18.2	56.6	16.2	9.1		70.6	16.7	12.7	0.0		14.8	77.8	5.2	2.2		21.3	21.3	57.4	0.0		
Total %	3.7	11.5	3.3	1.9	20.4	29.7	7.0	5.4	0.0	42.1	4.1	21.6	1.4	0.6	27.8	2.1	2.1	5.6	0.0	9.7	
Exiting Leg Total					285					46					95					59	485

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

8:30 AM	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:30 AM	1	4	2	0	7	5	2	3	0	10	2	10	0	0	12	2	0	4	0	6	35
8:45 AM	1	2	1	1	5	6	1	3	0	10	1	9	4	1	15	0	2	3	0	5	35
9:00 AM	3	6	2	2	13	25	3	1	0	29	6	7	1	0	14	0	1	1	0	2	58
9:15 AM	3	8	1	0	12	56	22	5	0	83	3	9	0	1	13	1	1	2	0	4	112
Total Volume	8	20	6	3	37	92	28	12	0	132	12	35	5	2	54	3	4	10	0	17	240
% Approach Total	21.6	54.1	16.2	8.1		69.7	21.2	9.1	0.0		22.2	64.8	9.3	3.7		17.6	23.5	58.8	0.0		
PHF	0.667	0.625	0.750	0.375	0.712	0.411	0.318	0.600	0.000	0.398	0.500	0.875	0.313	0.500	0.900	0.375	0.500	0.625	0.000	0.708	0.536
Entering Leg	8	20	6	3	37	92	28	12	0	132	12	35	5	2	54	3	4	10	0	17	240
Exiting Leg					140					22					37					41	240
Total					177					154					91					58	480

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Articulated Trucks

	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	2	1	0	3	0	0	1	0	1	0	4	0	0	4	0	0	1	0	1	9
7:15 AM	2	4	3	0	9	0	0	3	0	3	1	2	0	0	3	0	0	2	0	2	17
7:30 AM	0	2	2	0	4	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	12
7:45 AM	0	2	1	0	3	1	0	0	0	1	2	4	0	0	6	0	0	1	0	1	11
Total	2	10	7	0	19	3	0	4	0	7	3	16	0	0	19	0	0	4	0	4	49
8:00 AM	1	4	3	0	8	2	2	0	0	4	1	1	0	0	2	0	0	0	0	0	14
8:15 AM	0	1	1	0	2	3	0	2	0	5	1	2	0	0	3	0	0	0	0	0	10
8:30 AM	0	1	2	0	3	3	0	0	0	3	1	4	0	0	5	0	0	0	0	0	11
8:45 AM	1	2	0	0	3	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	9
Total	2	8	6	0	16	9	2	2	0	13	4	11	0	0	15	0	0	0	0	0	44
9:00 AM	1	2	2	0	5	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	11
9:15 AM	0	1	3	0	4	2	0	0	0	2	3	3	0	0	6	0	0	1	0	1	13
Total	1	3	5	0	9	2	0	0	0	2	7	5	0	0	12	0	0	1	0	1	24
Grand Total	5	21	18	0	44	14	2	6	0	22	14	32	0	0	46	0	0	5	0	5	117
Approach %	11.4	47.7	40.9	0.0		63.6	9.1	27.3	0.0		30.4	69.6	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	4.3	17.9	15.4	0.0	37.6	12.0	1.7	5.1	0.0	18.8	12.0	27.4	0.0	0.0	39.3	0.0	0.0	4.3	0.0	4.3	
Exiting Leg Total					51					32					27					7	117

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:15 AM	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:15 AM	2	4	3	0	9	0	0	3	0	3	1	2	0	0	3	0	0	2	0	2	17
7:30 AM	0	2	2	0	4	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	12
7:45 AM	0	2	1	0	3	1	0	0	0	1	2	4	0	0	6	0	0	1	0	1	11
8:00 AM	1	4	3	0	8	2	2	0	0	4	1	1	0	0	2	0	0	0	0	0	14
Total Volume	3	12	9	0	24	5	2	3	0	10	4	13	0	0	17	0	0	3	0	3	54
% Approach Total	12.5	50.0	37.5	0.0		50.0	20.0	30.0	0.0		23.5	76.5	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.375	0.750	0.750	0.000	0.667	0.625	0.250	0.250	0.000	0.625	0.500	0.542	0.000	0.000	0.708	0.000	0.000	0.375	0.000	0.375	0.794
Entering Leg	3	12	9	0	24	5	2	3	0	10	4	13	0	0	17	0	0	3	0	3	54
Exiting Leg					21					13					15					5	54
Total					45					23					32					8	108

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Route 1							University Avenue							Route 1							Everett Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
9:00 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
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	
Exiting Leg Total							0							2							0							0	2

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:15 AM	Route 1							University Avenue							Route 1							Everett Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Exiting Leg							0							1							0							0	1
Total							0							1							0							1	2

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **7:00 AM**
End Time: **9:30 AM**
Class:

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

Pedestrians

	Route 1							University Avenue							Route 1							Everett Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
9:00 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
9:15 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	8
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	0	0		0	0	0	0	0	100		0	0	0	0	0	0		
Total %	0	0	0	0	25	50	75	0	0	0	0	0	0	0	0	0	0	0	0	25	25	0	0	0	0	0	0	0	
Exiting Leg Total							6							0							2							0	8

Peak Hour Analysis from 07:00 AM to 09:30 AM begins at:

7:45 AM	Route 1							University Avenue							Route 1							Everett Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
7:45 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	5
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	5
Exiting Leg							3							0							2							0	5
Total							6							0							4							0	10

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars and Heavy Vehicles (Combined)

	Route 1 from North					University Avenue from East					Route 1 from South					Everett Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	35	302	34	14	385	35	39	50	0	124	56	264	31	12	363	31	36	59	0	126	998
1:45 PM	31	321	28	18	398	41	46	47	0	134	59	261	40	12	372	30	41	56	0	127	1031
Total	66	623	62	32	783	76	85	97	0	258	115	525	71	24	735	61	77	115	0	253	2029
2:00 PM	32	282	29	27	370	47	40	51	0	138	47	253	38	13	351	33	45	63	0	141	1000
2:15 PM	38	271	37	17	363	24	41	52	0	117	55	243	42	13	353	27	57	56	0	140	973
2:30 PM	23	336	39	14	412	29	36	63	0	128	63	240	36	6	345	32	46	40	0	118	1003
2:45 PM	20	334	34	19	407	34	38	62	0	134	57	216	32	11	316	29	39	45	0	113	970
Total	113	1223	139	77	1552	134	155	228	0	517	222	952	148	43	1365	121	187	204	0	512	3946
3:00 PM	24	296	29	23	372	41	56	69	0	166	45	238	32	16	331	26	36	39	0	101	970
3:15 PM	20	328	43	9	400	39	30	51	0	120	42	266	36	12	356	23	35	48	0	106	982
Total	44	624	72	32	772	80	86	120	0	286	87	504	68	28	687	49	71	87	0	207	1952
Grand Total	223	2470	273	141	3107	290	326	445	0	1061	424	1981	287	95	2787	231	335	406	0	972	7927
Approach %	7.2	79.5	8.8	4.5		27.3	30.7	41.9	0.0		15.2	71.1	10.3	3.4		23.8	34.5	41.8	0.0		
Total %	2.8	31.2	3.4	1.8	39.2	3.7	4.1	5.6	0.0	13.4	5.3	25.0	3.6	1.2	35.2	2.9	4.2	5.1	0.0	12.3	
Exiting Leg Total					2818					1032					3241					836	7927
Cars	216	2390	239	131	2976	270	318	421	0	1009	400	1923	281	92	2696	220	321	384	0	925	7606
% Cars	96.9	96.8	87.5	92.9	95.8	93.1	97.5	94.6	0.0	95.1	94.3	97.1	97.9	96.8	96.7	95.2	95.8	94.6	0.0	95.2	96.0
Exiting Leg Total					2708					960					3123					815	7606
Heavy Vehicles	7	80	34	10	131	20	8	24	0	52	24	58	6	3	91	11	14	22	0	47	321
% Heavy Vehicles	3.1	3.2	12.5	7.1	4.2	6.9	2.5	5.4	0.0	4.9	5.7	2.9	2.1	3.2	3.3	4.8	4.2	5.4	0.0	4.8	4.0
Exiting Leg Total					110					72					118					21	321

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:45 PM	Route 1 from North					University Avenue from East					Route 1 from South					Everett Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	31	321	28	18	398	41	46	47	0	134	59	261	40	12	372	30	41	56	0	127	1031
2:00 PM	32	282	29	27	370	47	40	51	0	138	47	253	38	13	351	33	45	63	0	141	1000
2:15 PM	38	271	37	17	363	24	41	52	0	117	55	243	42	13	353	27	57	56	0	140	973
2:30 PM	23	336	39	14	412	29	36	63	0	128	63	240	36	6	345	32	46	40	0	118	1003
Total Volume	124	1210	133	76	1543	141	163	213	0	517	224	997	156	44	1421	122	189	215	0	526	4007
% Approach Total	8.0	78.4	8.6	4.9		27.3	31.5	41.2	0.0		15.8	70.2	11.0	3.1		23.2	35.9	40.9	0.0		
PHF	0.816	0.900	0.853	0.704	0.936	0.750	0.886	0.845	0.000	0.937	0.889	0.955	0.929	0.846	0.955	0.924	0.829	0.853	0.000	0.933	0.972
Cars	118	1173	120	71	1482	134	158	198	0	490	215	968	151	43	1377	116	182	203	0	501	3850
Cars %	95.2	96.9	90.2	93.4	96.0	95.0	96.9	93.0	0.0	94.8	96.0	97.1	96.8	97.7	96.9	95.1	96.3	94.4	0.0	95.2	96.1
Heavy Vehicles	6	37	13	5	61	7	5	15	0	27	9	29	5	1	44	6	7	12	0	25	157
Heavy Vehicles %	4.8	3.1	9.8	6.6	4.0	5.0	3.1	7.0	0.0	5.2	4.0	2.9	3.2	2.3	3.1	4.9	3.7	5.6	0.0	4.8	3.9
Cars Enter Leg	118	1173	120	71	1482	134	158	198	0	490	215	968	151	43	1377	116	182	203	0	501	3850
Heavy Enter Leg	6	37	13	5	61	7	5	15	0	27	9	29	5	1	44	6	7	12	0	25	157
Total Entering Leg	124	1210	133	76	1543	141	163	213	0	517	224	997	156	44	1421	122	189	215	0	526	4007
Cars Exiting Leg					1376					517					1530					427	3850
Heavy Exiting Leg					53					29					59					16	157
Total Exiting Leg					1429					546					1589					443	4007

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Cars

	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	34	291	25	11	361	31	37	49	0	117	53	254	31	10	348	28	33	54	0	115	941
1:45 PM	29	309	26	17	381	37	45	45	0	127	55	252	40	12	359	29	40	53	0	122	989
Total	63	600	51	28	742	68	82	94	0	244	108	506	71	22	707	57	73	107	0	237	1930
2:00 PM	30	276	27	24	357	44	40	47	0	131	46	243	34	13	336	31	43	58	0	132	956
2:15 PM	36	260	31	17	344	24	38	48	0	110	54	237	41	12	344	25	55	55	0	135	933
2:30 PM	23	328	36	13	400	29	35	58	0	122	60	236	36	6	338	31	44	37	0	112	972
2:45 PM	20	327	29	18	394	32	37	57	0	126	52	210	31	11	304	28	36	43	0	107	931
Total	109	1191	123	72	1495	129	150	210	0	489	212	926	142	42	1322	115	178	193	0	486	3792
3:00 PM	24	283	26	22	355	38	56	68	0	162	40	230	32	16	318	26	36	38	0	100	935
3:15 PM	20	316	39	9	384	35	30	49	0	114	40	261	36	12	349	22	34	46	0	102	949
Total	44	599	65	31	739	73	86	117	0	276	80	491	68	28	667	48	70	84	0	202	1884
Grand Total	216	2390	239	131	2976	270	318	421	0	1009	400	1923	281	92	2696	220	321	384	0	925	7606
Approach %	7.3	80.3	8.0	4.4		26.8	31.5	41.7	0.0		14.8	71.3	10.4	3.4		23.8	34.7	41.5	0.0		
Total %	2.8	31.4	3.1	1.7	39.1	3.5	4.2	5.5	0.0	13.3	5.3	25.3	3.7	1.2	35.4	2.9	4.2	5.0	0.0	12.2	
Exiting Leg Total					2708					960					3123					815	7606

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:45 PM	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	29	309	26	17	381	37	45	45	0	127	55	252	40	12	359	29	40	53	0	122	989
2:00 PM	30	276	27	24	357	44	40	47	0	131	46	243	34	13	336	31	43	58	0	132	956
2:15 PM	36	260	31	17	344	24	38	48	0	110	54	237	41	12	344	25	55	55	0	135	933
2:30 PM	23	328	36	13	400	29	35	58	0	122	60	236	36	6	338	31	44	37	0	112	972
Total Volume	118	1173	120	71	1482	134	158	198	0	490	215	968	151	43	1377	116	182	203	0	501	3850
% Approach Total	8.0	79.1	8.1	4.8		27.3	32.2	40.4	0.0		15.6	70.3	11.0	3.1		23.2	36.3	40.5	0.0		
PHF	0.819	0.894	0.833	0.740	0.926	0.761	0.878	0.853	0.000	0.935	0.896	0.960	0.921	0.827	0.959	0.935	0.827	0.875	0.000	0.928	0.973
Entering Leg	118	1173	120	71	1482	134	158	198	0	490	215	968	151	43	1377	116	182	203	0	501	3850
Exiting Leg					1376					517					1530					427	3850
Total					2858					1007					2907					928	7700

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**

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

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

	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	1	11	9	3	24	4	2	1	0	7	3	10	0	2	15	3	3	5	0	11	57
1:45 PM	2	12	2	1	17	4	1	2	0	7	4	9	0	0	13	1	1	3	0	5	42
Total	3	23	11	4	41	8	3	3	0	14	7	19	0	2	28	4	4	8	0	16	99
2:00 PM	2	6	2	3	13	3	0	4	0	7	1	10	4	0	15	2	2	5	0	9	44
2:15 PM	2	11	6	0	19	0	3	4	0	7	1	6	1	1	9	2	2	1	0	5	40
2:30 PM	0	8	3	1	12	0	1	5	0	6	3	4	0	0	7	1	2	3	0	6	31
2:45 PM	0	7	5	1	13	2	1	5	0	8	5	6	1	0	12	1	3	2	0	6	39
Total	4	32	16	5	57	5	5	18	0	28	10	26	6	1	43	6	9	11	0	26	154
3:00 PM	0	13	3	1	17	3	0	1	0	4	5	8	0	0	13	0	0	1	0	1	35
3:15 PM	0	12	4	0	16	4	0	2	0	6	2	5	0	0	7	1	1	2	0	4	33
Total	0	25	7	1	33	7	0	3	0	10	7	13	0	0	20	1	1	3	0	5	68
Grand Total	7	80	34	10	131	20	8	24	0	52	24	58	6	3	91	11	14	22	0	47	321
Approach %	5.3	61.1	26.0	7.6		38.5	15.4	46.2	0.0		26.4	63.7	6.6	3.3		23.4	29.8	46.8	0.0		
Total %	2.2	24.9	10.6	3.1	40.8	6.2	2.5	7.5	0.0	16.2	7.5	18.1	1.9	0.9	28.3	3.4	4.4	6.9	0.0	14.6	
Exiting Leg Total					110					72					118					21	321
Buses	0	2	0	0	2	0	0	1	0	1	0	2	2	0	4	2	0	2	0	4	11
% Buses	0.0	2.5	0.0	0.0	1.5	0.0	0.0	4.2	0.0	1.9	0.0	3.4	33.3	0.0	4.4	18.2	0.0	9.1	0.0	8.5	3.4
Exiting Leg Total					4					0					5					2	11
Single-Unit Trucks	3	68	26	7	104	9	8	15	0	32	15	43	4	2	64	8	12	14	0	34	234
% Single-Unit	42.9	85.0	76.5	70.0	79.4	45.0	100.0	62.5	0.0	61.5	62.5	74.1	66.7	66.7	70.3	72.7	85.7	63.6	0.0	72.3	72.9
Exiting Leg Total					73					53					93					15	234
Articulated Trucks	4	10	8	3	25	11	0	8	0	19	9	13	0	1	23	1	2	6	0	9	76
% Articulated	57.1	12.5	23.5	30.0	19.1	55.0	0.0	33.3	0.0	36.5	37.5	22.4	0.0	33.3	25.3	9.1	14.3	27.3	0.0	19.1	23.7
Exiting Leg Total					33					19					20					4	76

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	1	11	9	3	24	4	2	1	0	7	3	10	0	2	15	3	3	5	0	11	57
1:45 PM	2	12	2	1	17	4	1	2	0	7	4	9	0	0	13	1	1	3	0	5	42
2:00 PM	2	6	2	3	13	3	0	4	0	7	1	10	4	0	15	2	2	5	0	9	44
2:15 PM	2	11	6	0	19	0	3	4	0	7	1	6	1	1	9	2	2	1	0	5	40
Total Volume	7	40	19	7	73	11	6	11	0	28	9	35	5	3	52	8	8	14	0	30	183
% Approach Total	9.6	54.8	26.0	9.6		39.3	21.4	39.3	0.0		17.3	67.3	9.6	5.8		26.7	26.7	46.7	0.0		
PHF	0.875	0.833	0.528	0.583	0.760	0.688	0.500	0.688	0.000	1.000	0.563	0.875	0.313	0.375	0.867	0.667	0.667	0.700	0.000	0.682	0.803
Buses	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	6
Buses %	0.0	2.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2.9	20.0	0.0	3.8	25.0	0.0	7.1	0.0	10.0	3.3
Single-Unit Trucks	3	35	14	4	56	5	6	7	0	18	6	28	4	2	40	6	7	10	0	23	137
Single-Unit %	42.9	87.5	73.7	57.1	76.7	45.5	100.0	63.6	0.0	64.3	66.7	80.0	80.0	66.7	76.9	75.0	87.5	71.4	0.0	76.7	74.9
Articulated Trucks	4	4	5	3	16	6	0	4	0	10	3	6	0	1	10	0	1	3	0	4	40
Articulated %	57.1	10.0	26.3	42.9	21.9	54.5	0.0	36.4	0.0	35.7	33.3	17.1	0.0	33.3	19.2	0.0	12.5	21.4	0.0	13.3	21.9
Buses	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	2	0	1	0	3	6
Single-Unit Trucks	3	35	14	4	56	5	6	7	0	18	6	28	4	2	40	6	7	10	0	23	137
Articulated Trucks	4	4	5	3	16	6	0	4	0	10	3	6	0	1	10	0	1	3	0	4	40
Total Entering Leg	7	40	19	7	73	11	6	11	0	28	9	35	5	3	52	8	8	14	0	30	183
Buses					2					0					3					1	6
Single-Unit Trucks					47					27					50					13	137
Articulated Trucks					18					9					9					4	40
Total Exiting Leg					67					36					62					18	183

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Buses

	Route 1 from North					University Avenue from East					Route 1 from South					Everett Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	3
Total	0	1	0	0	1	0	0	1	0	1	0	1	2	0	3	1	0	1	0	2	7
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	1	0	1	0	2	2	0	4	2	0	2	0	4	11
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	50.0	50.0	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	18.2	0.0	0.0	18.2	0.0	0.0	9.1	0.0	9.1	0.0	18.2	18.2	0.0	36.4	18.2	0.0	18.2	0.0	36.4	
Exiting Leg Total					4					0					5					2	11

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:00 PM	Route 1 from North					University Avenue from East					Route 1 from South					Everett Street from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	3
Total Volume	0	1	0	0	1	0	0	1	0	1	0	1	2	0	3	1	0	1	0	2	7
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	33.3	66.7	0.0		50.0	0.0	50.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.500	0.000	0.375	0.250	0.000	0.250	0.000	0.500	0.583
Entering Leg	0	1	0	0	1	0	0	1	0	1	0	1	2	0	3	1	0	1	0	2	7
Exiting Leg					2					0					3					2	7
Total					3					1					6					4	14

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Single-Unit Trucks

	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	1	10	7	1	19	2	2	1	0	5	3	6	0	2	11	2	3	3	0	8	43
1:45 PM	0	12	0	0	12	1	1	2	0	4	2	9	0	0	11	1	0	2	0	3	30
Total	1	22	7	1	31	3	3	3	0	9	5	15	0	2	22	3	3	5	0	11	73
2:00 PM	1	5	2	3	11	2	0	3	0	5	1	8	3	0	12	1	2	5	0	8	36
2:15 PM	1	8	5	0	14	0	3	1	0	4	0	5	1	0	6	2	2	0	0	4	28
2:30 PM	0	6	3	1	10	0	1	4	0	5	1	3	0	0	4	1	2	2	0	5	24
2:45 PM	0	6	3	1	10	1	1	2	0	4	3	4	0	0	7	0	2	1	0	3	24
Total	2	25	13	5	45	3	5	10	0	18	5	20	4	0	29	4	8	8	0	20	112
3:00 PM	0	12	3	1	16	1	0	1	0	2	3	6	0	0	9	0	0	0	0	0	27
3:15 PM	0	9	3	0	12	2	0	1	0	3	2	2	0	0	4	1	1	1	0	3	22
Total	0	21	6	1	28	3	0	2	0	5	5	8	0	0	13	1	1	1	0	3	49
Grand Total	3	68	26	7	104	9	8	15	0	32	15	43	4	2	64	8	12	14	0	34	234
Approach %	2.9	65.4	25.0	6.7		28.1	25.0	46.9	0.0		23.4	67.2	6.3	3.1		23.5	35.3	41.2	0.0		
Total %	1.3	29.1	11.1	3.0	44.4	3.8	3.4	6.4	0.0	13.7	6.4	18.4	1.7	0.9	27.4	3.4	5.1	6.0	0.0	14.5	
Exiting Leg Total					73					53					93					15	234

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	1	10	7	1	19	2	2	1	0	5	3	6	0	2	11	2	3	3	0	8	43
1:45 PM	0	12	0	0	12	1	1	2	0	4	2	9	0	0	11	1	0	2	0	3	30
2:00 PM	1	5	2	3	11	2	0	3	0	5	1	8	3	0	12	1	2	5	0	8	36
2:15 PM	1	8	5	0	14	0	3	1	0	4	0	5	1	0	6	2	2	0	0	4	28
Total Volume	3	35	14	4	56	5	6	7	0	18	6	28	4	2	40	6	7	10	0	23	137
% Approach Total	5.4	62.5	25.0	7.1		27.8	33.3	38.9	0.0		15.0	70.0	10.0	5.0		26.1	30.4	43.5	0.0		
PHF	0.750	0.729	0.500	0.333	0.737	0.625	0.500	0.583	0.000	0.900	0.500	0.778	0.333	0.250	0.833	0.750	0.583	0.500	0.000	0.719	0.797
Entering Leg	3	35	14	4	56	5	6	7	0	18	6	28	4	2	40	6	7	10	0	23	137
Exiting Leg					47					27					50					13	137
Total					103					45					90					36	274

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Articulated Trucks

	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	1	2	2	5	2	0	0	0	2	0	3	0	0	3	0	0	1	0	1	11
1:45 PM	2	0	2	1	5	3	0	0	0	3	2	0	0	0	2	0	1	1	0	2	12
Total	2	1	4	3	10	5	0	0	0	5	2	3	0	0	5	0	1	2	0	3	23
2:00 PM	1	1	0	0	2	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	6
2:15 PM	1	2	1	0	4	0	0	3	0	3	1	1	0	1	3	0	0	1	0	1	11
2:30 PM	0	2	0	0	2	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	6
2:45 PM	0	1	2	0	3	1	0	2	0	3	2	1	0	0	3	1	1	1	0	3	12
Total	2	6	3	0	11	2	0	7	0	9	5	5	0	1	11	1	1	2	0	4	35
3:00 PM	0	1	0	0	1	2	0	0	0	2	2	2	0	0	4	0	0	1	0	1	8
3:15 PM	0	2	1	0	3	2	0	1	0	3	0	3	0	0	3	0	0	1	0	1	10
Total	0	3	1	0	4	4	0	1	0	5	2	5	0	0	7	0	0	2	0	2	18
Grand Total	4	10	8	3	25	11	0	8	0	19	9	13	0	1	23	1	2	6	0	9	76
Approach %	16.0	40.0	32.0	12.0		57.9	0.0	42.1	0.0		39.1	56.5	0.0	4.3		11.1	22.2	66.7	0.0		
Total %	5.3	13.2	10.5	3.9	32.9	14.5	0.0	10.5	0.0	25.0	11.8	17.1	0.0	1.3	30.3	1.3	2.6	7.9	0.0	11.8	
Exiting Leg Total					33					19					20					4	76

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

1:30 PM	Route 1					University Avenue					Route 1					Everett Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	0	1	2	2	5	2	0	0	0	2	0	3	0	0	3	0	0	1	0	1	11
1:45 PM	2	0	2	1	5	3	0	0	0	3	2	0	0	0	2	0	1	1	0	2	12
2:00 PM	1	1	0	0	2	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	6
2:15 PM	1	2	1	0	4	0	0	3	0	3	1	1	0	1	3	0	0	1	0	1	11
Total Volume	4	4	5	3	16	6	0	4	0	10	3	6	0	1	10	0	1	3	0	4	40
% Approach Total	25.0	25.0	31.3	18.8		60.0	0.0	40.0	0.0		30.0	60.0	0.0	10.0		0.0	25.0	75.0	0.0		
PHF	0.500	0.500	0.625	0.375	0.800	0.500	0.000	0.333	0.000	0.833	0.375	0.500	0.000	0.250	0.833	0.000	0.250	0.750	0.000	0.500	0.833
Entering Leg	4	4	5	3	16	6	0	4	0	10	3	6	0	1	10	0	1	3	0	4	40
Exiting Leg					18					9					9					4	40
Total					34					19					19					8	80

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Bicycles (on Roadway and Crosswalks)

	Route 1							University Avenue							Route 1							Everett Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total							0							0							0							2	2

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:15 PM	Route 1							University Avenue							Route 1							Everett Street							
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg							0							0							0							2	2
Total							0							2							0							2	4

PDI File #: **228801 F**
Location: **N: Route 1 S: Route 1**
Location: **E: University Avenue W: Everett Street**
City, State: **Westwood, MA**
Client: **Nitsch/L. Bird**
Site Code: **14996.1**
Count Date: **Thursday, August 25, 2022**
Start Time: **1:30 PM**
End Time: **3:30 PM**
Class:

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

Pedestrians

	Route 1 from North							University Avenue from East							Route 1 from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Approach %	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	100	0		0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	
Exiting Leg Total							0							0							1							0	1

Peak Hour Analysis from 01:30 PM to 03:30 PM begins at:

2:00 PM	Route 1 from North							University Avenue from East							Route 1 from South							Everett Street from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Exiting Leg							0							0							1							0	1
Total							0							0							2							0	2

Appendix B: 2019 MassDOT Seasonal Adjustment Factors

Massachusetts Highway Department
Statewide Traffic Data Collection
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
R4-R7	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
U1-Boston	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
U1-Essex	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
U1-Southeast	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
U1-West	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
U1-Worcester	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
U2	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
U3	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
U4-U7	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
Rec - East	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:
0-999 = 10
>1000 = 100

U = Urban
R = Rural

1 - Interstate
2 - Freeway and Expressway
3 - Other Principal Arterial
4 - Minor Arterial
5 - Major Collector
6 - Minor Collector
7 - Local Road and Street

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.

5/22/2020

Appendix C: Future Traffic Conditions

Existing Conditions **TMS Start: 7:48 AM** **WHS Start: 7:25 AM**

Nahatan Street and Clapboardtree Street

	Nahatan Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	64	87	151	93	0	244
7:15 AM	110	99	209	317	67	593
7:30 AM	121	138	259	16	158	433
7:45 AM	149	158	307	0	0	307
8:00 AM	135	135	270	0	0	270
8:15 AM	121	148	269	0	0	269
8:30 AM	111	137	248	0	0	248
8:45 AM	123	141	264	0	0	264

Existing Peak Hour Volume
1577

	Direction	High School Students	High School Parents and Faculty	Middle School Parents and Faculty
Total	Entering	320	366	280
	Exiting	0	166	170
7:00 AM - 7:15 AM	Entering	32	137	0
	Exiting	0	17	0
7:15 AM - 7:30 AM	Entering	272	221	100
	Exiting	0	141	34
7:30 AM - 7:45 AM	Entering	16	8	180
	Exiting	0	8	136
7:45 AM - 8:00 AM	Entering	0	0	0
	Exiting	0	0	0
8:00 AM - 9:00 AM	Entering	0	0	0
	Exiting	0	0	0

High School Start Time
7:25 AM

Middle School Start Time
7:48 AM

Intersection	Trip Distribution %
Nahatan Street and Clapboardtree Street	50%
Nahatan Street and High Street	50%
High Street and Summer Street	10%
Washington Street and East Street/School Street	20%
Washington Street and Clapboardtree Street	35%
Everett Street and Route 1	15%

Nahatan Street and High Street

	Nahatan Street	High Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	14	273	287	93	0	380
7:15 AM	28	251	279	317	67	663
7:30 AM	47	272	319	16	158	493
7:45 AM	54	339	393	0	0	393
8:00 AM	49	304	353	0	0	353
8:15 AM	34	265	299	0	0	299
8:30 AM	45	259	304	0	0	304
8:45 AM	32	325	357	0	0	357

Existing Peak Hour Volume
1929

High Street and Summer Street

	High Street	Summer Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	371	54	425	19	0	444
7:15 AM	456	65	521	63	13	598
7:30 AM	390	95	485	3	32	520
7:45 AM	480	70	550	0	0	550
8:00 AM	440	55	495	0	0	495
8:15 AM	470	74	544	0	0	544
8:30 AM	444	69	513	0	0	513
8:45 AM	399	94	493	0	0	493

Existing Peak Hour Volume
2111

Washington Street and East Street/School Street

	Washington Street	East Street/School Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	230	95	325	37	0	362
7:15 AM	276	89	365	127	27	519
7:30 AM	296	117	413	6	63	483
7:45 AM	302	146	448	0	0	448
8:00 AM	276	143	419	0	0	419
8:15 AM	315	113	428	0	0	428
8:30 AM	249	150	399	0	0	399
8:45 AM	254	153	407	0	0	407

Existing Peak Hour Volume
1811

Washington Street and Clapboardtree Street

	Washington Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	273	143	416	65	0	481
7:15 AM	297	149	446	222	47	715
7:30 AM	318	213	531	11	111	653
7:45 AM	383	185	568	0	0	568
8:00 AM	326	177	503	0	0	503
8:15 AM	331	219	550	0	0	550
8:30 AM	291	228	519	0	0	519
8:45 AM	334	210	544	0	0	544

Existing Peak Hour Volume
2417

Everett Street and Route 1

	Everett Street	Route 1	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	187	573	760	28	0	788
7:15 AM	189	555	744	95	20	859
7:30 AM	248	607	855	5	47	907
7:45 AM	248	614	862	0	0	862
8:00 AM	236	680	916	0	0	916
8:15 AM	229	716	945	0	0	945
8:30 AM	275	670	945	0	0	945
8:45 AM	260	686	946	0	0	946

Existing Peak Hour Volume
3416

Scenario B **TMS Start: 7:45 AM** **WHS Start: 8:15 AM**

Nahatan Street and Clapboardtree Street

	Nahatan Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	64	87	151	0	0	151
7:15 AM	110	99	209	0	67	276
7:30 AM	121	138	259	0	158	417
7:45 AM	149	158	307	93	0	400
8:00 AM	135	135	270	317	0	587
8:15 AM	121	148	269	16	0	285
8:30 AM	111	137	248	0	0	248
8:45 AM	123	141	264	0	0	264

Existing Peak Hour Volume 1577

New Peak Hour Volume 1680

Change 7%

Nahatan Street and High Street

	Nahatan Street	High Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	14	273	287	0	0	287
7:15 AM	28	251	279	0	67	346
7:30 AM	47	272	319	0	158	477
7:45 AM	54	339	393	93	0	486
8:00 AM	49	304	353	317	0	670
8:15 AM	34	265	299	16	0	315
8:30 AM	45	259	304	0	0	304
8:45 AM	32	325	357	0	0	357

Existing Peak Hour Volume 1929

New Peak Hour Volume 1979

Change 3%

High Street and Summer Street

	High Street	Summer Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	371	54	425	0	0	425
7:15 AM	456	65	521	0	13	534
7:30 AM	390	95	485	0	32	517
7:45 AM	480	70	550	19	0	569
8:00 AM	440	55	495	63	0	558
8:15 AM	470	74	544	3	0	547
8:30 AM	444	69	513	0	0	513
8:45 AM	399	94	493	0	0	493

Existing Peak Hour Volume 2111

New Peak Hour Volume 2178

Change 3%

Washington Street and East Street/School Street

	Washington Street	East Street/School Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	230	95	325	0	0	325
7:15 AM	276	89	365	0	27	392
7:30 AM	296	117	413	0	63	476
7:45 AM	302	146	448	37	0	485
8:00 AM	276	143	419	127	0	546
8:15 AM	315	113	428	6	0	434
8:30 AM	249	150	399	0	0	399
8:45 AM	254	153	407	0	0	407

Existing Peak Hour Volume 1811

New Peak Hour Volume 1899

Change 5%

Washington Street and Clapboardtree Street

	Washington Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	273	143	416	0	0	416
7:15 AM	297	149	446	0	47	493
7:30 AM	318	213	531	0	111	642
7:45 AM	383	185	568	65	0	633
8:00 AM	326	177	503	222	0	725
8:15 AM	331	219	550	11	0	561
8:30 AM	291	228	519	0	0	519
8:45 AM	334	210	544	0	0	544

Existing Peak Hour Volume 2417

New Peak Hour Volume 2493

Change 3%

Everett Street and Route 1

	Everett Street	Route 1	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	187	573	760	0	0	760
7:15 AM	189	555	744	0	20	764
7:30 AM	248	607	855	0	47	902
7:45 AM	248	614	862	28	0	890
8:00 AM	236	680	916	95	0	1011
8:15 AM	229	716	945	5	0	950
8:30 AM	275	670	945	0	0	945
8:45 AM	260	686	946	0	0	946

Existing Peak Hour Volume 3416

New Peak Hour Volume 3568

Change 4%

Middle School Start Time 7:45 AM

High School Start Time 8:15 AM

	Direction	High School Students	High School Parents and Faculty	Middle School Parents and Faculty
Total	Entering	320	366	280
	Exiting	0	166	170
7:15 AM - 7:30 AM	Entering	0	0	100
	Exiting	0	0	34
7:30 AM - 7:45 AM	Entering	0	0	180
	Exiting	0	0	136
7:45 AM - 8:00 AM	Entering	32	137	0
	Exiting	0	17	0
8:00 AM - 8:15 AM	Entering	272	221	0
	Exiting	0	141	0
8:15 AM - 9:00 AM	Entering	16	8	0
	Exiting	0	8	0

Intersection	Trip Distribution %
Nahatan Street and Clapboardtree Street	50%
Nahatan Street and High Street	50%
High Street and Summer Street	10%
Washington Street and East Street/School Street	20%
Washington Street and Clapboardtree Street	35%
Everett Street and Route 1	15%

Scenario C **TMS Start: 9:00 AM** **WHS Start: 8:30 AM**

Nahatan Street and Clapboardtree Street

	Nahatan Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	64	87	151	0	0	151
7:15 AM	110	99	209	0	0	209
7:30 AM	121	138	259	0	0	259
7:45 AM	149	158	307	0	0	307
8:00 AM	135	135	270	93	0	363
8:15 AM	121	148	269	317	0	586
8:30 AM	111	137	248	16	67	331
8:45 AM	123	141	264	0	158	422

Existing Peak Hour Volume
1577
New Peak Hour Volume
1702
Change
8%

	Direction	High School Students	High School Parents and Faculty	Middle School Parents and Faculty
Total	Entering	320	366	280
	Exiting	0	166	170
7:00 AM - 8:00 AM	Entering	0	0	0
	Exiting	0	0	0
8:00 AM - 8:15 AM	Entering	32	137	0
	Exiting	0	17	0
8:15 AM - 8:30 AM	Entering	272	221	0
	Exiting	0	141	0
8:30 AM - 8:45 AM	Entering	16	8	100
	Exiting	0	8	34
8:45 AM - 9:00 AM	Entering	0	0	180
	Exiting	0	0	136

High School Start Time
8:30 AM

Middle School Start Time
9:00 AM

Intersection	Trip Distribution %
Nahatan Street and Clapboardtree Street	50%
Nahatan Street and High Street	50%
High Street and Summer Street	10%
Washington Street and East Street/School Street	20%
Washington Street and Clapboardtree Street	35%
Everett Street and Route 1	15%

Nahatan Street and High Street

	Nahatan Street	High Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	14	273	287	0	0	287
7:15 AM	28	251	279	0	0	279
7:30 AM	47	272	319	0	0	319
7:45 AM	54	339	393	0	0	393
8:00 AM	49	304	353	93	0	446
8:15 AM	34	265	299	317	0	616
8:30 AM	45	259	304	16	67	387
8:45 AM	32	325	357	0	158	515

Existing Peak Hour Volume
1929
New Peak Hour Volume
1964
Change
2%

High Street and Summer Street

	High Street	Summer Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	371	54	425	0	0	425
7:15 AM	456	65	521	0	0	521
7:30 AM	390	95	485	0	0	485
7:45 AM	480	70	550	0	0	550
8:00 AM	440	55	495	19	0	514
8:15 AM	470	74	544	63	0	607
8:30 AM	444	69	513	3	13	530
8:45 AM	399	94	493	0	32	525

Existing Peak Hour Volume
2111
New Peak Hour Volume
2175
Change
3%

Washington Street and East Street/School Street

	Washington Street	East Street/School Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	230	95	325	0	0	325
7:15 AM	276	89	365	0	0	365
7:30 AM	296	117	413	0	0	413
7:45 AM	302	146	448	0	0	448
8:00 AM	276	143	419	37	0	456
8:15 AM	315	113	428	127	0	555
8:30 AM	249	150	399	6	27	432
8:45 AM	254	153	407	0	63	470

Existing Peak Hour Volume
1811
New Peak Hour Volume
1913
Change
6%

Washington Street and Clapboardtree Street

	Washington Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	273	143	416	0	0	416
7:15 AM	297	149	446	0	0	446
7:30 AM	318	213	531	0	0	531
7:45 AM	383	185	568	0	0	568
8:00 AM	326	177	503	65	0	568
8:15 AM	331	219	550	222	0	772
8:30 AM	291	228	519	11	47	577
8:45 AM	334	210	544	0	111	655

Existing Peak Hour Volume
2417
New Peak Hour Volume
2572
Change
6%

Everett Street and Route 1

	Everett Street	Route 1	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	187	573	760	0	0	760
7:15 AM	189	555	744	0	0	744
7:30 AM	248	607	855	0	0	855
7:45 AM	248	614	862	0	0	862
8:00 AM	236	680	916	28	0	944
8:15 AM	229	716	945	95	0	1040
8:30 AM	275	670	945	5	20	970
8:45 AM	260	686	946	0	47	993

Existing Peak Hour Volume
3416
New Peak Hour Volume
3947
Change
16%

Scenario C-2 **TMS Start: 8:40 AM** **WHS Start: 8:30 AM**

Nahatan Street and Clapboardtree Street

	Nahatan Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	64	87	151	0	0	151
7:15 AM	110	99	209	0	0	209
7:30 AM	121	138	259	0	0	259
7:45 AM	149	158	307	0	0	307
8:00 AM	135	135	270	93	0	363
8:15 AM	121	148	269	317	67	653
8:30 AM	111	137	248	16	158	422
8:45 AM	123	141	264	0	0	264

Existing Peak Hour Volume
1577
New Peak Hour Volume
1745
Change
11%

Nahatan Street and High Street

	Nahatan Street	High Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	14	273	287	0	0	287
7:15 AM	28	251	279	0	0	279
7:30 AM	47	272	319	0	0	319
7:45 AM	54	339	393	0	0	393
8:00 AM	49	304	353	93	0	446
8:15 AM	34	265	299	317	67	683
8:30 AM	45	259	304	16	158	478
8:45 AM	32	325	357	0	0	357

Existing Peak Hour Volume
1929
New Peak Hour Volume
2000
Change
4%

High Street and Summer Street

	High Street	Summer Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	371	54	425	0	0	425
7:15 AM	456	65	521	0	0	521
7:30 AM	390	95	485	0	0	485
7:45 AM	480	70	550	0	0	550
8:00 AM	440	55	495	19	0	514
8:15 AM	470	74	544	63	13	621
8:30 AM	444	69	513	3	32	548
8:45 AM	399	94	493	0	0	493

Existing Peak Hour Volume
2111
New Peak Hour Volume
2232
Change
6%

Washington Street and East Street/School Street

	Washington Street	East Street/School Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	230	95	325	0	0	325
7:15 AM	276	89	365	0	0	365
7:30 AM	296	117	413	0	0	413
7:45 AM	302	146	448	0	0	448
8:00 AM	276	143	419	37	0	456
8:15 AM	315	113	428	127	27	582
8:30 AM	249	150	399	6	63	469
8:45 AM	254	153	407	0	0	407

Existing Peak Hour Volume
1811
New Peak Hour Volume
1954
Change
8%

Washington Street and Clapboardtree Street

	Washington Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	273	143	416	0	0	416
7:15 AM	297	149	446	0	0	446
7:30 AM	318	213	531	0	0	531
7:45 AM	383	185	568	0	0	568
8:00 AM	326	177	503	65	0	568
8:15 AM	331	219	550	222	47	819
8:30 AM	291	228	519	11	111	641
8:45 AM	334	210	544	0	0	544

Existing Peak Hour Volume
2417
New Peak Hour Volume
2596
Change
7%

Everett Street and Route 1

	Everett Street	Route 1	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	187	573	760	0	0	760
7:15 AM	189	555	744	0	0	744
7:30 AM	248	607	855	0	0	855
7:45 AM	248	614	862	0	0	862
8:00 AM	236	680	916	28	0	944
8:15 AM	229	716	945	95	20	1060
8:30 AM	275	670	945	5	47	997
8:45 AM	260	686	946	0	0	946

Existing Peak Hour Volume
3416
New Peak Hour Volume
3863
Change
13%

	Direction	High School Students	High School Parents and Faculty	Middle School Parents and Faculty
Total	Entering	320	366	280
	Exiting	0	166	170
7:00 AM - 8:00 AM	Entering	0	0	0
	Exiting	0	0	0
8:00 AM - 8:15 AM	Entering	32	137	0
	Exiting	0	17	0
8:15 AM - 8:30 AM	Entering	272	221	100
	Exiting	0	141	34
8:30 AM - 8:45 AM	Entering	16	8	180
	Exiting	0	8	136
8:45 AM - 9:00 AM	Entering	0	0	0
	Exiting	0	0	0

High School Start Time
8:30 AM
Middle School Start Time
8:40 AM

Intersection	Trip Distribution %
Nahatan Street and Clapboardtree Street	50%
Nahatan Street and High Street	50%
High Street and Summer Street	10%
Washington Street and East Street/School Street	20%
Washington Street and Clapboardtree Street	35%
Everett Street and Route 1	15%

Appendix D: Future Traffic Conditions Calculations

Existing Conditions **TMS Start: 7:48 AM** **WHS Start: 7:25 AM**

Nahatan Street and Clapboardtree Street

	Nahatan Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=22+42	=20+67	=SUM(B7:C7)	=N17*SUM($N$4:$O$5)	=N17*SUM(P4:P5)	=SUM(D7:F7)
7:15 AM	=43+67	=30+69	=SUM(B8:C8)	=N17*SUM($N$6:$O$7)	=N17*SUM($P$6:$P$7)	=SUM(D8:F8)
7:30 AM	=40+81	=48+90	=SUM(B9:C9)	=N17*SUM(N8:O9)	=N17*SUM($P$8:$P$9)	=SUM(D9:F9)
7:45 AM	=56+93	=44+114	=SUM(B10:C10)	0	0	=SUM(D10:F10)
8:00 AM	=45+90	=38+97	=SUM(B11:C11)	0	0	=SUM(D11:F11)
8:15 AM	=49+72	=40+108	=SUM(B12:C12)	0	0	=SUM(D12:F12)
8:30 AM	=49+62	=47+90	=SUM(B13:C13)	0	0	=SUM(D13:F13)
8:45 AM	=56+67	=52+89	=SUM(B14:C14)	0	0	=SUM(D14:F14)

Existing Peak Hour Volume
=SUM(G7:G10)

	Direction	High School Students	High School Parents and Faculty	Middle School Parents and Faculty
Total	Entering	320	366	280
	Exiting	0	166	170
7:00 AM - 7:15 AM	Entering	32	137	0
	Exiting	0	17	0
7:15 AM - 7:30 AM	Entering	272	221	100
	Exiting	0	141	34
7:30 AM - 7:45 AM	Entering	16	8	180
	Exiting	0	8	136
7:45 AM - 8:00 AM	Entering	0	0	0
	Exiting	0	0	0
8:00 AM - 9:00 AM	Entering	0	0	0
	Exiting	0	0	0

High School Start Time
7:25 AM

Middle School Start Time
7:48 AM

Nahatan Street and High Street

	Nahatan Street	High Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=14	=65+208	=SUM(B18:C18)	=N18*SUM($N$4:$O$5)	0	=SUM(D18:F18)
7:15 AM	=28	=66+185	=SUM(B19:C19)	=N18*SUM($N$6:$O$7)	=N18*SUM($P$6:$P$7)	=SUM(D19:F19)
7:30 AM	=47+0	=100+172	=SUM(B20:C20)	=N18*SUM($N$8:$O$9)	=N18*SUM($P$8:$P$9)	=SUM(D20:F20)
7:45 AM	=53+1	=117+222	=SUM(B21:C21)	0	0	=SUM(D21:F21)
8:00 AM	=43+6	=101+203	=SUM(B22:C22)	0	0	=SUM(D22:F22)
8:15 AM	=34+0	=96+169	=SUM(B23:C23)	0	0	=SUM(D23:F23)
8:30 AM	=44+1	=102+157	=SUM(B24:C24)	0	0	=SUM(D24:F24)
8:45 AM	=32+0	=127+198	=SUM(B25:C25)	0	0	=SUM(D25:F25)

Existing Peak Hour Volume
=SUM(G18:G21)

Intersection	Trip Distribution %
Nahatan Street and Clapboardtree Street	0.5
Nahatan Street and High Street	0.5
High Street and Summer Street	0.1
Washington Street and East Street/School Street	0.2
Washington Street and Clapboardtree Street	0.35
Everett Street and Route 1	0.15

High Street and Summer Street

	High Street	Summer Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=86+285	=54	=SUM(B29:C29)	=N19*SUM($N$4:$O$5)	0	=SUM(D29:F29)
7:15 AM	=98+358	=65	=SUM(B30:C30)	=N19*SUM($N$6:$O$7)	=N19*SUM($P$6:$P$7)	=SUM(D30:F30)
7:30 AM	=99+291	95	=SUM(B31:C31)	=N19*SUM($N$8:$O$9)	=N19*SUM($P$8:$P$9)	=SUM(D31:F31)
7:45 AM	=139+341	70	=SUM(B32:C32)	0	0	=SUM(D32:F32)
8:00 AM	=137+303	55	=SUM(B33:C33)	0	0	=SUM(D33:F33)
8:15 AM	=152+318	74	=SUM(B34:C34)	0	0	=SUM(D34:F34)
8:30 AM	=135+309	69	=SUM(B35:C35)	0	0	=SUM(D35:F35)
8:45 AM	=152+247	94	=SUM(B36:C36)	0	0	=SUM(D36:F36)

Existing Peak Hour Volume
=SUM(G29:G32)

Washington Street and East Street/School Street

	Washington Street	East Street/School Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=21+209	=67+3+25	=SUM(B40:C40)	=N20*SUM($N$4:$O$5)	0	=SUM(D40:F40)
7:15 AM	=51+225	=64+3+22	=SUM(B41:C41)	=N20*SUM($N$6:$O$7)	=N20*SUM($P$6:$P$7)	=SUM(D41:F41)
7:30 AM	=32+264	=94+0+23	=SUM(B42:C42)	=N20*SUM($N$8:$O$9)	=N20*SUM($P$8:$P$9)	=SUM(D42:F42)
7:45 AM	=48+254	=117+0+29	=SUM(B43:C43)	0	0	=SUM(D43:F43)
8:00 AM	=48+228	=108+0+35	=SUM(B44:C44)	0	0	=SUM(D44:F44)
8:15 AM	=59+256	=91+0+22	=SUM(B45:C45)	0	0	=SUM(D45:F45)
8:30 AM	=46+203	=121+0+29	=SUM(B46:C46)	0	0	=SUM(D46:F46)
8:45 AM	=64+190	=125+1+27	=SUM(B47:C47)	0	0	=SUM(D47:F47)

Existing Peak Hour Volume
=SUM(G40:G43)

Washington Street and Clapboardtree Street

	Washington Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=74+199	=103+40	=SUM(B51:C51)	=N21*SUM($N$4:$O$5)	0	=SUM(D51:F51)
7:15 AM	=99+198	=102+47	=SUM(B52:C52)	=N21*SUM($N$6:$O$7)	=N21*SUM($P$6:$P$7)	=SUM(D52:F52)
7:30 AM	=92+226	=147+66	=SUM(B53:C53)	=N21*SUM($N$8:$O$9)	=N21*SUM($P$8:$P$9)	=SUM(D53:F53)
7:45 AM	=139+244	=109+76	=SUM(B54:C54)	0	0	=SUM(D54:F54)
8:00 AM	=131+195	=113+64	=SUM(B55:C55)	0	0	=SUM(D55:F55)
8:15 AM	=132+199	=131+88	=SUM(B56:C56)	0	0	=SUM(D56:F56)
8:30 AM	=121+170	=145+83	=SUM(B57:C57)	0	0	=SUM(D57:F57)
8:45 AM	=156+178	=138+72	=SUM(B58:C58)	0	0	=SUM(D58:F58)

Existing Peak Hour Volume
=SUM(G51:G54)

Everett Street and Route 1

	Everett Street	Route 1	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=96+91	=214+359	=SUM(B62:C62)	=N22*SUM($N$4:$O$5)	0	=SUM(D62:F62)
7:15 AM	=96+93	=241+314	=SUM(B63:C63)	=N22*SUM($N$6:$O$7)	=N22*SUM($P$6:$P$7)	=SUM(D63:F63)
7:30 AM	=116+132	=283+324	=SUM(B64:C64)	=N22*SUM($N$8:$O$9)	=N22*SUM($P$8:$P$9)	=SUM(D64:F64)
7:45 AM	=92+156	=305+309	=SUM(B65:C65)	0	0	=SUM(D65:F65)
8:00 AM	=99+137	=331+349	=SUM(B66:C66)	0	0	=SUM(D66:F66)
8:15 AM	=101+128	=324+392	=SUM(B67:C67)	0	0	=SUM(D67:F67)
8:30 AM	=128+147	=305+365	=SUM(B68:C68)	0	0	=SUM(D68:F68)
8:45 AM	=127+133	=350+336	=SUM(B69:C69)	0	0	=SUM(D69:F69)

Existing Peak Hour Volume
=SUM(G62:G65)

Scenario B **TMS Start: 7:45 AM** **WHS Start: 8:15 AM**

Nahatan Street and Clapboardtree Street

	Nahatan Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=22+42	=20+67	=SUM(B7:C7)	0	0	=SUM(D7:F7)
7:15 AM	=43+67	=30+69	=SUM(B8:C8)	0	=N17*SUM($P$4:$P$5)	=SUM(D8:F8)
7:30 AM	=40+81	=48+90	=SUM(B9:C9)	0	=N17*SUM($P$6:$P$7)	=SUM(D9:F9)
7:45 AM	=56+93	=44+114	=SUM(B10:C10)	=N17*SUM($N$8:$O$9)	0	=SUM(D10:F10)
8:00 AM	=45+90	=38+97	=SUM(B11:C11)	=N17*SUM($N$10:$O$11)	0	=SUM(D11:F11)
8:15 AM	=49+72	=40+108	=SUM(B12:C12)	=N17*SUM($N$12:$O$13)	0	=SUM(D12:F12)
8:30 AM	=49+62	=47+90	=SUM(B13:C13)	0	0	=SUM(D13:F13)
8:45 AM	=56+67	=52+89	=SUM(B14:C14)	0	0	=SUM(D14:F14)

Existing Peak Hour Volume
=Existing!I7
New Peak Hour Volume
=SUM(G8:G11)
Change
=(I9-I7)/I7

Middle School Start Time
7:45 AM

High School Start Time
8:15 AM

	Direction	High School Students	High School Parents and Faculty	Middle School Parents and Faculty
Total	Entering	320	366	280
	Exiting	0	166	170
7:15 AM - 7:30 AM	Entering	0	0	100
	Exiting	0	0	34
7:30 AM - 7:45 AM	Entering	0	0	180
	Exiting	0	0	136
7:45 AM - 8:00 AM	Entering	32	137	0
	Exiting	0	17	0
8:00 AM - 8:15 AM	Entering	272	221	0
	Exiting	0	141	0
8:15 AM - 9:00 AM	Entering	16	8	0
	Exiting	0	8	0

Nahatan Street and High Street

	Nahatan Street	High Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=14	=65+208	=SUM(B18:C18)	0	0	=SUM(D18:F18)
7:15 AM	=28	=66+185	=SUM(B19:C19)	0	=N18*SUM($P$4:$P$5)	=SUM(D19:F19)
7:30 AM	=47+0	=100+172	=SUM(B20:C20)	0	=N18*SUM($P$6:$P$7)	=SUM(D20:F20)
7:45 AM	=53+1	=117+222	=SUM(B21:C21)	=N18*SUM($N$8:$O$9)	0	=SUM(D21:F21)
8:00 AM	=43+6	=101+203	=SUM(B22:C22)	=N18*SUM($N$10:$O$11)	0	=SUM(D22:F22)
8:15 AM	=34+0	=96+169	=SUM(B23:C23)	=N18*SUM($N$12:$O$13)	0	=SUM(D23:F23)
8:30 AM	=44+1	=102+157	=SUM(B24:C24)	0	0	=SUM(D24:F24)
8:45 AM	=32+0	=127+198	=SUM(B25:C25)	0	0	=SUM(D25:F25)

Existing Peak Hour Volume
=Existing!I18
New Peak Hour Volume
=SUM(G19:G22)
Change
=(I20-I18)/I18

Intersection	Trip Distribution %
Nahatan Street and Clapboardtree Street	0.5
Nahatan Street and High Street	0.5
High Street and Summer Street	0.1
Washington Street and East Street/School Street	0.2
Washington Street and Clapboardtree Street	0.35
Everett Street and Route 1	0.15

High Street and Summer Street

	High Street	Summer Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=86+285	=54	=SUM(B29:C29)	0	0	=SUM(D29:F29)
7:15 AM	=98+358	=65	=SUM(B30:C30)	0	=N19*SUM($P$4:$P$5)	=SUM(D30:F30)
7:30 AM	=99+291	95	=SUM(B31:C31)	0	=N19*SUM($P$6:$P$7)	=SUM(D31:F31)
7:45 AM	=139+341	70	=SUM(B32:C32)	=N19*SUM($N$8:$O$9)	0	=SUM(D32:F32)
8:00 AM	=137+303	55	=SUM(B33:C33)	=N19*SUM($N$10:$O$11)	0	=SUM(D33:F33)
8:15 AM	=152+318	74	=SUM(B34:C34)	=N19*SUM($N$12:$O$13)	0	=SUM(D34:F34)
8:30 AM	=135+309	69	=SUM(B35:C35)	0	0	=SUM(D35:F35)
8:45 AM	=152+247	94	=SUM(B36:C36)	0	0	=SUM(D36:F36)

Existing Peak Hour Volume
=Existing!I29
New Peak Hour Volume
=SUM(G30:G33)
Change
=(I31-I29)/I29

Washington Street and East Street/School Street

	Washington Street	East Street/School Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=21+209	=67+3+25	=SUM(B40:C40)	0	0	=SUM(D40:F40)
7:15 AM	=51+225	=64+3+22	=SUM(B41:C41)	0	=N20*SUM($P$4:$P$5)	=SUM(D41:F41)
7:30 AM	=32+264	=94+0+23	=SUM(B42:C42)	0	=N20*SUM($P$6:$P$7)	=SUM(D42:F42)
7:45 AM	=48+254	=117+0+29	=SUM(B43:C43)	=N20*SUM($N$8:$O$9)	0	=SUM(D43:F43)
8:00 AM	=48+228	=108+0+35	=SUM(B44:C44)	=N20*SUM($N$10:$O$11)	0	=SUM(D44:F44)
8:15 AM	=59+256	=91+0+22	=SUM(B45:C45)	=N20*SUM($N$12:$O$13)	0	=SUM(D45:F45)
8:30 AM	=46+203	=121+0+29	=SUM(B46:C46)	0	0	=SUM(D46:F46)
8:45 AM	=64+190	=125+1+27	=SUM(B47:C47)	0	0	=SUM(D47:F47)

Existing Peak Hour Volume
=Existing!I40
New Peak Hour Volume
=SUM(G41:G44)
Change
=(I42-I40)/I40

Washington Street and Clapboardtree Street

	Washington Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=74+199	=103+40	=SUM(B51:C51)	0	0	=SUM(D51:F51)
7:15 AM	=99+198	=102+47	=SUM(B52:C52)	0	=N21*SUM($P$4:$P$5)	=SUM(D52:F52)
7:30 AM	=92+226	=147+66	=SUM(B53:C53)	0	=N21*SUM($P$6:$P$7)	=SUM(D53:F53)
7:45 AM	=139+244	=109+76	=SUM(B54:C54)	=N21*SUM($N$8:$O$9)	0	=SUM(D54:F54)
8:00 AM	=131+195	=113+64	=SUM(B55:C55)	=N21*SUM($N$10:$O$11)	0	=SUM(D55:F55)
8:15 AM	=132+199	=131+88	=SUM(B56:C56)	=N21*SUM($N$12:$O$13)	0	=SUM(D56:F56)
8:30 AM	=121+170	=145+83	=SUM(B57:C57)	0	0	=SUM(D57:F57)
8:45 AM	=156+178	=138+72	=SUM(B58:C58)	0	0	=SUM(D58:F58)

Existing Peak Hour Volume
=Existing!I51
New Peak Hour Volume
=SUM(G52:G55)
Change
=(I53-I51)/I51

Everett Street and Route 1

	Everett Street	Route 1	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=96+91	=214+359	=SUM(B62:C62)	0	0	=SUM(D62:F62)
7:15 AM	=96+93	=241+314	=SUM(B63:C63)	0	=N22*SUM($P$4:$P$5)	=SUM(D63:F63)
7:30 AM	=116+132	=283+324	=SUM(B64:C64)	0	=N22*SUM($P$6:$P$7)	=SUM(D64:F64)
7:45 AM	=92+156	=305+309	=SUM(B65:C65)	=N22*SUM($N$8:$O$9)	0	=SUM(D65:F65)
8:00 AM	=99+137	=331+349	=SUM(B66:C66)	=N22*SUM($N$10:$O$11)	0	=SUM(D66:F66)
8:15 AM	=101+128	=324+392	=SUM(B67:C67)	=N22*SUM($N$12:$O$13)	0	=SUM(D67:F67)
8:30 AM	=128+147	=305+365	=SUM(B68:C68)	0	0	=SUM(D68:F68)
8:45 AM	=127+133	=350+336	=SUM(B69:C69)	0	0	=SUM(D69:F69)

Existing Peak Hour Volume
=Existing!I62
New Peak Hour Volume
=SUM(G63:G66)
Change
=(I64-I62)/I62

Scenario C **TMS Start: 9:00 AM** **WHS Start: 8:30 AM**

Nahatan Street and Clapboardtree Street

	Nahatan Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=22+42	=20+67	=SUM(B7:C7)	0	0	=SUM(D7:F7)
7:15 AM	=43+67	=30+69	=SUM(B8:C8)	0	0	=SUM(D8:F8)
7:30 AM	=40+81	=48+90	=SUM(B9:C9)	0	0	=SUM(D9:F9)
7:45 AM	=56+93	=44+114	=SUM(B10:C10)	0	0	=SUM(D10:F10)
8:00 AM	=45+90	=38+97	=SUM(B11:C11)	=N17*SUM($N$6:$O$7)	0	=SUM(D11:F11)
8:15 AM	=49+72	=40+108	=SUM(B12:C12)	=N17*SUM($N$8:$O$9)	0	=SUM(D12:F12)
8:30 AM	=49+62	=47+90	=SUM(B13:C13)	=N17*SUM($N$10:$O$11)	=N17*SUM($P$10:$P$11)	=SUM(D13:F13)
8:45 AM	=56+67	=52+89	=SUM(B14:C14)	0	=N17*SUM($P$12:$P$13)	=SUM(D14:F14)

Existing Peak Hour Volume
=Existing!I7
New Peak Hour Volume
=SUM(G11:G14)
Change
=(I9-I7)/I7

		Direction	High School Students	High School Parents and Faculty	Middle School Parents and Faculty
	Total	Entering	320	366	280
		Exiting	0	166	170
	7:00 AM - 8:00 AM	Entering	0	0	0
		Exiting	0	0	0
	8:00 AM - 8:15 AM	Entering	32	137	0
		Exiting	0	17	0
High School Start Time	8:15 AM - 8:30 AM	Entering	272	221	0
8:30 AM		Exiting	0	141	0
	8:30 AM - 8:45 AM	Entering	16	8	100
		Exiting	0	8	34
Middle School Start Time	8:45 AM - 9:00 AM	Entering	0	0	180
9:00 AM		Exiting	0	0	136

Nahatan Street and High Street

	Nahatan Street	High Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=14	=65+208	=SUM(B18:C18)	0	0	=SUM(D18:F18)
7:15 AM	=28	=66+185	=SUM(B19:C19)	0	0	=SUM(D19:F19)
7:30 AM	=47+0	=100+172	=SUM(B20:C20)	0	0	=SUM(D20:F20)
7:45 AM	=53+1	=117+222	=SUM(B21:C21)	0	0	=SUM(D21:F21)
8:00 AM	=43+6	=101+203	=SUM(B22:C22)	=N18*SUM($N$6:$O$7)	0	=SUM(D22:F22)
8:15 AM	=34+0	=96+169	=SUM(B23:C23)	=N18*SUM($N$8:$O$9)	0	=SUM(D23:F23)
8:30 AM	=44+1	=102+157	=SUM(B24:C24)	=N18*SUM($N$10:$O$11)	=N18*SUM($P$10:$P$11)	=SUM(D24:F24)
8:45 AM	=32+0	=127+198	=SUM(B25:C25)	0	=N18*SUM($P$12:$P$13)	=SUM(D25:F25)

Existing Peak Hour Volume
=Existing!I18
New Peak Hour Volume
=SUM(G22:G25)
Change
=(I20-I18)/I18

Intersection	Trip Distribution %
Nahatan Street and Clapboardtree Street	0.5
Nahatan Street and High Street	0.5
High Street and Summer Street	0.1
Washington Street and East Street/School Street	0.2
Washington Street and Clapboardtree Street	0.35
Everett Street and Route 1	0.15

High Street and Summer Street

	High Street	Summer Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=86+285	=54	=SUM(B29:C29)	0	0	=SUM(D29:F29)
7:15 AM	=98+358	=65	=SUM(B30:C30)	0	0	=SUM(D30:F30)
7:30 AM	=99+291	95	=SUM(B31:C31)	0	0	=SUM(D31:F31)
7:45 AM	=139+341	70	=SUM(B32:C32)	0	0	=SUM(D32:F32)
8:00 AM	=137+303	55	=SUM(B33:C33)	=N19*SUM($N$6:$O$7)	0	=SUM(D33:F33)
8:15 AM	=152+318	74	=SUM(B34:C34)	=N19*SUM($N$8:$O$9)	0	=SUM(D34:F34)
8:30 AM	=135+309	69	=SUM(B35:C35)	=N19*SUM($N$10:$O$11)	=N19*SUM($P$10:$P$11)	=SUM(D35:F35)
8:45 AM	=152+247	94	=SUM(B36:C36)	0	=N19*SUM($P$12:$P$13)	=SUM(D36:F36)

Existing Peak Hour Volume
=Existing!I29
New Peak Hour Volume
=SUM(G33:G36)
Change
=(I31-I29)/I29

Washington Street and East Street/School Street

	Washington Street	East Street/School Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=21+209	=67+3+25	=SUM(B40:C40)	0	0	=SUM(D40:F40)
7:15 AM	=51+225	=64+3+22	=SUM(B41:C41)	0	0	=SUM(D41:F41)
7:30 AM	=32+264	=94+0+23	=SUM(B42:C42)	0	0	=SUM(D42:F42)
7:45 AM	=48+254	=117+0+29	=SUM(B43:C43)	0	0	=SUM(D43:F43)
8:00 AM	=48+228	=108+0+35	=SUM(B44:C44)	=N20*SUM($N$6:$O$7)	0	=SUM(D44:F44)
8:15 AM	=59+256	=91+0+22	=SUM(B45:C45)	=N20*SUM($N$8:$O$9)	0	=SUM(D45:F45)
8:30 AM	=46+203	=121+0+29	=SUM(B46:C46)	=N20*SUM($N$10:$O$11)	=N20*SUM($P$10:$P$11)	=SUM(D46:F46)
8:45 AM	=64+190	=125+1+27	=SUM(B47:C47)	0	=N20*SUM($P$12:$P$13)	=SUM(D47:F47)

Existing Peak Hour Volume
=Existing!I40
New Peak Hour Volume
=SUM(G44:G47)
Change
=(I42-I40)/I40

Washington Street and Clapboardtree Street

	Washington Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=74+199	=103+40	=SUM(B51:C51)	0	0	=SUM(D51:F51)
7:15 AM	=99+198	=102+47	=SUM(B52:C52)	0	0	=SUM(D52:F52)
7:30 AM	=92+226	=147+66	=SUM(B53:C53)	0	0	=SUM(D53:F53)
7:45 AM	=139+244	=109+76	=SUM(B54:C54)	0	0	=SUM(D54:F54)
8:00 AM	=131+195	=113+64	=SUM(B55:C55)	=N21*SUM($N$6:$O$7)	0	=SUM(D55:F55)
8:15 AM	=132+199	=131+88	=SUM(B56:C56)	=N21*SUM($N$8:$O$9)	0	=SUM(D56:F56)
8:30 AM	=121+170	=145+83	=SUM(B57:C57)	=N21*SUM($N$10:$O$11)	=N21*SUM($P$10:$P$11)	=SUM(D57:F57)
8:45 AM	=156+178	=138+72	=SUM(B58:C58)	0	=N21*SUM($P$12:$P$13)	=SUM(D58:F58)

Existing Peak Hour Volume
=Existing!I51
New Peak Hour Volume
=SUM(G55:G58)
Change
=(I53-I51)/I51

Everett Street and Route 1

	Everett Street	Route 1	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=96+91	=214+359	=SUM(B62:C62)	0	0	=SUM(D62:F62)
7:15 AM	=96+93	=241+314	=SUM(B63:C63)	0	0	=SUM(D63:F63)
7:30 AM	=116+132	=283+324	=SUM(B64:C64)	0	0	=SUM(D64:F64)
7:45 AM	=92+156	=305+309	=SUM(B65:C65)	0	0	=SUM(D65:F65)
8:00 AM	=99+137	=331+349	=SUM(B66:C66)	=N22*SUM($N$6:$O$7)	0	=SUM(D66:F66)
8:15 AM	=101+128	=324+392	=SUM(B67:C67)	=N22*SUM($N$8:$O$9)	0	=SUM(D67:F67)
8:30 AM	=128+147	=305+365	=SUM(B68:C68)	=N22*SUM($N$10:$O$11)	=N22*SUM($P$10:$P$11)	=SUM(D68:F68)
8:45 AM	=127+133	=350+336	=SUM(B69:C69)	0	=N22*SUM($P$12:$P$13)	=SUM(D69:F69)

Existing Peak Hour Volume
=Existing!I62
New Peak Hour Volume
=SUM(G66:G69)
Change
=(I64-I62)/I62

Scenario C-2 **TMS Start: 8:40 AM** **WHS Start: 8:30 AM**

Nahatan Street and Clapboardtree Street

	Nahatan Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=22+42	=20+67	=SUM(B7:C7)	0	0	=SUM(D7:F7)
7:15 AM	=43+67	=30+69	=SUM(B8:C8)	0	0	=SUM(D8:F8)
7:30 AM	=40+81	=48+90	=SUM(B9:C9)	0	0	=SUM(D9:F9)
7:45 AM	=56+93	=44+114	=SUM(B10:C10)	0	0	=SUM(D10:F10)
8:00 AM	=45+90	=38+97	=SUM(B11:C11)	=N17*SUM($N$6:$O$7)	0	=SUM(D11:F11)
8:15 AM	=49+72	=40+108	=SUM(B12:C12)	=N17*SUM($N$8:$O$9)	=N17*SUM($P$8:$P$9)	=SUM(D12:F12)
8:30 AM	=49+62	=47+90	=SUM(B13:C13)	=N17*SUM($N$10:$O$11)	=N17*SUM($P$10:$P$11)	=SUM(D13:F13)
8:45 AM	=56+67	=52+89	=SUM(B14:C14)	0	0	=SUM(D14:F14)

Existing Peak Hour Volume
=Existing!I7
New Peak Hour Volume
=SUM(G10:G13)
Change
=(I9-I7)/I7

	Direction	High School Students	High School Parents and Faculty	Middle School Parents and Faculty
Total	Entering	320	366	280
	Exiting	0	166	170
7:00 AM - 8:00 AM	Entering	0	0	0
	Exiting	0	0	0
8:00 AM - 8:15 AM	Entering	32	137	0
	Exiting	0	17	0
8:15 AM - 8:30 AM	Entering	272	221	100
	Exiting	0	141	34
8:30 AM - 8:45 AM	Entering	16	8	180
	Exiting	=0.8*N3	8	136
8:45 AM - 9:00 AM	Entering	0	0	0
	Exiting	0	0	0

High School Start Time
8:30 AM
Middle School Start Time
8:40 AM

Nahatan Street and High Street

	Nahatan Street	High Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=14	=65+208	=SUM(B18:C18)	0	0	=SUM(D18:F18)
7:15 AM	=28	=66+185	=SUM(B19:C19)	0	0	=SUM(D19:F19)
7:30 AM	=47+0	=100+172	=SUM(B20:C20)	0	0	=SUM(D20:F20)
7:45 AM	=53+1	=117+222	=SUM(B21:C21)	0	0	=SUM(D21:F21)
8:00 AM	=43+6	=101+203	=SUM(B22:C22)	=N18*SUM($N$6:$O$7)	0	=SUM(D22:F22)
8:15 AM	=34+0	=96+169	=SUM(B23:C23)	=N18*SUM($N$8:$O$9)	=N18*SUM($P$8:$P$9)	=SUM(D23:F23)
8:30 AM	=44+1	=102+157	=SUM(B24:C24)	=N18*SUM($N$10:$O$11)	=N18*SUM($P$10:$P$11)	=SUM(D24:F24)
8:45 AM	=32+0	=127+198	=SUM(B25:C25)	0	0	=SUM(D25:F25)

Existing Peak Hour Volume
=Existing!I18
New Peak Hour Volume
=SUM(G21:G24)
Change
=(I20-I18)/I18

Intersection	Trip Distribution %
Nahatan Street and Clapboardtree Street	0.5
Nahatan Street and High Street	0.5
High Street and Summer Street	0.1
Washington Street and East Street/School Street	0.2
Washington Street and Clapboardtree Street	0.35
Everett Street and Route 1	0.15

High Street and Summer Street

	High Street	Summer Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=86+285	=54	=SUM(B29:C29)	0	0	=SUM(D29:F29)
7:15 AM	=98+358	=65	=SUM(B30:C30)	0	0	=SUM(D30:F30)
7:30 AM	=99+291	95	=SUM(B31:C31)	0	0	=SUM(D31:F31)
7:45 AM	=139+341	70	=SUM(B32:C32)	0	0	=SUM(D32:F32)
8:00 AM	=137+303	55	=SUM(B33:C33)	=N19*SUM($N$6:$O$7)	0	=SUM(D33:F33)
8:15 AM	=152+318	74	=SUM(B34:C34)	=N19*SUM($N$8:$O$9)	=N19*SUM($P$8:$P$9)	=SUM(D34:F34)
8:30 AM	=135+309	69	=SUM(B35:C35)	=N19*SUM($N$10:$O$11)	=N19*SUM($P$10:$P$11)	=SUM(D35:F35)
8:45 AM	=152+247	94	=SUM(B36:C36)	0	0	=SUM(D36:F36)

Existing Peak Hour Volume
=Existing!I29
New Peak Hour Volume
=SUM(G32:G35)
Change
=(I31-I29)/I29

Washington Street and East Street/School Street

	Washington Street	East Street/School Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=21+209	=67+3+25	=SUM(B40:C40)	0	0	=SUM(D40:F40)
7:15 AM	=51+225	=64+3+22	=SUM(B41:C41)	0	0	=SUM(D41:F41)
7:30 AM	=32+264	=94+0+23	=SUM(B42:C42)	0	0	=SUM(D42:F42)
7:45 AM	=48+254	=117+0+29	=SUM(B43:C43)	0	0	=SUM(D43:F43)
8:00 AM	=48+228	=108+0+35	=SUM(B44:C44)	=N20*SUM($N$6:$O$7)	0	=SUM(D44:F44)
8:15 AM	=59+256	=91+0+22	=SUM(B45:C45)	=N20*SUM($N$8:$O$9)	=N20*SUM($P$8:$P$9)	=SUM(D45:F45)
8:30 AM	=46+203	=121+0+29	=SUM(B46:C46)	=N20*SUM($N$10:$O$11)	=N20*SUM($P$10:$P$11)	=SUM(D46:F46)
8:45 AM	=64+190	=125+1+27	=SUM(B47:C47)	0	0	=SUM(D47:F47)

Existing Peak Hour Volume
=Existing!I40
New Peak Hour Volume
=SUM(G43:G46)
Change
=(I42-I40)/I40

Washington Street and Clapboardtree Street

	Washington Street	Clapboardtree Street	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=74+199	=103+40	=SUM(B51:C51)	0	0	=SUM(D51:F51)
7:15 AM	=99+198	=102+47	=SUM(B52:C52)	0	0	=SUM(D52:F52)
7:30 AM	=92+226	=147+66	=SUM(B53:C53)	0	0	=SUM(D53:F53)
7:45 AM	=139+244	=109+76	=SUM(B54:C54)	0	0	=SUM(D54:F54)
8:00 AM	=131+195	=113+64	=SUM(B55:C55)	=N21*SUM($N$6:$O$7)	0	=SUM(D55:F55)
8:15 AM	=132+199	=131+88	=SUM(B56:C56)	=N21*SUM($N$8:$O$9)	=N21*SUM($P$8:$P$9)	=SUM(D56:F56)
8:30 AM	=121+170	=145+83	=SUM(B57:C57)	=N21*SUM($N$10:$O$11)	=N21*SUM($P$10:$P$11)	=SUM(D57:F57)
8:45 AM	=156+178	=138+72	=SUM(B58:C58)	0	0	=SUM(D58:F58)

Existing Peak Hour Volume
=Existing!I51
New Peak Hour Volume
=SUM(G54:G57)
Change
=(I53-I51)/I51

Everett Street and Route 1

	Everett Street	Route 1	Total Commuters	High School Traffic	Middle School Traffic	Total
7:00 AM	=96+91	=214+359	=SUM(B62:C62)	0	0	=SUM(D62:F62)
7:15 AM	=96+93	=241+314	=SUM(B63:C63)	0	0	=SUM(D63:F63)
7:30 AM	=116+132	=283+324	=SUM(B64:C64)	0	0	=SUM(D64:F64)
7:45 AM	=92+156	=305+309	=SUM(B65:C65)	0	0	=SUM(D65:F65)
8:00 AM	=99+137	=331+349	=SUM(B66:C66)	=N22*SUM($N$6:$O$7)	0	=SUM(D66:F66)
8:15 AM	=101+128	=324+392	=SUM(B67:C67)	=N22*SUM($N$8:$O$9)	=N22*SUM($P$8:$P$9)	=SUM(D67:F67)
8:30 AM	=128+147	=305+365	=SUM(B68:C68)	=N22*SUM($N$10:$O$11)	=N22*SUM($P$10:$P$11)	=SUM(D68:F68)
8:45 AM	=127+133	=350+336	=SUM(B69:C69)	0	0	=SUM(D69:F69)

Existing Peak Hour Volume
=Existing!I62
New Peak Hour Volume
=SUM(G65:G68)
Change
=(I64-I62)/I62

Appendix E: Capacity Analysis

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	229	132	152	1157	406	35
Future Volume (vph)	229	132	152	1157	406	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	0.89	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.99	1.00	0.95	1.00
Satd. Flow (prot)	1752	1568	1619	1490	1703	1482
Flt Permitted	0.95	1.00	0.29	1.00	0.95	1.00
Satd. Flow (perm)	1752	1568	473	1490	1703	1482
Peak-hour factor, PHF	0.74	0.89	0.80	0.87	0.75	0.80
Adj. Flow (vph)	309	148	190	1330	541	44
RTOR Reduction (vph)	0	139	126	264	0	19
Lane Group Flow (vph)	309	9	609	521	541	25
Heavy Vehicles (%)	3%	3%	3%	3%	6%	9%
Turn Type	Prot	Over	pm+pt	Prot	Prot	pt+ov
Protected Phases	7	1	1	6	2	2 7
Permitted Phases			6			
Actuated Green, G (s)	15.1	5.0	40.5	40.5	30.5	45.6
Effective Green, g (s)	15.1	5.0	40.5	40.5	30.5	45.6
Actuated g/C Ratio	0.19	0.06	0.50	0.50	0.38	0.57
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	327	97	308	747	643	837
v/s Ratio Prot	c0.18	0.01	c0.12	0.35	0.32	0.02
v/s Ratio Perm			c0.87			
v/c Ratio	0.94	0.09	1.98	0.70	0.84	0.03
Uniform Delay, d1	32.4	35.7	20.1	15.4	22.9	7.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	35.3	0.4	452.0	2.9	9.7	0.0
Delay (s)	67.6	36.1	472.1	18.3	32.6	7.8
Level of Service	E	D	F	B	C	A
Approach Delay (s)	57.4		237.7		30.7	
Approach LOS	E		F		C	

Intersection Summary			
HCM 2000 Control Delay	158.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.45		
Actuated Cycle Length (s)	80.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	78	14	319	47	30	11	633	375	16	278	3
Future Volume (vph)	7	78	14	319	47	30	11	633	375	16	278	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.98		1.00	0.94			0.95			1.00	
Flt Protected		0.99		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1786		1752	1743			3323			3534	
Flt Permitted		0.95		0.44	1.00			0.95			0.82	
Satd. Flow (perm)		1714		816	1743			3157			2912	
Peak-hour factor, PHF	0.44	0.89	0.70	0.78	0.73	0.68	0.92	0.87	0.95	0.80	0.84	0.75
Adj. Flow (vph)	16	88	20	409	64	44	12	728	395	20	331	4
RTOR Reduction (vph)	0	6	0	0	20	0	0	57	0	0	1	0
Lane Group Flow (vph)	0	118	0	409	88	0	0	1078	0	0	354	0
Heavy Vehicles (%)	0%	0%	21%	3%	4%	0%	1%	4%	1%	6%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	2
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		6		5	2		3	8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		19.0		35.0	35.0			55.0			55.0	
Effective Green, g (s)		19.0		35.0	35.0			55.0			55.0	
Actuated g/C Ratio		0.15		0.28	0.28			0.45			0.45	
Clearance Time (s)		5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		264		315	495			1411			1302	
v/s Ratio Prot				c0.12	0.05							
v/s Ratio Perm		0.07		c0.25				c0.34			0.12	
v/c Ratio		0.45		1.30	0.18			0.76			0.27	
Uniform Delay, d1		47.2		43.9	33.2			28.5			21.4	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		5.4		155.7	0.8			2.5			0.5	
Delay (s)		52.6		199.6	33.9			31.1			21.9	
Level of Service		D		F	C			C			C	
Approach Delay (s)		52.6			165.0			31.1			21.9	
Approach LOS		D			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	63.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	123.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	174	24	174	230	202	21	726	120	61	266	270
Future Volume (vph)	148	174	24	174	230	202	21	726	120	61	266	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.92		1.00	0.98		1.00	0.93	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3454		1719	1706		1805	3403		1570	3304	
Flt Permitted		0.66		0.40	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		2314		731	1706		1805	3403		1570	3304	
Peak-hour factor, PHF	0.89	0.81	0.60	0.91	0.85	0.74	0.75	0.91	0.77	0.90	0.73	0.84
Adj. Flow (vph)	166	215	40	191	271	273	28	798	156	68	364	321
RTOR Reduction (vph)	0	8	0	0	36	0	0	16	0	0	160	0
Lane Group Flow (vph)	0	413	0	191	508	0	28	938	0	68	525	0
Heavy Vehicles (%)	0%	2%	0%	5%	1%	5%	0%	3%	6%	15%	3%	0%
Turn Type	Perm	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 4		1	6		5	2	
Permitted Phases	4			3 4								
Actuated Green, G (s)		23.4		46.8	52.8		8.0	19.0		10.0	21.0	
Effective Green, g (s)		23.4		46.8	52.8		8.0	19.0		10.0	21.0	
Actuated g/C Ratio		0.23		0.47	0.53		0.08	0.19		0.10	0.21	
Clearance Time (s)		6.0		6.0			6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		542		574	902		144	647		157	695	
v/s Ratio Prot				0.08	c0.30		0.02	c0.28		c0.04	0.16	
v/s Ratio Perm		c0.18		0.08								
v/c Ratio		0.76		0.33	0.56		0.19	1.45		0.43	0.75	
Uniform Delay, d1		35.6		16.0	15.8		42.9	40.4		42.2	37.0	
Progression Factor		1.00		1.90	2.22		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.3		0.3	0.8		0.7	210.9		1.9	4.7	
Delay (s)		41.9		30.7	35.8		43.6	251.3		44.1	41.7	
Level of Service		D		C	D		D	F		D	D	
Approach Delay (s)		41.9			34.5			245.3			41.9	
Approach LOS		D			C			F			D	

Intersection Summary			
HCM 2000 Control Delay	109.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	99.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations														
Traffic Volume (vph)	15	63	1065	163	51	111	698	183	256	213	53	73	235	237
Future Volume (vph)	15	63	1065	163	51	111	698	183	256	213	53	73	235	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0	6.0	4.0		8.0	6.0	4.0	5.5	6.5		7.5	6.5	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00		0.91	0.91	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.97		1.00	0.93	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1589	3065	1384		1450	3094	1384	1533	1594		1242	2560	
Flt Permitted		0.40	1.00	1.00		0.25	1.00	1.00	0.95	1.00		0.95	0.73	
Satd. Flow (perm)		669	3065	1384		382	3094	1384	1533	1594		1242	1874	
Peak-hour factor, PHF	0.62	0.88	0.91	0.74	0.67	0.66	0.89	0.90	0.79	0.79	0.66	0.73	0.94	0.91
Adj. Flow (vph)	24	72	1170	220	76	168	784	203	324	270	80	100	250	260
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	8	0	0	124	0
Lane Group Flow (vph)	0	96	1170	220	0	244	784	203	324	342	0	90	396	0
Heavy Vehicles (%)	0%	3%	6%	5%	12%	12%	5%	5%	6%	2%	9%	19%	2%	22%
Turn Type	custom	Prot	NA	Free	custom	Prot	NA	Free	Prot	NA		Prot	NA	
Protected Phases		1	6			5	2		7	4		3	8	
Permitted Phases	1			Free	5			Free						
Actuated Green, G (s)		10.0	45.0	146.0		16.0	51.0	146.0	15.5	23.5		7.5	25.0	
Effective Green, g (s)		10.0	45.0	146.0		16.0	51.0	146.0	15.5	23.5		7.5	25.0	
Actuated g/C Ratio		0.07	0.31	1.00		0.11	0.35	1.00	0.11	0.16		0.05	0.17	
Clearance Time (s)		8.0	6.0			8.0	6.0		5.5	6.5		7.5	6.5	
Vehicle Extension (s)		2.0	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		45	944	1384		41	1080	1384	162	256		63	356	
v/s Ratio Prot			c0.38				c0.25		c0.21	c0.21		0.07	0.06	
v/s Ratio Perm		0.14		c0.16		c0.64		0.15					0.13	
v/c Ratio		2.13	1.24	0.16		5.95	0.73	0.15	2.00	1.34		1.43	1.11	
Uniform Delay, d1		68.0	50.5	0.0		65.0	41.4	0.0	65.2	61.2		69.2	60.5	
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		576.6	116.8	0.2		2279.6	2.1	0.2	471.2	176.0		262.8	81.3	
Delay (s)		644.6	167.3	0.2		2344.6	43.5	0.2	536.5	237.3		332.0	141.8	
Level of Service		F	F	A		F	D	A	F	F		F	F	
Approach Delay (s)			173.4				492.5			381.1			169.8	
Approach LOS			F				F			F			F	

Intersection Summary			
HCM 2000 Control Delay	306.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.86		
Actuated Cycle Length (s)	146.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	93.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	345	10	10	481	125	167
Future Volume (vph)	345	10	10	481	125	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0	6.0	6.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3394			3502	1770	1583
Flt Permitted	1.00			0.94	0.95	1.00
Satd. Flow (perm)	3394			3309	1770	1583
Peak-hour factor, PHF	0.97	0.92	0.92	0.95	0.92	0.92
Adj. Flow (vph)	356	11	11	506	136	182
RTOR Reduction (vph)	3	0	0	0	0	139
Lane Group Flow (vph)	364	0	0	517	136	43
Heavy Vehicles (%)	6%	2%	2%	3%	2%	2%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	10			8	9	
Permitted Phases	10 8		8			9 3
Actuated Green, G (s)	60.8			35.0	21.0	23.4
Effective Green, g (s)	60.8			35.0	21.0	23.4
Actuated g/C Ratio	0.61			0.35	0.21	0.23
Clearance Time (s)	6.0			6.0	6.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	2271			1160	372	371
v/s Ratio Prot	c0.04				c0.08	
v/s Ratio Perm	0.07			c0.16		0.03
v/c Ratio	0.16			0.45	0.37	0.12
Uniform Delay, d1	8.4			24.9	33.7	30.1
Progression Factor	0.30			1.00	1.00	1.00
Incremental Delay, d2	0.0			1.2	2.8	0.1
Delay (s)	2.6			26.2	36.5	30.2
Level of Service	A			C	D	C
Approach Delay (s)	2.6			26.2	32.9	
Approach LOS	A			C	C	

Intersection Summary			
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	99.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Group Flow (vph)	309	148	735	785	541	44
v/c Ratio	0.94	0.63	1.70	0.78	0.85	0.05
Control Delay	73.9	20.7	339.5	10.7	36.0	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.9	20.7	339.5	10.7	36.0	1.3
Queue Length 50th (ft)	153	0	~485	85	242	0
Queue Length 95th (ft)	#275	#72	#675	205	272	5
Internal Link Dist (ft)	502		672		667	
Turn Bay Length (ft)						
Base Capacity (vph)	328	236	433	1416	1382	1269
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.63	1.70	0.55	0.39	0.03

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.

17: Washington Street & School Street/East Street

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	124	409	108	1135	355
v/c Ratio	0.46	1.29	0.21	0.77	0.27
Control Delay	50.8	188.9	25.8	30.2	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	188.9	25.8	30.2	22.1
Queue Length 50th (ft)	86	~401	48	361	91
Queue Length 95th (ft)	147	#498	72	425	116
Internal Link Dist (ft)	362		512	495	344
Turn Bay Length (ft)					
Base Capacity (vph)	270	316	516	1470	1303
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	1.29	0.21	0.77	0.27

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.

22: Upland Road/Washington Street & Clapboardtree Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	421	191	544	28	954	68	685
v/c Ratio	0.76	0.33	0.58	0.19	1.44	0.43	0.80
Control Delay	46.3	26.1	33.2	46.5	237.5	51.6	34.3
Queue Delay	0.0	9.0	58.5	0.0	0.0	0.0	0.0
Total Delay	46.3	35.1	91.7	46.5	237.5	51.6	34.3
Queue Length 50th (ft)	133	100	337	17	~435	41	156
Queue Length 95th (ft)	#178	170	418	37	#563	86	157
Internal Link Dist (ft)	703		56		850		911
Turn Bay Length (ft)							
Base Capacity (vph)	551	614	931	144	663	157	855
Starvation Cap Reductn	0	381	617	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.82	1.73	0.19	1.44	0.43	0.80

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.

27: Route 1 & University Avenue/Everett Street

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	NWL	NWT
Lane Group Flow (vph)	96	1170	220	244	784	203	324	350	90	520
v/c Ratio	2.13	1.24	0.16	5.95	0.73	0.15	2.00	1.33	1.43	1.79
Control Delay	606.3	159.0	0.2	2289.8	46.1	0.2	502.5	215.1	308.7	395.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	606.3	159.0	0.2	2289.8	46.1	0.2	502.5	215.1	308.7	395.5
Queue Length 50th (ft)	~144	~724	0	~440	341	0	~479	~425	~126	~331
Queue Length 95th (ft)	#261	#863	0	#444	413	0	#573	#519	#195	#457
Internal Link Dist (ft)		821			756			686		563
Turn Bay Length (ft)	400		200			400			420	
Base Capacity (vph)	45	944	1384	41	1080	1384	162	264	63	290
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.13	1.24	0.16	5.95	0.73	0.15	2.00	1.33	1.43	1.79

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.

38: Washington St & Clapboardtree Street/Everett Street

Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	367	517	136	182
v/c Ratio	0.16	0.45	0.37	0.35
Control Delay	1.8	26.5	37.1	6.5
Queue Delay	4.4	1.9	0.1	0.0
Total Delay	6.2	28.4	37.2	6.5
Queue Length 50th (ft)	7	132	75	0
Queue Length 95th (ft)	m8	180	131	52
Internal Link Dist (ft)	56	808	273	
Turn Bay Length (ft)				130
Base Capacity (vph)	2200	1160	372	547
Starvation Cap Reductn	1740	0	0	0
Spillback Cap Reductn	0	467	9	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.80	0.75	0.37	0.33

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	73.1
Intersection LOS	F

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	102	159	0	64	62	163	296	0	8	68	0
Future Vol, veh/h	0	102	159	0	64	62	163	296	0	8	68	0
Peak Hour Factor	0.25	0.61	0.86	0.25	0.80	0.75	0.45	0.80	0.25	0.67	0.74	0.25
Heavy Vehicles, %	0	2	2	0	3	2	0	0	0	0	4	0
Mvmt Flow	0	167	185	0	80	83	362	370	0	12	92	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	NE	SW
Opposing Approach	SB	NB	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	NE	SW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	SW	NE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19	13.2	121	12
HCM LOS	C	B	F	B

Lane	NELn1	NBLn1	SBLn1	SWLn1
Vol Left, %	36%	0%	0%	11%
Vol Thru, %	64%	39%	51%	89%
Vol Right, %	0%	61%	49%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	459	261	126	76
LT Vol	163	0	0	8
Through Vol	296	102	64	68
RT Vol	0	159	62	0
Lane Flow Rate	732	352	163	104
Geometry Grp	1	1	1	1
Degree of Util (X)	1.187	0.598	0.3	0.196
Departure Headway (Hd)	5.835	6.607	7.19	7.216
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	622	549	503	500
Service Time	3.882	4.607	5.19	5.216
HCM Lane V/C Ratio	1.177	0.641	0.324	0.208
HCM Control Delay	121	19	13.2	12
HCM Lane LOS	F	C	B	B
HCM 95th-tile Q	25.1	3.9	1.3	0.7

Intersection	
Int Delay, s/veh	450.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	124	4	182	4	684	341	307	280	3
Future Vol, veh/h	0	0	1	124	4	182	4	684	341	307	280	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	89	33	75	25	88	85	92	74	25
Heavy Vehicles, %	0	0	0	1	0	1	0	4	1	1	8	0
Mvmt Flow	0	0	4	139	12	243	16	777	401	334	378	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1479	1861	384	2064	2068	589	390	0	0	777	0	0
Stage 1	1052	1052	-	1010	1010	-	-	-	-	-	-	-
Stage 2	427	809	-	1054	1058	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.315	6.5	6.915	4.1	-	-	4.115	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.515	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.115	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5095	4	3.3095	2.2	-	-	2.2095	-	-
Pot Cap-1 Maneuver	97	74	668	~ 36	55	454	1180	-	-	843	-	-
Stage 1	276	306	-	259	320	-	-	-	-	-	-	-
Stage 2	581	396	-	274	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	22	43	668	~ 24	32	454	1180	-	-	843	-	-
Mov Cap-2 Maneuver	22	43	-	~ 24	32	-	-	-	-	-	-	-
Stage 1	264	185	-	247	306	-	-	-	-	-	-	-
Stage 2	248	378	-	164	184	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	$ 2639.7	0.2	5.5
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1180	-	-	668	60	843	-	-
HCM Lane V/C Ratio	0.014	-	-	0.006	6.569	0.396	-	-
HCM Control Delay (s)	8.1	0.2	-	10.4	$ 2639.7	12	-	-
HCM Lane LOS	A	A	-	B	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	45	1.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	27.5

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	404	203	126	265	0
Future Vol, veh/h	0	404	203	126	265	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	66	64	83	58	25
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	0	612	317	152	457	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	457	457	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	~ 608	1114	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	~ 608	1114	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	64.3	6.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWTWBLn1	SEL	SET
Capacity (veh/h)	- 608	1114	-
HCM Lane V/C Ratio	- 1.007	0.285	-
HCM Control Delay (s)	- 64.3	9.5	0
HCM Lane LOS	- F	A	A
HCM 95th %tile Q(veh)	- 15.4	1.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑		↖	↑		↗
Traffic Vol, veh/h	203	0	76	404	0	455
Future Vol, veh/h	203	0	76	404	0	455
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	25	73	66	25	82
Heavy Vehicles, %	0	0	4	0	0	1
Mvmt Flow	317	0	104	612	0	555

Major/Minor	Minor2		Major2	
Conflicting Flow All	820	-	0	0
Stage 1	820	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	-	4.14	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	-	2.236	-
Pot Cap-1 Maneuver	~ 312	0	-	-
Stage 1	392	0	-	-
Stage 2	-	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	22	261	72	0
Future Vol, veh/h	0	26	22	261	72	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	59	69	74	78	25
Heavy Vehicles, %	0	0	14	2	3	0
Mvmt Flow	0	44	32	353	92	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	92	92	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.24	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.326	-	-	-
Pot Cap-1 Maneuver	0	971	1430	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	971	1430	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1430	-	971	-
HCM Lane V/C Ratio	0.022	-	0.045	-
HCM Control Delay (s)	7.6	0	8.9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	0	459	26	0	130
Future Vol, veh/h	22	0	459	26	0	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	25	76	59	25	77
Heavy Vehicles, %	14	0	0	0	0	3
Mvmt Flow	32	0	604	44	0	169

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	795	-	0	0	-	-
Stage 1	626	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Critical Hdwy	6.54	-	-	-	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy	3.626	-	-	-	-	-
Pot Cap-1 Maneuver	340	0	-	-	0	-
Stage 1	511	0	-	-	0	-
Stage 2	832	0	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	340	-	-	-	-	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	340	-
HCM Lane V/C Ratio	-	-	0.094	-
HCM Control Delay (s)	-	-	16.7	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	231	131	166	1161	452	40
Future Volume (vph)	231	131	166	1161	452	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	0.89	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.99	1.00	0.95	1.00
Satd. Flow (prot)	1736	1583	1615	1490	1703	1495
Flt Permitted	0.95	1.00	0.29	1.00	0.95	1.00
Satd. Flow (perm)	1736	1583	473	1490	1703	1495
Peak-hour factor, PHF	0.75	0.88	0.87	0.88	0.84	0.91
Adj. Flow (vph)	308	149	191	1319	538	44
RTOR Reduction (vph)	0	140	124	265	0	19
Lane Group Flow (vph)	308	9	608	513	538	25
Heavy Vehicles (%)	4%	2%	4%	3%	6%	8%
Turn Type	Prot	Over	pm+pt	Prot	Prot	pt+ov
Protected Phases	7	1	1	6	2	2 7
Permitted Phases			6			
Actuated Green, G (s)	15.1	5.0	40.3	40.3	30.3	45.4
Effective Green, g (s)	15.1	5.0	40.3	40.3	30.3	45.4
Actuated g/C Ratio	0.19	0.06	0.50	0.50	0.38	0.56
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	325	98	307	745	641	843
v/s Ratio Prot	c0.18	0.01	c0.12	0.34	0.32	0.02
v/s Ratio Perm			c0.87			
v/c Ratio	0.95	0.09	1.98	0.69	0.84	0.03
Uniform Delay, d1	32.3	35.6	20.1	15.3	22.9	7.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	35.9	0.4	452.2	2.7	9.4	0.0
Delay (s)	68.2	36.0	472.3	18.0	32.3	7.8
Level of Service	E	D	F	B	C	A
Approach Delay (s)	57.7		238.2		30.5	
Approach LOS	E		F		C	

Intersection Summary			
HCM 2000 Control Delay	158.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.45		
Actuated Cycle Length (s)	80.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	88	16	355	40	39	9	649	380	15	307	2
Future Volume (vph)	5	88	16	355	40	39	9	649	380	15	307	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.98		1.00	0.92			0.95			1.00	
Flt Protected		1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1826		1752	1667			3324			3500	
Flt Permitted		0.98		0.38	1.00			0.95			0.82	
Satd. Flow (perm)		1798		696	1667			3158			2886	
Peak-hour factor, PHF	0.62	0.76	0.80	0.87	0.62	0.54	0.75	0.89	0.97	0.75	0.93	0.50
Adj. Flow (vph)	8	116	20	408	65	72	12	729	392	20	330	4
RTOR Reduction (vph)	0	5	0	0	32	0	0	56	0	0	1	0
Lane Group Flow (vph)	0	139	0	408	105	0	0	1077	0	0	353	0
Heavy Vehicles (%)	0%	0%	13%	3%	5%	5%	0%	4%	1%	7%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	2
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		6		5	2		3	8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		19.0		35.0	35.0			55.0			55.0	
Effective Green, g (s)		19.0		35.0	35.0			55.0			55.0	
Actuated g/C Ratio		0.15		0.28	0.28			0.45			0.45	
Clearance Time (s)		5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		277		292	474			1412			1290	
v/s Ratio Prot				c0.12	0.06							
v/s Ratio Perm		0.08		c0.27				c0.34			0.12	
v/c Ratio		0.50		1.40	0.22			0.76			0.27	
Uniform Delay, d1		47.7		43.3	33.6			28.5			21.4	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		6.4		198.3	1.1			2.5			0.5	
Delay (s)		54.0		241.6	34.7			31.0			21.9	
Level of Service		D		F	C			C			C	
Approach Delay (s)		54.0			189.6			31.0			21.9	
Approach LOS		D			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	70.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	123.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	191	21	175	248	193	26	712	125	65	300	289
Future Volume (vph)	158	191	21	175	248	193	26	712	125	65	300	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.93		1.00	0.98		1.00	0.93	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3457		1752	1707		1805	3403		1583	3287	
Flt Permitted		0.65		0.39	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		2300		722	1707		1805	3403		1583	3287	
Peak-hour factor, PHF	0.90	0.89	0.53	0.91	0.90	0.71	0.93	0.89	0.80	0.96	0.82	0.90
Adj. Flow (vph)	176	215	40	192	276	272	28	800	156	68	366	321
RTOR Reduction (vph)	0	8	0	0	35	0	0	16	0	0	158	0
Lane Group Flow (vph)	0	423	0	192	513	0	28	940	0	68	529	0
Heavy Vehicles (%)	1%	1%	0%	3%	2%	4%	0%	3%	6%	14%	4%	0%
Turn Type	Perm	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 4		1	6		5	2	
Permitted Phases	4			3 4								
Actuated Green, G (s)		23.1		46.8	52.8		8.0	19.0		10.0	21.0	
Effective Green, g (s)		23.1		46.8	52.8		8.0	19.0		10.0	21.0	
Actuated g/C Ratio		0.23		0.47	0.53		0.08	0.19		0.10	0.21	
Clearance Time (s)		6.0		6.0			6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		532		583	903		144	647		158	691	
v/s Ratio Prot				0.08	c0.30		0.02	c0.28		c0.04	0.16	
v/s Ratio Perm		c0.18		0.08								
v/c Ratio		0.80		0.33	0.57		0.19	1.45		0.43	0.77	
Uniform Delay, d1		36.1		16.0	15.8		42.9	40.4		42.2	37.1	
Progression Factor		1.00		2.05	2.43		1.00	1.00		1.00	1.00	
Incremental Delay, d2		8.1		0.3	0.7		0.7	212.2		1.9	5.1	
Delay (s)		44.2		33.1	39.2		43.6	252.6		44.1	42.2	
Level of Service		D		C	D		D	F		D	D	
Approach Delay (s)		44.2			37.6			246.7			42.3	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	110.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	99.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations														
Traffic Volume (vph)	17	67	1035	177	58	134	766	202	282	228	58	93	237	218
Future Volume (vph)	17	67	1035	177	58	134	766	202	282	228	58	93	237	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0	6.0	4.0		8.0	6.0	4.0	5.5	6.5		7.5	6.5	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00		0.91	0.91	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.97		1.00	0.93	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1592	3094	1384		1480	3124	1411	1518	1593		1285	2608	
Flt Permitted		0.40	1.00	1.00		0.25	1.00	1.00	0.95	1.00		0.95	0.70	
Satd. Flow (perm)		670	3094	1384		390	3124	1411	1518	1593		1285	1821	
Peak-hour factor, PHF	0.71	0.76	0.95	0.75	0.76	0.80	0.90	0.81	0.87	0.84	0.72	0.75	0.95	0.84
Adj. Flow (vph)	24	88	1089	236	76	168	851	249	324	271	81	124	249	260
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	8	0	0	124	0
Lane Group Flow (vph)	0	112	1089	236	0	244	851	249	324	344	0	112	397	0
Heavy Vehicles (%)	6%	1%	5%	5%	7%	11%	4%	3%	7%	2%	9%	15%	3%	17%
Turn Type	custom	Prot	NA	Free	custom	Prot	NA	Free	Prot	NA		Prot	NA	
Protected Phases		1	6			5	2		7	4		3	8	
Permitted Phases	1			Free	5			Free						
Actuated Green, G (s)		10.0	45.0	146.0		16.0	51.0	146.0	15.5	23.5		7.5	25.0	
Effective Green, g (s)		10.0	45.0	146.0		16.0	51.0	146.0	15.5	23.5		7.5	25.0	
Actuated g/C Ratio		0.07	0.31	1.00		0.11	0.35	1.00	0.11	0.16		0.05	0.17	
Clearance Time (s)		8.0	6.0			8.0	6.0		5.5	6.5		7.5	6.5	
Vehicle Extension (s)		2.0	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		45	953	1384		42	1091	1411	161	256		66	352	
v/s Ratio Prot			c0.35				c0.27		c0.21	c0.22		0.09	0.06	
v/s Ratio Perm		0.17		0.17		c0.63		c0.18					0.14	
v/c Ratio		2.49	1.14	0.17		5.81	0.78	0.18	2.01	1.35		1.70	1.13	
Uniform Delay, d1		68.0	50.5	0.0		65.0	42.5	0.0	65.2	61.2		69.2	60.5	
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		731.3	76.9	0.3		2214.9	3.4	0.3	476.8	179.2		369.9	87.0	
Delay (s)		799.3	127.4	0.3		2279.9	45.9	0.3	542.1	240.5		439.2	147.5	
Level of Service		F	F	A		F	D	A	F	F		F	F	
Approach Delay (s)			158.9				443.0			385.0			199.1	
Approach LOS			F				F			F			F	

Intersection Summary			
HCM 2000 Control Delay	295.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.82		
Actuated Cycle Length (s)	146.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	371	10	10	506	110	187
Future Volume (vph)	371	10	10	506	110	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0	6.0	6.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3427			3502	1770	1583
Flt Permitted	1.00			0.94	0.95	1.00
Satd. Flow (perm)	3427			3309	1770	1583
Peak-hour factor, PHF	0.88	0.92	0.92	0.86	0.92	0.92
Adj. Flow (vph)	422	11	11	588	120	203
RTOR Reduction (vph)	2	0	0	0	0	155
Lane Group Flow (vph)	431	0	0	599	120	48
Heavy Vehicles (%)	5%	2%	2%	3%	2%	2%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	10			8	9	
Permitted Phases	10 8		8			9 3
Actuated Green, G (s)	60.8			35.0	21.0	23.7
Effective Green, g (s)	60.8			35.0	21.0	23.7
Actuated g/C Ratio	0.61			0.35	0.21	0.24
Clearance Time (s)	6.0			6.0	6.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	2293			1160	372	375
v/s Ratio Prot	c0.05				c0.07	
v/s Ratio Perm	0.08			c0.18		0.03
v/c Ratio	0.19			0.52	0.32	0.13
Uniform Delay, d1	8.6			25.7	33.4	29.9
Progression Factor	0.29			1.00	1.00	1.00
Incremental Delay, d2	0.1			1.6	2.3	0.2
Delay (s)	2.6			27.3	35.7	30.1
Level of Service	A			C	D	C
Approach Delay (s)	2.6			27.3	32.2	
Approach LOS	A			C	C	

Intersection Summary			
HCM 2000 Control Delay	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	99.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	37.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

13: High Street & Summer Street

Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Group Flow (vph)	308	149	732	778	538	44
v/c Ratio	0.95	0.63	1.69	0.77	0.84	0.05
Control Delay	74.6	20.4	339.0	10.4	35.9	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.6	20.4	339.0	10.4	35.9	1.3
Queue Length 50th (ft)	153	0	~482	81	240	0
Queue Length 95th (ft)	#280	#68	#760	207	322	6
Internal Link Dist (ft)	502		672		667	
Turn Bay Length (ft)						
Base Capacity (vph)	325	238	432	1418	1386	1281
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.63	1.69	0.55	0.39	0.03

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.

17: Washington Street & School Street/East Street

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	144	408	137	1133	354
v/c Ratio	0.51	1.40	0.27	0.77	0.27
Control Delay	52.8	231.1	24.2	30.3	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	231.1	24.2	30.3	22.1
Queue Length 50th (ft)	102	~433	55	361	91
Queue Length 95th (ft)	141	#605	63	442	126
Internal Link Dist (ft)	362		512	495	344
Turn Bay Length (ft)					
Base Capacity (vph)	282	292	506	1468	1290
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	1.40	0.27	0.77	0.27

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.

22: Upland Road/Washington Street & Clapboardtree Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	431	192	548	28	956	68	687
v/c Ratio	0.80	0.33	0.58	0.19	1.44	0.43	0.81
Control Delay	48.8	27.9	36.4	46.5	237.8	51.4	35.0
Queue Delay	0.0	14.5	60.9	0.0	0.0	0.0	0.0
Total Delay	48.8	42.3	97.3	46.5	237.8	51.4	35.0
Queue Length 50th (ft)	137	109	354	17	~436	41	158
Queue Length 95th (ft)	#223	187	462	45	#555	86	195
Internal Link Dist (ft)	703		56		850		911
Turn Bay Length (ft)							
Base Capacity (vph)	540	618	927	144	664	158	849
Starvation Cap Reductn	0	401	669	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.88	2.12	0.19	1.44	0.43	0.81

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.

27: Route 1 & University Avenue/Everett Street

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	NWL	NWT
Lane Group Flow (vph)	112	1089	236	244	851	249	324	352	112	521
v/c Ratio	2.49	1.14	0.17	5.81	0.78	0.18	2.01	1.34	1.70	1.78
Control Delay	756.6	121.9	0.3	2225.3	48.5	0.3	507.9	219.9	408.2	389.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	756.6	121.9	0.3	2225.3	48.5	0.3	507.9	219.9	408.2	389.1
Queue Length 50th (ft)	~176	~635	0	~439	380	0	~480	~429	~171	~330
Queue Length 95th (ft)	#251	#774	0	#546	464	0	#650	#573	#251	#457
Internal Link Dist (ft)		821			756			686		563
Turn Bay Length (ft)	400		200			400			420	
Base Capacity (vph)	45	953	1384	42	1091	1411	161	263	66	293
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.49	1.14	0.17	5.81	0.78	0.18	2.01	1.34	1.70	1.78

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.

38: Washington St & Clapboardtree Street/Everett Street

Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	433	599	120	203
v/c Ratio	0.19	0.52	0.32	0.38
Control Delay	1.9	27.7	36.3	6.5
Queue Delay	4.8	4.5	0.0	0.0
Total Delay	6.7	32.1	36.3	6.5
Queue Length 50th (ft)	8	157	65	0
Queue Length 95th (ft)	m9	199	118	54
Internal Link Dist (ft)	56	808	273	
Turn Bay Length (ft)				130
Base Capacity (vph)	2220	1160	372	562
Starvation Cap Reductn	1700	0	0	0
Spillback Cap Reductn	0	474	8	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.83	0.87	0.33	0.36

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	63.3
Intersection LOS	F

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	127	177	0	77	59	165	324	0	11	74	0
Future Vol, veh/h	0	127	177	0	77	59	165	324	0	11	74	0
Peak Hour Factor	0.25	0.76	0.96	0.25	0.88	0.75	0.50	0.87	0.25	0.92	0.80	0.25
Heavy Vehicles, %	0	3	2	0	3	0	0	0	0	0	5	0
Mvmt Flow	0	167	184	0	88	79	330	372	0	12	93	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	NE	SW
Opposing Approach	SB	NB	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	NE	SW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	SW	NE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19	13.3	104.9	12
HCM LOS	C	B	F	B

Lane	NELn1	NBLn1	SBLn1	SWLn1
Vol Left, %	34%	0%	0%	13%
Vol Thru, %	66%	42%	57%	87%
Vol Right, %	0%	58%	43%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	489	304	136	85
LT Vol	165	0	0	11
Through Vol	324	127	77	74
RT Vol	0	177	59	0
Lane Flow Rate	702	351	166	104
Geometry Grp	1	1	1	1
Degree of Util (X)	1.143	0.602	0.308	0.198
Departure Headway (Hd)	5.859	6.569	7.14	7.191
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	618	552	507	502
Service Time	3.903	4.569	5.14	5.191
HCM Lane V/C Ratio	1.136	0.636	0.327	0.207
HCM Control Delay	104.9	19	13.3	12
HCM Lane LOS	F	C	B	B
HCM 95th-tile Q	22.5	4	1.3	0.7

Intersection	
Int Delay, s/veh	459.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	6	131	3	205	6	663	355	322	299	5
Future Vol, veh/h	0	1	6	131	3	205	6	663	355	322	299	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	30	94	25	84	38	91	88	95	80	42
Heavy Vehicles, %	0	0	0	2	0	1	0	4	1	1	7	0
Mvmt Flow	0	4	20	139	12	244	16	729	403	339	374	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1461	1819	380	2033	2027	566	386	0	0	729	0	0
Stage 1	1058	1058	-	963	963	-	-	-	-	-	-	-
Stage 2	403	761	-	1070	1064	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.33	6.5	6.915	4.1	-	-	4.115	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.53	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.519	4	3.3095	2.2	-	-	2.2095	-	-
Pot Cap-1 Maneuver	100	79	671	~ 38	58	470	1184	-	-	878	-	-
Stage 1	274	304	-	275	337	-	-	-	-	-	-	-
Stage 2	601	417	-	267	302	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	47	671	~ 24	34	470	1184	-	-	878	-	-
Mov Cap-2 Maneuver	24	47	-	~ 24	34	-	-	-	-	-	-	-
Stage 1	263	187	-	264	323	-	-	-	-	-	-	-
Stage 2	267	400	-	156	185	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.4	$ 2649.4	0.2	5.5
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	209	60	878	-	-
HCM Lane V/C Ratio	0.013	-	-	0.115	6.59	0.386	-	-
HCM Control Delay (s)	8.1	0.2	-	24.4	$ 2649.4	11.7	-	-
HCM Lane LOS	A	A	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	45.2	1.8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	15.5

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	413	216	136	292	0
Future Vol, veh/h	0	413	216	136	292	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	75	74	93	71	25
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	551	292	146	411	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	411	411	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	645	1159	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	645	1159	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	34.5	6.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NWTWBLn1	SEL	SET
Capacity (veh/h)	- 645	1159	-
HCM Lane V/C Ratio	- 0.854	0.252	-
HCM Control Delay (s)	- 34.5	9.1	0
HCM Lane LOS	- D	A	A
HCM 95th %tile Q(veh)	- 9.6	1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑		↖	↑		↗
Traffic Vol, veh/h	216	0	85	413	0	501
Future Vol, veh/h	216	0	85	413	0	501
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	25	82	75	25	90
Heavy Vehicles, %	0	0	5	0	0	1
Mvmt Flow	292	0	104	551	0	557

Major/Minor	Minor2		Major2	
Conflicting Flow All	759	-	0	0
Stage 1	759	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	-	4.15	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	-	2.245	-
Pot Cap-1 Maneuver	338	0	-	-
Stage 1	418	0	-	-
Stage 2	-	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	27	304	88	0
Future Vol, veh/h	0	26	27	304	88	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	59	84	86	88	25
Heavy Vehicles, %	0	0	11	3	2	0
Mvmt Flow	0	44	32	353	100	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	100	100	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.21	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.299	-	-	-
Pot Cap-1 Maneuver	0	961	1438	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	961	1438	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1438	-	961	-
HCM Lane V/C Ratio	0.022	-	0.046	-
HCM Control Delay (s)	7.6	0	8.9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	0	489	26	0	133
Future Vol, veh/h	27	0	489	26	0	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	25	83	59	25	80
Heavy Vehicles, %	11	0	0	0	0	3
Mvmt Flow	32	0	589	44	0	166

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	777	-	0	0	-	-
Stage 1	611	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.51	-	-	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	-	-	-	-	-
Pot Cap-1 Maneuver	353	0	-	-	0	-
Stage 1	525	0	-	-	0	-
Stage 2	842	0	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	353	-	-	-	-	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	353	-
HCM Lane V/C Ratio	-	-	0.091	-
HCM Control Delay (s)	-	-	16.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	219	150	180	1031	534	61
Future Volume (vph)	219	150	180	1031	534	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	0.90	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.98	1.00	0.95	1.00
Satd. Flow (prot)	1752	1583	1610	1475	1687	1455
Flt Permitted	0.95	1.00	0.27	1.00	0.95	1.00
Satd. Flow (perm)	1752	1583	438	1475	1687	1455
Peak-hour factor, PHF	0.87	0.75	0.87	0.90	0.96	0.76
Adj. Flow (vph)	252	200	207	1146	556	80
RTOR Reduction (vph)	0	188	90	269	0	34
Lane Group Flow (vph)	252	12	552	442	556	46
Heavy Vehicles (%)	3%	2%	5%	4%	7%	11%
Turn Type	Prot	Over	pm+pt	Prot	Prot	pt+ov
Protected Phases	7	1	1	6	2	2 7
Permitted Phases			6			
Actuated Green, G (s)	15.2	5.1	42.1	42.1	32.0	47.2
Effective Green, g (s)	15.2	5.1	42.1	42.1	32.0	47.2
Actuated g/C Ratio	0.18	0.06	0.51	0.51	0.39	0.57
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	323	97	296	753	655	833
v/s Ratio Prot	c0.14	0.01	c0.12	0.30	0.33	0.03
v/s Ratio Perm			c0.84			
v/c Ratio	0.78	0.13	1.86	0.59	0.85	0.06
Uniform Delay, d1	32.0	36.5	20.2	14.1	23.0	7.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.5	0.6	401.2	1.2	10.0	0.0
Delay (s)	43.6	37.1	421.3	15.3	33.0	7.8
Level of Service	D	D	F	B	C	A
Approach Delay (s)	40.7		207.9		29.8	
Approach LOS	D		F		C	

Intersection Summary			
HCM 2000 Control Delay	130.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	82.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	84	12	382	0	112	1	579	364	23	339	0
Future Volume (vph)	17	84	12	382	0	112	1	579	364	23	339	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.99		1.00	0.85			0.95			1.00	
Flt Protected		0.99		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1829		1770	1568			3289			3503	
Flt Permitted		0.93		0.38	1.00			0.95			0.72	
Satd. Flow (perm)		1715		714	1568			3138			2523	
Peak-hour factor, PHF	0.71	0.72	0.75	0.94	0.25	0.70	0.25	0.81	0.94	0.64	0.93	0.25
Adj. Flow (vph)	24	117	16	406	0	160	4	715	387	36	365	0
RTOR Reduction (vph)	0	3	0	0	114	0	0	58	0	0	0	0
Lane Group Flow (vph)	0	154	0	406	46	0	0	1048	0	0	401	0
Heavy Vehicles (%)	6%	1%	0%	2%	0%	3%	0%	4%	4%	4%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	2
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		6		5	2		3	8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		19.0		35.0	35.0			55.0			55.0	
Effective Green, g (s)		19.0		35.0	35.0			55.0			55.0	
Actuated g/C Ratio		0.15		0.28	0.28			0.45			0.45	
Clearance Time (s)		5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		264		297	446			1403			1128	
v/s Ratio Prot				c0.12	0.03							
v/s Ratio Perm		0.09		c0.27				c0.33			0.16	
v/c Ratio		0.58		1.37	0.10			0.75			0.36	
Uniform Delay, d1		48.3		43.6	32.4			28.2			22.3	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		9.1		185.3	0.5			2.2			0.9	
Delay (s)		57.4		228.9	32.9			30.4			23.2	
Level of Service		E		F	C			C			C	
Approach Delay (s)		57.4			173.5			30.4			23.2	
Approach LOS		E			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	67.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	123.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	231	23	201	298	173	19	612	111	96	340	297
Future Volume (vph)	170	231	23	201	298	173	19	612	111	96	340	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.94		1.00	0.98		1.00	0.93	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3461		1770	1748		1719	3427		1719	3318	
Flt Permitted		0.66		0.34	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		2323		626	1748		1719	3427		1719	3318	
Peak-hour factor, PHF	0.91	0.87	0.72	0.82	0.90	0.79	0.68	0.89	0.93	0.69	0.83	0.94
Adj. Flow (vph)	187	266	32	245	331	219	28	688	119	139	410	316
RTOR Reduction (vph)	0	5	0	0	24	0	0	14	0	0	139	0
Lane Group Flow (vph)	0	480	0	245	526	0	28	793	0	139	587	0
Heavy Vehicles (%)	2%	1%	0%	2%	1%	4%	5%	3%	3%	5%	3%	0%
Turn Type	Perm	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 4		1	6		5	2	
Permitted Phases	4			3 4								
Actuated Green, G (s)		22.9		46.8	52.8		8.0	19.0		10.0	21.0	
Effective Green, g (s)		22.9		46.8	52.8		8.0	19.0		10.0	21.0	
Actuated g/C Ratio		0.23		0.47	0.53		0.08	0.19		0.10	0.21	
Clearance Time (s)		6.0		6.0			6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		533		567	924		137	652		172	698	
v/s Ratio Prot				0.10	c0.30		0.02	c0.23		c0.08	0.18	
v/s Ratio Perm		c0.21		0.10								
v/c Ratio		0.93dl		0.43	0.57		0.20	1.22		0.81	0.84	
Uniform Delay, d1		37.3		16.6	15.8		42.9	40.4		44.0	37.8	
Progression Factor		1.00		2.18	2.40		1.00	1.00		1.00	1.00	
Incremental Delay, d2		17.9		0.5	0.7		0.7	111.1		23.6	9.0	
Delay (s)		55.2		36.8	38.8		43.7	151.5		67.5	46.8	
Level of Service		E		D	D		D	F		E	D	
Approach Delay (s)		55.2			38.2			147.9			50.1	
Approach LOS		E			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	75.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	99.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations														
Traffic Volume (vph)	26	102	1043	271	56	150	867	237	246	269	80	125	281	194
Future Volume (vph)	26	102	1043	271	56	150	867	237	246	269	80	125	281	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0	6.0	4.0		8.0	6.0	4.0	5.5	6.5		7.5	6.5	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00		0.91	0.91	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.96		1.00	0.94	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1550	3094	1398		1519	3154	1411	1547	1613		1344	2749	
Flt Permitted		0.40	1.00	1.00		0.25	1.00	1.00	0.95	1.00		0.95	0.64	
Satd. Flow (perm)		653	3094	1398		400	3154	1411	1547	1613		1344	1771	
Peak-hour factor, PHF	0.81	0.80	0.89	0.81	0.88	0.96	0.92	0.96	0.83	0.81	0.77	0.78	0.89	0.93
Adj. Flow (vph)	32	128	1172	335	64	156	942	247	296	332	104	160	316	209
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	8	0	0	51	0
Lane Group Flow (vph)	0	160	1172	335	0	220	942	247	296	428	0	144	490	0
Heavy Vehicles (%)	8%	4%	5%	4%	2%	9%	3%	3%	5%	1%	6%	10%	2%	13%
Turn Type	custom	Prot	NA	Free	custom	Prot	NA	Free	Prot	NA		Prot	NA	
Protected Phases		1	6			5	2		7	4		3	8	
Permitted Phases	1			Free	5			Free						
Actuated Green, G (s)		10.0	45.0	146.0		16.0	51.0	146.0	15.5	23.5		7.5	25.0	
Effective Green, g (s)		10.0	45.0	146.0		16.0	51.0	146.0	15.5	23.5		7.5	25.0	
Actuated g/C Ratio		0.07	0.31	1.00		0.11	0.35	1.00	0.11	0.16		0.05	0.17	
Clearance Time (s)		8.0	6.0			8.0	6.0		5.5	6.5		7.5	6.5	
Vehicle Extension (s)		2.0	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		44	953	1398		43	1101	1411	164	259		69	353	
v/s Ratio Prot			c0.38				c0.30		c0.19	c0.27		0.11	0.07	
v/s Ratio Perm		0.25		c0.24		c0.55		0.18					0.17	
v/c Ratio		3.64	1.23	0.24		5.12	0.86	0.18	1.80	1.65		2.09	1.39	
Uniform Delay, d1		68.0	50.5	0.0		65.0	44.1	0.0	65.2	61.2		69.2	60.5	
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1240.3	112.7	0.4		1903.0	6.4	0.3	385.3	311.0		534.9	190.8	
Delay (s)		1308.3	163.2	0.4		1968.0	50.5	0.3	450.6	372.3		604.2	251.3	
Level of Service		F	F	A		F	D	A	F	F		F	F	
Approach Delay (s)			240.4				341.1			403.9			325.5	
Approach LOS			F				F			F			F	

Intersection Summary			
HCM 2000 Control Delay	311.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.80		
Actuated Cycle Length (s)	146.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	101.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	428	10	10	620	52	157
Future Volume (vph)	428	10	10	620	52	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0	6.0	6.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3494			3503	1770	1583
Flt Permitted	1.00			0.94	0.95	1.00
Satd. Flow (perm)	3494			3309	1770	1583
Peak-hour factor, PHF	0.91	0.92	0.92	0.94	0.92	0.92
Adj. Flow (vph)	470	11	11	660	57	171
RTOR Reduction (vph)	2	0	0	0	0	130
Lane Group Flow (vph)	479	0	0	671	57	41
Heavy Vehicles (%)	3%	2%	2%	3%	2%	2%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	10			8	9	
Permitted Phases	10 8		8			9 3
Actuated Green, G (s)	60.8			35.0	21.0	23.9
Effective Green, g (s)	60.8			35.0	21.0	23.9
Actuated g/C Ratio	0.61			0.35	0.21	0.24
Clearance Time (s)	6.0			6.0	6.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	2338			1160	372	379
v/s Ratio Prot	c0.05				c0.03	
v/s Ratio Perm	0.08			c0.20		0.03
v/c Ratio	0.20			0.58	0.15	0.11
Uniform Delay, d1	8.7			26.4	32.1	29.6
Progression Factor	0.16			1.00	1.00	1.00
Incremental Delay, d2	0.1			2.1	0.9	0.1
Delay (s)	1.5			28.5	33.0	29.8
Level of Service	A			C	C	C
Approach Delay (s)	1.5			28.5	30.6	
Approach LOS	A			C	C	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	99.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

13: High Street & Summer Street

Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Group Flow (vph)	252	200	642	711	556	80
v/c Ratio	0.78	0.70	1.67	0.70	0.85	0.09
Control Delay	53.0	21.3	327.6	7.0	36.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	21.3	327.6	7.0	36.0	1.1
Queue Length 50th (ft)	123	0	~408	45	253	0
Queue Length 95th (ft)	#282	35	#704	146	379	5
Internal Link Dist (ft)	502		672		667	
Turn Bay Length (ft)						
Base Capacity (vph)	322	285	385	1390	1343	1245
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.70	1.67	0.51	0.41	0.06

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.

17: Washington Street & School Street/East Street

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	157	406	160	1106	401
v/c Ratio	0.59	1.37	0.22	0.76	0.36
Control Delay	56.9	218.6	0.7	29.5	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	218.6	0.7	29.5	23.5
Queue Length 50th (ft)	115	~413	0	346	107
Queue Length 95th (ft)	146	#625	0	362	148
Internal Link Dist (ft)	362		512	495	344
Turn Bay Length (ft)					
Base Capacity (vph)	268	297	736	1462	1128
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.59	1.37	0.22	0.76	0.36

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.

22: Upland Road/Washington Street & Clapboardtree Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	485	245	550	28	807	139	726
v/c Ratio	0.93dl	0.43	0.58	0.20	1.21	0.81	0.87
Control Delay	59.6	31.4	37.7	46.9	144.3	78.2	41.0
Queue Delay	0.0	65.3	66.7	0.0	0.0	0.0	0.0
Total Delay	59.6	96.7	104.3	46.9	144.3	78.2	41.0
Queue Length 50th (ft)	161	161	354	17	~330	88	182
Queue Length 95th (ft)	#255	215	462	33	#444	#120	224
Internal Link Dist (ft)	703		56		850		911
Turn Bay Length (ft)							
Base Capacity (vph)	538	601	934	137	666	171	837
Starvation Cap Reductn	0	407	758	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.26	3.13	0.20	1.21	0.81	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

27: Route 1 & University Avenue/Everett Street

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	NWL	NWT
Lane Group Flow (vph)	160	1172	335	220	942	247	296	436	144	541
v/c Ratio	3.64	1.23	0.24	5.12	0.86	0.18	1.80	1.63	2.09	2.48
Control Delay	1257.4	155.2	0.4	1914.9	53.0	0.3	420.2	337.7	565.8	702.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1257.4	155.2	0.4	1914.9	53.0	0.3	420.2	337.7	565.8	702.7
Queue Length 50th (ft)	~272	~722	0	~391	437	0	~422	~594	~237	~440
Queue Length 95th (ft)	#370	#846	0	#562	530	0	#554	#706	#335	#561
Internal Link Dist (ft)		821			756			686		563
Turn Bay Length (ft)	400		200			400			420	
Base Capacity (vph)	44	953	1398	43	1101	1411	164	267	69	218
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	3.64	1.23	0.24	5.12	0.86	0.18	1.80	1.63	2.09	2.48

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.

38: Washington St & Clapboardtree Street/Everett Street

Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	481	671	57	171
v/c Ratio	0.21	0.58	0.15	0.33
Control Delay	1.1	28.9	33.6	6.5
Queue Delay	7.5	20.7	0.0	0.0
Total Delay	8.6	49.6	33.6	6.5
Queue Length 50th (ft)	6	181	30	0
Queue Length 95th (ft)	m6	240	65	50
Internal Link Dist (ft)	56	808	273	
Turn Bay Length (ft)				130
Base Capacity (vph)	2263	1160	372	538
Starvation Cap Reductn	1727	0	0	0
Spillback Cap Reductn	0	495	8	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.90	1.01	0.16	0.32

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	58.8
Intersection LOS	F

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	113	152	0	99	58	158	336	0	19	87	0
Future Vol, veh/h	0	113	152	0	99	58	158	336	0	19	87	0
Peak Hour Factor	0.25	0.78	0.79	0.25	0.80	0.67	0.54	0.88	0.25	0.79	0.91	0.25
Heavy Vehicles, %	0	4	1	0	3	0	0	2	0	5	2	0
Mvmt Flow	0	145	192	0	124	87	293	382	0	24	96	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	NE	SW
Opposing Approach	SB	NB	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	NE	SW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	SW	NE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19.3	14.9	100.5	12.8
HCM LOS	C	B	F	B

Lane	NELn1	NBLn1	SBLn1	SWLn1
Vol Left, %	32%	0%	0%	18%
Vol Thru, %	68%	43%	63%	82%
Vol Right, %	0%	57%	37%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	494	265	157	106
LT Vol	158	0	0	19
Through Vol	336	113	99	87
RT Vol	0	152	58	0
Lane Flow Rate	674	337	210	120
Geometry Grp	1	1	1	1
Degree of Util (X)	1.128	0.596	0.395	0.236
Departure Headway (Hd)	6.02	6.77	7.217	7.486
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	600	536	503	482
Service Time	4.097	4.77	5.217	5.486
HCM Lane V/C Ratio	1.123	0.629	0.417	0.249
HCM Control Delay	100.5	19.3	14.9	12.8
HCM Lane LOS	F	C	B	B
HCM 95th-tile Q	21.2	3.9	1.9	0.9

Intersection	
Int Delay, s/veh	467.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	5	124	1	196	6	614	349	350	314	4
Future Vol, veh/h	0	2	5	124	1	196	6	614	349	350	314	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	50	25	94	25	91	75	88	92	85	92	50
Heavy Vehicles, %	0	0	0	2	0	1	0	5	1	0	7	0
Mvmt Flow	0	4	20	132	4	215	8	698	379	412	341	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1536	1883	345	2085	2077	539	349	0	0	698	0	0
Stage 1	1169	1169	-	904	904	-	-	-	-	-	-	-
Stage 2	367	714	-	1181	1173	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.33	6.5	6.915	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.53	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.519	4	3.3095	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	88	72	702	~ 34	54	490	1221	-	-	908	-	-
Stage 1	237	269	-	299	358	-	-	-	-	-	-	-
Stage 2	630	438	-	231	268	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	39	702	~ 20	29	490	1221	-	-	908	-	-
Mov Cap-2 Maneuver	28	39	-	~ 20	29	-	-	-	-	-	-	-
Stage 1	233	147	-	294	352	-	-	-	-	-	-	-
Stage 2	343	430	-	~ 119	146	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.6	$ 2937.6	0.1	6.6
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1221	-	-	183	49	908	-	-
HCM Lane V/C Ratio	0.007	-	-	0.131	7.169	0.453	-	-
HCM Control Delay (s)	8	0.1	-	27.5	$ 2937.6	12.2	-	-
HCM Lane LOS	A	A	-	D	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	41	2.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	11

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	409	210	157	271	0
Future Vol, veh/h	0	409	210	157	271	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	77	92	79	83	25
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	0	531	228	199	327	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	327	327	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	719	1244	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	719	1244	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	22.8	4.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWTWBLn1	SEL	SET
Capacity (veh/h)	- 719	1244	-
HCM Lane V/C Ratio	- 0.739	0.183	-
HCM Control Delay (s)	- 22.8	8.5	0
HCM Lane LOS	- C	A	A
HCM 95th %tile Q(veh)	- 6.6	0.7	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑		↖	↑		↗
Traffic Vol, veh/h	210	0	106	409	0	488
Future Vol, veh/h	210	0	106	409	0	488
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	25	88	77	25	85
Heavy Vehicles, %	0	0	3	0	0	1
Mvmt Flow	228	0	120	531	0	574

Major/Minor	Minor2		Major2	
Conflicting Flow All	771	-	0	0
Stage 1	771	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	-	4.13	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	-	2.227	-
Pot Cap-1 Maneuver	333	0	-	-
Stage 1	413	0	-	-
Stage 2	-	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	26	265	118	0
Future Vol, veh/h	0	35	26	265	118	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	88	72	81	82	25
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	0	40	36	327	144	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	144	144	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	909	1451	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	909	1451	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1451	-	909	-
HCM Lane V/C Ratio	0.025	-	0.044	-
HCM Control Delay (s)	7.5	0	9.1	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	0	494	35	0	145
Future Vol, veh/h	26	0	494	35	0	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	25	89	88	25	88
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	36	0	555	40	0	165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	740	-	0	0	-	-
Stage 1	575	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.4	-	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	-	-
Pot Cap-1 Maneuver	387	0	-	-	0	-
Stage 1	567	0	-	-	0	-
Stage 2	869	0	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	387	-	-	-	-	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	387	-
HCM Lane V/C Ratio	-	-	0.093	-
HCM Control Delay (s)	-	-	15.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	211	134	184	1121	530	52
Future Volume (vph)	211	134	184	1121	530	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	0.90	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.98	1.00	0.95	1.00
Satd. Flow (prot)	1736	1568	1616	1490	1671	1468
Flt Permitted	0.95	1.00	0.27	1.00	0.95	1.00
Satd. Flow (perm)	1736	1568	445	1490	1671	1468
Peak-hour factor, PHF	0.84	0.67	0.89	0.98	0.95	0.65
Adj. Flow (vph)	251	200	207	1144	558	80
RTOR Reduction (vph)	0	188	90	267	0	34
Lane Group Flow (vph)	251	12	552	442	558	46
Heavy Vehicles (%)	4%	3%	6%	3%	8%	10%
Turn Type	Prot	Over	pm+pt	Prot	Prot	pt+ov
Protected Phases	7	1	1	6	2	2 7
Permitted Phases			6			
Actuated Green, G (s)	15.2	5.1	42.6	42.6	32.5	47.7
Effective Green, g (s)	15.2	5.1	42.6	42.6	32.5	47.7
Actuated g/C Ratio	0.18	0.06	0.51	0.51	0.39	0.58
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	318	96	300	765	655	844
v/s Ratio Prot	c0.14	0.01	c0.11	0.30	0.33	0.03
v/s Ratio Perm			c0.83			
v/c Ratio	0.79	0.13	1.84	0.58	0.85	0.05
Uniform Delay, d1	32.3	36.8	20.2	13.9	23.0	7.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.2	0.6	390.8	1.1	10.4	0.0
Delay (s)	44.6	37.4	411.0	15.0	33.4	7.7
Level of Service	D	D	F	B	C	A
Approach Delay (s)	41.4		203.2		30.2	
Approach LOS	D		F		C	

Intersection Summary			
HCM 2000 Control Delay	128.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	82.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	88	13	386	16	83	3	625	380	17	328	1
Future Volume (vph)	14	88	13	386	16	83	3	625	380	17	328	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frt		0.98		1.00	0.90			0.95			1.00	
Flt Protected		0.99		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1822		1770	1635			3298			3491	
Flt Permitted		0.93		0.38	1.00			0.95			0.71	
Satd. Flow (perm)		1701		702	1635			3140			2502	
Peak-hour factor, PHF	0.58	0.76	0.65	0.95	0.25	0.67	0.38	0.88	0.97	0.47	0.95	0.25
Adj. Flow (vph)	24	116	20	406	64	124	8	710	392	36	345	4
RTOR Reduction (vph)	0	4	0	0	57	0	0	60	0	0	1	0
Lane Group Flow (vph)	0	156	0	406	131	0	0	1050	0	0	384	0
Heavy Vehicles (%)	7%	1%	0%	2%	6%	4%	0%	4%	3%	6%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	2
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		6		5	2		3	8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		19.0		35.0	35.0			55.0			55.0	
Effective Green, g (s)		19.0		35.0	35.0			55.0			55.0	
Actuated g/C Ratio		0.15		0.28	0.28			0.45			0.45	
Clearance Time (s)		5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		262		295	465			1404			1118	
v/s Ratio Prot				c0.12	0.08							
v/s Ratio Perm		0.09		c0.27				c0.33			0.15	
v/c Ratio		0.59		1.38	0.28			0.75			0.34	
Uniform Delay, d1		48.4		43.6	34.2			28.2			22.2	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		9.6		189.3	1.5			2.2			0.8	
Delay (s)		58.0		232.9	35.8			30.5			23.1	
Level of Service		E		F	D			C			C	
Approach Delay (s)		58.0			170.5			30.5			23.1	
Approach LOS		E			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	68.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	123.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	230	25	195	287	161	25	665	118	89	329	298
Future Volume (vph)	173	230	25	195	287	161	25	665	118	89	329	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		0.95		1.00	1.00		1.00	0.95		1.00	0.95	
Frt		0.99		1.00	0.95		1.00	0.98		1.00	0.93	
Flt Protected		0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3468		1770	1764		1736	3418		1671	3305	
Flt Permitted		0.67		0.33	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		2367		621	1764		1736	3418		1671	3305	
Peak-hour factor, PHF	0.93	0.86	0.62	0.80	0.86	0.89	0.89	0.83	0.80	0.64	0.90	0.93
Adj. Flow (vph)	186	267	40	244	334	181	28	801	148	139	366	320
RTOR Reduction (vph)	0	6	0	0	20	0	0	15	0	0	158	0
Lane Group Flow (vph)	0	487	0	244	495	0	28	934	0	139	528	0
Heavy Vehicles (%)	1%	1%	0%	2%	1%	4%	4%	3%	4%	8%	3%	0%
Turn Type	Perm	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases		4		3	3 4		1	6		5	2	
Permitted Phases	4			3 4								
Actuated Green, G (s)		23.4		46.8	52.8		8.0	19.0		10.0	21.0	
Effective Green, g (s)		23.4		46.8	52.8		8.0	19.0		10.0	21.0	
Actuated g/C Ratio		0.23		0.47	0.53		0.08	0.19		0.10	0.21	
Clearance Time (s)		6.0		6.0			6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0		3.0			3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		554		560	933		139	650		167	695	
v/s Ratio Prot				0.10	c0.28		0.02	c0.27		c0.08	0.16	
v/s Ratio Perm		c0.21		0.10								
v/c Ratio		0.88		0.44	0.53		0.20	1.44		0.83	0.76	
Uniform Delay, d1		36.8		16.7	15.4		42.9	40.4		44.1	37.0	
Progression Factor		1.00		2.17	2.40		1.00	1.00		1.00	1.00	
Incremental Delay, d2		14.7		0.5	0.5		0.7	205.1		28.3	4.8	
Delay (s)		51.5		36.7	37.4		43.6	245.5		72.4	41.8	
Level of Service		D		D	D		D	F		E	D	
Approach Delay (s)		51.5			37.2			239.7			47.0	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	106.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	99.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations														
Traffic Volume (vph)	24	93	1039	259	62	153	828	222	281	253	84	111	258	196
Future Volume (vph)	24	93	1039	259	62	153	828	222	281	253	84	111	258	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0	6.0	4.0		8.0	6.0	4.0	5.5	6.5		7.5	6.5	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00		0.91	0.91	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.96		1.00	0.94	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1613	3094	1398		1521	3124	1411	1547	1585		1320	2747	
Flt Permitted		0.40	1.00	1.00		0.25	1.00	1.00	0.95	1.00		0.95	0.64	
Satd. Flow (perm)		679	3094	1398		400	3124	1411	1547	1585		1320	1770	
Peak-hour factor, PHF	0.86	0.73	0.88	0.77	0.82	0.91	0.94	0.90	0.87	0.94	0.81	0.69	0.85	0.91
Adj. Flow (vph)	28	127	1181	336	76	168	881	247	323	269	104	161	304	215
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	9	0	0	59	0
Lane Group Flow (vph)	0	155	1181	336	0	244	881	247	323	364	0	145	476	0
Heavy Vehicles (%)	4%	0%	5%	4%	2%	9%	4%	3%	5%	2%	7%	12%	2%	12%
Turn Type	custom	Prot	NA	Free	custom	Prot	NA	Free	Prot	NA		Prot	NA	
Protected Phases		1	6			5	2		7	4		3	8	
Permitted Phases	1			Free	5			Free						
Actuated Green, G (s)		10.0	45.0	146.0		16.0	51.0	146.0	15.5	23.5		7.5	25.0	
Effective Green, g (s)		10.0	45.0	146.0		16.0	51.0	146.0	15.5	23.5		7.5	25.0	
Actuated g/C Ratio		0.07	0.31	1.00		0.11	0.35	1.00	0.11	0.16		0.05	0.17	
Clearance Time (s)		8.0	6.0			8.0	6.0		5.5	6.5		7.5	6.5	
Vehicle Extension (s)		2.0	2.0			2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)		46	953	1398		43	1091	1411	164	255		67	353	
v/s Ratio Prot			c0.38				c0.28		c0.21	c0.23		0.11	0.07	
v/s Ratio Perm		0.23		c0.24		c0.61		0.18					0.16	
v/c Ratio		3.37	1.24	0.24		5.67	0.81	0.18	1.97	1.43		2.16	1.35	
Uniform Delay, d1		68.0	50.5	0.0		65.0	43.1	0.0	65.2	61.2		69.2	60.5	
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1119.3	116.7	0.4		2153.1	4.2	0.3	457.5	213.2		569.8	174.7	
Delay (s)		1187.3	167.2	0.4		2218.1	47.3	0.3	522.8	274.5		639.0	235.2	
Level of Service		F	F	A		F	D	A	F	F		F	F	
Approach Delay (s)			228.2				424.9			389.7			321.3	
Approach LOS			F				F			F			F	

Intersection Summary			
HCM 2000 Control Delay	329.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.86		
Actuated Cycle Length (s)	146.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	427	10	10	573	70	181
Future Volume (vph)	427	10	10	573	70	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0	6.0	6.0
Lane Util. Factor	0.95			0.95	1.00	1.00
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	3494			3536	1770	1583
Flt Permitted	1.00			0.94	0.95	1.00
Satd. Flow (perm)	3494			3340	1770	1583
Peak-hour factor, PHF	0.91	0.92	0.92	0.91	0.92	0.92
Adj. Flow (vph)	469	11	11	630	76	197
RTOR Reduction (vph)	2	0	0	0	0	151
Lane Group Flow (vph)	478	0	0	641	76	46
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	10			8	9	
Permitted Phases	10 8		8			9 3
Actuated Green, G (s)	60.8			35.0	21.0	23.4
Effective Green, g (s)	60.8			35.0	21.0	23.4
Actuated g/C Ratio	0.61			0.35	0.21	0.23
Clearance Time (s)	6.0			6.0	6.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	2338			1171	372	371
v/s Ratio Prot	c0.05				c0.04	
v/s Ratio Perm	0.08			c0.19		0.03
v/c Ratio	0.20			0.55	0.20	0.12
Uniform Delay, d1	8.7			26.0	32.5	30.1
Progression Factor	0.22			1.00	1.00	1.00
Incremental Delay, d2	0.0			1.8	1.2	0.2
Delay (s)	1.9			27.9	33.7	30.3
Level of Service	A			C	C	C
Approach Delay (s)	1.9			27.9	31.2	
Approach LOS	A			C	C	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	99.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

13: High Street & Summer Street

Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Group Flow (vph)	251	200	642	709	558	80
v/c Ratio	0.79	0.71	1.65	0.69	0.85	0.09
Control Delay	54.5	21.7	319.9	6.8	36.2	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	21.7	319.9	6.8	36.2	1.1
Queue Length 50th (ft)	124	0	~405	44	256	0
Queue Length 95th (ft)	#271	18	#732	141	383	3
Internal Link Dist (ft)	502		672		667	
Turn Bay Length (ft)						
Base Capacity (vph)	316	283	389	1398	1322	1252
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.71	1.65	0.51	0.42	0.06

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.

17: Washington Street & School Street/East Street

Lane Group	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	160	406	188	1110	385
v/c Ratio	0.60	1.38	0.36	0.76	0.34
Control Delay	57.3	222.4	22.1	29.5	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	222.4	22.1	29.5	23.3
Queue Length 50th (ft)	116	~416	67	347	102
Queue Length 95th (ft)	156	#627	0	418	142
Internal Link Dist (ft)	362		512	495	344
Turn Bay Length (ft)					
Base Capacity (vph)	266	295	521	1464	1118
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	1.38	0.36	0.76	0.34

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.

22: Upland Road/Washington Street & Clapboardtree Street

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	493	244	515	28	949	139	686
v/c Ratio	0.88	0.44	0.54	0.20	1.42	0.83	0.80
Control Delay	56.1	31.4	36.7	46.8	231.6	82.0	34.7
Queue Delay	0.0	64.4	65.6	0.0	0.0	0.0	0.0
Total Delay	56.1	95.8	102.2	46.8	231.6	82.0	34.7
Queue Length 50th (ft)	163	161	335	17	~431	89	157
Queue Length 95th (ft)	#252	212	420	44	#496	105	227
Internal Link Dist (ft)	703		56		850		911
Turn Bay Length (ft)							
Base Capacity (vph)	561	601	943	138	666	167	853
Starvation Cap Reductn	0	396	753	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	1.19	2.71	0.20	1.42	0.83	0.80

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.

27: Route 1 & University Avenue/Everett Street

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	NWL	NWT
Lane Group Flow (vph)	155	1181	336	244	881	247	323	373	145	535
v/c Ratio	3.37	1.24	0.24	5.67	0.81	0.18	1.97	1.41	2.16	2.37
Control Delay	1137.8	158.9	0.4	2163.9	50.0	0.3	489.3	248.5	599.5	651.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1137.8	158.9	0.4	2163.9	50.0	0.3	489.3	248.5	599.5	651.8
Queue Length 50th (ft)	~260	~731	0	~438	399	0	~475	~469	~240	~424
Queue Length 95th (ft)	#325	#841	0	#618	486	0	#645	#679	#291	#512
Internal Link Dist (ft)		821			756			686		563
Turn Bay Length (ft)	400		200			400			420	
Base Capacity (vph)	46	953	1398	43	1091	1411	164	264	67	226
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	3.37	1.24	0.24	5.67	0.81	0.18	1.97	1.41	2.16	2.37

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.

38: Washington St & Clapboardtree Street/Everett Street

Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	480	641	76	197
v/c Ratio	0.21	0.55	0.20	0.37
Control Delay	1.4	28.2	34.3	6.5
Queue Delay	11.0	10.9	0.0	0.0
Total Delay	12.4	39.1	34.4	6.5
Queue Length 50th (ft)	7	171	40	0
Queue Length 95th (ft)	m7	227	81	53
Internal Link Dist (ft)	56	808	273	
Turn Bay Length (ft)				130
Base Capacity (vph)	2263	1171	372	558
Starvation Cap Reductn	1750	0	0	0
Spillback Cap Reductn	0	502	8	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.94	0.96	0.21	0.35

Intersection Summary

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

Intersection	
Intersection Delay, s/veh	94.8
Intersection LOS	F

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	125	170	0	88	58	162	354	0	17	79	0
Future Vol, veh/h	0	125	170	0	88	58	162	354	0	17	79	0
Peak Hour Factor	0.25	0.74	0.89	0.25	0.92	0.67	0.42	0.92	0.25	0.71	0.82	0.25
Heavy Vehicles, %	0	3	1	0	5	0	0	1	0	6	1	0
Mvmt Flow	0	169	191	0	96	87	386	385	0	24	96	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	NE	SW
Opposing Approach	SB	NB	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	NE	SW	SB	NB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	SW	NE	NB	SB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	21.1	14.6	160.9	13.1
HCM LOS	C	B	F	B

Lane	NELn1	NBLn1	SBLn1	SWLn1
Vol Left, %	31%	0%	0%	18%
Vol Thru, %	69%	42%	60%	82%
Vol Right, %	0%	58%	40%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	516	295	146	96
LT Vol	162	0	0	17
Through Vol	354	125	88	79
RT Vol	0	170	58	0
Lane Flow Rate	770	360	182	120
Geometry Grp	1	1	1	1
Degree of Util (X)	1.286	0.628	0.346	0.237
Departure Headway (Hd)	6.01	6.99	7.64	7.686
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	601	522	474	470
Service Time	4.071	4.99	5.64	5.686
HCM Lane V/C Ratio	1.281	0.69	0.384	0.255
HCM Control Delay	160.9	21.1	14.6	13.1
HCM Lane LOS	F	C	B	B
HCM 95th-tile Q	30.6	4.3	1.5	0.9

Intersection	
Int Delay, s/veh	390.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	6	129	0	213	5	633	355	331	323	4
Future Vol, veh/h	0	2	6	129	0	213	5	633	355	331	323	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	50	30	95	25	87	62	87	88	98	86	50
Heavy Vehicles, %	0	0	0	2	0	1	0	4	1	1	9	0
Mvmt Flow	0	4	20	136	0	245	8	728	403	338	376	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1436	1800	380	2014	2006	566	384	0	0	728	0	0
Stage 1	1056	1056	-	946	946	-	-	-	-	-	-	-
Stage 2	380	744	-	1068	1060	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.33	6.5	6.915	4.1	-	-	4.115	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.53	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.519	4	3.3095	2.2	-	-	2.2095	-	-
Pot Cap-1 Maneuver	104	81	671	~ 39	60	470	1186	-	-	879	-	-
Stage 1	275	305	-	282	343	-	-	-	-	-	-	-
Stage 2	619	424	-	267	303	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	49	671	~ 25	36	470	1186	-	-	879	-	-
Mov Cap-2 Maneuver	34	49	-	~ 25	36	-	-	-	-	-	-	-
Stage 1	269	188	-	276	336	-	-	-	-	-	-	-
Stage 2	290	415	-	156	186	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.8	$ 2310.3	0.1	5.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1186	-	-	215	65	879	-	-
HCM Lane V/C Ratio	0.007	-	-	0.112	5.856	0.384	-	-
HCM Control Delay (s)	8.1	0.1	-	23.8	$ 2310.3	11.6	-	-
HCM Lane LOS	A	A	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	42.8	1.8	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	17.2

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	411	221	146	287	0
Future Vol, veh/h	0	411	221	146	287	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	73	78	92	68	25
Heavy Vehicles, %	0	0	0	3	1	0
Mvmt Flow	0	563	283	159	422	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	422	422	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	636	1148	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	636	1148	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	38.9	5.9	0
HCM LOS	E		

Minor Lane/Major Mvmt	NWTWBLn1	SEL	SET
Capacity (veh/h)	- 636	1148	-
HCM Lane V/C Ratio	- 0.885	0.247	-
HCM Control Delay (s)	- 38.9	9.2	0
HCM Lane LOS	- E	A	A
HCM 95th %tile Q(veh)	- 10.7	1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑		↖	↑		↗
Traffic Vol, veh/h	221	0	96	411	0	524
Future Vol, veh/h	221	0	96	411	0	524
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	25	80	73	25	91
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	283	0	120	563	0	576

Major/Minor	Minor2		Major2	
Conflicting Flow All	803	-	0	0
Stage 1	803	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	-	4.12	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	-	2.218	-
Pot Cap-1 Maneuver	319	0	-	-
Stage 1	399	0	-	-
Stage 2	-	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	-	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	22	295	105	0
Future Vol, veh/h	0	38	22	295	105	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	86	69	84	88	25
Heavy Vehicles, %	0	0	9	2	5	0
Mvmt Flow	0	44	32	351	119	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	119	119	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.19	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	0	938	1427	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	938	1427	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1427	-	938	-
HCM Lane V/C Ratio	0.022	-	0.047	-
HCM Control Delay (s)	7.6	0	9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	0	516	38	0	137
Future Vol, veh/h	22	0	516	38	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	25	90	86	25	84
Heavy Vehicles, %	9	0	1	0	0	1
Mvmt Flow	32	0	573	44	0	163

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	758	-	0	0	-	-
Stage 1	595	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.49	-	-	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	-	-	-	-	-
Pot Cap-1 Maneuver	365	0	-	-	0	-
Stage 1	538	0	-	-	0	-
Stage 2	849	0	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	365	-	-	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	365	-
HCM Lane V/C Ratio	-	-	0.087	-
HCM Control Delay (s)	-	-	15.8	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-